# HALL COUNTY
# PLANNING COMMISSION MEETING AGENDA

**Hall County Government Center 2nd Floor**
**2875 Browns Bridge Road**
**Gainesville, GA, 30504**
**Streamed Live on Hall County Government's Website - www.hallcounty.org**
**Monday, November 16, 2026 - 05:15 PM**

## Call to Order

## Agenda Review

## Approval of Minutes

1 Approve the November 2, 2026 Planning Commission Meeting Minutes

## Other Business

2 Vote to Adopt the 2027 Planning Commission Meeting Schedule

## New Business

3 **3411 Springdale Forrest Circle | Special Use |** for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle approximately 330 feet northwest of its intersection with Springdale Forrest Boulevard | Zoned R-1; Tax Parcel 10062 000038 **| Proposed Use: 2-lot subdivision |** ** Commission District 2 **| KD South, LLC, applicant**

4 **1646 March Drive | Rezone |** from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 758 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 **| Proposed Use: Single-family dwelling |** ** Commission District 4 **| Udis Calderon, applicant**

5 **(A) 1555C Calvary Church Road | Rezone |** from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot |** ** Commission District 4 **| Chris Patton, applicant**

6 **(B) 1555C Calvary Church Road | Variance to Section 8.2 |** to reduce the required buffer | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot |** ** Commission District 4 **| Chris Patton, applicant**

7 **(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Rezone |** from Suburban Shopping (S-S) & Planned Commercial Development (PCD) to Highway Business (H-B) | on a 5.48± acre tract located on the southeast corner of Lanier Islands Parkway and Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 & a portion of Old Lanier Island Drive right-of-way **| Proposed Use: To allow the expansion of a boat sales & repair business |** ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

8 **(B) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Special Use |** to recognize the existing and allow the expansion of a boat sales & repair business with outdoor storage in the GCOD | on a 5.48± acre tract located on the southeast corner of Lanier Islands Parkway and Merritts Drive | Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 & a portion of Old Lanier Island Drive right-of-way **| Proposed Use: To allow the expansion of a boat sales & repair business |** ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

9 **0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

10 **(A) 0 Ridge Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development |** ** Commission District 1 **| bSide Oakwood, LLC, applicant**

11 **(B) 0 Ridge Road | Variance to section 4.7 |** overall development standards | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development |** ** Commission District 1 **| bSide Oakwood, LLC, applicant**

12 **(C) 0 Ridge Road | Variance to Article 8 |** Site Development | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development |** ** Commission District 1 **| bSide Oakwood, LLC, applicant**

13 **(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Rezone |** from Planned Commercial Farm District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development |** ** Commission District 1 **| CKK Development Services LLC, applicant**

14 **(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Special Use |** for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development |** ** Commission District 1 **| CKK Development Services LLC, applicant**

15 **(A) 6651 Spout Springs Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development |** ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

16 **(B) 6651 Spout Springs Road | Special Use |** for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development |** ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

17 **(A) 3054, 3056, & 3060 Poplar Springs Church Road, 0 Poplar Springs Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Rezone |** from Planned Development (PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located at the northeast corner of Poplar Springs Church Road and Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development |** ** Commission Districts 3 and 4 **| Cook Communities, applicant**

18 **(B) 3054, 3056, & 3060 Poplar Springs Church Road, 0 Poplar Springs Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Special Use |** for a subdivision, residential | on a combined 105.69± acre tract located at the northeast corner of Poplar Springs Church Road and Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development |** ** Commission District 3 and 4 **| Cook Communities, applicant**

## Adjourn

**The Planning Commission's decision will be the final action taken unless appealed to the Board of Commissioners. To do so, file an application with the Planning Department within 30 days of the Planning Commission's decision.The Hall County Board of Commissioners will hear appeals at a public hearing at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.*

***The Planning Commission's recommendation will be forwarded to the Board of Commissioners for final action at a public hearing.*

*Hall County Government welcomes people with disabilities and their trained service animals. For questions about accessibility or to request reasonable accommodation please contact Maria Tuck, Compliance Specialist at 770-531-6712 48 hours prior to the event or as soon as possible.*

# AGENDA ITEM

## Approval of Minutes

**REPORT TO:** **Planning Commission Meeting (11/16/26)**

**ITEM NO:** 786/2026

**SUBJECT:** Approve the November 2, 2026 Planning Commission Meeting Minutes

## Meetings:

**Voting Meeting Date:** 11/16/26

## Executive Summary:

**Presenter:** KA

**Recommendation:**
Approve

**Purpose of Request:**
Approve the November 2, 2026 Planning Commission Minutes

**History:**

**Facts and Issues:**

**Options:**

**Approvals:**

| Submit | Review |
|---|---|
| KE | LT |

**Attachments:**

November 2, 2026 Planning Commission Minutes

# HALL COUNTY
# PLANNING COMMISSION MEETING SUMMARY MINUTES

**Hall County Government Center 2nd Floor**
**2875 Browns Bridge Road**
**Gainesville, GA, 30504**
**Streamed Live on Hall County Government's Website - www.hallcounty.org**
**Monday, November 02, 2026 - 05:15 PM**

## Call to Order

*Commissioner Castleberry at 5:15 pm*

*Present:*

*Commissioners Susan King, Bradley Dunckel, Brandon Dean, and Andre Castleberry*

*Also Present:*

*Katie Ahmed, Director of Planning and Zoning; Lynn Taylor, Deputy Director; Michael Patroski, Planning Division Administrator; Vamsee Polamarasetty, Senior Planner; Brittany Passmore, Planner II; and Kaitlyn Elliott, Planning Commission Clerk;*

## Agenda Review

*Commissioner Dunckel / Commissioner Dean — approve — Vote: 4-0*

*Commissioner King — aye*

*Commissioner Dunckel — aye*

*Commissioner Dean — aye*

*Commissioner Castleberry — aye*

*Motion Passed*

## Other Business

1 Training: Meeting Procedure and Motions. Staff to conduct additional training review of adopted procedures and practice making motions prior to hearing further business.

*Director Ahmed presented the item.*

2 Election of Planning Commission Chairperson

*Director Ahmed introduced the item.*

*Commissioner King / Commissioner Dean— Motion to elect Bradley Dunckel as Chairman — Vote: 4-0*

*Commissioner King — aye*

*Commissioner Dunckel — aye*

*Commissioner Dean — aye*

*Commissioner Castleberry — aye*

*Motion Passed*

3 Election of Planning Commission Vice Chairperson

*Director Ahmed introduced the item.*

*Chairman Dunckel / Commissioner Castleberry— Motion to elect Susan King as Vice - Chairwomen — Vote: 3-0*

*Chairman Dunckel — aye*

*Commissioner King — abstain*

*Commissioner Dean — aye*

*Commissioner Castleberry — aye*

*Motion Passed*

4 Appointment of Planning Commission Member to Serve as Secretary for Preliminary and Final Subdivision Plat Review

*Director Ahmed introduced the item.*

*Commissioner King / Commissioner Dean— Motion to appoint Commissioner Castleberry as Secretary for Preliminary and Final Subdivision Plat Review — Vote: 4-0*

*Chairman Dunckel — aye*

*Commissioner King — aye*

*Commissioner Dean — aye*

*Commissioner Castleberry — aye*

*Motion Passed*

*Commissioner Castleberry delegated this role to the Planning and Zoning Director or their designee.*

5 Appointment of Planning Commission Secretary

*Director Ahmed introduced the item.*

*Commissioner King / Commissioner Castleberry— Motion to appoint Kaitlyn Elliott, Planning Commission Clerk to serve as Secretary — Vote: 4-0*

*Chairman Dunckel — aye*

*Commissioner King — aye*

*Commissioner Dean — aye*

*Commissioner Castleberry — aye*

*Motion Passed*

6 Adoption of Hall County Planning Commission Rules of Procedure

*Director Ahmed introduced the item.*

*Commissioner Castleberry / Commissioner King— approve with amendments — Vote: 4-0*

*Chairman Dunckel — aye*

*Commissioner King — aye*

*Commissioner Dean — aye*

*Commissioner Castleberry — aye*

*Motion Passed*

*Amendments:*

1. *Section XIII. E. c. i*
    - *Speakers wishing to address the Commission during a public hearing shall complete and submit a speaker comment card to Planning Department staff prior to the commencement of the meeting, identifying their name, address, Commission District in which they reside, if known, and the application on which they wish to speak. Only individuals who have submitted a speaker comment card prior to the commencement of the meeting shall be permitted to speak during the public hearing, unless otherwise authorized by the chairperson. Upon recognition by the chairperson, speakers shall clearly state their name and address before addressing the Commission.*
2. *Section XIII. E. d*
    - *The applicant shall be afforded an opportunity for rebuttal following public comments. The applicant may reserve a portion of the allotted presentation time for rebuttal, and the Chairperson may allow additional rebuttal time when appropriate.*
3. *Section XIII. E. f*
    - *The chairperson will close the public hearing to further public comment.*

7 Adoption of the 2026 Planning Commission Meeting Schedule

*Director Ahmed introduced the item.*

*Commissioner King / Commissioner Castleberry— Approve — Vote: 4-0*

*Chairman Dunckel — aye*

*Commissioner King — aye*

*Commissioner Dean — aye*

*Commissioner Castleberry — aye*

*Motion Passed*

**New Business**

8 **Public Hearing to consider amendments to the Code of Ordinances of Hall County with regard to Title 12, specifically, Chapter 12.40. and Appendix A: Unified Development Code (UDC), specifically Articles 1, 6, 7, 8, 11 | ** | Hall County Planning Staff, applicant**

*Mr. Patroski presented a summary of the request.*

*The following people addressed the Planning Commission:*

*Mark Redman, 4403 T Mor Cove, Oakwood*

*Jodi White, 5166 Whitehall Road, Lula*

*Susan Smith, 4345 Chamblee Road, Oakwood*

*Commissioner Dean / Commissioner Castleberry — Approve with amendments*

*Commissioner Dean / Commissioner Castleberry- Amend motion to add further amendments Vote: 4-0*

*Chairman Dunckel — aye*

*Commissioner King — aye*

*Commissioner Dean — aye*

*Commissioner Castleberry — aye*

*Motion Passed*

*Amendments:*

1. *Large Lot Subdivisions to have a minimum lot size of 2 acres*
2. *Planned Industrial Park overall development acreage as follows:*
    - *PIP-A 20 acre minimum*
    - *PIP-B 120 acre minimum*
    - *PIP-C 200 acre minimum*
3. *Permitted Uses:*
    - *PIP-B Uses*
        - *All Craft manufacturing; All Research and Development; All Warehouse and Distribution; All Wholesale; Light Manufacturing; All uses permitted in PIP-A in addition to Medium Data Centers; Minor Data Center; and other uses substantially similar in character and intensity to the uses permitted in PIP-B, as determined by the Director of Planning and Zoning; Storage Lots may be permitted as accessory use, as determined by the Director of Planning and Zoning, when Complimentary to the principal use.*
    - *PIP-C Uses*
        - *All Craft manufacturing; All Research and Development; All Warehouse and Distribution; All Wholesale; All uses permitted in PIP-B in addition to Assembly; Brewery, winery, distillery; Cryptocurrency Data Center/Mining Facility; Data Center Campus; Food Processing (no protein); Laboratory; Light Manufacturing; Major Data Center; Micro-brewery; Micro-distillery; Minor Data Center; Storage Lots may be permitted as accessory use, as determined by the Director of Planning and Zoning, when Complimentary to the principal use.*

**Adjourn**

*Commissioner Castleberry / Chairman Dunckel — adjourn at 6:17 p.m. — Vote: 4-0*

*Chairman Dunckel — aye*

*Commissioner King — aye*

*Commissioner Dean — aye*

*Commissioner Castleberry — aye*

*Motion Passed*

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***The Planning Commission's recommendation will be forwarded to the Board of Commissioners for final action at a public hearing.*

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# AGENDA ITEM

## Other Business

**REPORT TO:** **Planning Commission Meeting (11/16/26)**

**ITEM NO:** 755/2026

**SUBJECT:** Vote to Adopt the 2027 Planning Commission Meeting Schedule

## Meetings:

**Voting Meeting Date:** 11/16/26

## Executive Summary:

**Presenter:** KA

**Recommendation:**
Approve.

**Purpose of Request:**
Vote to Adopt the 2026 Planning Commission Meeting Schedule

**History:**

**Facts and Issues:**

**Options:**

**Approvals:**

| Submit | Review |
|---|---|
| KE | LT |

**Attachments:**

Proposed 2027 Deadline Schedule

# HALL COUNTY PLANNING COMMISSION
## Proposed 2027 Commission Meeting Schedule
**Hall County Government Center 2nd Floor**
**2875 Browns Bridge Road, Gainesville, GA 30504**

| DEADLINE FOR APPLICATIONS at 5 p.m. | PLANNING COMMISSION MEETING | COUNTY COMMISSION MEETING |
|---|---|---|
| Friday, November 6, 2026 | Monday, January 4, 2027 | Thursday, February 11, 2027 |
| Friday, November 20, 2026 | *Tuesday, January 19, 2027* | Thursday, February 25, 2027 |
| Friday, December 4, 2026 | Monday, February 1, 2027 | Thursday, March 11, 2027 |
| Friday, December 18, 2026 | Monday, February 15, 2027 | Thursday, March 25, 2027 |
| *Thursday, December 31, 2026* | Monday, March 1, 2027 | Thursday, April 8, 2027 |
| Friday, January 15, 2027 | Monday, March 15, 2027 | *Tuesday, April 20, 2027* |
| Friday, February 5, 2027 | Monday, April 5, 2027 | *Wednesday, May 12, 2027* |
| Friday, February 19, 2027 | Monday, April 19, 2027 | Thursday, May 27, 2027 |
| Friday, March 5, 2027 | Monday, May 3, 2027 | Thursday, June 10, 2027 |
| Friday, March 19, 2027 | Monday, May 17, 2027 | Thursday, June 24, 2027 |
| Friday, April 9, 2027 | Monday, June 7, 2027 | Thursday, July 8, 2027 |
| Friday, April 23, 2027 | Monday, June 21, 2027 | Thursday, July 22, 2027 |
| Friday, May 7, 2027 | *Tuesday, July 6, 2027* | Thursday, August 12, 2027 |
| Friday, May 21, 2027 | Monday, July 19, 2027 | Thursday, August 26, 2027 |
| Friday, June 4, 2027 | Monday, August 2, 2027 | Thursday, September 9, 2027 |
| Friday, June 18, 2027 | Monday, August 16, 2027 | Thursday, September 23, 2027 |
| Friday, July 9, 2027 | *Tuesday, September 7, 2027* | Thursday, October 14, 2027 |
| Friday, July 23, 2027 | Monday, September 20, 2027 | Thursday, October 28, 2027 |
| Friday, August 6, 2027 | Monday, October 4, 2027 | *Wednesday, November 10, 2027* |
| Friday, August 20, 2027 | Monday, October 18, 2027 | *Wednesday, November 10, 2027* |
| Friday, September 3, 2027 | Monday, November 1, 2027 | Thursday, December 9, 2027 |
| Friday, September 17, 2027 | Monday, November 15, 2027 | Thursday, December 9, 2027 |
| Friday, October 8, 2027 | Monday, December 6, 2027 | **TBD** |
| Friday, October 22, 2027 | Monday, December 20, 2027 | **TBD** |
| Friday, November 5, 2027 | Monday, January 3, 2028 | **TBD** |
| Friday, November 19, 2027 | *Tuesday, January 18, 2028* | **TBD** |
| Friday, December 10, 2027 | Monday, February 7, 2028 | **TBD** |
| *Thursday, December 23, 2027* | Monday, February 21, 2028 | **TBD** |

Planning Commission – Meetings are held on the 1st and 3rd Monday of the month at 5:15pm
County Commission – Meetings are held on the 2nd and 4th Thursday of the month at 6:00pm
Dates listed in *italic font* have been moved due to holiday/scheduling conflict

All meetings are scheduled to be held at the Hall County Government Center (2875 Browns Bridge Road, Gainesville, Georgia) on the 2nd floor.

The Planning staff will set the dates for each application. The Planning Department has 15 days after the deadline date to review all applications submitted for sufficiency. If the application is found insufficient, an agenda date will not be set until the required information is submitted.

# AGENDA ITEM

## New Business

**REPORT TO:** **Planning Commission Meeting (11/16/26)**

**ITEM NO:** 737/2026

**SUBJECT:** **3411 Springdale Forrest Circle | Special Use |** for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle approximately 330 feet northwest of its intersection with Springdale Forrest Boulevard | Zoned R-1; Tax Parcel 10062 000038 **| Proposed Use: 2-lot subdivision |** ** Commission District 2 **| KD South, LLC, applicant**

## Meetings:

**Voting Meeting Date:** 11/16/26

## Executive Summary:

**Presenter:** LT

**Recommendation:**

Approval, with conditions, as the proposed use meets all minimum standards of the Residential 1 (R-1) zoning district.

1. The property shall be developed in accordance with the site plan and narrative received September 22, 2026, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.
2. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval.
3. All conditions of zoning shall be made a part of any plats or construction plans created for the property.

**Purpose of Request:**

**3411 Springdale Forrest Circle | Special Use |** for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle approximately 330 feet northwest of its intersection with Springdale Forrest Boulevard | Zoned R-1; Tax Parcel 10062 000038 **| Proposed Use: 2-lot subdivision |** ** Commission District 2 **| KD South, LLC, applicant**

**History:**

**Facts and Issues:**

**Options:**

**Approvals:**

| Submit | Review |
|---|---|
| KE | LT |

**Attachments:**

Staff Report

Application
Narrative
Site Plan
Plat
Maps
Deed
Water Availability
Department Comments
Notice Sign

**HALL COUNTY PLANNING COMMISSION**
**STAFF REPORT**

| | |
|---|---|
| **Applicant** | KD South, LLC |
| **Request** | **Special Use** \|for a minor subdivision |
| **Proposed Use** | 2-lot subdivision |
| **Size** | 2.09± acres |
| **Zoning** | Residential 1 (R-1) |
| **Location** | **3411 Springdale Forrest Circle \|** Tax Parcel 10062 000038 |
| **Commission District** | Two |
| **Planning Commission Date** | November 16, 2026 |
| **Staff Recommendation** | **Approval, with conditions,** as the proposed use meets all minimum standards of the Residential 1 (R-1) zoning district. |
| **Record Number** | HZCU26-0037 |

**Staff recommends APPROVAL of the applicant's request with the following conditions:**

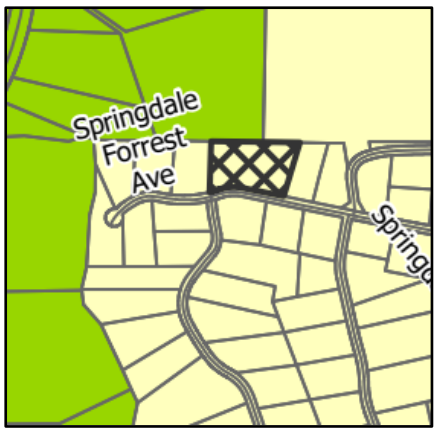
1. The property shall be developed in accordance with the site plan and narrative received September 22, 2026, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.
2. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval.
3. All conditions of zoning shall be made a part of any plats or construction plans created for the property.

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**Summary Analysis**

The applicant is requesting a Special Use for a minor subdivision that would create two lots from a 2.09± acre parcel zoned Residential 1 (R-1). The subject property is currently developed with a single-family residence constructed in 1972 according to Tax Assessor records.

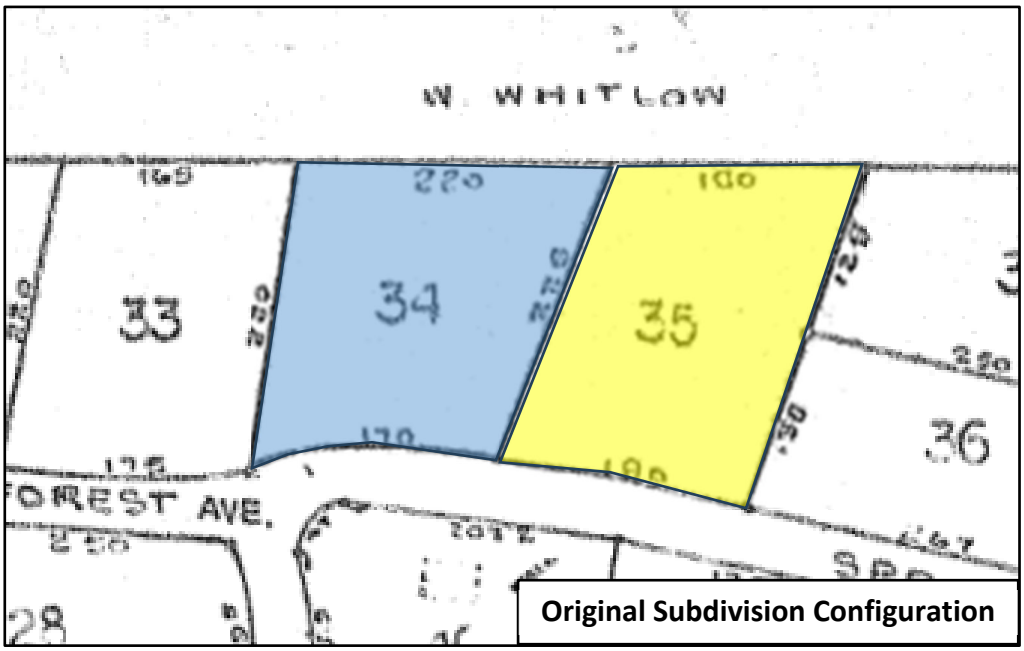
The surrounding properties are zoned and developed as outlined below:



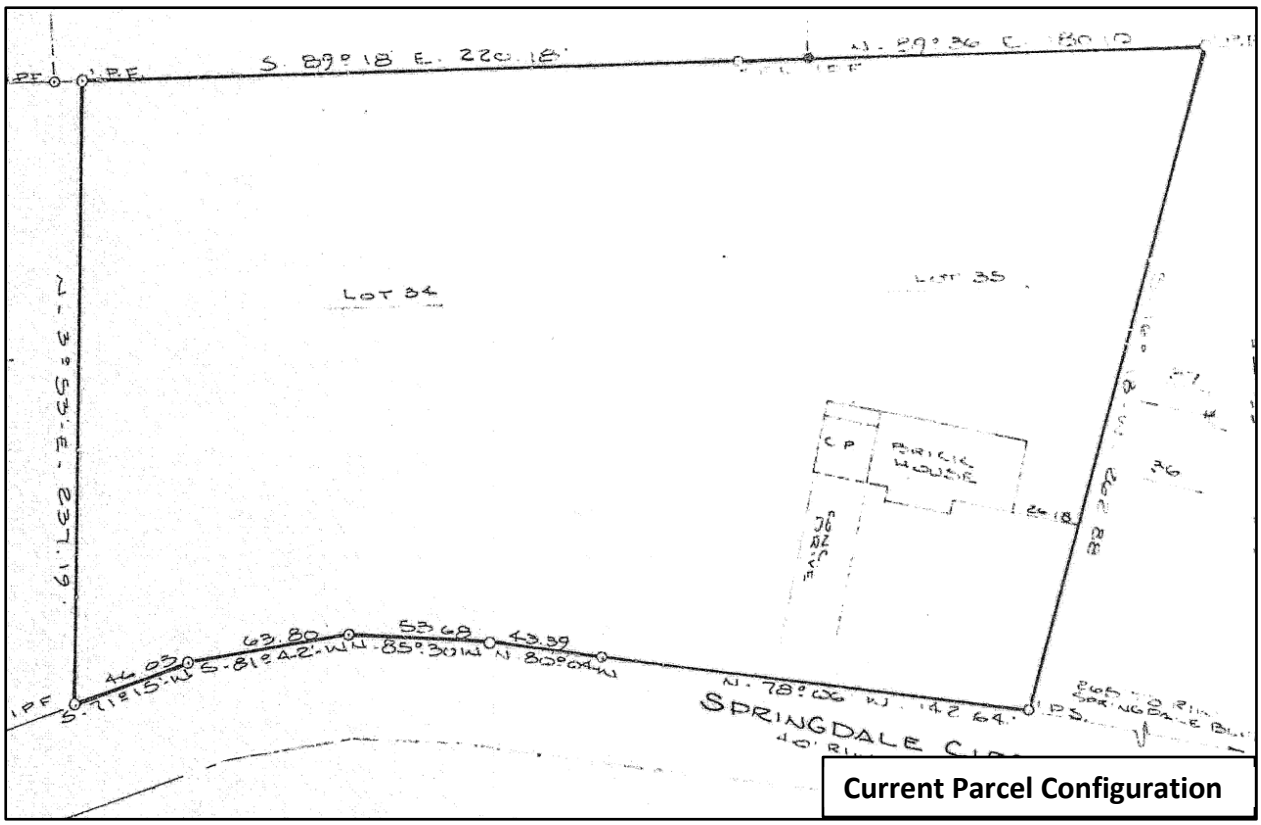

North: Agricultural Residential (AR-1): single-family residence; Residential 1 (R-1): undeveloped
East: Residential 1 (R-1): single-family residence
South: Residential 1 (R-1): single-family residences
West: Residential 1 (R-1): single-family residences

The subject property is located within the Springdale Forest Estates subdivision, an 86-lot single-family detached development approved in May 1969. In April 1978, a plat was recorded that combined Lots 34 and 35 into a single parcel. The existing single-family dwelling is located on the former Lot 35. Per the submitted narrative, the applicant proposes to re-subdivide the property into two lots, effectively restoring the parcel to its original two-lot configuration. While the submitted site plan does not provide the exact square footage of each proposed lot, the parent parcel has sufficient area to meet the minimum lot size requirement of 35,000 square feet for lots served by septic systems. Additionally, both proposed lots are capable of meeting the minimum road frontage requirement of 50 feet along a local road. The existing residence is able to meet the minimum setback requirement from the restored common property line, however, an existing accessory structure may need to be moved or removed prior to Plat approval.

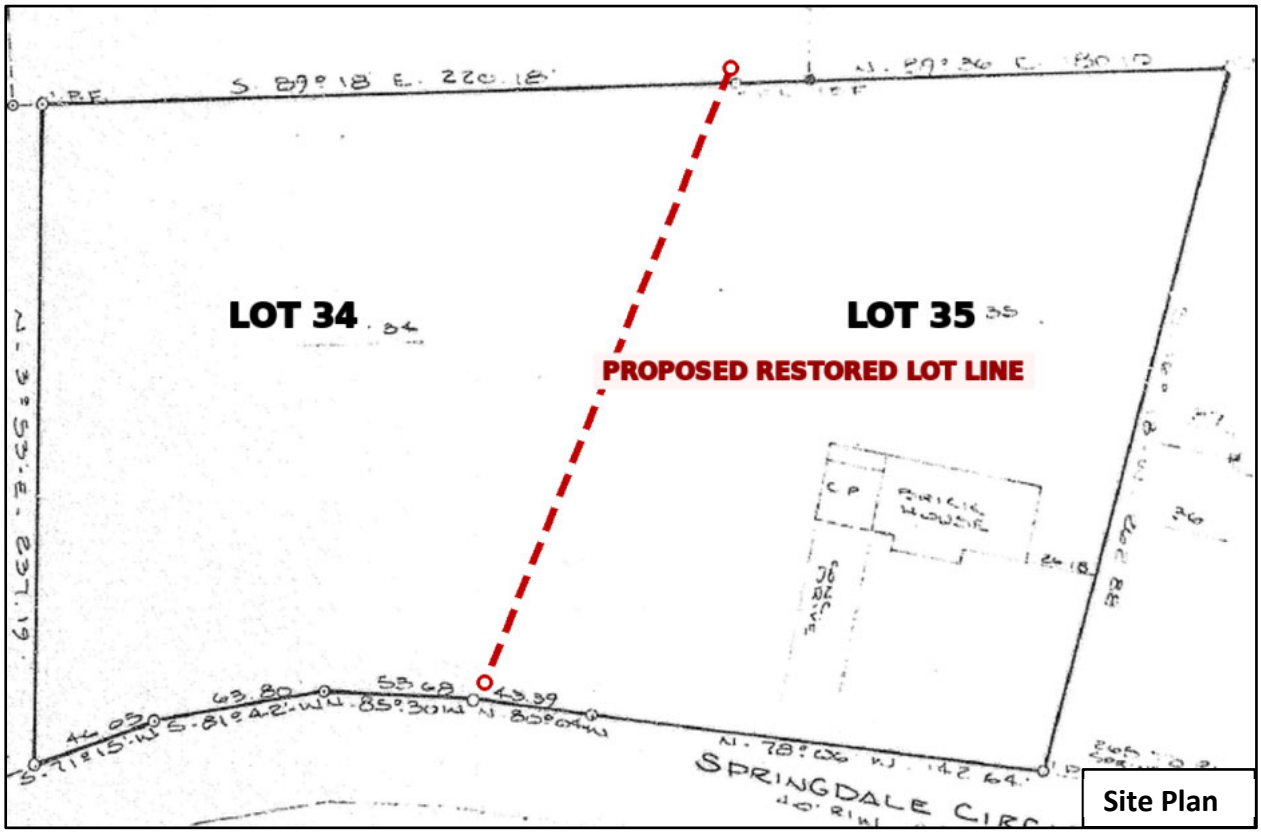
Water service will be provided by the City of Gainesville as confirmed in an email from Nick Swafford, Permitting Services & GIS Manager, dated October 13, 2026. Sanitary sewer services will be provided by an on-site septic system.



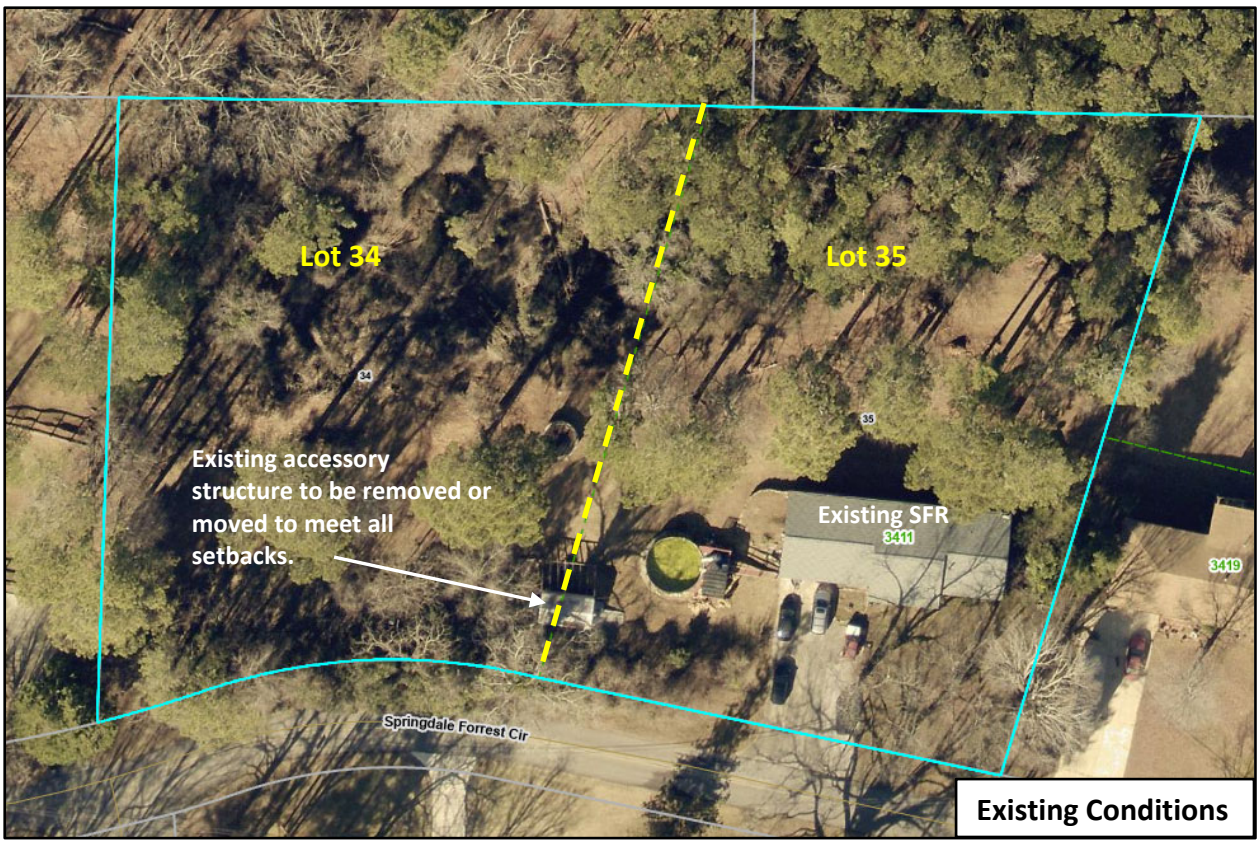

**Original Subdivision Configuration**




**Current Parcel Configuration**




**Site Plan**




**Zoning Analysis**

When considering a use subject to approval by the County Commission, the Commission must study the need and justification for the change based on a determination of the facts applicable to the particular case, and the following general lines of inquiry must be considered:

a) Whether the zoning proposal will permit a use that is suitable in view of the use, development and zoning of adjacent and nearby property; **The proposed use is suitable in view of the use and development of adjacent and nearby properties along Springdale Forrest Circle as there are lots of similar size for single family residential uses in the surrounding area.**

b) Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property; **The proposed use does not appear to adversely affect the existing use or usability of adjacent properties.**

c) Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned; **The property has reasonable economic use as currently zoned.**

d) Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, schools, police protection, fire protection, public health facilities or emergency medical service; **The proposed use is not anticipated to cause an excessive or burdensome use of the existing streets, transportation facilities, utilities, schools, police protection, fire protection, public facilities, or emergency medical service.**

e) Whether the zoning proposal is in conformity with the policy and intent of the future land use plan for the physical development of the area; **The proposed use is consistent with the future land use designation of Rural Neighborhood, as well as zoning, lot size, and residential nature of the surrounding properties.**

f) The extent to which property values are diminished by the existing zoning restrictions; **Staff is unable to determine the extent to which property values are diminished by the existing zoning restrictions.**

g) The extent to which the destruction of the subject property's value under the existing zoning promotes the health, safety, morals or general welfare of the public; **Staff is unable to comment on the impact of property values without a full market analysis. Multiple factors impact property value including construction types, proposed uses, and maintenance. Often it is difficult to determine the effect of a development on adjacent properties until the development is completed.**

h) The relative gain to the public as compared to the hardship imposed upon the individual property owner; **Staff has not identified a hardship imposed on the property owner as the property is currently zoned.**

i) The length of time the property has been vacant as zoned considered in the context of land development in the area in the vicinity of the property; **The property at 3411 Springdale Forrest Circle is developed with a 1,647 square foot single-family residence constructed in 1972.**

j) Whether there are other existing or changing conditions affecting the use or development of the property which give supporting grounds for either approval or disapproval of the zoning proposal; **Staff is not aware of any changing conditions affecting the use or development of the property.**

k) Whether the change would create an isolated district unrelated to the surrounding districts; **This special use would not create an isolated district unrelated to the surrounding zoning districts.**

l) Whether the present zoning district boundaries are illogically drawn in relation to existing conditions in the area; **There is no evidence that the present zoning district boundaries are illogically drawn.**

m) Whether the change requested is out of scale with the needs of the county as a whole or the immediate neighborhood; **No, the request is not out of scale with the needs of the county as a whole or the immediate neighborhood.**

n) Whether it is impossible to find adequate sites for the proposed use in districts permitting such use and already appropriately zoned; **The existing zoning of the subject site supports the proposed residential use; however, subdivision of the property requires Special Use approval by the Board of Commissioners in accordance with the Unified Development Code (UDC).**

o) Whether the need for rezoning could be handled instead by a variance request to the Planning Commission; **A minor subdivision in the Residential 1 (R-1) zoning district requires approval by the Board of Commissioners in accordance with the Unified Development Code (UDC).**

p) Whether there would be an ecological or pollution impact resulting from major modifications to the land if the request is granted; **Any land disturbance activities on the property shall be required to go through the land development permitting process, and as a result are subject to local, state, and federal regulations. As a result, there are no anticipated ecological or pollution impacts resulting from any modification to the land if the request is granted.**

q) Whether there is reasonable evidence based upon existing and anticipated land use that would indicate a mistake was made in the original zoning of the property; **There is no indication that a mistake was made in the original zoning.**

**Development Support and Constraints**

**Hall County Environmental Health**
In a memorandum dated October 19, 2026, the Hall County Environmental Health Department stated, "All proposed lots must meet Hall County Board of Health Lot Size Resolution requirements. Please note that BOC approval does not imply approval from other county departments. Further determination will be made during the plat review process. All proposed plats must be submitted to the Hall County Plat Review Team for review and approval prior to submittal to Clerk of Courts for recordation."

**Georgia Department of Transportation**
In an email dated October 7, 2026, Christopher Hash, P.E., D1 Traffic Operations Supervisor, stated "Off-System. No impacts expected to the State Highway System."

**Hall County Public Works and Utilities**
In a memorandum dated October 19, 2026, Jorge Gomez, Director of Public Works and Utilities, provided the following comments:

**Engineering:**
No comment.

**Traffic:**
There are no traffic concerns with the proposed SFR use. Any proposed driveways must be located to maximize intersection sight distance.

**Utilities**
Property is in the Gainesville-Hall County service district, but sewer infrastructure is not near this location.

**Hall County Fire Marshal**
In a memorandum dated October 6, 2026, the Hall County Fire Marshal's Office stated, "The Hall County Fire Marshal's Office has no comments as proposed."

**Hall County Building Inspection**
In a memorandum dated October 19, 2026, Barry Shaw, Interim Director of Development Services, stated: "Applicants will be required to get demo permits for all structures from Building Inspections before building new structures. All structures were built prior to 1980 and will require asbestos inspections and reports by a state licensed asbestos Inspector."

**PLANNING AND ZONING DEPARTMENT**
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE, GA 30503
T: 770-531-6809 | Email: planning@hallcounty.org

HALL COUNTY
GEORGIA
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# SPECIAL/CONDITIONAL USE APPLICATION

**Applicant (Name & Mailing Address)**

KD South, LLC, Attn: Kevin R. Dunahoo, Manager

P.O. Box 88 Pendergrass, GA 30567

Phone [redacted]

Email kevin@dunahoo.com

**Property Owner (Name & Mailing Address)**

3411 Springdale Forrest Circle Fiduciary Estoppel Land Trust c/o Heritage Title Services, LLC, Trustee

P.O. Box 88 Pendergrass, GA 30567

Phone [redacted]

Email scrane@craneelderlaw.com

**Contact Person (Name & Mailing Address)**

Kevin R Dunahoo, KD South LLC

P.O. Box 88 Pendergrass GA 30567

Phone [redacted]

Email kevin@dunahoo.com

**Status of Applicant**

- ☐ Owner
- ☐ Option to Purchase
- ☐ Area Resident
- ☑ Other: Manager / Beneficiary Representative

**Requested Action**

- ☑ Special Use
- ☐ Conditional Use

**Property Information**

Location Address(es): 3411 Springdale Forrest Cir, Gainesville, GA, 30506

Tax Parcel Number(s): 10062 000038

Acreage: 2.09

Existing Use(s): Single-Family Residential

Zoning: R-1

Proposed Use(s): Single-Family Residential - Re-establish Lots 34 & 35

**I hereby certify that the above information and all attached information are true and correct.**

Applicant Name Printed: Kevin Dunahoo

Applicant Signature: Kevin Dunahoo

Date: 09/10/2026

***Applicant must complete all required information above. Incomplete applications will not be accepted. The Planning Department has 15 days after application deadline to review each submittal and will assign scheduling dates during that review period. If an application is determined to be insufficient, no agenda date will be set until all required information has been provided.***

---

**Application Withdrawal:** I hereby **withdraw** the application.

Applicant Signature: _____ Date: _____

**PLANNING AND ZONING DEPARTMENT**
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE, GA 30503
T: 770-531-6809 I Email: planning@hallcounty.org

HALL COUNTY
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# PROPERTY OWNER AUTHORIZATION

*** Note: If the applicant is the property owner, disregard this form.**

**Name of Property Owner as shown on deed:** Heritage Title Services, LLC as Trustee of the 3411 Springdale Forrest Circle Fiduciary Estoppel Land Trust

Name of Authorized Agent (if owner is a company): Stephen T Crane, Manager

Address: P.O. Box 88 Pendergrass Ga 30567

Phone: [redacted]

Email: scrane@craneelderlaw.com

**Name of Applicant:** KD South LLC

Name of Authorized Agent (if applicant is a company): Kevin R. Dunahoo, Manager

Address: P.O. Box 88 Pendergrass GA 30567

Phone: [redacted]

Email: kevin@dunahoo.com

**Application Address & Description:** 3411 Springdale Forrest Cir, Gainesville, GA 30506 - Re-establishment of lots 34 & 35 as separate lots.

☑ I have attached proof of Authorized Agent (if applicable)

---

***I hereby swear that I am the owner of the property which is the subject matter of the attached applications as shown in the records of Hall County, Georgia. I authorize the person named above to act as applicant in the pursuit of a rezoning, special/conditional use or variance of this property.***

Owner Signature

Stephen T. Crane Manager Heritage Title Services LLC
Owner Printed Name

**Personally appeared before me on** September 10, 2026 **who swears that the information**
**DATE**

**contained in this authorization is true and correct to the best of his/her knowledge and belief.**

Ashley I. Crane
Notary Printed Name

Ashley I. Crane
Notary Public Signature

9/10/2026
Date

ASHLEY I. CRANE NOTARY PUBLIC COMMISSION EXPIRES AUG. 16, 2028 COBB COUNTY, GEORGIA

# STATE OF GEORGIA

## Secretary of State

**Corporations Division**
**313 West Tower**
**2 Martin Luther King, Jr. Dr.**
**Atlanta, Georgia 30334-1530**

**ANNUAL REGISTRATION**

*Electronically Filed*
Secretary of State
Filing Date: 3/14/2025 10:43:13 AM

| BUSINESS INFORMATION | |
|---|---|
| **CONTROL NUMBER** | 21138164 |
| **BUSINESS NAME** | KD SOUTH, LLC |
| **BUSINESS TYPE** | Domestic Limited Liability Company |
| **EFFECTIVE DATE** | 03/14/2025 |
| **ANNUAL REGISTRATION PERIOD** | 2025, 2026, 2027 |

| PRINCIPAL OFFICE ADDRESS | |
|---|---|
| **ADDRESS** | 740 Stockton Farm Rd., Pendergrass, GA, 30567, USA |

| REGISTERED AGENT | | |
|---|---|---|
| **NAME** | **ADDRESS** | **COUNTY** |
| RICK YOST | 3883 ROGERS BRIDGE RD, 602, DULUTH, GA, 30097, USA | Gwinnett |

| AUTHORIZER INFORMATION | |
|---|---|
| **AUTHORIZER SIGNATURE** | Kevin Dunahoo |
| **AUTHORIZER TITLE** | Manager |

# TRUST AGREEMENT

STATE OF GEORGIA
COUNTY OF COBB

This Agreement is made and entered into this 24th day of June, 2026, by and between **Sonjia Henderson,** as Grantor, and **Heritage Title Services LLC,** as Trustee, and not personally, of this Trust which is hereby designated as **The 3411 Springdale Forrest Circle Fiduciary Estoppel Land Trust.**

1. TRANSFER OF PROPERTY. For the purpose of making a gift to the beneficiary under this Agreement, the Grantor has transferred, assigned and delivered and does hereby transfer, assign, convey and deliver to the Trustee the property shown on the schedule attached hereto and made a part hereof in trust for the uses and trusts hereinafter set out.

2. TRUST AS REVOCABLE. This Trust shall be revocable, and the Grantor herein expressly reserves all right and power, whether along, jointly or in conjunction with others, to alter, amend, revoke or terminate this trust, or any of its terms, in whole or in part, including the right to substitute a Trustee upon notice to any existing Trustee. Upon such notice, the then existing Trustee shall immediately turn over all books, records and property of this trust to the substituted Trustee named by the Grantor herein.

3. DISTRIBUTION OF INCOME. The Trustee shall pay or authorize the payment of all income, earnings, avails and proceeds from said Trust to the Beneficiary of this Trust, to wit: Sonjia Henderson.

4. BENEFICIARY RIGHTS. The interest of the named beneficiary shall consist solely of the following rights respecting any property held by the Trustee pursuant to the terms of this Trust:

a. The right to receive the earnings, dividends, proceeds, rentals, transfers, sales, or other dispositions of any Trust property;
b. The right to select a financial institution which maintains Trust property, if Trust property is the type which would normally be maintained by a financial institution, subject to any limitations imposed by Georgia law or any other state in which the Trust maintains property and, if such property should consist of any tangible property, including but not limited to real estate, the right to select any manager or management controlling company to manage said tangible property regarding the rental and maintenance of such property;
c. The right to determine when any such Trust property should be sold or otherwise conveyed.

The foregoing rights shall be deemed to be personal property and may be assigned and otherwise transferred as such. The beneficiary shall have no legal or equitable right, title or interest, as realty, in or to any real estate held in trust under this Agreement, or the right to require partition of such real estate, but shall have only the rights, as personally, set out above, and the death of the beneficiary shall not terminate this Trust or in any manner affect the powers of the Trustee.

5. DISTRIBUTION OF CORPUS. At the death of the beneficiary, the Trustee shall distribute the property then in the hands of such Trustee to the Beneficiary and devisees designated by the last will and testament of the beneficiary or; if the beneficiary failed to execute a last will and testament; then such distribution shall be made to the heirs of such beneficiary as determined and in such parts as are designated by the intestate laws of the State of Georgia. However, in the event that any such beneficiary, devisee, or heir (as the case may be) shall not have attained the age of 18 years, then the share of such person shall continue to be held in trust until such person reaches the age of 18 years. In the interim, all of the net income from such share of such person who has not reached the age of 18 years shall be paid to, or used for the

benefit, of such person.

6. LIABILITY OF TRUSTEE. The Trustee and his successor as Trustee shall not be required to give a bond, and each Trustee shall be liable only for such Trustee's own acts and then only as a result of such Trustee's own negligence or bad faith.

7. CLAIMS OF CREDITORS. Neither the principal nor the income of the Trust, nor the interest of any beneficiary therein, shall be liable for the debts of any beneficiary, nor shall the same be subject to anticipation or alienation or to seizure by any creditor of any beneficiary under any return or proceeding at law or in equity.

8. DUTIES AND POWERS OF TRUSTEE. In the management, care, and disposition of this Trust, the Trustee shall have (with the consent of the Beneficiary) the power to do all things and execute such instruments as may be deemed necessary or proper, including the following papers, all of which may be exercised without the order of any court or without having to report to any court:

a. BONDS, INVENTORIES AND REPORTS. In the administration, management, care and disposition of this Trust, the Trustee shall not be required to make nor file any inventories or appraisals or other returns or reports to any court, or to give any bond, or to secure any order and consent of any court to perform any of the powers conferred on it in this Trust, but the Trustee shall keep full accounts and shall make annual reports to the beneficiary hereunder (which shall be sent by mail to such beneficiary not later than February 1 of each year) and shall at any time upon the reasonable request of any beneficiary hereunder give full information to such beneficiary as to the condition of the Trust estate, the amounts received and disbursements made.

b. RETENTION FOR INVESTMENT. The Trustee shall have the power to retain any property or investment in this Trust in the form in which it may be received, and to invest and reinvest any and all forms of property of this Trust, including common Trust funds and choses in action as the Trustee in its discretion may deem advisable, without being limited by any laws restricting the character or size of investments which Trustees may retain or acquire having regard always, however, for the needs of the beneficiaries, and the size of the Trust estate.

c. POWER TO SELL AND EXCHANGE. The Trustee shall have the power for any purpose to sell, exchange, or otherwise dispose of any property at any time held or acquired hereunder, at public or private sale, for cash or on terms, with or without advertisement, and without any order of court.

d. POWER TO LEASE AND GRANT OPTIONS. The Trustee shall have the power to make leases either as landlord or as tenant for any term, even though such lease or leases may extend beyond the period of this trust; and, in like manner shall have the power to grant options, including options extending beyond the duration of this Trust.

e. VOTING STOCK. The Trustee shall have the power to vote in person or by proxy, whether general or limited, any corporate stock or other security held by it as a part of this Trust and to agree to or to take any other action in regard to any reorganization, merger, consolidation, liquidation, bankruptcy, or other procedure or proceedings with respect to any stock, bond, note or other security.

f. EMPLOYMENT OF AGENTS, ATTORNEYS AND BROKERS. The Trustee shall have the power to employ such agents, brokers, accountants, and attorneys as it may deem necessary or advisable and to pay reasonable compensation for their services.

g. COMPROMISE AND SETTLEMENT. The Trustee shall have the power to compromise, settle, and adjust any claims or demand by or against said Trust, on any terms it may deem advisable, and to secure the same by the transfer as security therefor any property of the Trust or any form of security instrument that it required.

h. POWER TO BORROW. The Trustee shall have the power to extend or review any existing obligation or obligations as well as to borrow money for any purpose deemed advisable, and to secure the same by the transfer as security therefor any property of the trust or any form of security instrument that it required.

i. AMORTIZATION. The Trustee shall have the power to purchase securities at a premium without being required to amortize the premium out of subsequent income from the Trust.

j. REGISTRATION OF TRUST SECURITY. The Trustee shall have the power to invest any stock, bonds, or other securities in the name of a nominee, without the addition of words indicating that such security is held in a fiduciary capacity; but accurate records shall be maintained showing that such security is a Trust asset and the Trustee shall be responsible for the acts of such nominee.

k. ALLOCATION OF INCOME AND EXPENSES. The Trustee shall have the power to determine what is the corpus and what is the gross and net income of the estate and to allocate between principal and income any loss or expenditure in connection with the Trust, and if deemed advisable to amortize any loss out of the income.

l. DISTRIBUTION IN KIND. The Trustee shall have the power to make any and all distribution hereunder in cash or in kind, or partly in cash and partly in kind, and the values it assigns to such distribution shall not be subject to question.

m. CONTINUANCE OF BUSINESS. The Trustee shall have the power to continue any business, including any partnership in which I may be engaged at my death. If the Trustee sees fit, it may incorporate any such business or have the charter of any business already incorporated renewed, the corporation to have such power, such period of existence and its stock to have such attributes as the Trustee in its discretion shall determine, and to form a partnership.

9. GUARDIAN NOT REQUIRED. When any minor is entitled to a distribution under this Trust the Trustee shall not be required to qualify as a guardian or require any other person to qualify as guardian of

such minor child, with respect to the distribution to be made to such minor, but may distribute the same to, or for the account of, such minor or to any person having his or her custody without requiring any bond therefor, and without the intervention of any guardian.

10. MERGER OF TRUSTEE. In the event the Trustee named herein is not a natural person and shall hereafter merge or consolidate with any other bank or trust company or any other corporation that may by law act as Trustee, the corporation created by such merger or consolidation shall thereafter act as Trustee hereunder and shall be subject to all the terms and conditions set forth herein.

11. COMPENSATION OF TRUSTEE. For the management of this Trust, the Trustee shall receive compensation in the sum of $1.00 per month for services as Trustee. However, it is agreed that this fee, may be adjusted from time to time in accordance with the amount of work and the responsibility of the Trustee in administering this Trust, by a written agreement signed by the Grantor of this Trust and the Trustee, if the Grantor is still in life and suffering under no disability. In the event the Grantor is dead or suffering under legal disability, then such written agreement must be signed by the Trustee and a majority of the remaining beneficiaries of this Trust who are entitled to receive income therefrom and who are then of age and suffering from no legal disability. Such agreement may apply to fees both on income and on principal and the source, principal or income from which such fees shall be paid and shall be binding on all persons taking thereunder.

12. INDEMNIFICATION OF TRUSTEE. Beneficiary agrees to indemnify and hold Trustee harmless against any and all losses, claims, damages, liabilities, and expenses, including, without limitation, reasonable costs of investigation and legal counsel fees, which may be imposed upon Trustee in connection with the performance of its duties hereunder, including, without limitation, any litigation arising from this Agreement or involving the subject matter thereof.

[signatures on following pages]

IN WITNESS WHEREOF, the Parties hereto have hereunder set their hands and affixed their seal the day and year first above written.

GRANTORS:

Sonjia Henderson

Sonjia Henderson

TRUSTEE:

Heritage Title Services LLC

Stephen Crane, Manager

BENEFICIARIES:

Sonjia Henderson

Sonjia Henderson

# ASSIGNMENT OF BENEFICIAL INTEREST IN 3411 SPRINGDALE FORREST CIRCLE FIDUCIARY ESTOPPEL LAND TRUST

THIS ASSIGNMENT is made this 24th day of June, 2026, by Sonjia Henderson (hereinafter referred to as "Assignor"), to KD South, LLC, a Georgia limited liability company, (hereinafter collectively referred to as "Assignee").

WITNESSETH:

WHEREAS, the Assignor is a beneficiary of a Trust created by Sonjia Henderson, by instrument dated June 24, 2026, naming Heritage Title Services LLC, as Trustee; and

WHEREAS, the Assignor desires to assign to the Assignee all of Assignor's beneficial interest in the Trust; and

WHEREAS, the Trust instrument does not prohibit such assignment;

WHEREAS, the Trust has not been revoked; and

NOW THEREFORE, for valuable consideration, the receipt of which is hereby acknowledged, the Assignor hereby assigns to the Assignee all Assignor's interest as a beneficiary of the Trust, including all monies due or become due to the Assignor thereunder; and

The Assignor authorizes the Trustee of the trust to pay directly to the Assignee all monies or other benefits representing, or arising from, the interest assigned hereby. The Assignor herein shall have no further rights in the Trust or the property governed by the Trust and shall have no further rights to revoke this instrument or substitute the Trustee.

IN WITNESS WHEREOF, the Assignor has executed this agreement the day and year first above written.

**ASSIGNOR**

Sonjia Henderson

Sonjia Henderson

**PLANNING AND ZONING DEPARTMENT**
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
T: 770-531-6809 I Email: planning@hallcounty.org

HALL COUNTY
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# CAMPAIGN CONTRIBUTIONS DISCLOSURE FORM

This form must be completed by the applicant and property owner, or person representing the property owner, for all zoning actions.

OCGA § 36-67A-3: Disclosure of Campaign Contributions:

(a) When any applicant for rezoning action has made, within two years immediately preceding the filing of that applicant's application for the rezoning action, campaign contributions aggregating $250.00 or more to a local government official who will consider the application, it shall be the duty of the applicant to file a disclosure report with the governing authority of the respective local government showing:

(1) The name and official position of the local government official to whom the campaign contribution was made; and

(2) The dollar amount and description of each campaign contribution made by the applicant to the local government official during the two years immediately preceding the filing of the application for the rezoning action and the date of each such contribution.

(b) The disclosures required by subsection (a) of this Code section shall be filed within ten days after the application for the zoning action is first filed.

Code OCGA 1981, § 36-67A-3, enacted by Ga L. 1986, page 1269, § 1; Ga L. 1991, page 1365, § 1; Ga L. 1993, page 91, § 36).

---

**I hereby certify that I have read the above and that:**

I have**____ I have not ✓

within the two years immediately preceding this date, made any contribution(s) aggregating $250.00 or more to any local government official involved in the review or consideration of this application.

**If you have made such contribution(s), you must provide the data required below within ten (10) days of filing this application.

Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Name Printed: KD South LLC, By Kevin Dunahoo, Manager

Applicant's/Owner's Signature: Kevin Dunahoo Date: 09/10/2026

**PLANNING AND ZONING DEPARTMENT**
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
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(1) The name and official position of the local government official to whom the campaign contribution was made; and

(2) The dollar amount and description of each campaign contribution made by the applicant to the local government official during the two years immediately preceding the filing of the application for the rezoning action and the date of each such contribution.

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---

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I have**____ I have not ✓

within the two years immediately preceding this date, made any contribution(s) aggregating $250.00 or more to any local government official involved in the review or consideration of this application.

**If you have made such contribution(s), you must provide the data required below within ten (10) days of filing this application.

Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

~~Applicant's~~/Owner's Name Printed: Stephen T. Crane Manager Heritage Title Services as Trustee

Applicant's/Owner's Signature: _____ Date: 9-10-26

RECEIVED
9-22-2026

# PROJECT NARRATIVE

Re-establishment of Lots 34 and 35 - Springdale Forrest

The subject property is located at 3411 Springdale Forrest Circle, Gainesville, Georgia 30506, and consists of approximately 2.09 acres. The property is currently configured as a single parcel and is zoned R-1.

The property was originally platted as two separate residential lots, Lots 34 and 35 of Springdale Forrest, Section 4. At some point after the original subdivision was recorded, Lots 34 and 35 were combined into the single parcel that exists today.

The purpose of this request is to re-establish Lots 34 and 35 in substantially the same configuration shown on the original recorded subdivision plat. The proposed dividing line follows the original boundary between the two lots, as illustrated in the attached sketch and original plat.

The existing residence is located on Lot 35, while Lot 34 is currently undeveloped. No change in zoning is proposed.

My immediate intention for Lot 34 is to clean up and improve the property, which is currently overgrown with kudzu, briars, and other vegetation. Re-establishing the original lot will allow me to clean up and maintain this portion of the property as a separate residential lot and improve its overall appearance.

I have not made any decision regarding the long-term use or ownership of Lot 34. After the lot is re-established and cleaned up, I intend to evaluate my options in the future consistent with the property's zoning and applicable Hall County requirements.

The intent of this request is to restore the property's original two-lot configuration while improving and maintaining the property in a manner consistent with the surrounding Springdale Forrest neighborhood.



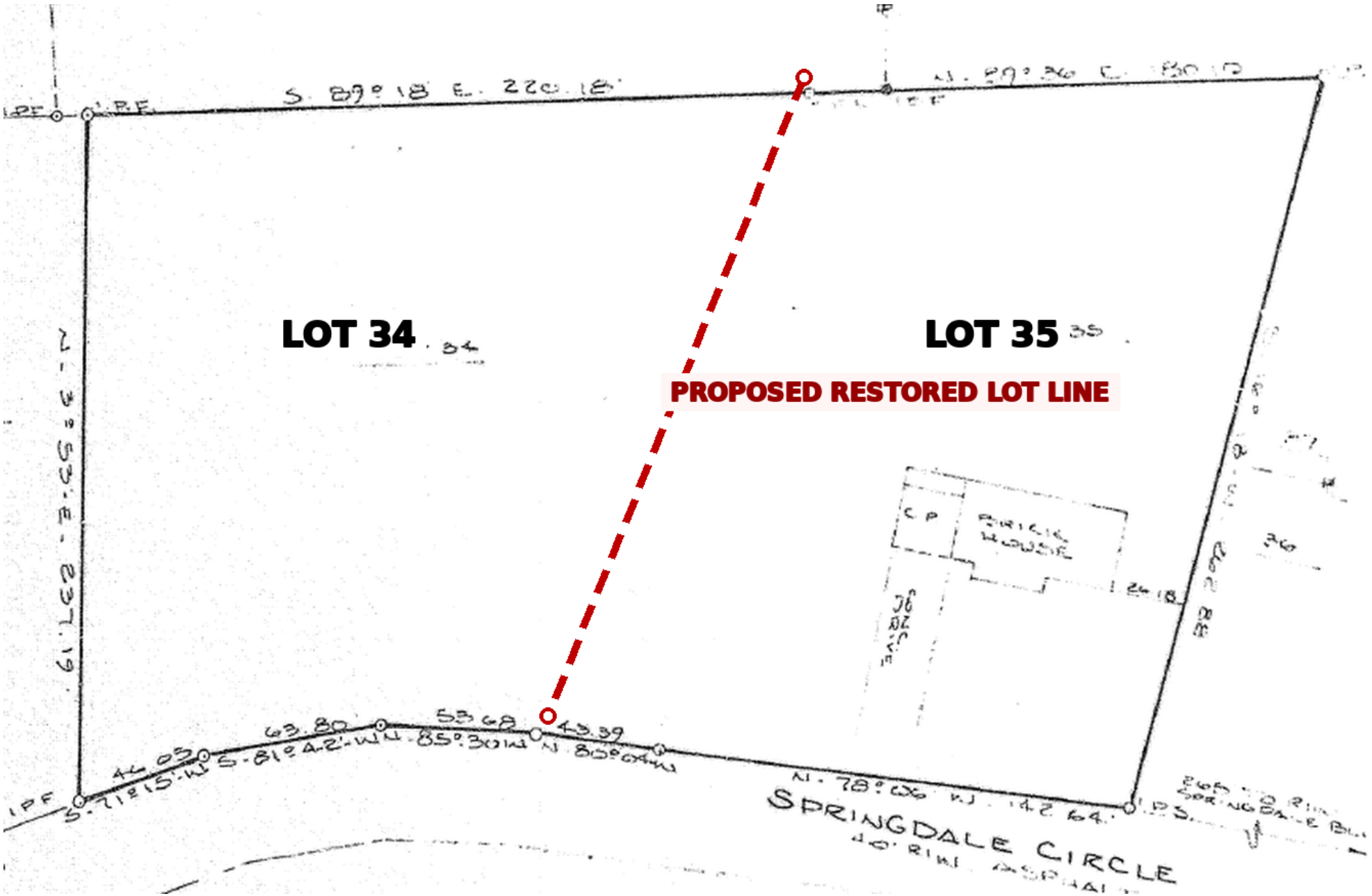
Existing vegetation (kudzu) - View 1



Existing vegetation (kudzu) - View 2

RECEIVED
9-22-2026

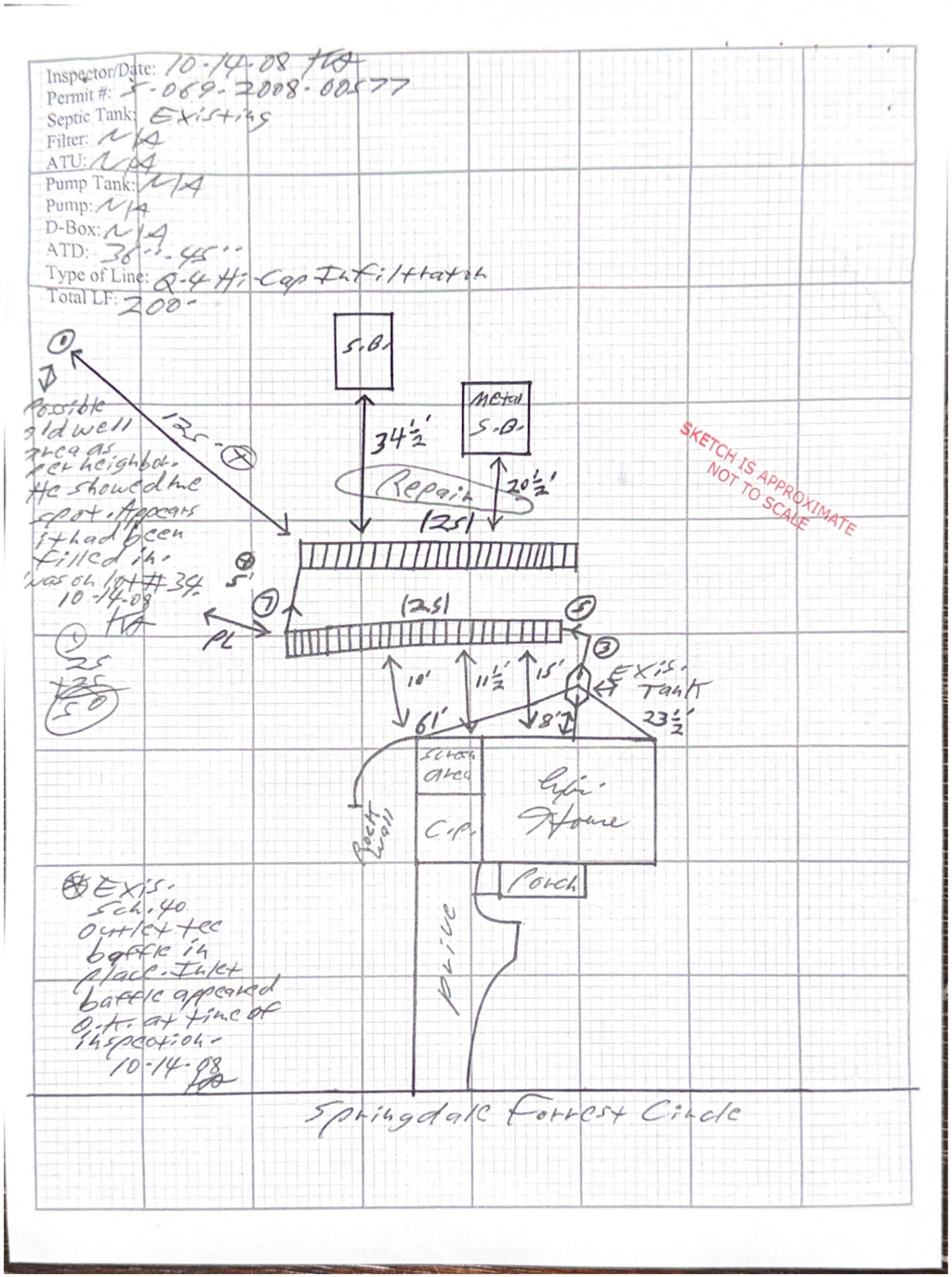
Restored line follows the original Lot 34 / Lot 35 division shown on the recorded subdivision plat.




*Red dashed line connects the corresponding rear and road-frontage division points visible in the supplied plats.*

# EXISTING SEPTIC MAP - HALL COUNTY BOARD OF HEALTH

Property address shown on permit: 3411 Springdale Forest Circle | Lot 35

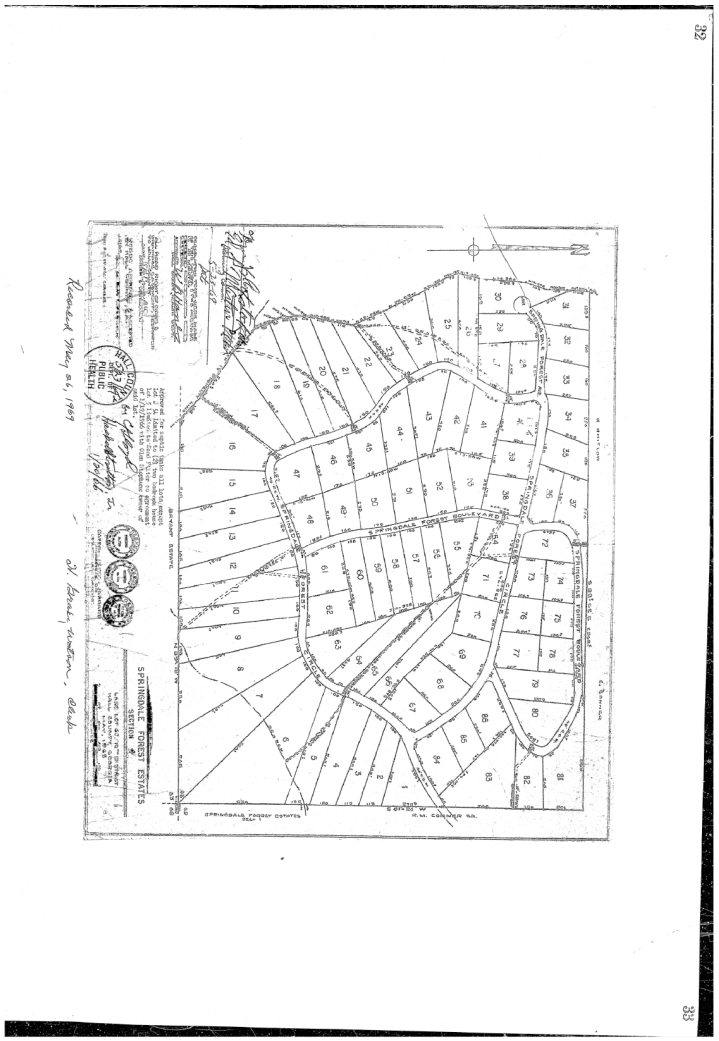


# CONCEPTUAL PROPOSED SUBDIVISION / LOT RE-ESTABLISHMENT

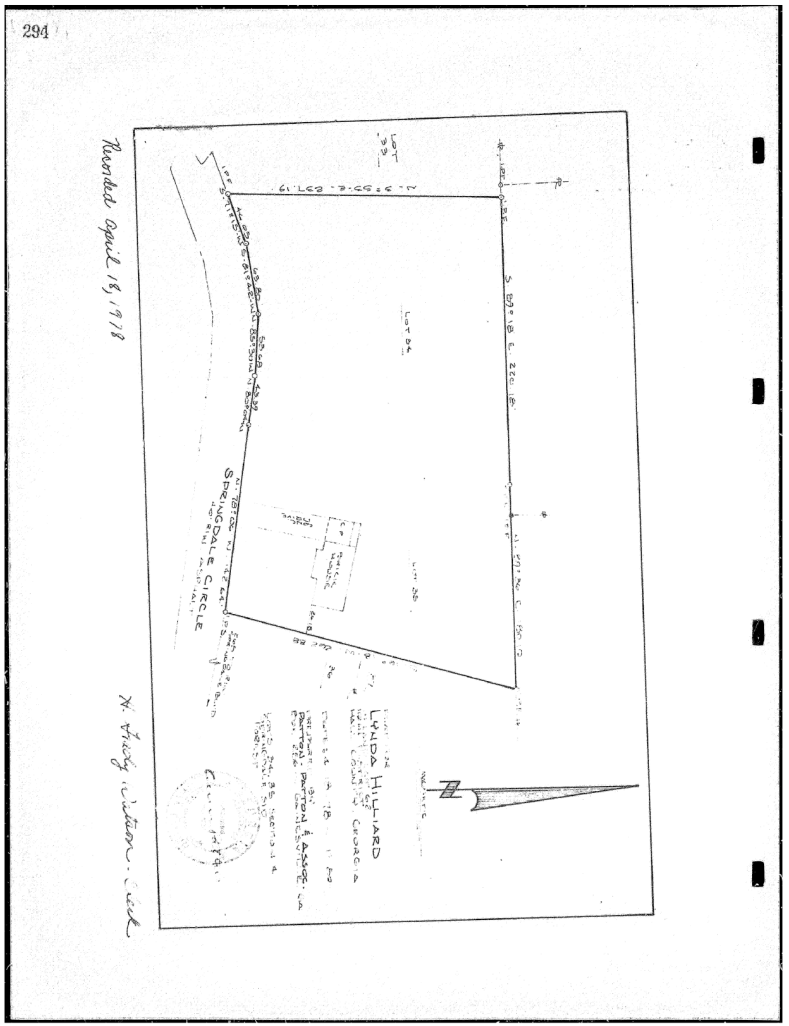
3411 Springdale Forrest Circle, Gainesville, GA 30506 | Parcel 10062 000038 | 2.09 Acres | R-1

Prepared for Hall County pre-application review | September 11, 2026

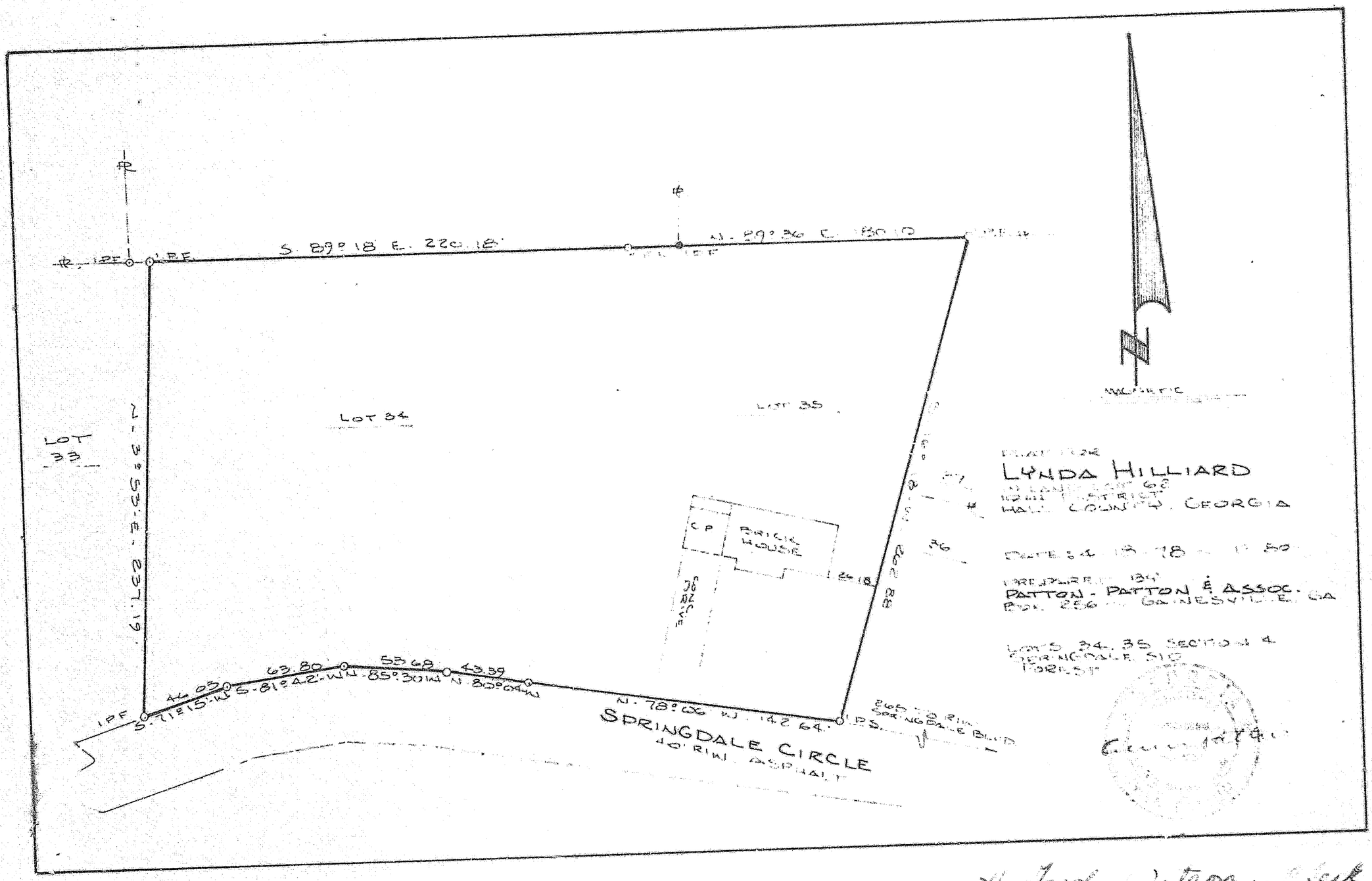
**A. Original Recorded Subdivision Plat - Lots 34 & 35 shown separately**




**B. Later Survey - Combined 2.09-acre tract / existing residence**



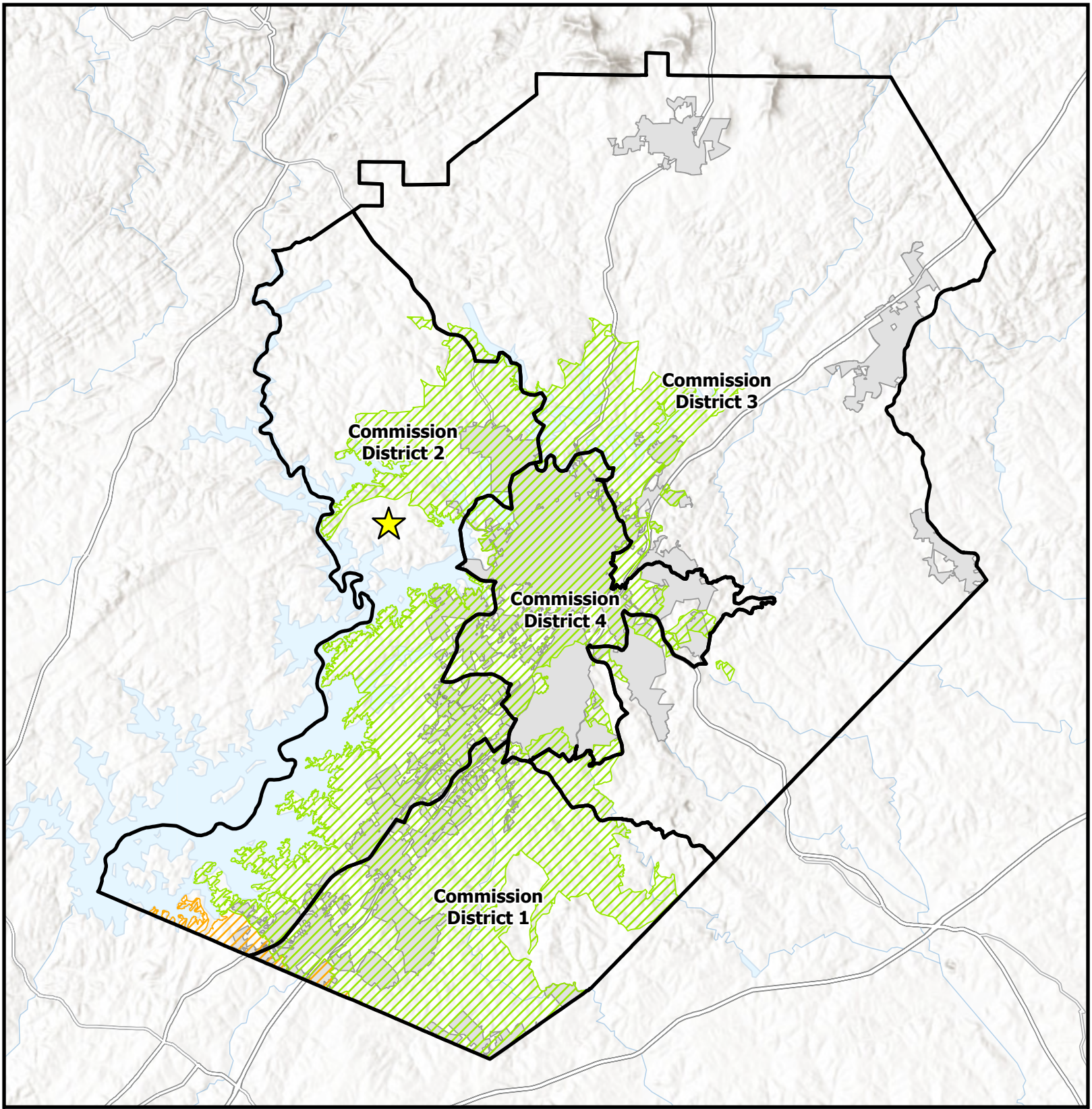

**PROPOSED ACTION:** Re-establish the original boundary between Lots 34 and 35, returning the property to the two-lot residential configuration shown on the original Springdale Forest plat. Existing R-1 zoning and single-family residential use are to remain.




Recorded April 18, 1978

N. Judy Watson - Clerk

294




# Overview Map

Subject Area
Commision Districts
City Limits

Urbanized Zone Areas

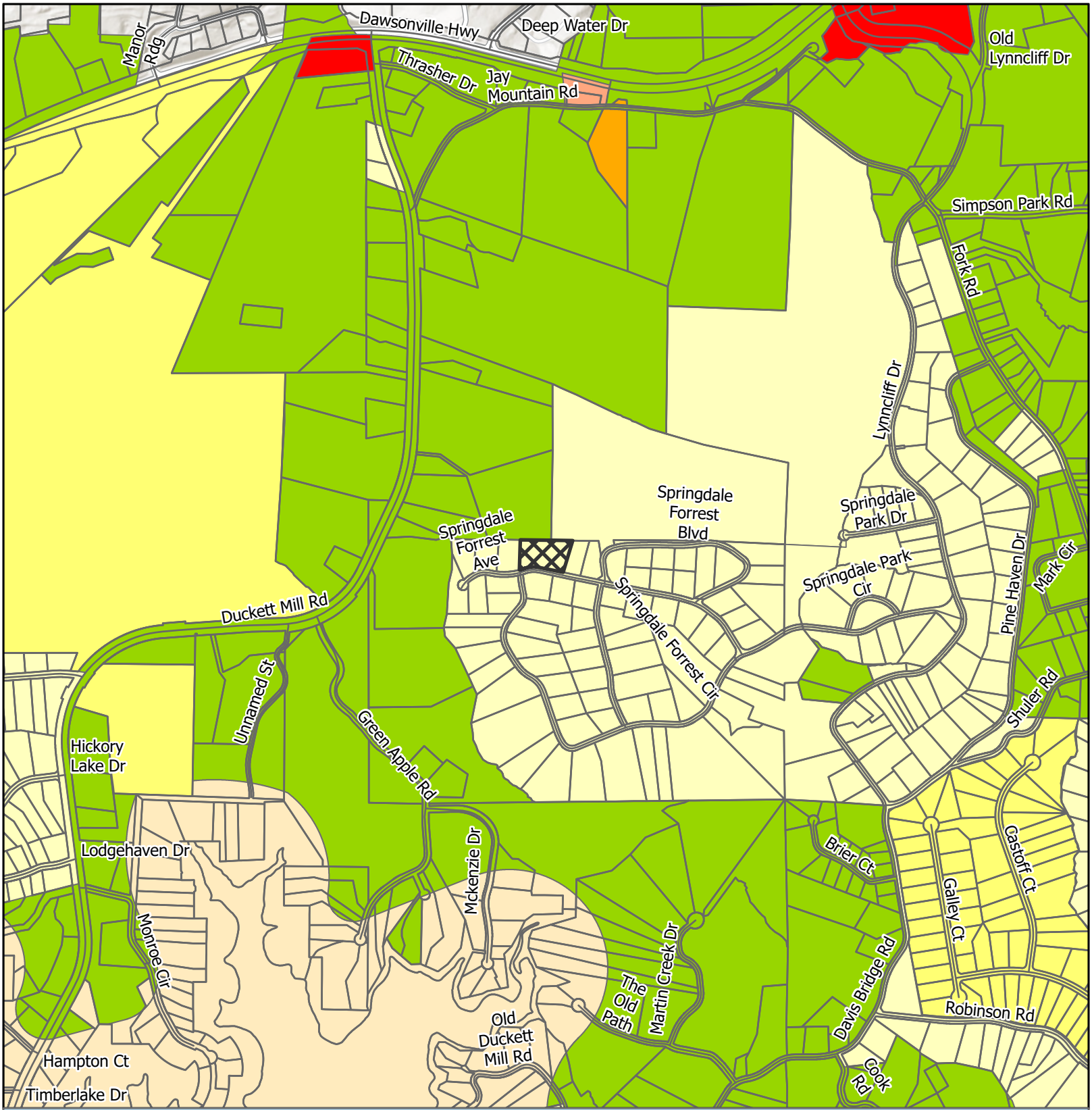
Atlanta, GA
Gainesville, GA

Subject Area Location

Applicant: KD South, LLC
Tax Parcel #: 10062 000038
Location: 3411 Springdale Forrest Circle
Commission District: 2

HALL COUNTY
GEORGIA
*We have it all in Hall*

Date Prepared: 10/12/2026




# Zoning Map

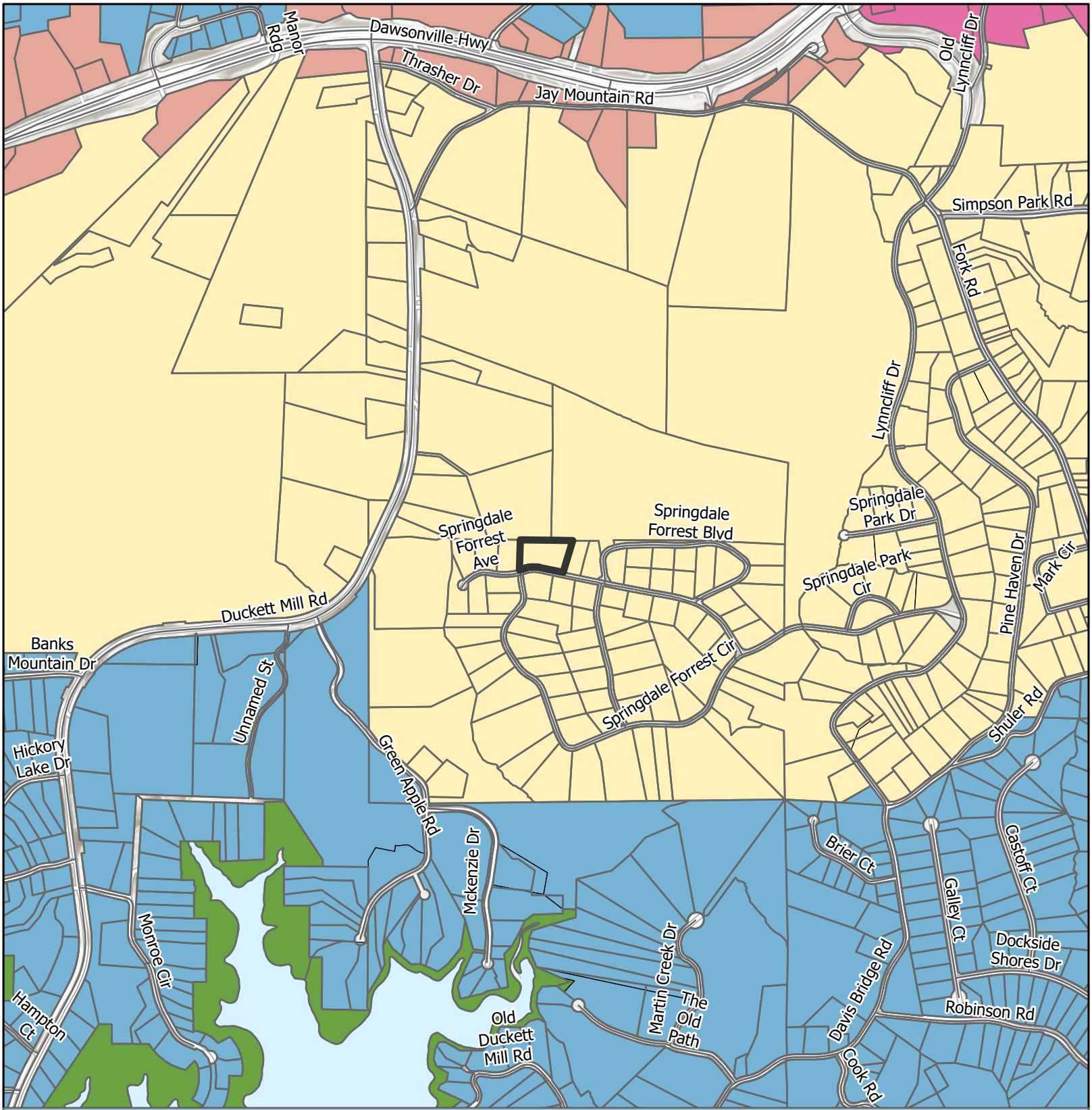
Subject Area
City Limits

Zoning
AR-1
H-B
PCD
PRD
R-1
S-S
V-C

Applicant: KD South, LLC
Tax Parcel #: 10062 000038
Location: 3411 Springdale Forrest Circle
Commission District 2

HALL COUNTY
GEORGIA
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Date Prepared: 10/13/2026




# Future Land Use Map

Subject Area
City Limits

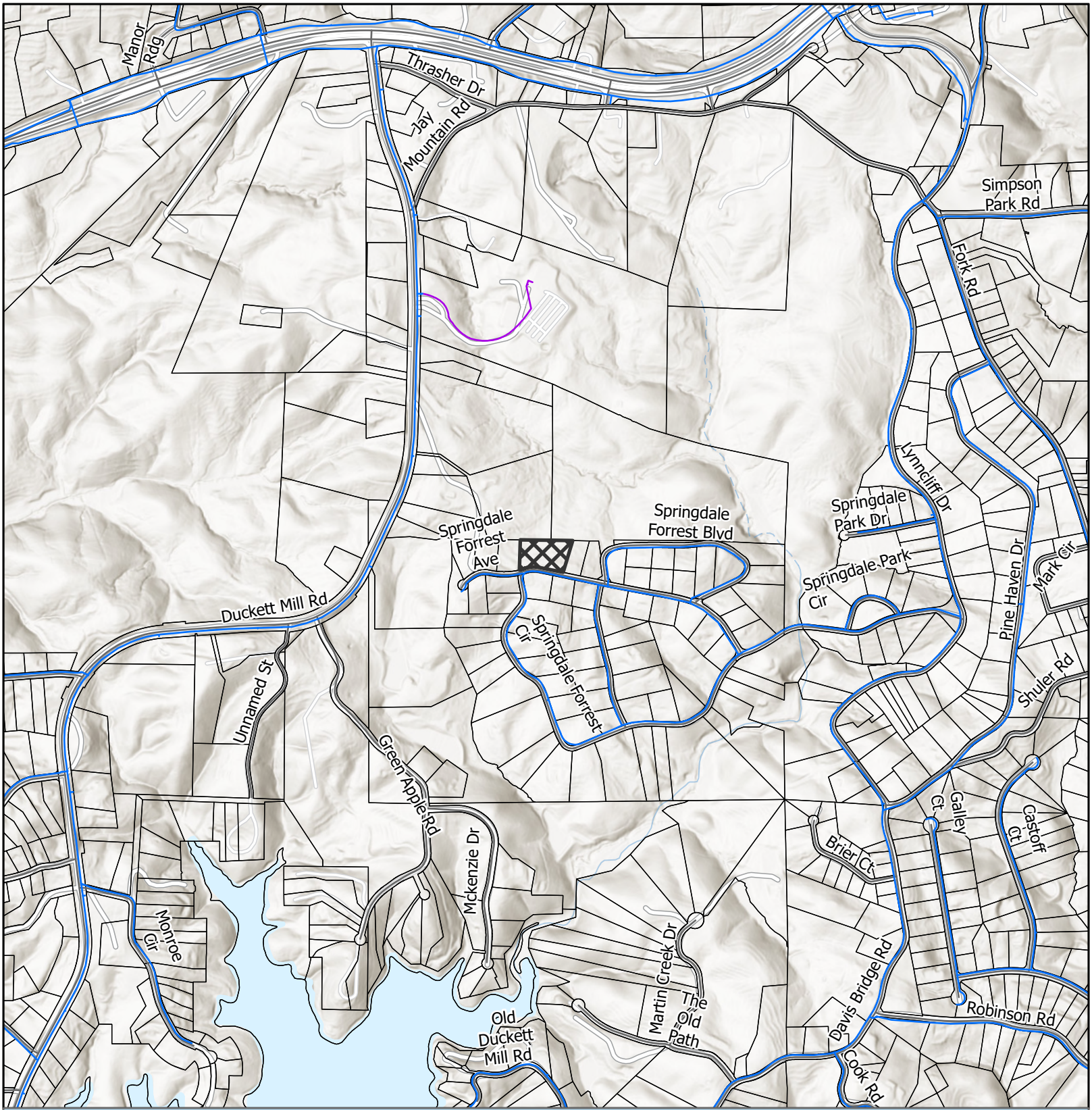
FLU

- Greenspace - Conservation
- Lakeside Residential
- Regional Activity Center
- Rural Neighborhood
- Rural Scenic Corridors

Applicant: KD South, LLC
Tax Parcel #: 10062 000038
Location: 3411 Springdale Forrest Circle
Commission District: 2

HALL COUNTY
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Date Prepared: 10/13/2026




# Utilities Map

Private of Other System
Waterline
Subject Area
City Limits

Applicant: KD South, LLC
Tax Parcel #: 10062 000038
Location: 3411 Springdale Forrest Circle
Commission District 2

HALL COUNTY
GEORGIA
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Date Prepared: 10/13/2026




# Site Plan & Aerial Map

Subject Area
parcel

Applicant: KD South, LLC
Tax Parcel #: 10062 000038
Location: 3411 Springdale Forrest Circle
Commission District 2

HALL COUNTY
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Date Prepared: 10/13/2026

eFiled and eRecorded
DATE: 07/01/2026
TIME: 12:43 PM
DEED BOOK: 9885
PAGE: 644 - 644
FILING FEES: $25.00
TRANSFER TAX: $36.70
PT61: 069-2026-004731
RECORDED BY: MM
CLERK: Mark Pettitt
Hall County, GA

Return Recorded Document to:
Crane Elder Law Firm, LLC
1300 Ridenour Blvd. NW, Ste. 100
Kennesaw, GA 30152

# LIMITED WARRANTY DEED

**STATE OF GEORGIA**
**COUNTY OF COBB**

FILE #: **3265-25**

**THIS INDENTURE** made this **24th** day of **June, 2026**, between **Sonjia Henderson** of the County of **Hall** and State of **Georgia**, as party or parties of the first part, hereinunder called Grantor, and **Heritage Title Services, LLC as Trustee of the 3411 Springdale Forrest Circle Fiduciary Estoppel Land Trust** as party or parties of the second part, hereinafter called Grantee (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

**WITNESSETH** that: Grantor, for and in consideration of the sum of TEN AND NO/100 DOLLARS ($10.00) and other good and valuable considerations in hand paid, at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, convey and confirm unto the said Grantee.

**ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 62 OF THE 10TH DISTRICT, HALL COUNTY, GEORGIA, BEING LOTS 34 & 35 OF SPRINGDALE FOREST, SECTION 4, AS PER PLAT RECORDED IN PLAT BOOK 69, PAGE 294, HALL COUNTY, GEORGIA RECORDS, WHICH RECORDED PLAT IS INCORPORATED HEREIN AND MADE A PART HEREOF BY REFERENCE.**

This Deed is given subject to all easements and restrictions of record.

**TO HAVE AND TO HOLD** the said tract or parcel of land, together with all and singular the rights, members and appurtenances thereof, to the same being, belonging or in anywise appertaining, to the only proper use, benefit and behoof of the said Grantee, forever in **FEE SIMPLE.**

**AND THE SAID** Grantor will warrant and forever defend the right and title to the above described property unto the said Grantee against the claims of all persons by, through and under the above named grantor.

**IN WITNESS WHEREOF**, Grantor has hereunto set grantor's hand and seal this day and year first above written.

Signed, sealed and delivered in presence of:

Witness

Sonjia Henderson (SEAL)
**Sonjia Henderson**

Notary Public

MANJULA KOLLAPANENI
My Commission Expires
NOTARY PUBLIC
08/23/2029
FORSYTH COUNTY, GEORGIA

Outlook

## RE: 3411 Springdale Forrest Circle

**From** Nick Swafford <NSwafford@gainesvillega.gov>
**Date** Tue 10/13/2026 9:22 AM
**To** Brittany Passmore (Planning) <bawalker@hallcounty.org>
**Cc** kevin@dunahoo.com <kevin@dunahoo.com>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning Brittany,
I can confirm capacity for a new meter at this location.
Thanks,

**Nick Swafford**
**Permitting Services & GIS Manager**
**Department of Water Resources**

GAINESVILLE

**O | 770.538.2452**
**www.gainesville.org**

300 Henry Ward Way, Ste. 305
Gainesville, GA 30501

---

**From:** Brittany Passmore (Planning) <bawalker@hallcounty.org>
**Sent:** Tuesday, October 13, 2026 9:13 AM
**To:** Nick Swafford <NSwafford@gainesvillega.gov>
**Cc:** kevin@dunahoo.com
**Subject:** 3411 Springdale Forrest Circle

Good morning, Nick,
We have an application for a new 2-lot subdivision at 3411 Springdale Forrest Circle. Can you confirm capacity for a new meter at this location?
Regards,

Brittany Passmore
Planner 2
Hall County Government
O: 770-297-5543
bpassmore@hallcounty.org

HALL COUNTY
GEORGIA
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Please note: Effective July 1, 2026, all open records requests should be submitted through Hall County's Next Request Portal (https://hallcountyga.nextrequest.com/).

GEORGIA DEPARTMENT OF PUBLIC HEALTH
District 2 Public Health

# Hall County Environmental Health

Location: 2875 Browns Bridge Road, Gainesville, GA 30504
Mailing Address: P. O. Box 5901, Gainesville, GA 30504
PH: 770-531-3973 • www.phdistrict2.org

Banks, Dawson, Forsyth, Franklin, Habersham, Hall, Hart, Lumpkin, Rabun, Stephens, Towns, Union and White Counties

To: Katie Ahmed, Director of Planning and Zoning

From: Hall County Environmental Health Department

Date: October 19, 2026

Subject: November 16, 2026 Hall County Planning Commission Meeting – Planning Items

Environmental Health has reviewed the Planning items listed below for the above referenced meeting. Please be advised that Environmental Health comments are based upon information provided by the applicant and current regulations and policies. If the information, site conditions, regulations, and/or policies, etc. change after comments are provided, these recommendations/comments will be invalidated. The comments provided are not considered approval. Furthermore, Board of Commissioners approval does not constitute Environmental Health approval.

* 3411 Springdale Forrest Circle, KD South, LLC: All proposed lots must meet Hall County Board of Health Lot Size Resolution requirements. Please note that BOC approval does not imply approval from other county departments. Further determination will be made during the plat review process. All proposed plats must be submitted to the Hall County Plat Review Team for review and approval prior to submittal to Clerk of Courts for recordation.

* Item 2A/B, 1646 Candler Road, Patton: No comment.

* 3054/3056/3060/0 Poplar Springs Church Rd, Cook Communities: Public Sewer. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

* 1646 March Drive, Calderon: Must meet all residential permitting requirements. Original copy of Level 3 soil evaluation and copy of recorded plat will be required at time of septic permit application.

* 0 Ridge Road, bSide Oakwood: No comment. Public Sewer.

* 6651 Spout Springs Rd, DCCM: Public Sewer. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

* 5300/5334/5348/5372/0 Ponderosa Farm Rd, CKK: Public Sewer. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

* 6337 Lanier Islands Pkwy/6330/6450 Old Lanier Island Drvie, DCCM: All proposed lots must meet Hall County Board of Health Lot Size Resolution requirements. Please note that BOC approval does not imply approval from other county departments. Further determination will be made during the plat review process. All proposed plats must be submitted to the Hall County Plat Review Team for review and approval prior to submittal to Clerk of Courts for recordation.

  Must meet all Environmental Health commercial septic system permitting requirements. Further determination will be made during the civil plan review process. A detailed business plan must be submitted to Hall County Environmental Health for review. Additional items, including, but not limited to: recorded plat, soil evaluation, and septic system installation/modification may be required after review of business plan.

* 0 Cagle Road, DCCM, Habitat for Humanity: Public sewer. Community septic systems and/or community wells to be permitted by EPD.

Outlook

## RE: Tentative Planning Commission Agenda November 16, 2026

**From** Hash, Christopher M <CHash@dot.ga.gov>
**Date** Wed 10/7/2026 7:54 AM
**To** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Cc** Dorminey, Madison N <mdorminey@dot.ga.gov>; Lynn Taylor (Planning) <ltaylor@hallcounty.org>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Kaitlyn,

Please see the below responses in red from our office.

If you have any questions, please let me know.

Thanks,

**Christopher Hash, P.E.**
*D1 Traffic Operations Supervisor*

GDOT Georgia Department of Transportation

A1, A4 Access and Operations
1475 Jesse Jewell Pkwy
Suite 100
Gainesville, GA, 30501
470.201.8029 cell

---

**From:** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Sent:** Tuesday, October 6, 2026 4:05 PM
**Subject:** Tentative Planning Commission Agenda November 16, 2026

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Please see the Tentative Agenda and Maps for the Monday, November 16, 2026 Hall County Planning Commission Meeting below. Use the links to review the documents and submit any comments in the form of a memorandum to Hall County Planning and Zoning. When providing comments, include the applicant's name and the property address associated with each comment. Failure to submit comments in a timely manner may result in the information being omitted from the staff report.

**PLEASE NOTE: These items will be discussed in next week's Development Review meeting.**

Comments are due by **Monday, October 19, 2026.** (The due dates have changed as we are now operating on a Planning Commission schedule.) Email comments to Lynn (ltaylor@hallcounty.org) and Kaitlyn (kelliott@hallcounty.org).

Link 1 & Link 2

1. **3411 Springdale Forrest Circle | Special Use |** for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 **| Proposed Use:** 2-lot subdivision **|** ** Commission District 2 **| KD South, LLC, applicant**

   Off-system. No impacts expected to the State Highway System.

2. **(A) 1646 Candler Road | Rezone** | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

   **(B) 1646 Candler Road** | **Variance to Section 8.2** | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

   Since access will be from Calvary Church Rd. The access's on SR 60 should be removed.

3. **(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Rezone** | from Planned Development (PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

   **(B) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Special Use** | for a subdivision, residential | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

   Off-system. Impacts expected to the State Highway System. Applicant to submit TIS to GDOT District 1 for review. Potential improvements for SR 332 and Poplar Springs Church Rd and SR 332 and Gilleland Cir may be needed.

4. **1646 March Drive | Rezone** | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 **| Proposed Use: Single-family dwelling** | ** Commission District 4 **| Udis Calderon, applicant**

   Off-system. No impacts expected to the State Highway System.

5. **0 Ridge Road | Rezone** | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development** | ** Commission District 1 **| bSide Oakwood, LLC, applicant**

   Off-system. Impacts expected to the State Highway System. Applicant to submit TIS to GDOT District 1 for review. Potential improvements for SR 347 and Ridge Rd may be needed.

6. **(A) 6651 Spout Springs Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle **|** Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development | ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

   **(B) 6651 Spout Springs Road | Special Use** | for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development |** ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

   Off-system. No impacts expected to the State Highway System.

7. **(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Rezone** | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development** | ** Commission District 1 **| CKK Development Services, LLC, applicant**

   **(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Special Use** | for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development |** ** Commission District 1 **| CKK Development Services, LLC, applicant**

   Off-system. Impacts expected to the State Highway System. Applicant to submit TIS to GDOT District 1 for review. Potential improvements for SR 211 and Ponderosa Farm Rd may be needed.

8. **(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Rezone** | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 **| Proposed Use: To recognize & allow expansion of boat sales & repair** | ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

   **(B) 6337 Lanier Islands Parkway and 6330, 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Special Use |** to allow boat sales & repair within the GCOD | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 | **Proposed Use: To recognize & allow expansion of boat sales & repair |** ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

   On System, coordination required for potential improvements of existing commercial driveway access's.

*The Planning Commission's decision will be the final action taken unless appealed to the Board of Commissioners. To do so, file an application with the Planning Department within 30 days of the Planning Commission's decision. The Hall County Board of Commissioners will hear appeals at a public hearing **Thursday, December 10, 2026,** at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.
**The Planning Commission's recommendation will be forwarded to the Board of Commissioners for final action at a public hearing on **Thursday, December 10, 2026**. The Board will meet at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.

Thank you,

**Kaitlyn Elliott**
**Planning Commission Clerk**
**Planning and Zoning**
(770) 531-6810
kelliott@hallcounty.org
www.hallcounty.org

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**Effective July 1, 2026, all open records requests should be submitted through Hall County's Next Request Portal (https://hallcountyga.nextrequest.com).**

## Hall County Planning and Zoning does NOT accept wire transfers.

**All payments must be made through the Accela Portal or in person. If you receive any request for a wire transfer, please contact our office immediately—it may be fraudulent.**

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Human trafficking impacts every corner of the globe, including our state and local communities. Georgia DOT is committed to end human trafficking in Georgia through education enabling its employees and the public to recognize the signs of human trafficking and how to react in order to help make a change. To learn more about the warning signs of human trafficking, visit https://doas.ga.gov/human-resources-administration/human-trafficking-awareness/trafficking-in-georgia. To report any suspicious activity, call the Georgia Human Trafficking Hotline at 866-363-4842. Let's band together to end human trafficking in Georgia.

Outlook

## Tentative Planning Commission Agenda November 16, 2026

**From** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Date** Mon 10/19/2026 8:43 AM
**To** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

**From:** Hash, Christopher M <CHash@dot.ga.gov>
**Sent:** Monday, October 19, 2026 8:41 AM
**To:** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Subject:** RE: Tentative Planning Commission Agenda November 16, 2026

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Kaitlyn,

Please see the below response in red.

**Christopher Hash, P.E.**
*D1 Traffic Operations Supervisor*

GDOT Georgia Department of Transportation

A1, A4 Access and Operations
1475 Jesse Jewell Pkwy
Suite 100
Gainesville, GA, 30501
470.201.8029 cell

**From:** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Sent:** Thursday, October 15, 2026 12:26 PM
**Subject:** Re: Tentative Planning Commission Agenda November 16, 2026
**Importance:** High

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Please see the attached tentative packet and provide your comments by **Monday, October 19, 2026**. If you have already submitted comments, please send us a new or updated memorandum with your comments on this application. There may be a minor change to the narrative and site plan, which we will send later to determine whether it affects your comments.

Thank you for working with us on this tight turnaround.

**0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

Off-system, no impacts expected to the State Highway system.

Thank you,

**Kaitlyn Elliott**
**Planning Commission Clerk**
**Planning and Zoning**
(770) 531-6810
kelliott@hallcounty.org
www.hallcounty.org

HALL COUNTY
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**Effective July 1, 2026, all open records requests should be submitted through Hall County's Next Request Portal (https://hallcountyga.nextrequest.com).**

## Hall County Planning and Zoning does NOT accept wire transfers.

**All payments must be made through the Accela Portal or in person. If you receive any request for a wire transfer, please contact our office immediately—it may be fraudulent.**

HALL COUNTY
GEORGIA

POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.531.6800 | f: 770.531.3945

DIRECTOR
**Jorge Gomez, P.E.**

# Hall County Government
## COMMUNITY DEVELOPMENT AND INFRASTRUCTURE
## PUBLIC WORKS AND UTILITIES

**M E M O R A N D U M**

**To:** Katie Ahmed, Planning and Zoning Director

**From:** Jorge Gomez, Director of Public Works and Utilities

**Date:** October 19, 2026

**Subject:** November 16, 2026
Planning Commission Meeting

---

Please be advised that our office has reviewed the Hall County Planning Commission agenda for the November 16, 2026, meeting. Upon review, we provide the following comments.

- **3411 Springdale Forrest Circle | Special Use |** for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 **| Proposed Use:** 2-lot subdivision **|** ** Commission District 2 **| KD South, LLC, applicant**

  - **Engineering**: No comment
  - **Traffic:** Ther are no traffic concerns with the proposed SFR use. Any proposed driveways must be located to maximize intersection sight distance.
  - **Utilities:** Property is in the Gainesville-Hall County service district, but sewer infrastructure is not near this location.

- **(A) 1646 Candler Road** | Rezone | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 | Proposed Use: Storage lot | ** Commission District 4 | Chris Patton, applicant

**(B) 1646 Candler Road** | Variance to Section 8.2 | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 | Proposed Use: Storage lot | ** Commission District 4 | Chris Patton, applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.

Show FEMA and Hall County studied Flood plains that are present on site.
Show stream buffer and impervious setback from wrested vegetation not centerline of stream

- **Traffic:** Public Works agrees with the findings of the traffic assessment/Trip generation memo. The driveway will be included in the LDP and must meet all applicable design criteria.
- **Utilities:** Property is in the Gainesville service district.

- **(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension** | Rezone | from Planned Development (PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; | Proposed Use: 234-unit mixed residential development | ** Commission District 3 | Cook Communities, applicant

  **(B) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension** | Special Use | for a subdivision, residential | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; | Proposed Use: 234-unit mixed residential development | ** Commission District 3 | Cook Communities, applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
    Show FEMA and Hall County studied Flood plains that are present on site.
    Show stream buffer and impervious setback from wrested vegetation not centerline of stream
  - **Traffic:** Traffic impact study TIS under review. All recommended improvements from the approved TIS will be required in the LDP.
  - **Utilities:** Property is in the Gainesville service district.

- **1646 March Drive** | Rezone | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 | Proposed Use: Single-family dwelling | ** Commission District 4 | Udis Calderon, applicant

  - **Engineering**: No comment
  - **Traffic:** there are no traffic issues with the proposed SRF use. Any proposed driveways must be located to maximize intersection sight distance.
  - **Utilities:** Property is in the Gainesville service district.

- **0 Ridge Road** | Rezone | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 | Proposed Use: 160-unit mixed residential development | ** Commission District 1 | bSide Oakwood, LLC, applicant

    - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
      Show stream buffer and impervious setback from wrested vegetation not centerline of stream.
    - **Traffic:** The provided Traffic Impact Study (TIS) has not been approved at this time. Any recommended improvements identified in the approved TIS must be incorporated in the LDP.
    - **Utilities:** Property is in the Buford service district, but an IGA between Buford and Hall County has been obtained.

- **(A) 6651 Spout Springs Road** | Rezone | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 | Proposed Use: 119-unit mixed residential development | ** Commission District 1 | DCCM Infrastructure, Inc., applicant

  **(B) 6651 Spout Springs Road** | Special Use | for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 | Proposed Use: 119-unit mixed residential development | ** Commission District 1 | DCCM Infrastructure, Inc., applicant

    - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
      Show FEMA and Hall County studied Flood plains that are present on site.
      Show stream buffer and impervious setback from wrested vegetation not centerline of stream
    - **Traffic:** The driveway labeled Road A is too close to Spout Springs Road. It must be relocated further away. The traffic impact (TIS) is under review. All improvements in the TIS will be included in the LDP. A traffic engineering (TE) report /warrant analysis and signal design will be part of the LDP review process. The traffic signal shall be installed within 120 days of the issuance of the LDP.
    - **Utilities**: Property is in the Hall County service district and will to connect to Hall County sewer. Any easements or improvements required for connection / system upgrades shall be obtained and funded by the developer / development owner.

- **(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road** | Rezone | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A | Proposed Use: 146-unit residential development | ** Commission District 1 | CKK Development Services, LLC, applicant

  **(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road** | Special Use | for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A | Proposed Use: 146-unit residential development | ** Commission District 1 | CKK Development Services, LLC, applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
    Show FEMA and Hall County studied Flood plains that are present on site.
    Show stream buffer and impervious setback from wrested vegetation not centerline of stream
  - **Traffic:** The Traffic Impact Study (TIS) is under review and is not approved. All improvements in the approved TIS will be included in the LDP.
  - **Utilities:** Property is in the Hall County service district and will to connect to Hall County sewer. Any easements or improvements required for connection / system upgrades shall be obtained and funded by the developer / development owner.

- **(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way** | Rezone | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 | Proposed Use: To recognize & allow expansion of boat sales & repair | ** Commission District 2 | DCCM Infrastructure, Inc., applicant

  **(B) 6337 Lanier Islands Parkway and 6330, 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way** | Special Use | to allow boat sales & repair within the GCOD | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 | Proposed Use: To recognize & allow expansion of boat sales & repair | ** Commission District 2 | DCCM Infrastructure, Inc., applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
  - **Traffic:** There are no traffic concerns with the required use. Public Works does support the request to abandon Old Lanier Island Drive.
  - **Utilities:** Property is in the Buford service district.

**0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

- **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
  Show stream buffer and impervious setback from wrested vegetation not centerline of stream.
- **Traffic:** A Traffic Impact Study (TIS) will be required. The improvements recommended in the approval TIS will be included in the LDP.
- **Utilities:** Property is in the Hall County service district and will to connect to Hall County sewer. Any easements or improvements required for connection / system upgrades shall be obtained and funded by the developer / development owner.

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FIRE CHIEF
**Jerry Smith**

# Hall County Government
FIRE RESCUE

**To:** Katie Ahmed, Director of Planning and Zoning
**From: Hall County Fire Marshal's Office**
**Date: 10/6/26**
**Subject:** Date Hall County Board of Commissioners meeting – Planning Items – 11/16/2026
Please be advised that Hall County Fire Marshal's Office has reviewed the Planning items forwarded to the Hall County Board of Commissioners for consideration at the 11/16/26 meeting. Upon review, we provide the following comments.

1. **3411 Springdale Forrest Circle | Special Use |** for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 **| Proposed Use:** 2-lot subdivision **|** ** Commission District 2 **| KD South, LLC, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

2. **(A) 1646 Candler Road | Rezone** | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

**(B) 1646 Candler Road | Variance to Section 8.2** | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

3. **(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Rezone** | from Planned Development

(PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

**(B) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Special Use** | for a subdivision, residential | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

4. **1646 March Drive | Rezone** | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 **| Proposed Use: Single-family dwelling** | ** Commission District 4 **| Udis Calderon, applicant**

   **The Hall County Fire Marshal's Office has no comments as proposed.**

5. **0 Ridge Road | Rezone** | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development** | ** Commission District 1 **| bSide Oakwood, LLC, applicant**

   **The Hall County Fire Marshal's Office has no comments as proposed.**

6. **(A) 6651 Spout Springs Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle **|** Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development | ** Commission District 1 | DCCM Infrastructure, Inc., applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

**(B) 6651 Spout Springs Road | Special Use** | for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development |** ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

7. **(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Rezone** | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development** | ** Commission District 1 **| CKK Development Services, LLC, applicant**

**The proposed concept plan shows both ingress / egress locations on Ponderosa Farm Road too close together. Below is the fire code standard used to determine the distance between two access road ingress/egress locations.**

**International Fire Code 2024 Edition**

**D107.2 Remoteness.**

Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

The secondary fire access road cannot be installed because of location on the property, topography, waterways, nonnegotiable grades or other similar conditions. Per Fire Marshal Vieira the applicant can use the state adopted alternative to increase the road width to 26' the increased road width will eliminate the requirement for a secondary emergency access.

**(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Special Use** | for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132,

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8. **(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Rezone** | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 **| Proposed Use: To recognize & allow expansion of boat sales & repair** | ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

**The Hall County Fire Marshal's Office considers the plan conceptual and if approved the site plan may require modifications during the development review to meet Life Safety and International Fire Code requirements including any applicable state modifications.**

**(B) 6337 Lanier Islands Parkway and 6330, 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Special Use |** to allow boat sales & repair within the GCOD | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east

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**The Hall County Fire Marshal's Office considers the plan conceptual and if approved the site plan may require modifications during the development review to meet Life Safety and International Fire Code requirements including any applicable state modifications.**

**0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

**A 48-unit residential development will require fire hydrants to be installed for potential fire suppression needs. Currently the nearest fire hydrant is located over 1 mile south at Cagel and Buffington Farm Road. See Code requirement below.**

## International Fire Code 2024 Edition 507.5.1 Where required.

Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 500 feet from a hydrant on a fire apparatus access road, as measured by an *approved* route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the *fire code official*.

Regards,

**John Hornick, NPQ Fire Service Plans Examiner 1**

**Lieutenant, Hall County Fire Rescue**

**Hall County Government**

Main: 770-531-6838 | Cell: 404-597-0083

Website: www.Hallcounty.org

HALL COUNTY

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# Hall County Government

COMMUNITY DEVELOPMENT & INFRASTRUCTURE
BUILDING INSPECTIONS DIVISION

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e: permits@hallcounty.org

INTERIM DEVELOPMENT SERVICES DIRECTOR
**Barry Shaw**

INTERIM CHIEF BUILDING OFFICIAL
**Cody Edwards**

**To:** Katie Ahmed, Director of Planning and Zoning

**From:** Barry Shaw, Interim Director of Development Services

**Date:** October 19, 2026

**Subject:** November 16, 2026

---

**3411 Springdale Forrest Circle | Special Use | for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 | Proposed Use: 2-lot subdivision | ** Commission District 2 | KD South, LLC, applicant**

- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures. All structures were built prior to 1980 and will require asbestos inspections and reports by a state licensed asbestos Inspector.

**(A) 1646 Candler Road | Rezone** | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**
**(B) 1646 Candler Road** | **Variance to Section 8.2** | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures. All structures were built prior to 1980 and will require asbestos inspections and reports by a state licensed asbestos Inspector.

**(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Rezone** | from Planned Development (PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of

Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

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- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures apart from 2 structures all were built prior to 1980 and will require asbestos inspections and reports by a state licensed asbestos Inspector. 3060 Poplar Springs Church Road and 3549 Gilleland Extension were both built in 1980 and will not require asbestos inspections and reports before demolition.

**1646 March Drive | Rezone** | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 **| Proposed Use: Single-family dwelling** | ** Commission District 4 **| Udis Calderon, applicant**

- NO COMMENT

**0 Ridge Road | Rezone** | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development** | ** Commission District 1 **| bSide Oakwood, LLC, applicant**

- NO COMMENT

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- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures. All structures that were built prior to 1980 will require asbestos inspections and reports by a state licensed asbestos inspector. The single-family residence at this location was built in 1998 and will not require asbestos inspections and reports before demolition.

**(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Rezone** | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development** | ** Commission District 1 **| CKK Development Services, LLC, applicant**
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- Applicants would be required to get demo permits for all structures from Building Inspections before building new structures. All structures that were built prior to 1980 will require asbestos inspections and reports by a state licensed asbestos inspector. 5372 Ponderosa Farm Road currently has a parcel tag dated 03.23.2022 and placed by Planning and Zoning referencing a demo of a pole barn and is no longer relevant should proposed development be granted.

**(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Rezone** | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 **| Proposed Use: To recognize & allow expansion of boat sales & repair** | ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**
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- NO COMMENT

PLANNING AND DEVELOPMENT DEPARTMENT
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
t: 770-531-6809 I f: 770-531-3902

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## PUBLIC NOTICE REQUIREMENTS

Zoning regulations require that public notice must be given prior to all zoning hearings as follows:

1. The Planning Department shall publish a legal advertisement no less than fifteen (15) days and no more than forty-five (45) days prior to the public hearing.

2. The Planning Department shall send notification by letter of all other property owners within a 500-foot radius of the applicant's property, which is standard administrative policy of the Planning Department.

3. The applicant/property owner shall place the public notice sign in a conspicuous location on the property not less than fifteen (15) days and not more than forty-five (45) days prior to the public hearing.

**The Planning Department shall post the legal advertisement and notify property owners within a 500ft radius to the subject property.**

**The applicant is required to post the public notice sign not less than fifteen (15) days and no more than forty-five (45) days prior to the public hearing. A photo of the sign placed at the location is required and must be sent to the Planning Department.**

Multiple sign postings on a site may be required as determined by the Planning Department. The sign must be in a location where it is clearly visible from the roadway. The sign cannot be obstructed in any manner, placed too far from the road, or placed in such manner as would cause it to blend into the landscape.

Should you find the sign missing or vandalized in any manner, contact the Planning Department for a replacement sign. When the proceeding is complete and final Board action has occurred, the sign shall then be removed from the property by the applicant.

**THE ZONING SIGN MUST BE POSTED NO EARLIER THAN** October 21, 2026 **AND NO LATER THAN** October 25, 2026.

**THE ORGINAL SIGNED AFFIDAVIT MUST BE RETURNED TO THE PLANNING DEPARTMENT NO LATER THAN** October 25, 2026 **ALONG WITH A MINIMUM OF ONE PHOTO SHOWING THE SIGN POSTED AT THE SUBJECT PROPERTY.**

**Failure to comply will result in a delay of the application.**

---

## AFFIDAVIT

**By my signature, I,** Kevin R. Dunahoo (Please Print Name) **, hereby acknowledge that I have read and understand the sign posting requirements. I further certify that the required public notice sign was posted on** 10/22/2026 (Date) **for** KD South, LLC (Name application filed as).

**Signature** Kevin Dunahoo

(The original document is required)

Revised September 2021


ZONING NOTICE
AN APPLICATION HAS BEEN FILED WITH HALL COUNTY IN REGARD TO THE ZONING REGULATIONS AS THEY APPLY TO THIS PROPERTY
APPLICANT: KD SOUTH, LLC
REQUEST: SPECIAL USE FOR A 2-LOT SUBDIVISION
PUBLIC HEARINGS WILL BE HELD ON:
PLANNING COMMISSION
Date: NOV 16, 2026
Time: 5:15 P.M.
&
COUNTY COMMISSION
Date: DEC 10, 2026
Time: 6:00 P.M.
HALL COUNTY GOVERNMENT CENTER, 2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA
FOR MORE INFORMATION CALL: (770) 531-6809


ZONING NOTICE
AN APPLICATION HAS BEEN FILED WITH RAILROAD TOWNSHIP TO
THE ZONING REGULATIONS HEREBY APPLY TO THIS PROPERTY.
APPLICANT: KD SOUTH, LLC
REQUEST: SPECIAL USE FOR A
2-LOT SUBDIVISION
PUBLIC HEARING IS SCHEDULED IN THE
Date: NOV 18, 2026
Time: 5:15 P.M.
Date: DEC 16, 2026
Time: 6:00 P.M.
FOR MORE INFORMATION CONTACT (217) 826-2352


ZONING NOTICE


ZONING NOTICE

HALL COUNTY
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# AGENDA ITEM

## New Business

**REPORT TO:** **Planning Commission Meeting (11/16/26)**

**ITEM NO:** 738/2026

**SUBJECT:** **1646 March Drive | Rezone |** from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 758 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 **| Proposed Use: Single-family dwelling |** ** Commission District 4 **| Udis Calderon, applicant**

## Meetings:

**Voting Meeting Date:** 11/16/26

## Executive Summary:

**Presenter:** LT

**Recommendation:**

Approval, with conditions, as the proposed zoning is consistent with the residential nature of the surrounding properties.

1. The property shall be developed in accordance with the site plan dated April 20, 2026, and as described in the project narrative dated September 14, 2026, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.
2. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval.
3. All conditions of zoning shall be made a part of any plats or construction plans created for the property.

**Purpose of Request:**

**1646 March Drive | Rezone |** from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 758 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 **| Proposed Use: Single-family dwelling |** ** Commission District 4 **| Udis Calderon, applicant**

**History:**

**Facts and Issues:**

**Options:**

**Approvals:**

| Submit | Review |
|---|---|
| KE | LT |

**Attachments:**

Staff Report
Application
Narrative
Site Plan
Plat
Maps
Deed
Water Availability
Level 3 Soil Study
Department Comments
Notice Sign

**HALL COUNTY PLANNING COMMISSION**
**STAFF REPORT**

**Applicant** ..... Udis Calderon

**Request** ..... **Rezone** | from Highway Business (H-B) to Residential 1 (R-1)

**Proposed Use** ..... Single-family dwelling

**Size** ..... 0.11± acres

**Zoning** ..... **Current:** Highway Business (H-B)
**Proposed:** Residential 1 (R-1)

**Location** ..... **1646 March Drive** | Tax Parcel 15032E006034

**Commission District** ..... Four

**Planning Commission Date** ..... November 16, 2026

**Staff Recommendation** ..... **Approval, with conditions,** as the proposed zoning is consistent with the residential nature of the surrounding properties.

**Record Number**..... HZON26-0034

**Staff recommends <u>APPROVAL</u> of the applicant's request with the following conditions:**

1. The property shall be developed in accordance with the site plan dated April 20, 2026, and as described in the project narrative dated September 14, 2026, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.

2. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval.

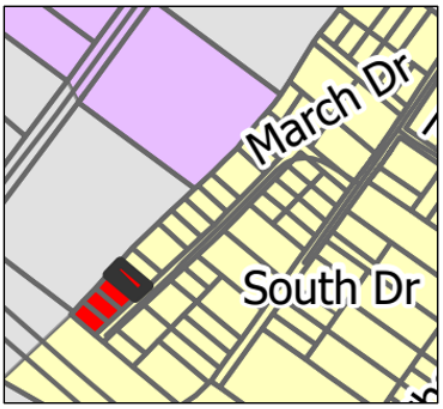
3. All conditions of zoning shall be made a part of any plats or construction plans created for the property.

---

**<u>Summary Analysis</u>**

The applicant is requesting to rezone a 0.11± acre tract from Highway Business (H-B) to Residential 1(R-1) to allow for a single-family dwelling. The property is currently undeveloped.
The subject parcel is identified as Lot 47 of the S.C. Moon Subdivision, which was platted in 1954. Since that time, roadway configurations in the area have changed with the development of Athens Highway.

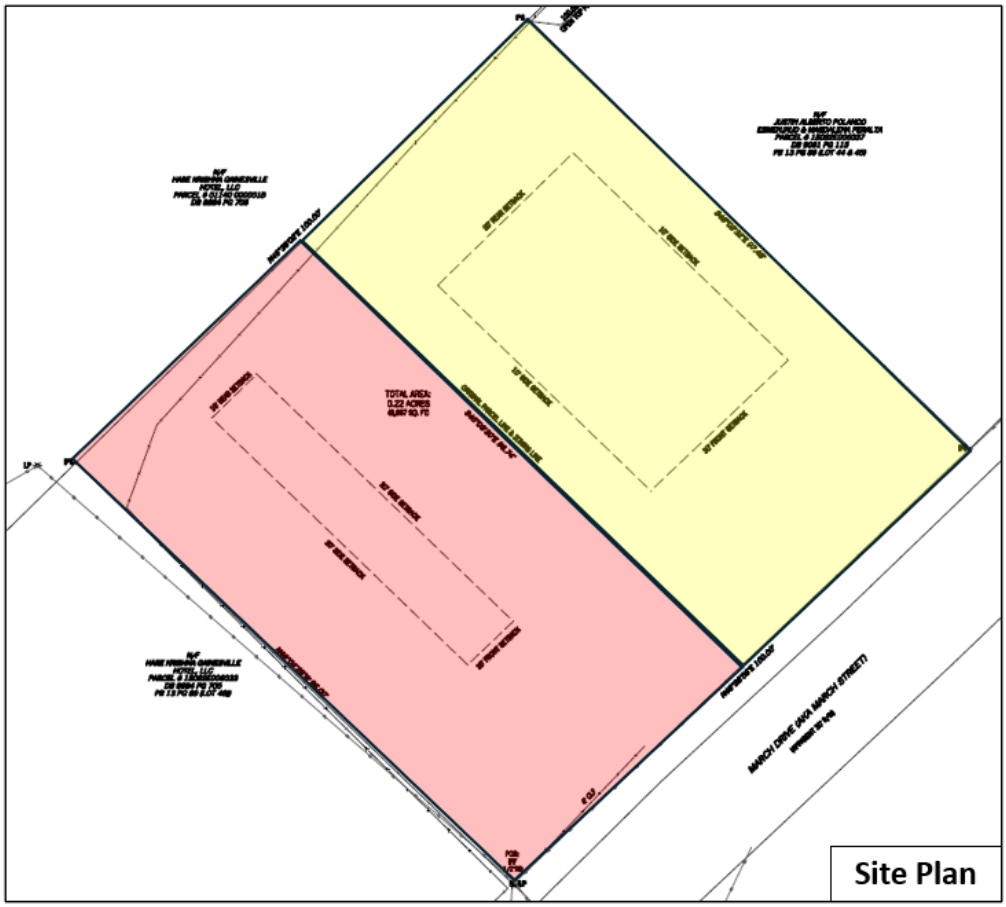
The property's Highway Business (H-B) zoning designation was established as part of the County's historical zoning pattern in 1978.




The surrounding properties are zoned and developed as outlined below:

North: City of Gainesville General Business (G-B): hotel
Residential 1 (R-1): undeveloped
East: Residential 1 (R-1): single-family dwellings
South: Residential 1 (R-1): single-family dwellings
Highway Business (H-B): hotel parking
West: Highway Business (H-B): hotel & related parking

Per the submitted Narrative and Site Plan, the applicant proposes to combine the subject property, shown in red and zoned Highway Business (H-B), with an adjacent parcel, shown in yellow and zoned Residential 1 (R-1), resulting in a combined site of approximately 0.22± acres. The combined parcel would be developed with a single-family dwelling.



Water service will be provided by the City of Gainesville as confirmed in an email from Nick Swafford, Permitting Services & GIS Manager, dated July 14, 2026. Sanitary sewer services will be provided by an on-site septic system.

**Comprehensive Plan Analysis**

**Based on the future land use plan, staff finds the requested rezoning *is not consistent* with the Hall County Comprehensive Plan and the future land use designation of Employment Nodes and Corridors within the Gainesville Character Area; however, the use is consistent with the character and development of residential neighborhood from which the property's only access is available.** New employment nodes and corridors should consist of industrial and/or office uses housed in either formalized campuses or along major road corridors that have existing or future access to water and sewer.

**Zoning Analysis - Rezoning**

When considering a zoning amendment to the zoning maps, the Commission must study the need and justification for the change based on a determination of the facts applicable to the particular case, and the following general lines of inquiry must be considered:

a) Whether the zoning proposal will permit a use that is suitable in view of the use, development and zoning of adjacent and nearby property; **The proposed rezoning is suitable in view of the use, development, and zoning of adjacent and nearby properties as access to the property is through a single-family residential neighborhood.**

b) Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property; **It is not anticipated that the proposed rezoning will adversely affect the existing use or usability of adjacent or nearby properties**.

c) Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned; **The property does not have reasonable economic use as currently zoned as the only access to the property is through a residential neighborhood.**

d) Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, schools, police protection, fire protection, public health facilities or emergency medical service; **The proposed rezoning will not cause an excessive or burdensome use of existing streets, transportation facilities, utilities, schools, police protection, fire protection, public facilities, or emergency medical service.**

e) Whether the zoning proposal is in conformity with the policy and intent of the future land use plan for the physical development of the area; **The proposed zoning is not consistent with the Comprehensive Plan's future land use designation of Employment Nodes and Corridors; however, and proposed use is consistent with the residential nature of the surrounding properties to the north, east, and south, and the property's only access is through a residential neighborhood.**

f) The extent to which property values are diminished by the existing zoning restrictions; **Staff is unable to determine the extent to which property values are diminished by the existing zoning restrictions**.

g) The extent to which the destruction of the subject property's value under the existing zoning promotes the health, safety, morals or general welfare of the public; **Staff is unable to comment on the impact of property values without a full market analysis. Multiple factors impact property value including construction types, proposed uses, and maintenance.**

h) The relative gain to the public as compared to the hardship imposed upon the individual property owner; **The proposed rezoning would allow development that is compatible with the surrounding residential neighborhood and existing access patterns, resulting in a greater public benefit than retaining a commercial zoning designation on the property.**

i) The length of time the property has been vacant as zoned considered in the context of land development in the area in the vicinity of the property; **The property is undeveloped.**

j) Whether there are other existing or changing conditions affecting the use or development of the property which give supporting grounds for either approval or disapproval of the zoning proposal; **Staff is not aware of any changing conditions affecting the use or development of the property.**

k) Whether the change would create an isolated district unrelated to the surrounding districts; **The rezoning of this property to Residential 1 (R-1) would not create an isolated district.**

l) Whether the present zoning district boundaries are illogically drawn in relation to existing conditions in the area; **There is no evidence that the present zoning district boundaries are illogically drawn.**

m) Whether the change requested is out of scale with the needs of the county as a whole or the immediate neighborhood; **No, the request is not out of scale with the needs of the county as a whole or the immediate neighborhood.**

n) Whether it is impossible to find adequate sites for the proposed use in districts permitting such use and already appropriately zoned; **There are other properties within the county where a single-family dwelling is a permitted use. However, the subject property's current Highway Business (H-B) zoning district does not permit single-family dwellings, necessitating approval of the requested rezoning to allow the proposed residential use.**

o) Whether the need for rezoning could be handled instead by a variance request to the Planning Commission; **The request for rezoning could not be handled alternatively as a variance.**

p) Whether there would be an ecological or pollution impact resulting from major modifications to the land if the request is granted; **Any land disturbance activities on the property shall be required to go through the land development permitting process, and as a result are subject to local, state, and federal regulations. As a result, there are no anticipated ecological or pollution impacts resulting from any modification to the land if the request is granted.**

q) Whether there is reasonable evidence based upon existing and anticipated land use that would indicate a mistake was made in the original zoning of the property; **There is no indication that a mistake was made in the original zoning.**

**Development Support and Constraints**

**Hall County Environmental Health**
In a memorandum dated October 19, 2026, the Hall County Environmental Health Department stated, "Must meet all residential permitting requirements. Original copy of Level 3 soil evaluation and copy of recorded plat will be required at time of septic permit application."

**Georgia Department of Transportation**
In an email dated October 7, 2026, Christopher Hash, P.E. D1 Traffic Operations Supervisor, stated "Off-system. No impacts expected to the State Highway System."

**Hall County Public Works and Utilities**
In a memorandum dated October 19, 2026, Jorge Gomez, Director of Public Works and Utilities, provided the following comments:

**Engineering:**
No comment.

**Traffic:**
There are no traffic issues with the proposed SRF use. Any proposed driveways must be located to maximize intersection sight distance.

**Utilities:**
Property is in the Gainesville service district.

**Hall County Fire Marshal**
In a memorandum dated October 6, 2026, the Hall County Fire Marshal's Office stated, "The Hall County Fire Marshal's Office has no comments as proposed."

**Hall County Building Inspections**
In a memorandum dated October 19, 2026, Barry Shaw, Interim Director of Development Services, stated, "No comment."

**PLANNING AND ZONING DEPARTMENT**
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
T: 770-531-6809 I Email: planning@hallcounty.org

HALL COUNTY
GEORGIA
*We have it all in Hall*

# ZONING APPLICATION

**Applicant (Name & Mailing Address)**

Udis Calderon
2950 Salinger Way, Gainesville GA 30507

Phone 678-373-5819
Email [redacted]

**Property Owner (Name & Mailing Address)**

Santos Calderon & Ana Rosa Zavala Turcios
232 School Street, Gillsville GA 30543

Phone [redacted]
Email [redacted]

**Contact Person (Name & Mailing Address)**

Udis Calderon
2950 Salinger Way, Gainesville GA 30507

Phone 678-373-5819
Email [redacted]

**Status of Applicant**

- ☐ Owner
- ☐ Option to Purchase
- ☐ Area Resident
- ☑ Other: _____

**Requested Action**

Current Zoning: H-B
Rezone to: R-1

**Property Information**

Location Address(es): 1646 March Drive, Gainesville GA 30507
Tax Parcel Number(s): 15032E006034 Acreage: 0.11
Existing Use(s): Vacant lot
Proposed Use(s): SFR

**I hereby certify that the above information and all attached information are true and correct.**

Applicant Name Printed: Udis Calderon
Applicant Signature: _____ Date: 09/14/2026

***Applicant must complete all required information above. Incomplete applications will not be accepted. The Planning Department has 15 days after application deadline to review each submittal and will assign scheduling dates during that review period. If an application is determined to be insufficient, no agenda date will be set until all required information has been provided.***

---

**Application Withdrawal:** I hereby **withdraw** the application.

Applicant Signature: _____ Date: _____

PLANNING AND ZONING DEPARTMENT 2875
BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504 MAILING
ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503 t: 770-531-6809 I
f: 770-531-3902

HALL COUNTY
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## AUTHORIZATION OF PROPERTY OWNERS

*Note: If the applicant is the property owner, please disregard this form.*

Name of owner(s) Santos G Calderon & Ana Rosa Zavala Turcios

Address 232 School St
Gillsville, GA 30543

Phone Number [redacted]

Name of applicant(s) Udis Calderon

Address 2950 Salinger Way
Gainesville, GA 30507

Phone Number (678) 373 5899

---

**I swear that I am the owner of the property which is the subject matter of the attached applications as shown in the records of Hall County, Georgia.**

**I authorize the person named above to act as applicant in the pursuit of a rezoning, permissive use, or variance of this property.**

Signature of Owner(s)

Personally appeared before me

Santos G Calderon & Ana Rosa Zalva Turcios

who swears that the information contained in this authorization is true and correct to the best of his/her knowledge and belief.

Notary Public

CRISTINA MOSQUEDA G
NOTARY
EXPIRES
GEORGIA
JULY 7, 2030
PUBLIC
HALL COUNTY

09/14/2026
Date

PLANNING AND ZONING DEPARTMENT 2875
BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504 MAILING
ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503 t: 770-531-6809 I
f: 770-531-3902

HALL COUNTY
GEORGIA
*We have it all in Hall*

## CAMPAIGN CONTRIBUTIONS DISCLOSURE FORM

This form must be completed by the applicant and property owner, or person representing the property owner, for all zoning actions.

OCGA § 36-67A-3[C] Disclosure of campaign contributions:

(b) When any applicant for zoning action has made, within two years immediately preceding the filing of the applicant's application for the zoning action, campaign contributions aggregating $250.00 or more to a local government official who will consider the application, it shall be the duty of the applicant to file a disclosure report with the governing authority of the respective local government showing:

(3) The name and official position of the local government official to whom the campaign contribution was made; and

(4) The dollar amount and description of each campaign contribution made by the applicant to the local government official during the two years immediately preceding the filing of the application for the rezoning action and the date of each such contribution.

(b) The disclosures required by subsection (a) of this Code section shall be filed within ten days after the application for the zoning action is first filed. (Code 1981, Section OCGA § 36-67A-3[C], enacted by GA L. 1986, page 1269, Section 1, GA L. 1991, page 1365, Section 1).

---

I hereby certify that I have read the above and that:

I have**_____ I have not ✓

within the two years immediately preceding this date, made any contribution(s) aggregating $250.00 or more to any local government official involved in the review or consideration of this application.

**If you have made such contributions, you must provide the data required below within ten (10) days of filing this application.

Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

**Applicant's/Owner's Signature:** _____ **Date:** 09/14/2026

**Applicant's/Owner's Name (Printed):** Udis Calderon

PLANNING AND ZONING DEPARTMENT 2875
BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504 MAILING
ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503 t: 770-531-6809 I
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Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

**Applicant's/Owner's Signature:** _____ **Date:** 09/14/2026

**Applicant's/Owner's Name (Printed):** Santos G. Calderon & Ana Rosa Zavala Turcios

**September 14th, 2026**

**Narrative - 1646 & 1644 March Drive, Gainesville, GA 30507**

We currently own **1646 March Drive and 1644 March Drive, Gainesville, GA 30507**. I am requesting to combine these two parcels into one tract for the purpose of developing a **residential property**.

Currently, **1646 March Drive is zoned Highway Business (H-B)**; however, the property is accessed through the established residential **Sc Moon Subdivision** that dates back to the 1960s. The surrounding area is predominantly residential in character, and the existing access and relationship of the property to the neighborhood are important considerations in determining the most appropriate future use of the combined parcels.

I intend to combine 1646 and 1644 March Drive and develop the resulting property as a residential use compatible with the surrounding neighborhood. The proposed residential development would be consistent with the area's established residential character while making productive use of the existing parcels.

I respectfully request that the County consider rezoning 1646 March Drive to R-1. I am willing to comply with all applicable County requirements, zoning regulations, setbacks, access requirements, and other development standards associated with the proposed use.

Thank you for considering this request.

Santos Calderon, Ana Rosa Zavala Turcios, and Udis Calderon

RESERVED FOR CLERK OF SUPERIOR COURT

## SUBJECT PROPERTY

OWNER: SANTOS G CALDERON ZAVALA TURCIOS &
ANA ROSA (PER TAX ASSESSOR)

ADDRESS: 1644 & 1646 MARCH DR, GAINESVILLE, GA 30507

TOTAL AREA: 0.22 ACRES

PARCEL # 15032E006034 & 15032E006035

REFERENCE: DEED BOOK 7736 - PAGE 348
PLAT BOOK 13 - PAGE 89 (LOT 46 & 47)

## GENERAL NOTES

THIS SURVEY IS THE RESULTS OF RECOVERED FIELD EVIDENCE, DOCUMENTS PROVIDED BY THE CLIENT OR OTHER SOURCES, AND LIMITED COURTHOUSE RESEARCH OF PUBLIC RECORDS FOR EASEMENTS AND PROPERTY LINES OF THE SUBJECT AND ADJOINING PROPERTIES AS REFERENCED HEREON. NO ABSTRACT TITLE OR TITLE COMMITMENT WAS PROVIDED WHICH MAY CONTAIN ADDITIONAL RIGHTS-OF-WAY OR EASEMENTS NOT CURRENTLY SHOWN.

THE FIELD DATA UPON WHICH THIS SURVEY IS BASED ON HAS A RELATIVE POSITIONAL ACCURACY OF 0.02 FEET HORIZONTAL AT THE 95% CONFIDENCE LEVEL.

EQUIPMENT USED FOR ANGULAR AND LINEAR MEASUREMENTS: CARLSON BRX7 GNSS DUAL FREQUENCY RECIEVER, IN COMBINATION WITH A GEOMAX ZOOM 90 ROBOTIC TOTAL STATION. [DATE OF LAST FIELD VISIT: APRIL 2, 2026]

THE PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE TO WITHIN ONE FOOT IN 606,749 FEET.

THE BASIS FOR THE DIRECTIONS SHOWN HEREON IS: GRID NORTH AS DEFINED BY NAD 83 AND NAVD 88 (GEOID 18) DATUM, GEORGIA WEST ZONE AND DETERMINED THROUGH RTK-GPS METHODS UTILIZING A GNSS REAL TIME NETWORK SOLUTION BY HILTON LAND SURVEYING.

NO PORTION OF THIS SITE APPEARS TO BE IN A SPECIAL FLOOD AREA, AS DEFINED BY THE HALL COUNTY F.E.M.A. F.I.R.M. COMMUNITY PANEL NUMBER 13139C0195H, DATED DECEMBER 1, 2022.

## ZONING INFORMATION

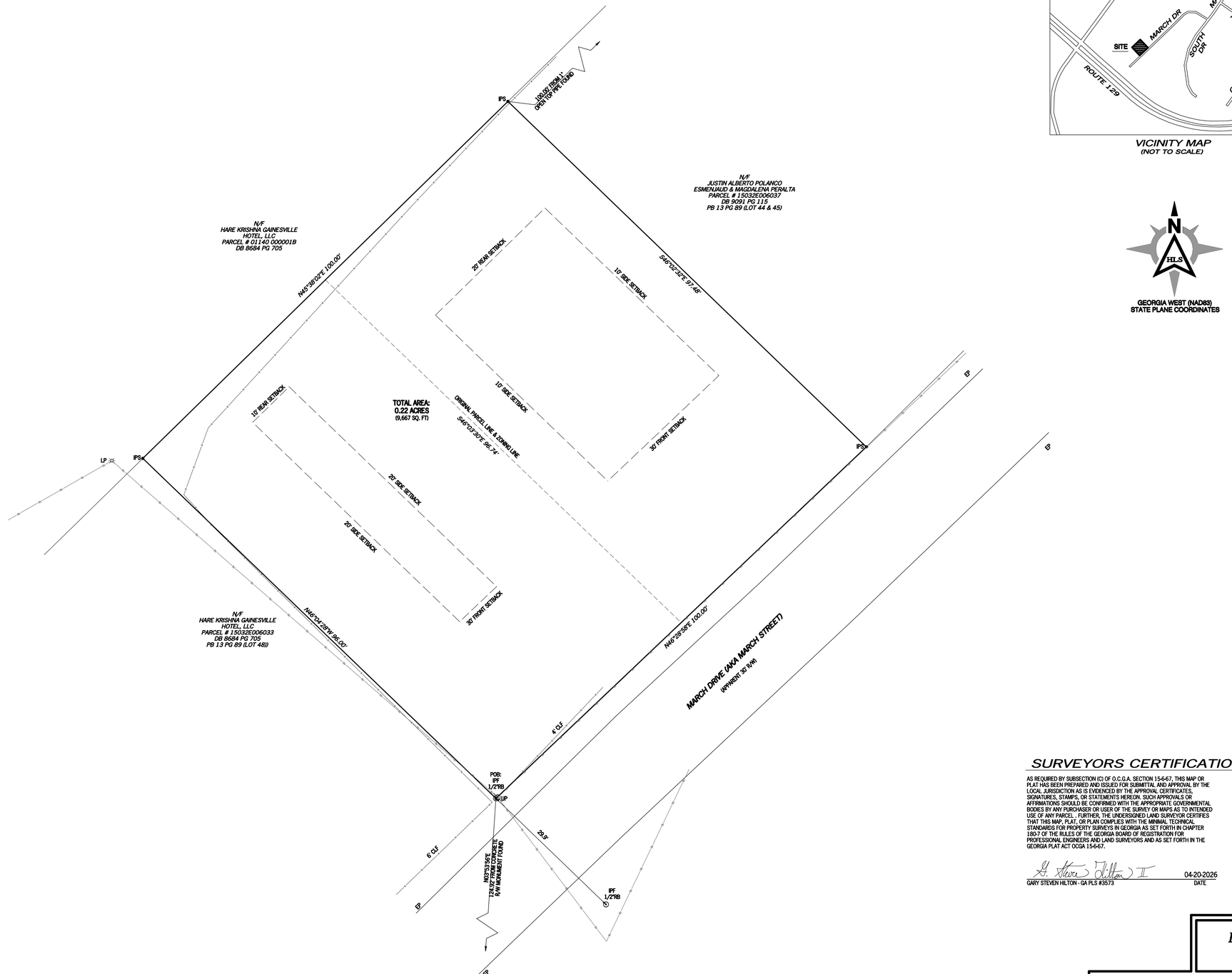
1644: R-1 ZONING DISTRICT (RESIDENTIAL 1)

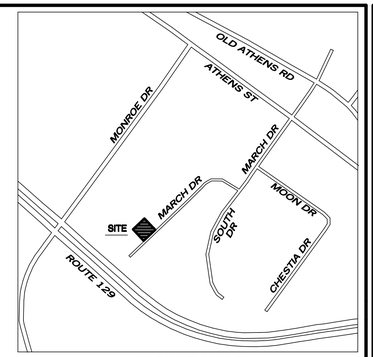
- MINIMUM LOT SIZE: 21,780 SQ. FT. WHEN SERVICED BY PUBLIC SEWER OR PRIVATE SYSTEM 35,000 SQ. FT. MIN. OTHERWISE
- MINUMUM ROAD FRONTAGE: 50 FEET
- MINIMUM FRONT YARD SETBACK: 30 FEET
- MINIMUM SIDE YARD SETBACK: 10 FEET
- MINIMUM REAR YARD SETBACK: 20 FEET

1646: H-B ZONING DISTRICT (HIGHWAY BUSINESS)

- MINIMUM LOT SIZE: 15,000 SQ. FT.
- MINUMUM ROAD FRONTAGE: 100 FEET
- MINIMUM FRONT YARD SETBACK: 30 FEET
- MINIMUM SIDE YARD SETBACK: 20 FEET
- MINIMUM REAR YARD SETBACK: 10 FEET

ZONING INFORMATION SHOW HEREON HAS BEEN TAKEN FROM THE HALL COUNTY ONLINE TAX ASSESSOR MAP AND THE HALL COUNTY ONLINE CODE OF ORDINANCES. ALL ZONING INFORMATION WILL NEED TO BE VERIFIED BEFORE THE APPROVAL OF PLAT.




VICINITY MAP
(NOT TO SCALE)




GEORGIA WEST (NAD83)
STATE PLANE COORDINATES

SYMBOLS
IPF = ⊙ - AS SHOWN HEREON
CMF = □ - CONCRETE R/W MONUMENT FOUND

LEGEND

| | |
|---|---|
| POB POINT OF BEGINNING | LL LAND LOT |
| N/F NOW OR FORMERLY | PB PLAT BOOK |
| EP EDGE OF PAVEMENT | DB DEED BOOK |
| UP UTILITY POLE | PG PAGE |
| LP LIGHT POLE | R/W RIGHT-OF-WAY |
| OU OVERHEAD UTILITY | FES FLAIRED END SECTION |
| IPF IRON PIN FOUND | RCP REINFORCED CONCRETE PIP |
| OTP OPEN TOP PIPE | CMP CORRIGATED METAL PIPE |
| CMF CONCRETE MONUMENT FOUND | |

10 5 0 10 20 30
GRAPHIC SCALE IN FEET
1" = 10'

## SURVEYORS CERTIFICATION

AS REQUIRED BY SUBSECTION (C) OF O.C.G.A. SECTION 15-6-67, THIS MAP OR PLAT HAS BEEN PREPARED AND ISSUED FOR SUBMITTAL AND APPROVAL BY THE LOCAL JURISDICTION AS IS EVIDENCED BY THE APPROVAL CERTIFICATES, SIGNATURES, STAMPS, OR STATEMENTS HEREON. SUCH APPROVALS OR AFFIRMATIONS SHOULD BE CONFIRMED WITH THE APPROPRIATE GOVERNMENTAL BODIES BY ANY PURCHASER OR USER OF THE SURVEY OR MAPS AS TO INTENDED USE OF ANY PARCEL. FURTHER, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS MAP, PLAT, OR PLAN COMPLIES WITH THE MINIMAL TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN CHAPTER 180-7 OF THE RULES OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN THE GEORGIA PLAT ACT OCGA 15-6-67.

GARY STEVEN HILTON - GA PLS #3573 — DATE 04-20-2026

## PURPOSE NOTE

THE PURPOSE OF THIS SURVEY IS TO COMBINE PARCEL # 15032E006034 AND 15032E006035 INTO ONE CONTIGUOUS PARCEL.

| NO. | REVISIONS | DATE |
|---|---|---|
| | | |
| | | |
| | | |
| | | |


HILTON LAND SURVEYING
165 PINEWOOD DRIVE
SENOIA, GA 30276
HILTONLS.COM
(e) STEVEN.HILTON@HILTONLS.COM
DEUT. 27:17 PROV. 22:28


A LOT COMBINATION SURVEY FOR:

# SANTOS G CALDERON

LOT 46 & 47 S.C. MOON SUBDIVISION HALL COUNTY GEORGIA

GEORGIA REGISTERED No. 3573 PROFESSIONAL LAND SURVEYOR GARY STEVEN HILTON II

HLS JOB #26054

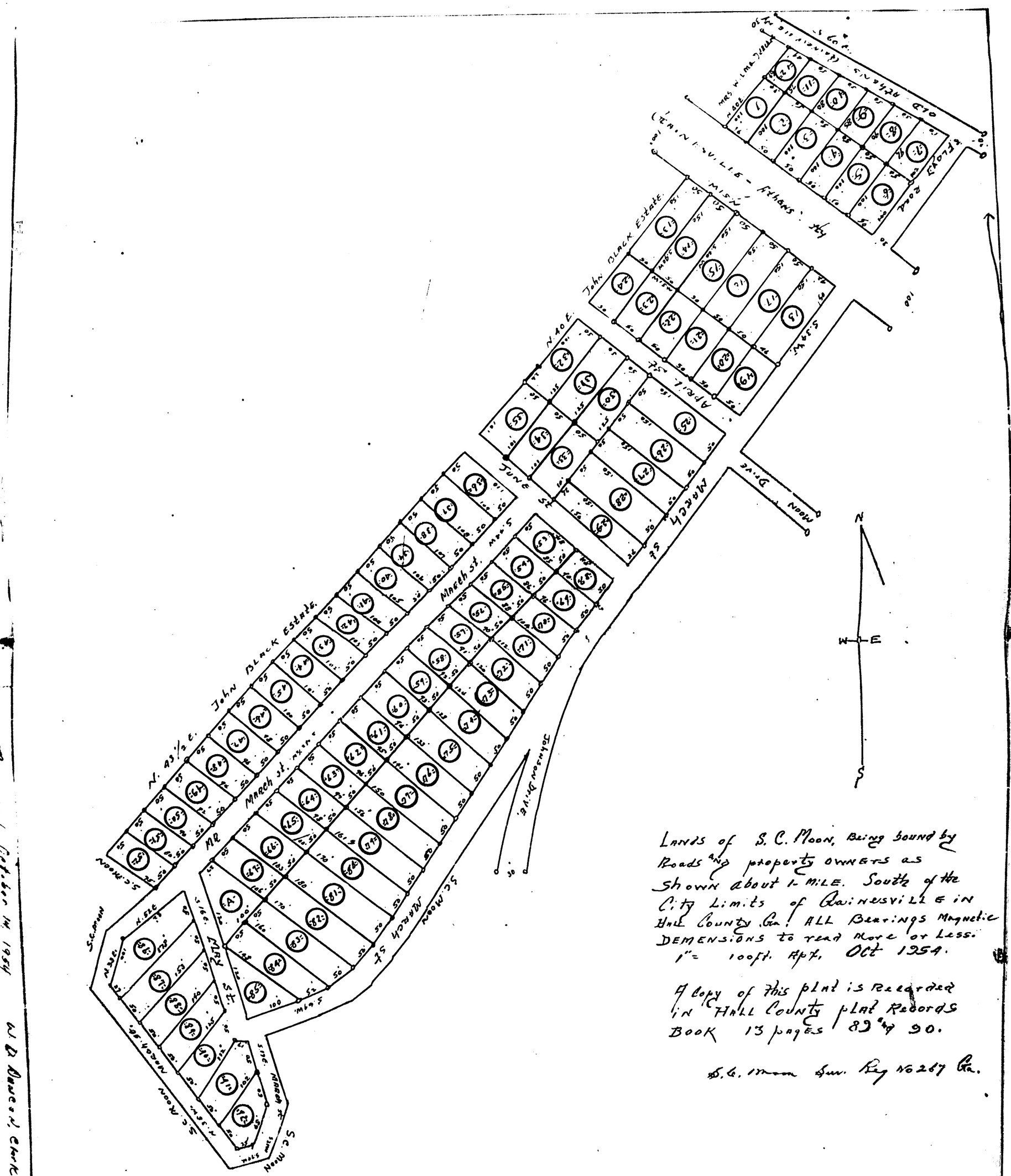
| DRAWN BY | REVIEWED BY |
|---|---|
| RAC | NDW & GSH |

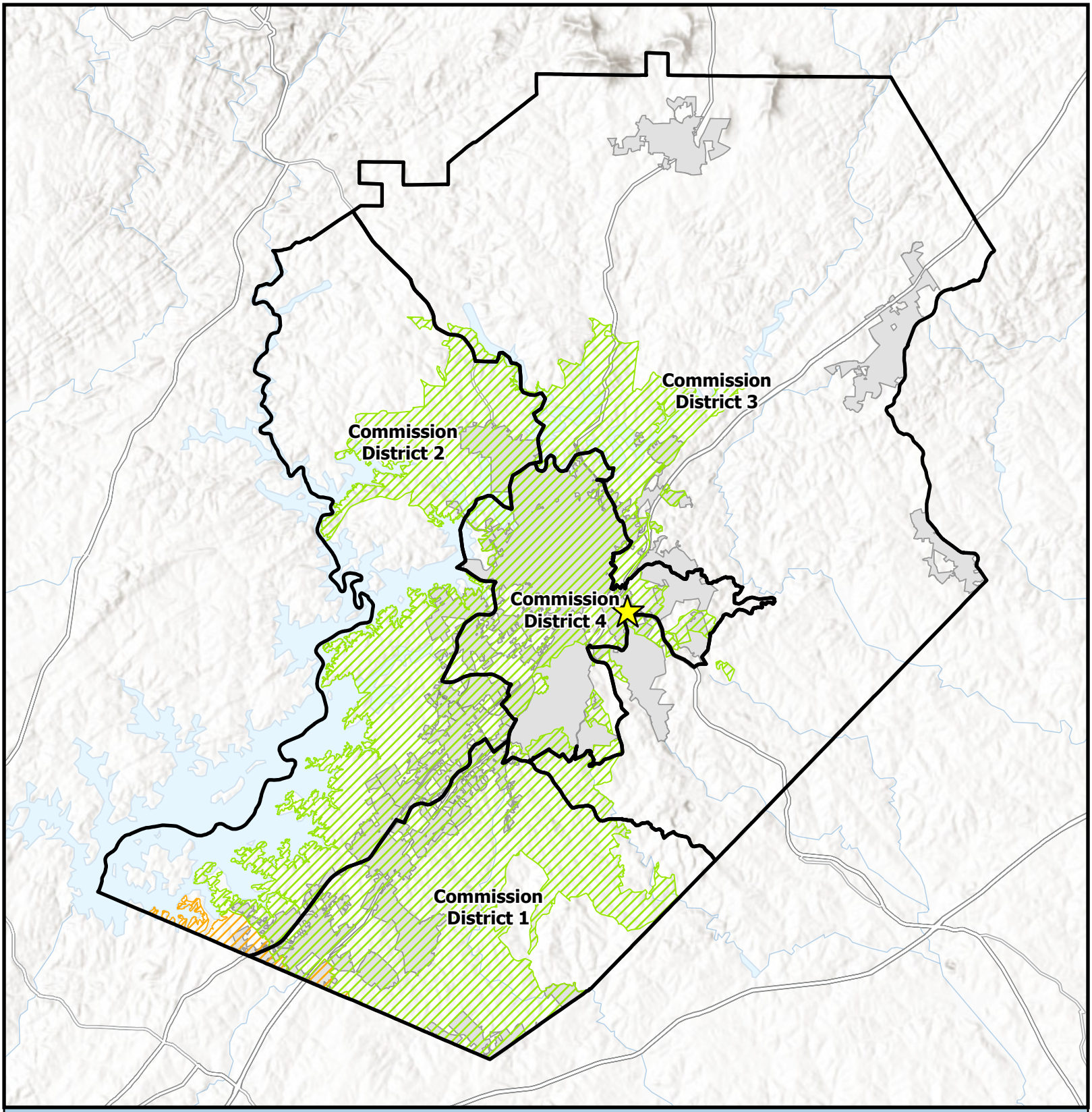
ISSUE DATE 04/20/2026

PARCEL COMBINATION SURVEY

COA: LSF001476

1 OF 1


Mrs. Wilma Dixie
Dixie Road
Flora Road
John Black Estate
April St.
June St.
March St.
Johnson Drive
Mary St.
S.C. Moon
N. 40 E.
N. 45 1/2 E.
S. 45 W.
S. 45 E.
N. 45 W.
S. 45 W.
S. 45 E.
N




# Overview Map

Subject Area
Commision Districts
City Limits

Urbanized Zone Areas

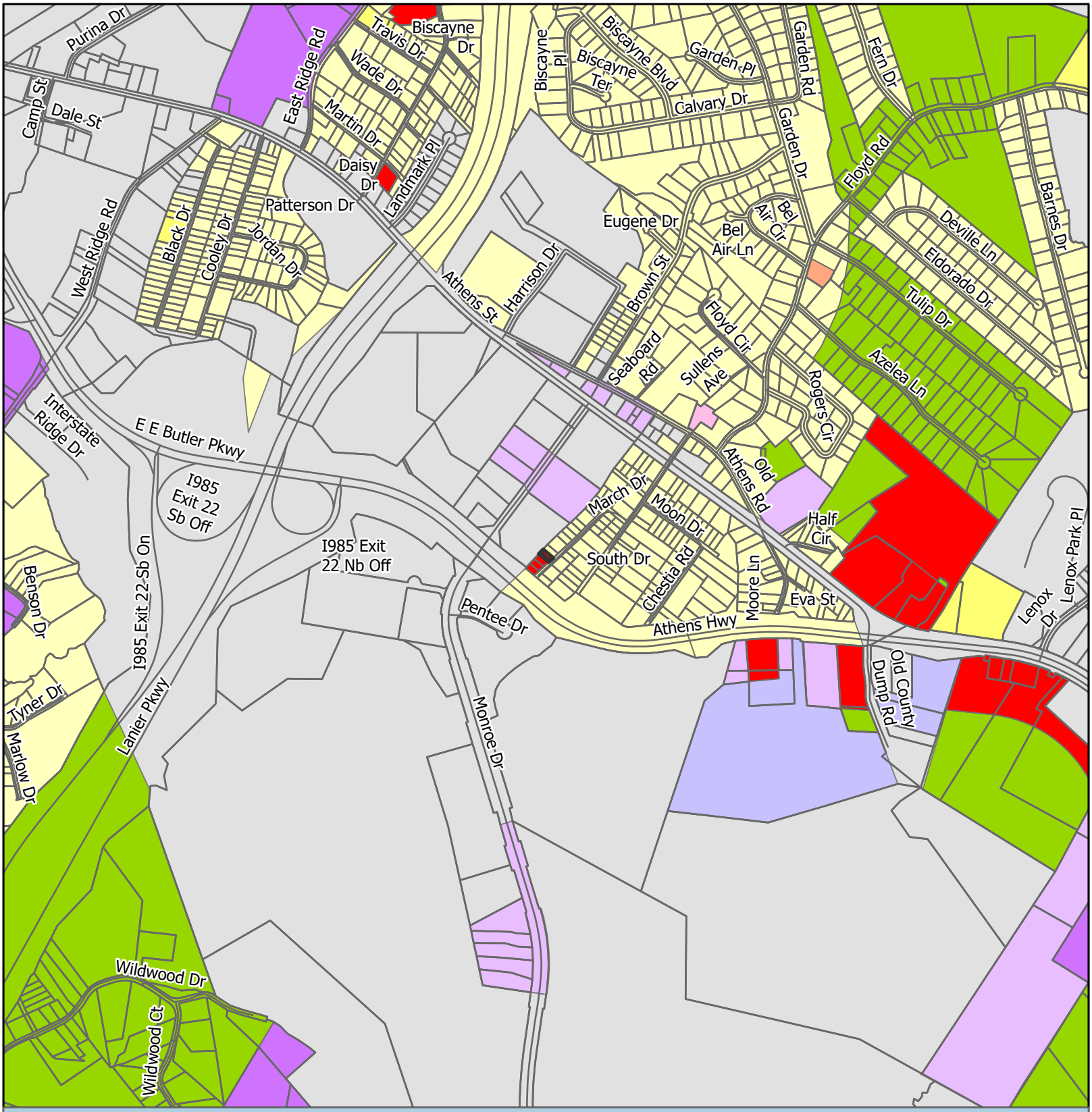
Atlanta, GA
Gainesville, GA

Subject Area Location

Applicant: Udis Calderon
Tax Parcel #: 15032E006034
Location: 1646 March Drive
Commission District: 4

HALL COUNTY
GEORGIA
We have it all in Hall

Date Prepared: 10/12/2026




# Zoning Map

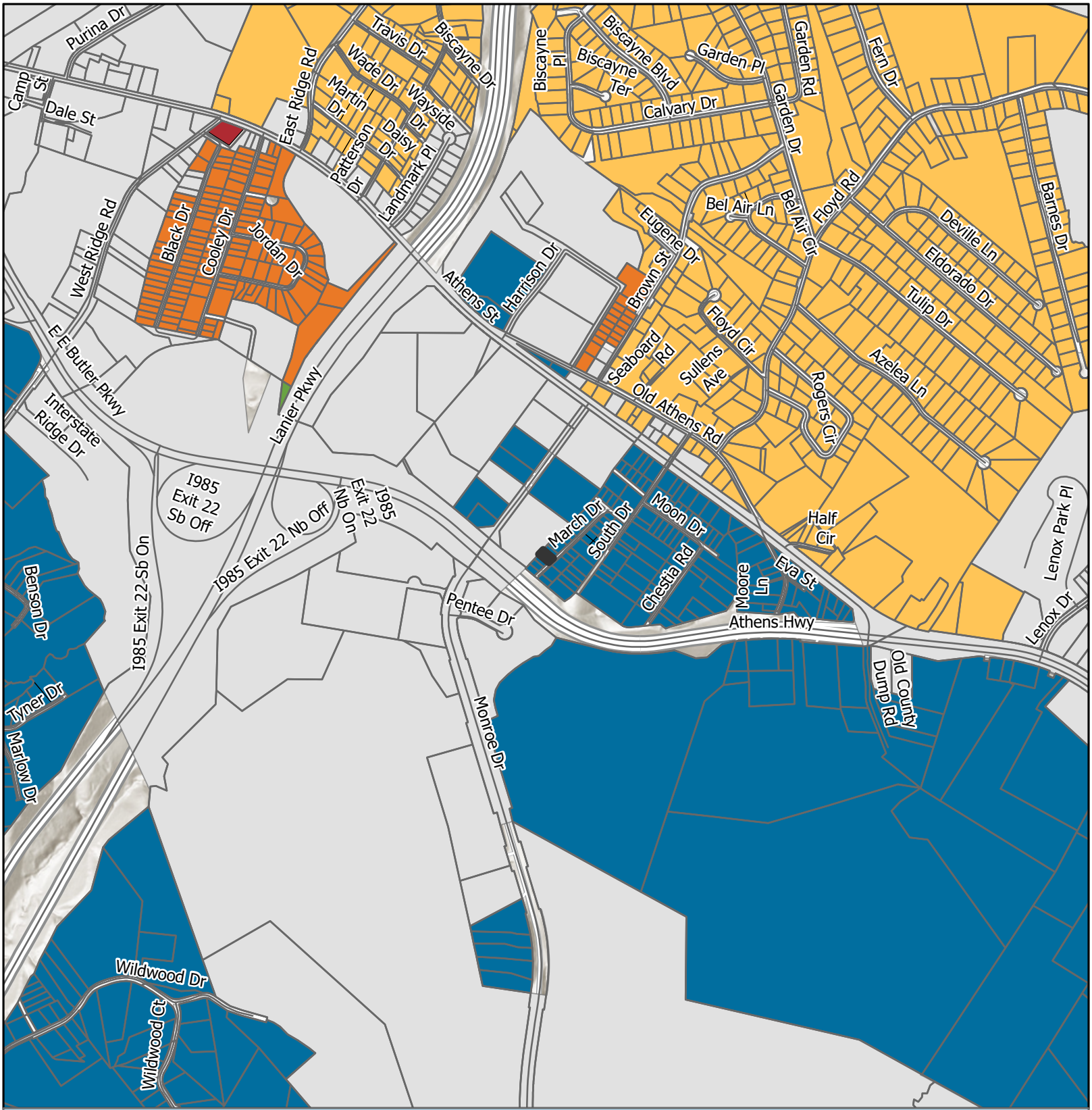
Subject Area
City Limits

Zoning
AR-1
H-B
I-1
I-2
O-I
PID
PRD
R-1
S-S

Applicant: Udis Calderon
Tax Parcel #: 15032E006034
Location: 1646 March Drive
Commission District 4

HALL COUNTY
GEORGIA
We have it all in Hall

Date Prepared: 10/13/2026




# Future Land Use Map

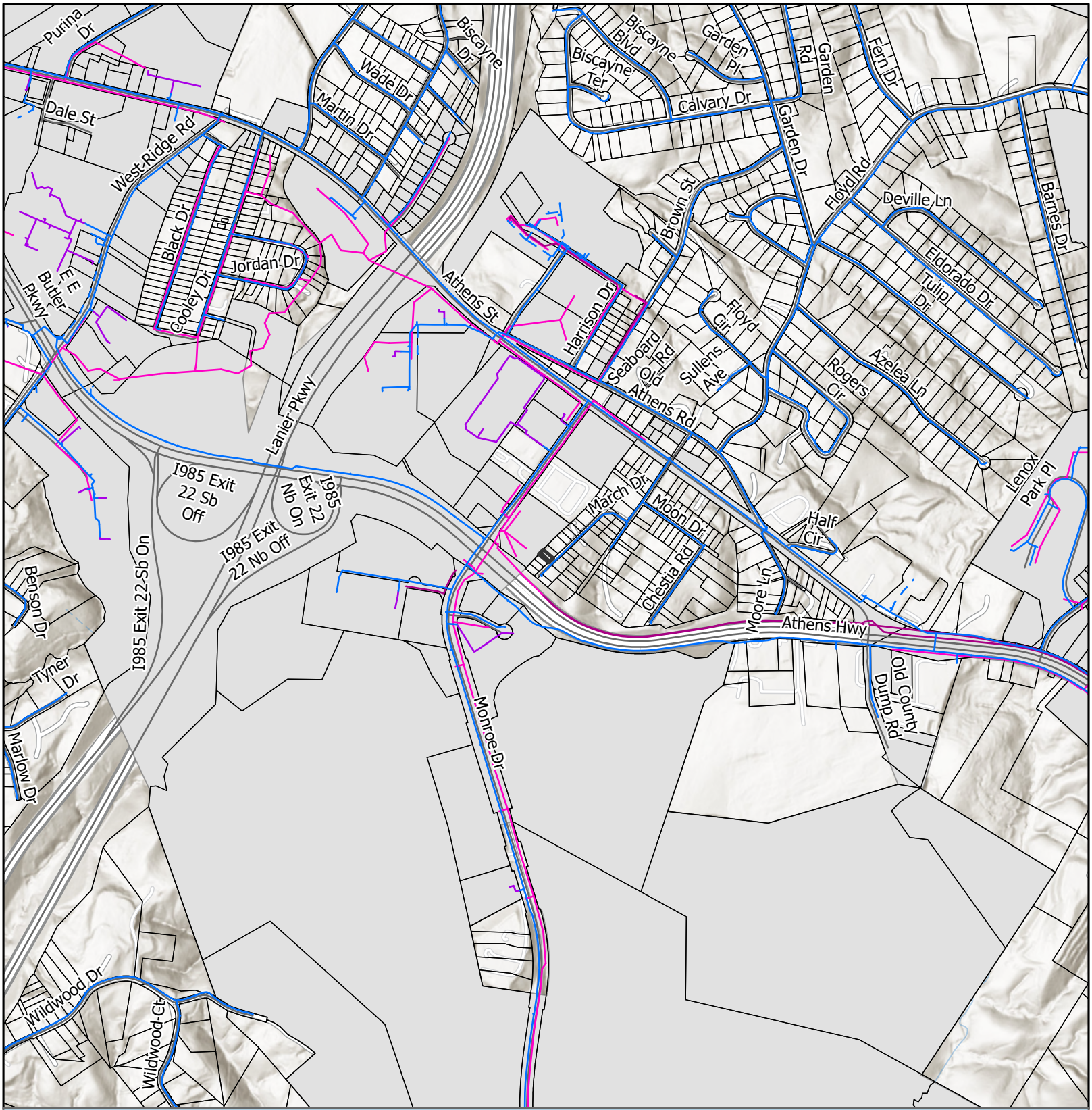
Subject Area
City Limits

FLU
- Business Corridors
- Employment
- Greenspace - Conservation
- Suburban Multi-family
- Suburban Neighborhood, Medium-Density

Applicant: Udis Calderon
Tax Parcel #: 15032E006034
Location: 1646 March Drive
Commission District: 4

HALL COUNTY
GEORGIA
We have it all in Hall

Date Prepared: 10/13/2026




# Utilities Map

- Private of Other System
- Waterline
- Preliminary Waterline
- Gainesville Forcemain
- Gainesville Sewerlines
- Subject Area
- City Limits

Applicant: Udis Calderon
Tax Parcel #: 15032E006034
Location: 1646 March Drive
Commission District 4

HALL COUNTY
GEORGIA
We have it all in Hall

Date Prepared: 10/13/2026




# Site Plan & Aerial Map

Subject Area

parcel

Applicant: Udis Calderon
Tax Parcel #: 15032E006034
Location: 1646 March Drive
Commission District 4

HALL COUNTY
GEORGIA
We have it *all* in Hall

Date Prepared: 10/13/2026

BK7736PG348

FILED
HALL CO., GA.
16 JUL 19 PM 12:54
CHARLES BAKER, CLERK
SUPERIOR-STATE COURT
BY JN

HALL COUNTY, Georgia
Real Estate Transfer Tax
Paid $ 10.00
Date 7-19-16
Charles Baker
Superior Court Clerk
By JN

PT61 069-2016-004896

014923

Return Recorded Document to:
SHAFRITZ & DEAN, LLC
5825 GLENRIDGE DRIVE,
BLDG 2, STE 102
ATLANTA, GA 30328
(404) 255-8183

# JOINT TENANCY WITH RIGHTS OF SURVIVORSHIP WARRANTY DEED

**STATE OF GEORGIA**

**COUNTY OF** Fulton

File #: 16-1082

**This Indenture** made this 1st day of **July, 2016** between **TAX SALE SOLUTIONS, LLC**, as party or parties of the first part, hereinafter called Grantor, and **SANTOS G. CALDERON and ANA ROSA ZAVALA TURCIOS**, as joint tenants with rights of survivorship and not as tenants in common as parties of the second part, hereinafter called Grantees (the words "Grantor" and "Grantees" to include their respective heirs, successors and assigns where the context requires or permits)

**W I T N E S S E T H that:** Grantor, for and in consideration of the sum of **TEN AND 00/100'S ($10.00) Dollars** and other good and valuable considerations in hand paid at and before the sealing and delivery of these presents, the receipts whereof is hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, convey and confirm unto the said Grantees, as joint tenants and not as tenants in common, for and during their joint lives, and upon the death of either of them, then to the survivor of them, in fee simple, together with every contingent remainder and right of reversion, and to the heirs and assigns of said survivor, the following described property

See Attached Exhibit "A"

**THIS CONVEYANCE is made subject to all zoning ordinances, easements and restrictions of record affecting said bargained premises.**

**TO HAVE AND TO HOLD** the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoove of the said Grantees, as joint tenants and not as tenants in common, for and during their joint lives, and upon the death of either of them, then to the survivor of them in **FEE SIMPLE**, together with every contingent remainder and right of reversion, and to the heirs and assigns of said survivor

THIS CONVEYANCE is made pursuant to Official Code of Georgia Section 44-6-190, and it is the intention of the parties hereto to hereby create in Grantees a joint tenancy estate with right of survivorship and not as tenants in common

AND THE SAID Grantor will warrant and forever defend the right and title to the above described property unto the said Grantee against the claims of all persons whomsoever

**IN WITNESS WHEREOF**, the Grantor has hereunto set grantor's hand and seal this day and year first above written

Signed, sealed and delivered in the presence of

TAX SALE SOLUTIONS, LLC

Witness MARIA PONCE

(Seal)
COURTNEY GORE SMITH, MEMBER

Notary Public DOUGLAS H DEAN

DOUGLAS H DEAN NOTARY PUBLIC DOUGLAS COUNTY, GEORGIA MY COMMISSION EXPIRES JUNE 11, 2019

BK7736PG349

**EXHIBIT "A"**

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN HALL COUNTY, GEORGIA, BEING LOT NO. 45, S. C. MOON SUBDIVISION, AS PER PLAT RECORDED IN PLAT BOOK 13, PAGES 89-90, HALL COUNTY, GEORGIA RECORDS, WHICH PLAT IS HEREBY ADOPTED AND MADE A PART HEREOF BY REFERENCE THERETO FOR A MORE COMPLETE DESCRIPTION OF SAID PROPERTY. SAID PROPERTY BEING IMPROVED PROPERTY NOW OR FORMERLY KNOWN AS 1642 MARCH DRIVE, ACCORDING TO THE PRESENT SYSTEM OF NUMBERING IN HALL COUNTY, GEORGIA. Parcel I.D.15032E006036

BEING THE SAME PROPERTY AS THAT CONVEYED BY QUIT-CLAIM DEED DATED DECEMBER 10, 2015, FROM VINCENT FRED STRINGER, AS ADMINISTRATOR OF THE CHARLIA STRINGER ESTATE, TO TAX SALE SOLUTIONS, LLC, AS RECORDED DECEMBER 10, 2015, AT DEED BOOK 7625, PAGE 243, HALL COUNTY, GEORGIA RECORDS.

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN HALL COUNTY, GEORGIA, BEING LOT NO. 46, S. C. MOON SUBDIVISION, AS PER PLAT RECORDED IN PLAT BOOK 13, PAGES 89-90, HALL COUNTY, GEORGIA RECORDS, WHICH PLAT IS HEREBY ADOPTED AND MADE A PART HEREOF BY REFERENCE THERETO FOR A MORE COMPLETE DESCRIPTION OF SAID PROPERTY. SAID PROPERTY BEING IMPROVED PROPERTY NOW OR FORMERLY KNOWN AS 1644 MARCH DRIVE, ACCORDING TO THE PRESENT SYSTEM OF NUMBERING IN HALL COUNTY, GEORGIA. Parcel I.D. 15032E006035

BEING THE SAME PROPERTY AS THAT CONVEYED BY QUIT-CLAIM DEED DATED DECEMBER 1, 2015, FROM VINCENT FRED STRINGER, AS ADMINISTRATOR OF THE CHARLIA STRINGER ESTATE, TO TAX SALE SOLUTIONS, LLC, AS RECORDED DECEMBER 3, 2015, AT DEED BOOK 7621, PAGE 641, HALL COUNTY, GEORGIA RECORDS.

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN HALL COUNTY, GEORGIA, BEING LOT NO. 47, S. C. MOON SUBDIVISION, AS PER PLAT RECORDED IN PLAT BOOK 13, PAGES 89-90, HALL COUNTY, GEORGIA RECORDS, WHICH PLAT IS HEREBY ADOPTED AND MADE A PART HEREOF BY REFERENCE THERETO FOR A MORE COMPLETE DESCRIPTION OF SAID PROPERTY. SAID PROPERTY BEING IMPROVED PROPERTY NOW OR FORMERLY KNOWN AS 1646 MARCH DRIVE, ACCORDING TO THE PRESENT SYSTEM OF NUMBERING IN HALL COUNTY, GEORGIA. Parcel I.D.15032E006034

BEING THE SAME PROPERTY AS THAT CONVEYED BY QUIT-CLAIM DEED DATED DECEMBER 1, 2015, FROM VINCENT FRED STRINGER, AS ADMINISTRATOR OF THE CHARLIA STRINGER ESTATE, TO TAX SALE SOLUTIONS, LLC, AS RECORDED DECEMBER 3, 2015, AT DEED BOOK 7621, PAGE 639, HALL COUNTY, GEORGIA RECORDS

Outlook

## Fw: [EXTERNAL] Water Availability Letter

**From** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Date** Thu 10/1/2026 9:47 AM
**To** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

**From:** Nick Swafford <NSwafford@gainesvillega.gov>
**Sent:** Tuesday, July 14, 2026 8:29 AM
**To:** Lynn Taylor (Planning) <ltaylor@hallcounty.org>
**Cc:** Udis Calderon [redacted]
**Subject:** FW: [EXTERNAL] Water Availability Letter

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning Lynn,

Please allow this email to serve as confirmation the City of Gainesville can and will provide water service for the proposed single-family residence at the combined addresses of 1644 and 1646 March Drive.

If you need anything further, please let me know.

Thanks,

**Nick Swafford**
**Permitting Services & GIS Manager**
**Department of Water Resources**

GAINESVILLE

**O** | **770.538.2452**
**www.gainesville.org**

300 Henry Ward Way, Ste. 305
Gainesville, GA 30501

# 1644,1646 MARCH DRIVE

**Level III Soil Survey; Summit Soil Consulting Inc.**

**HALL COUNTY , GEORGIA**

| NRCS SERIES | Depth to ROCK inches | Depth to WATER inches | TRENCH DEPTH inches | ESTIMATED PERC RATE min/in | DOH CODE |
|---|---|---|---|---|---|
| Pacolet | >72 | >72 | 24-40 | 50 | A |

Note: - Hard rock is defined as material impenetrable by hand auger, soft saprolite excluded
- Depth to water is defined as the depth to first indication of seasonal saturation

**SUITABILITY CODES:**

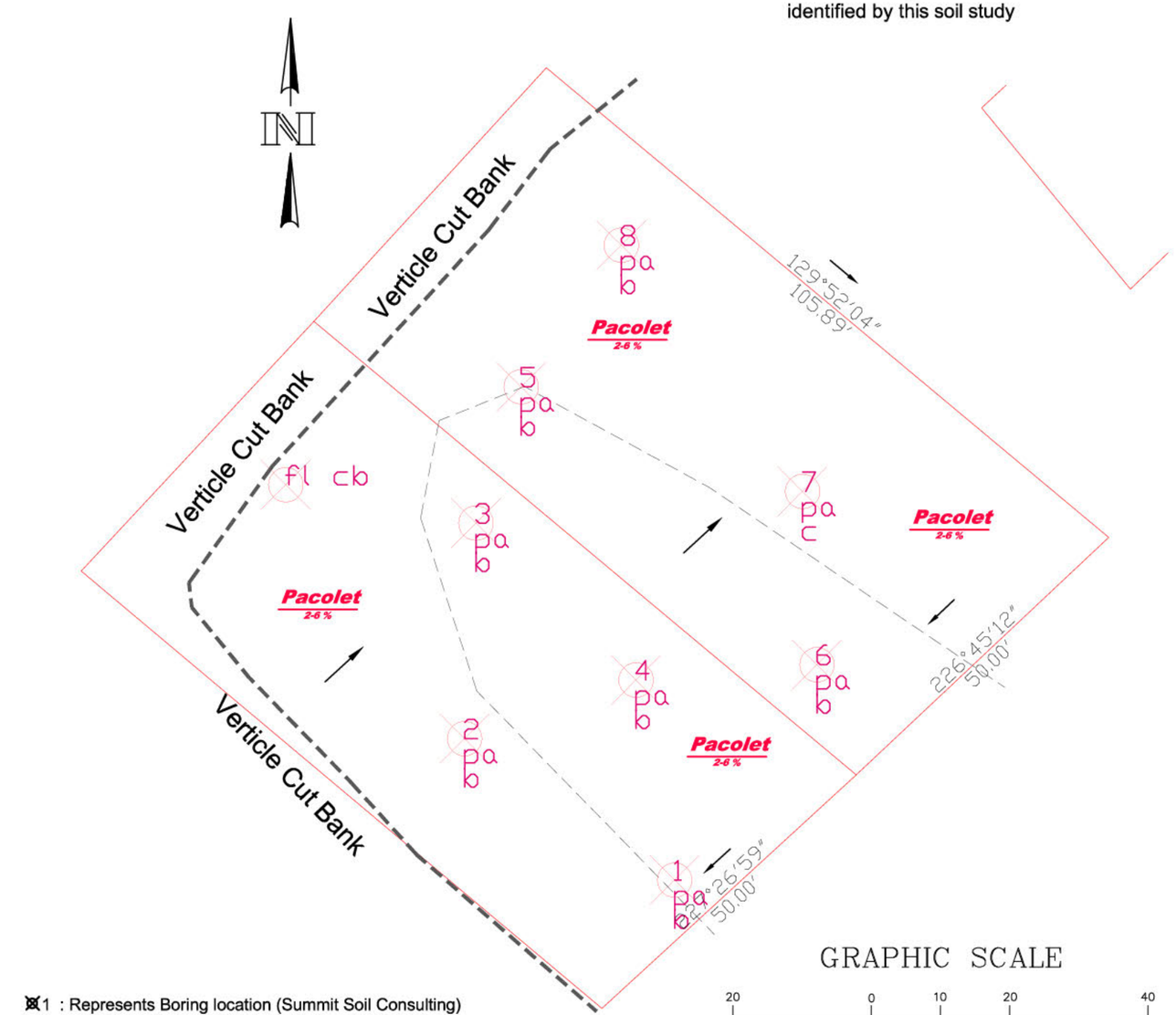
A: Soils should have ability to function as an absorption field with proper design, installation, and maintenance.

**GENERAL NOTES AND COMMENTS:**

1) Base Map Source: HALL CO GIS data, which may contain errors.
2) All borings and features on soil map were located using differentially corrected GPS Data.
3) Lines delineating soil unit boundaries on map should not be considered exact. Instead, they should be considered as transitional areas separating units of soils with similar physical characteristics and utilization.
4) Alterations, during construction or prior to drain field installation, that result in significant changes to the natural soil profile (I.e. filling or grading >18" ), render the specifications of those soils inapplicable. Those soils should be reevaluated to determine suitability prior to drain field installation.
disturbance to the soil on the trench walls. Smearing of trench walls or improper installation can lead to system failure. Sides of wall should be picked if possible. Trench bottom should be raked. Drain field should be installed in dry conditions to preserve structure, prevent smearing and clogging.
5) When trench lines are dug by installer, every precaution should be taken to ensure that there is minimal disturbance to the soil on the trench walls. Smearing of trench walls or improper installation can lead to system failure. Sides of wall should be picked if possible. Trench bottom should be raked. Drain field should be installed in dry conditions to preserve structure, prevent smearing and clogging. Rock teeth on excavator bucket is recommended to scarify the trench bottom.
6) Down-spouts and drainage grading should be diverted away from drain-field area to prevent saturation.
7) Rock inclusions may exist that are not delineated by a level 3 soil survey
8) Installation depths are based on natural soil and should be adjusted if fill is encountered.
9) At Level 3 survey intensity, soil unit lines do not delineate exact soil series boundaries. These lines should be considered transitional areas of soil series or utilization changes. Level 3 survey intensity provides approximately 1/3 acre resolution. Units of suitable soils that border or are inclusions in units of marginal or unsuitable soil may need to be more intensely surveyed to better delineate soil unit boundaries.
10) Line reducing septic systems and effluent composition may have an effect on septic system performance and longevity.
11) Drain field area should be protected from construction traffic and building material placement.
12) Drain field should be protected before any rain event after installation from sheet flow and concentrated flow to prevent sediment in solution and surface water from entering drain line and clogging the soil- trench interface. Soil particles, sand, silt, clay can be transported and deposited in drain field area. Diversion swales, grass or some type of ground cover should be used to minimize sediment movement.
13) Soils that occur in a concave landscape position and are subject to concentrated surface and subsurface flow should implement drainage measures to divert concentrated flow.
14) Percolation rates are estimated based on a number of factors, soil type, composition, texture, hydric indicators and landscape position. These rates can change based on construction activities and installation practices. These rates can also change over time depending on how much effluent and composition is dispersed

This soil survey meets or exceeds the Georgia Soil Classifiers Board minimum soil investigation standards for on-site sewage disposal systems.

Bury pits, well buffers, fill and other limitations may exist that are not identified by this soil study




1 : Represents Boring location (Summit Soil Consulting)

: Represents Slope Direction

: Represents Drainage Flow Direction

GRAPHIC SCALE

20 0 10 20 40

( IN FEET )

1 inch = 20 ft.

Client Data:
Santos Calderon
Address
Location
Phone:

Date: 2/26/26

***LEVEL 3 SOIL SURVEY***

The information contained in this report is based on the professional opinion and judgement of Summit Soil Consulting, Inc. The soil scientist has no control over the permitting, design, installation, or maintenance of septic systems. Therefore, the soil scientist does not guarantee the performance of any septic system installed on this property.

These documents and permitted reproductions, in whole or in part, are propietary of *Summit Soil Consulting Inc.* and should not be reproduced or used for any other purposes, unless otherwise agreed to, other than those indicated herein and are subject to written permission, release and due compensation to *Summit Soil Consulting, Inc.*

ALL RIGHTS RESERVED

**Summit Soil Consulting Inc.**

Soil Surveying Site Plans Wetlands Delineation Septic Design Consulting

***(770) 965-1617***

853 RAY PALMER RD CLEVELAND GA 30528

Web : summitsoil.com EMAIL SUMMITSOIL@GMAIL.COM

GEORGIA DEPARTMENT OF PUBLIC HEALTH
District 2 Public Health

# Hall County Environmental Health

Location: 2875 Browns Bridge Road, Gainesville, GA 30504
Mailing Address: P. O. Box 5901, Gainesville, GA 30504
PH: 770-531-3973 • www.phdistrict2.org

Banks, Dawson, Forsyth, Franklin, Habersham, Hall, Hart, Lumpkin, Rabun, Stephens, Towns, Union and White Counties

To: Katie Ahmed, Director of Planning and Zoning

From: Hall County Environmental Health Department

Date: October 19, 2026

Subject: November 16, 2026 Hall County Planning Commission Meeting – Planning Items

Environmental Health has reviewed the Planning items listed below for the above referenced meeting. Please be advised that Environmental Health comments are based upon information provided by the applicant and current regulations and policies. If the information, site conditions, regulations, and/or policies, etc. change after comments are provided, these recommendations/comments will be invalidated. The comments provided are not considered approval. Furthermore, Board of Commissioners approval does not constitute Environmental Health approval.

* 3411 Springdale Forrest Circle, KD South, LLC: All proposed lots must meet Hall County Board of Health Lot Size Resolution requirements. Please note that BOC approval does not imply approval from other county departments. Further determination will be made during the plat review process. All proposed plats must be submitted to the Hall County Plat Review Team for review and approval prior to submittal to Clerk of Courts for recordation.

* Item 2A/B, 1646 Candler Road, Patton: No comment.

* 3054/3056/3060/0 Poplar Springs Church Rd, Cook Communities: Public Sewer. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

* 1646 March Drive, Calderon: Must meet all residential permitting requirements. Original copy of Level 3 soil evaluation and copy of recorded plat will be required at time of septic permit application.

* 0 Ridge Road, bSide Oakwood: No comment. Public Sewer.

* 6651 Spout Springs Rd, DCCM: Public Sewer. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

* 5300/5334/5348/5372/0 Ponderosa Farm Rd, CKK: Public Sewer. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

* 6337 Lanier Islands Pkwy/6330/6450 Old Lanier Island Drvie, DCCM: All proposed lots must meet Hall County Board of Health Lot Size Resolution requirements. Please note that BOC approval does not imply approval from other county departments. Further determination will be made during the plat review process. All proposed plats must be submitted to the Hall County Plat Review Team for review and approval prior to submittal to Clerk of Courts for recordation.

  Must meet all Environmental Health commercial septic system permitting requirements. Further determination will be made during the civil plan review process. A detailed business plan must be submitted to Hall County Environmental Health for review. Additional items, including, but not limited to: recorded plat, soil evaluation, and septic system installation/modification may be required after review of business plan.

* 0 Cagle Road, DCCM, Habitat for Humanity: Public sewer. Community septic systems and/or community wells to be permitted by EPD.

Outlook

## RE: Tentative Planning Commission Agenda November 16, 2026

**From** Hash, Christopher M <CHash@dot.ga.gov>
**Date** Wed 10/7/2026 7:54 AM
**To** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Cc** Dorminey, Madison N <mdorminey@dot.ga.gov>; Lynn Taylor (Planning) <ltaylor@hallcounty.org>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Kaitlyn,

Please see the below responses in red from our office.

If you have any questions, please let me know.

Thanks,

**Christopher Hash, P.E.**
*D1 Traffic Operations Supervisor*

GDOT Georgia Department of Transportation

A1, A4 Access and Operations
1475 Jesse Jewell Pkwy
Suite 100
Gainesville, GA, 30501
470.201.8029 cell

---

**From:** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Sent:** Tuesday, October 6, 2026 4:05 PM
**Subject:** Tentative Planning Commission Agenda November 16, 2026

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Please see the Tentative Agenda and Maps for the Monday, November 16, 2026 Hall County Planning Commission Meeting below. Use the links to review the documents and submit any comments in the form of a memorandum to Hall County Planning and Zoning. When providing comments, include the applicant's name and the property address associated with each comment. Failure to submit comments in a timely manner may result in the information being omitted from the staff report.

**PLEASE NOTE: These items will be discussed in next week's Development Review meeting.**

Comments are due by **Monday, October 19, 2026.** (The due dates have changed as we are now operating on a Planning Commission schedule.) Email comments to Lynn (ltaylor@hallcounty.org) and Kaitlyn (kelliott@hallcounty.org).

Link 1 & Link 2

1. **3411 Springdale Forrest Circle | Special Use |** for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 **| Proposed Use:** 2-lot subdivision **|** ** Commission District 2 **| KD South, LLC, applicant**

   Off-system. No impacts expected to the State Highway System.

2. **(A) 1646 Candler Road | Rezone** | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

   **(B) 1646 Candler Road** | **Variance to Section 8.2** | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

   Since access will be from Calvary Church Rd. The access's on SR 60 should be removed.

3. **(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Rezone** | from Planned Development (PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

   **(B) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Special Use** | for a subdivision, residential | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

   Off-system. Impacts expected to the State Highway System. Applicant to submit TIS to GDOT District 1 for review. Potential improvements for SR 332 and Poplar Springs Church Rd and SR 332 and Gilleland Cir may be needed.

4. **1646 March Drive | Rezone** | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 **| Proposed Use: Single-family dwelling** | ** Commission District 4 **| Udis Calderon, applicant**

   Off-system. No impacts expected to the State Highway System.

5. **0 Ridge Road | Rezone** | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development** | ** Commission District 1 **| bSide Oakwood, LLC, applicant**

   Off-system. Impacts expected to the State Highway System. Applicant to submit TIS to GDOT District 1 for review. Potential improvements for SR 347 and Ridge Rd may be needed.

6. **(A) 6651 Spout Springs Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle **|** Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development | ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

   **(B) 6651 Spout Springs Road | Special Use** | for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development |** ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

   Off-system. No impacts expected to the State Highway System.

7. **(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Rezone** | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development** | ** Commission District 1 **| CKK Development Services, LLC, applicant**

   **(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Special Use** | for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development |** ** Commission District 1 **| CKK Development Services, LLC, applicant**

   Off-system. Impacts expected to the State Highway System. Applicant to submit TIS to GDOT District 1 for review. Potential improvements for SR 211 and Ponderosa Farm Rd may be needed.

8. **(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Rezone** | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 **| Proposed Use: To recognize & allow expansion of boat sales & repair** | ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

   **(B) 6337 Lanier Islands Parkway and 6330, 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Special Use |** to allow boat sales & repair within the GCOD | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 | **Proposed Use: To recognize & allow expansion of boat sales & repair |** ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

   On System, coordination required for potential improvements of existing commercial driveway access's.

*The Planning Commission's decision will be the final action taken unless appealed to the Board of Commissioners. To do so, file an application with the Planning Department within 30 days of the Planning Commission's decision. The Hall County Board of Commissioners will hear appeals at a public hearing **Thursday, December 10, 2026,** at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.
**The Planning Commission's recommendation will be forwarded to the Board of Commissioners for final action at a public hearing on **Thursday, December 10, 2026**. The Board will meet at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.

Thank you,

**Kaitlyn Elliott**
**Planning Commission Clerk**
**Planning and Zoning**
(770) 531-6810
kelliott@hallcounty.org
www.hallcounty.org

HALL COUNTY
GEORGIA
*We have it **all** in Hall*

**Effective July 1, 2026, all open records requests should be submitted through Hall County's Next Request Portal (https://hallcountyga.nextrequest.com).**

## Hall County Planning and Zoning does NOT accept wire transfers.

**All payments must be made through the Accela Portal or in person. If you receive any request for a wire transfer, please contact our office immediately—it may be fraudulent.**

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Human trafficking impacts every corner of the globe, including our state and local communities. Georgia DOT is committed to end human trafficking in Georgia through education enabling its employees and the public to recognize the signs of human trafficking and how to react in order to help make a change. To learn more about the warning signs of human trafficking, visit https://doas.ga.gov/human-resources-administration/human-trafficking-awareness/trafficking-in-georgia. To report any suspicious activity, call the Georgia Human Trafficking Hotline at 866-363-4842. Let's band together to end human trafficking in Georgia.

Outlook

## Tentative Planning Commission Agenda November 16, 2026

**From** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Date** Mon 10/19/2026 8:43 AM
**To** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

**From:** Hash, Christopher M <CHash@dot.ga.gov>
**Sent:** Monday, October 19, 2026 8:41 AM
**To:** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Subject:** RE: Tentative Planning Commission Agenda November 16, 2026

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Kaitlyn,

Please see the below response in red.

**Christopher Hash, P.E.**
*D1 Traffic Operations Supervisor*

GDOT Georgia Department of Transportation

A1, A4 Access and Operations
1475 Jesse Jewell Pkwy
Suite 100
Gainesville, GA, 30501
470.201.8029 cell

**From:** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Sent:** Thursday, October 15, 2026 12:26 PM
**Subject:** Re: Tentative Planning Commission Agenda November 16, 2026
**Importance:** High

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Please see the attached tentative packet and provide your comments by **Monday, October 19, 2026**. If you have already submitted comments, please send us a new or updated memorandum with your comments on this application. There may be a minor change to the narrative and site plan, which we will send later to determine whether it affects your comments.

Thank you for working with us on this tight turnaround.

**0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

Off-system, no impacts expected to the State Highway system.

Thank you,

**Kaitlyn Elliott**
**Planning Commission Clerk**
**Planning and Zoning**
(770) 531-6810
kelliott@hallcounty.org
www.hallcounty.org

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**Effective July 1, 2026, all open records requests should be submitted through Hall County's Next Request Portal (https://hallcountyga.nextrequest.com).**

## Hall County Planning and Zoning does NOT accept wire transfers.

**All payments must be made through the Accela Portal or in person. If you receive any request for a wire transfer, please contact our office immediately—it may be fraudulent.**

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DIRECTOR
**Jorge Gomez, P.E.**

# Hall County Government
## COMMUNITY DEVELOPMENT AND INFRASTRUCTURE
## PUBLIC WORKS AND UTILITIES

**M E M O R A N D U M**

**To:** Katie Ahmed, Planning and Zoning Director

**From:** Jorge Gomez, Director of Public Works and Utilities

**Date:** October 19, 2026

**Subject:** November 16, 2026
Planning Commission Meeting

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Please be advised that our office has reviewed the Hall County Planning Commission agenda for the November 16, 2026, meeting. Upon review, we provide the following comments.

- **3411 Springdale Forrest Circle | Special Use |** for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 **| Proposed Use:** 2-lot subdivision **|** ** Commission District 2 **| KD South, LLC, applicant**

  - **Engineering**: No comment
  - **Traffic:** Ther are no traffic concerns with the proposed SFR use. Any proposed driveways must be located to maximize intersection sight distance.
  - **Utilities:** Property is in the Gainesville-Hall County service district, but sewer infrastructure is not near this location.

- **(A) 1646 Candler Road** | Rezone | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 | Proposed Use: Storage lot | ** Commission District 4 | Chris Patton, applicant

**(B) 1646 Candler Road** | Variance to Section 8.2 | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 | Proposed Use: Storage lot | ** Commission District 4 | Chris Patton, applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.

Show FEMA and Hall County studied Flood plains that are present on site.
Show stream buffer and impervious setback from wrested vegetation not centerline of stream

- **Traffic:** Public Works agrees with the findings of the traffic assessment/Trip generation memo. The driveway will be included in the LDP and must meet all applicable design criteria.
- **Utilities:** Property is in the Gainesville service district.

- **(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension** | Rezone | from Planned Development (PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; | Proposed Use: 234-unit mixed residential development | ** Commission District 3 | Cook Communities, applicant

  **(B) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension** | Special Use | for a subdivision, residential | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; | Proposed Use: 234-unit mixed residential development | ** Commission District 3 | Cook Communities, applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
    Show FEMA and Hall County studied Flood plains that are present on site.
    Show stream buffer and impervious setback from wrested vegetation not centerline of stream
  - **Traffic:** Traffic impact study TIS under review. All recommended improvements from the approved TIS will be required in the LDP.
  - **Utilities:** Property is in the Gainesville service district.

- **1646 March Drive** | Rezone | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 | Proposed Use: Single-family dwelling | ** Commission District 4 | Udis Calderon, applicant

  - **Engineering**: No comment
  - **Traffic:** there are no traffic issues with the proposed SRF use. Any proposed driveways must be located to maximize intersection sight distance.
  - **Utilities:** Property is in the Gainesville service district.

- **0 Ridge Road** | Rezone | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 | Proposed Use: 160-unit mixed residential development | ** Commission District 1 | bSide Oakwood, LLC, applicant

    - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
      Show stream buffer and impervious setback from wrested vegetation not centerline of stream.
    - **Traffic:** The provided Traffic Impact Study (TIS) has not been approved at this time. Any recommended improvements identified in the approved TIS must be incorporated in the LDP.
    - **Utilities:** Property is in the Buford service district, but an IGA between Buford and Hall County has been obtained.

- **(A) 6651 Spout Springs Road** | Rezone | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 | Proposed Use: 119-unit mixed residential development | ** Commission District 1 | DCCM Infrastructure, Inc., applicant

  **(B) 6651 Spout Springs Road** | Special Use | for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 | Proposed Use: 119-unit mixed residential development | ** Commission District 1 | DCCM Infrastructure, Inc., applicant

    - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
      Show FEMA and Hall County studied Flood plains that are present on site.
      Show stream buffer and impervious setback from wrested vegetation not centerline of stream
    - **Traffic:** The driveway labeled Road A is too close to Spout Springs Road. It must be relocated further away. The traffic impact (TIS) is under review. All improvements in the TIS will be included in the LDP. A traffic engineering (TE) report /warrant analysis and signal design will be part of the LDP review process. The traffic signal shall be installed within 120 days of the issuance of the LDP.
    - **Utilities**: Property is in the Hall County service district and will to connect to Hall County sewer. Any easements or improvements required for connection / system upgrades shall be obtained and funded by the developer / development owner.

- **(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road** | Rezone | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A | Proposed Use: 146-unit residential development | ** Commission District 1 | CKK Development Services, LLC, applicant

  **(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road** | Special Use | for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A | Proposed Use: 146-unit residential development | ** Commission District 1 | CKK Development Services, LLC, applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
    Show FEMA and Hall County studied Flood plains that are present on site.
    Show stream buffer and impervious setback from wrested vegetation not centerline of stream
  - **Traffic:** The Traffic Impact Study (TIS) is under review and is not approved. All improvements in the approved TIS will be included in the LDP.
  - **Utilities:** Property is in the Hall County service district and will to connect to Hall County sewer. Any easements or improvements required for connection / system upgrades shall be obtained and funded by the developer / development owner.

- **(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way** | Rezone | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 | Proposed Use: To recognize & allow expansion of boat sales & repair | ** Commission District 2 | DCCM Infrastructure, Inc., applicant

  **(B) 6337 Lanier Islands Parkway and 6330, 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way** | Special Use | to allow boat sales & repair within the GCOD | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 | Proposed Use: To recognize & allow expansion of boat sales & repair | ** Commission District 2 | DCCM Infrastructure, Inc., applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
  - **Traffic:** There are no traffic concerns with the required use. Public Works does support the request to abandon Old Lanier Island Drive.
  - **Utilities:** Property is in the Buford service district.

**0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

- **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
  Show stream buffer and impervious setback from wrested vegetation not centerline of stream.
- **Traffic:** A Traffic Impact Study (TIS) will be required. The improvements recommended in the approval TIS will be included in the LDP.
- **Utilities:** Property is in the Hall County service district and will to connect to Hall County sewer. Any easements or improvements required for connection / system upgrades shall be obtained and funded by the developer / development owner.

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FIRE CHIEF
**Jerry Smith**

# Hall County Government
FIRE RESCUE

**To:** Katie Ahmed, Director of Planning and Zoning
**From: Hall County Fire Marshal's Office**
**Date: 10/6/26**
**Subject:** Date Hall County Board of Commissioners meeting – Planning Items – 11/16/2026
Please be advised that Hall County Fire Marshal's Office has reviewed the Planning items forwarded to the Hall County Board of Commissioners for consideration at the 11/16/26 meeting. Upon review, we provide the following comments.

1. **3411 Springdale Forrest Circle | Special Use |** for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 **| Proposed Use:** 2-lot subdivision **|** ** Commission District 2 **| KD South, LLC, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

2. **(A) 1646 Candler Road | Rezone** | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

**(B) 1646 Candler Road | Variance to Section 8.2** | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

3. **(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Rezone** | from Planned Development

(PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

**(B) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Special Use** | for a subdivision, residential | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

4. **1646 March Drive | Rezone** | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 **| Proposed Use: Single-family dwelling** | ** Commission District 4 **| Udis Calderon, applicant**

   **The Hall County Fire Marshal's Office has no comments as proposed.**

5. **0 Ridge Road | Rezone** | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development** | ** Commission District 1 **| bSide Oakwood, LLC, applicant**

   **The Hall County Fire Marshal's Office has no comments as proposed.**

6. **(A) 6651 Spout Springs Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle **|** Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development | ** Commission District 1 | DCCM Infrastructure, Inc., applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

**(B) 6651 Spout Springs Road | Special Use** | for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development |** ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

7. **(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Rezone** | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development** | ** Commission District 1 **| CKK Development Services, LLC, applicant**

**The proposed concept plan shows both ingress / egress locations on Ponderosa Farm Road too close together. Below is the fire code standard used to determine the distance between two access road ingress/egress locations.**

**International Fire Code 2024 Edition**

**D107.2 Remoteness.**

Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

The secondary fire access road cannot be installed because of location on the property, topography, waterways, nonnegotiable grades or other similar conditions. Per Fire Marshal Vieira the applicant can use the state adopted alternative to increase the road width to 26' the increased road width will eliminate the requirement for a secondary emergency access.

**(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Special Use** | for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132,

000107 & 000107A | **Proposed Use: 146-unit residential development** | ** Commission District 1 | **CKK Development Services, LLC, applicant**

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**International Fire Code 2024 Edition**

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The secondary fire access road cannot be installed because of location on the property, topography, waterways, nonnegotiable grades or other similar conditions. Per Fire Marshal Vieira the applicant can use the state adopted alternative to increase the road width to 26' the increased road width will eliminate the requirement for a secondary emergency access.

8. **(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Rezone** | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 **| Proposed Use: To recognize & allow expansion of boat sales & repair** | ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

**The Hall County Fire Marshal's Office considers the plan conceptual and if approved the site plan may require modifications during the development review to meet Life Safety and International Fire Code requirements including any applicable state modifications.**

**(B) 6337 Lanier Islands Parkway and 6330, 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Special Use |** to allow boat sales & repair within the GCOD | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east

of its intersection with Merritts Drive | Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 | **Proposed Use: To recognize & allow expansion of boat sales & repair |** ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

**The Hall County Fire Marshal's Office considers the plan conceptual and if approved the site plan may require modifications during the development review to meet Life Safety and International Fire Code requirements including any applicable state modifications.**

**0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

**A 48-unit residential development will require fire hydrants to be installed for potential fire suppression needs. Currently the nearest fire hydrant is located over 1 mile south at Cagel and Buffington Farm Road. See Code requirement below.**

## International Fire Code 2024 Edition 507.5.1 Where required.

Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 500 feet from a hydrant on a fire apparatus access road, as measured by an *approved* route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the *fire code official*.

Regards,

**John Hornick, NPQ Fire Service Plans Examiner 1**

**Lieutenant, Hall County Fire Rescue**

**Hall County Government**

Main: 770-531-6838 | Cell: 404-597-0083

Website: www.Hallcounty.org

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# Hall County Government

COMMUNITY DEVELOPMENT & INFRASTRUCTURE
BUILDING INSPECTIONS DIVISION

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INTERIM DEVELOPMENT SERVICES DIRECTOR
**Barry Shaw**

INTERIM CHIEF BUILDING OFFICIAL
**Cody Edwards**

**To:** Katie Ahmed, Director of Planning and Zoning

**From:** Barry Shaw, Interim Director of Development Services

**Date:** October 19, 2026

**Subject:** November 16, 2026

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**3411 Springdale Forrest Circle | Special Use | for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 | Proposed Use: 2-lot subdivision | ** Commission District 2 | KD South, LLC, applicant**

- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures. All structures were built prior to 1980 and will require asbestos inspections and reports by a state licensed asbestos Inspector.

**(A) 1646 Candler Road | Rezone** | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**
**(B) 1646 Candler Road** | **Variance to Section 8.2** | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures. All structures were built prior to 1980 and will require asbestos inspections and reports by a state licensed asbestos Inspector.

**(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Rezone** | from Planned Development (PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of

Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

**(B) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Special Use** | for a subdivision, residential | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures apart from 2 structures all were built prior to 1980 and will require asbestos inspections and reports by a state licensed asbestos Inspector. 3060 Poplar Springs Church Road and 3549 Gilleland Extension were both built in 1980 and will not require asbestos inspections and reports before demolition.

**1646 March Drive | Rezone** | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 **| Proposed Use: Single-family dwelling** | ** Commission District 4 **| Udis Calderon, applicant**

- NO COMMENT

**0 Ridge Road | Rezone** | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development** | ** Commission District 1 **| bSide Oakwood, LLC, applicant**

- NO COMMENT

**(A) 6651 Spout Springs Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle **|** Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development | ****** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

**(B) 6651 Spout Springs Road | Special Use** | for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development |** ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures. All structures that were built prior to 1980 will require asbestos inspections and reports by a state licensed asbestos inspector. The single-family residence at this location was built in 1998 and will not require asbestos inspections and reports before demolition.

**(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Rezone** | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development** | ** Commission District 1 **| CKK Development Services, LLC, applicant**
**(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Special Use** | for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development |** ** Commission District 1 **| CKK Development Services, LLC, applicant**

- Applicants would be required to get demo permits for all structures from Building Inspections before building new structures. All structures that were built prior to 1980 will require asbestos inspections and reports by a state licensed asbestos inspector. 5372 Ponderosa Farm Road currently has a parcel tag dated 03.23.2022 and placed by Planning and Zoning referencing a demo of a pole barn and is no longer relevant should proposed development be granted.

**(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Rezone** | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 **| Proposed Use: To recognize & allow expansion of boat sales & repair** | ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**
**(B) 6337 Lanier Islands Parkway and 6330, 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Special Use |** to allow boat sales & repair within the GCOD | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 | **Proposed Use: To recognize & allow expansion of boat sales & repair |** ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

- NO COMMENT

**0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

- NO COMMENT

PLANNING AND DEVELOPMENT DEPARTMENT
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
t: 770-531-6809 I f: 770-531-3902

HALL COUNTY
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## PUBLIC NOTICE REQUIREMENTS

Zoning regulations require that public notice must be given prior to all zoning hearings as follows:

1. The Planning Department shall publish a legal advertisement no less than fifteen (15) days and no more than forty-five (45) days prior to the public hearing.
2. The Planning Department shall send notification by letter of all other property owners within a 500-foot radius of the applicant's property, which is standard administrative policy of the Planning Department.
3. The applicant/property owner shall place the public notice sign in a conspicuous location on the property not less than fifteen (15) days and not more than forty-five (45) days prior to the public hearing.

**The Planning Department shall post the legal advertisement and notify property owners within a 500ft radius to the subject property.**

**The applicant is required to post the public notice sign not less than fifteen (15) days and no more than forty-five (45) days prior to the public hearing. A photo of the sign placed at the location is required and must be sent to the Planning Department.**

Multiple sign postings on a site may be required as determined by the Planning Department. The sign must be in a location where it is clearly visible from the roadway. The sign cannot be obstructed in any manner, placed too far from the road, or placed in such manner as would cause it to blend into the landscape.

Should you find the sign missing or vandalized in any manner, contact the Planning Department for a replacement sign. When the proceeding is complete and final Board action has occurred, the sign shall then be removed from the property by the applicant.

**THE ZONING SIGN MUST BE POSTED NO EARLIER THAN October 21, 2026 AND NO LATER THAN October 25, 2026.**

**THE ORGINAL SIGNED AFFIDAVIT MUST BE RETURNED TO THE PLANNING DEPARTMENT NO LATER THAN October 25, 2026 ALONG WITH A MINIMUM OF ONE PHOTO SHOWING THE SIGN POSTED AT THE SUBJECT PROPERTY.**

**Failure to comply will result in a delay of the application.**

---

### AFFIDAVIT

**By my signature, I,** Udis Calderon (Please Print Name), **hereby acknowledge that I have read and understand the sign posting requirements. I further certify that the required public notice sign was posted on** 10/21/2026 (Date) **for** Udis Calderon (Name application filed as).

**Signature** _____ (The original document is required)

Revised September 2021


ZONING NOTICE
AN APPLICATION HAS BEEN FILED WITH HALL COUNTY IN REGARD TO THE ZONING REGULATIONS AS THEY APPLY TO THIS PROPERTY
APPLICANT: UDIS CALDERON
REQUEST: REZONE FROM H-B TO R-1 FOR A SINGLE-FAMILY DWELLING
PUBLIC HEARINGS WILL BE HELD ON:
PLANNING COMMISSION
Date: NOV 16, 2026
Time: 5:15 P.M.
&
COUNTY COMMISSION
Date: DEC. 10, 2026
Time: 6:00 P.M.
HALL COUNTY GOVERNMENT CENTER, 2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA
FOR MORE INFORMATION CALL: (770) 531-6809


ZONING NOTICE
AN APPLICATION HAS BEEN FILED WITH HALL COUNTY IN REGARD TO THE ZONING REGULATIONS AS THEY APPLY TO THIS PROPERTY
APPLICANT: UDIS CALDERON
REQUEST: REZONE FROM H-B TO R-1 FOR A SINGLE-FAMILY DWELLING
PUBLIC HEARINGS WILL BE HELD ON:
PLANNING COMMISSION
Date: NOV 16, 2026
Time: 5:15 P.M.
&
COUNTY COMMISSION
Date: DEC 10, 2026
Time: 6:00 P.M.
HALL COUNTY GOVERNMENT CENTER, 2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA
FOR MORE INFORMATION CALL: (770) 531-6809


ZONING NOTICE
AN APPLICATION HAS BEEN FILED WITH DALE COUNTY IN REGARD TO THE ZONING REGULATIONS AS THEY APPLY TO THIS PROPERTY
APPLICANT: UDIS CALDERON
REQUEST: REZONE FROM H-B TO R-1 FOR A SINGLE-FAMILY DWELLING
PUBLIC HEARINGS WILL BE HELD ON:
PLANNING COMMISSION
Date: NOV 18 2026
Time: 5:15 P.M.
&
COUNTY COMMISSION
Date: DEC. 10, 2026
Time: 6:00 P.M.
ALL COUNTY GOVERNMENT CENTER, 507 BROWN BRIDGE ROAD, DANIELSVILLE, GA
FOR MORE INFORMATION CALL: (770) 531-6809

# AGENDA ITEM

## New Business

**REPORT TO:** **Planning Commission Meeting (11/16/26)**

**ITEM NO:** 739/2026

**SUBJECT:** **(A) 1555C Calvary Church Road | Rezone |** from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot |** ** Commission District 4 **| Chris Patton, applicant**

## Meetings:

**Voting Meeting Date:** 11/16/26

## Executive Summary:

**Presenter:** LT

**Recommendation:**

(A) Approval, with conditions, as the proposed zoning is consistent with the "Employment Nodes & Corridors" future land use classification within the Comprehensive Plan in the Gainesville Character Area.

1. The property shall be developed in accordance with the site plan dated October 1, 2026, and narrative dated October 1, 2026, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.
2. The existing residence and driveway on Candler Road (SR60) shall be removed prior to issuance of a Land Disturbance Permit.
3. No variances or development exceptions are granted as part of this request that are not explicitly granted by Board approval. The development shall be compliant with the Unified Development Code of Hall County.
4. All conditions of zoning shall be made a part of any plats or construction plans created for the property.

**Purpose of Request:**

**(A) 1555C Calvary Church Road | Rezone |** from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot |** ** Commission District 4 **| Chris Patton, applicant**

**History:**

**Facts and Issues:**

**Options:**

**Approvals:**

| Submit | Review |
|---|---|

| Submit | Review |
| --- | --- |
| KE | LT |

**Attachments:**
Staff Report
Application
Narrative
Statement of Hardship
Site Plan
Buffer Exhibit
Plat
Maps
Site Photos
Deed
Traffic Memo
Department Comments
Notice Sign

**HALL COUNTY PLANNING COMMISSION**
**STAFF REPORT**

**Applicant** ..... Chris Patton

**Request** ..... (A) **Rezone** | from Agricultural Residential 1 (AR-1) to Light Industrial (I-1)
(B) **Variance to Section 8.2** | to reduce the required buffer

**Proposed Use** ..... (A) & (B) Storage lot

**Size** ..... 41.98± acres

**Zoning** ..... **Current:** Agricultural Residential 1 (AR-1)
**Proposed:** Light Industrial (I-1)

**Location** ..... **1555C Calvary Church Road** | Tax Parcel 15031 000027

**Planning Commission District** ..... Four

**Commission Date** ..... November 16, 2026

**Staff Recommendation** ..... (A) **Approval, with conditions,** as the proposed zoning is consistent with the "Employment Nodes & Corridors" future land use classification within the Comprehensive Plan in the Gainesville Character Area.
(B) **Approval, with conditions,** as hardship exists pursuant to the criteria of 11.1.1.D.11.

**Record Number**..... (A) HZON26-0038
(B) HVAR26-0048

**(A) and (B) Staff recommends APPROVAL of the applicant's requests with the following conditions:**

1. The property shall be developed in accordance with the site plan dated October 1, 2026, and narrative dated October 1, 2026, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.

2. The existing residence and driveway on Candler Road (SR60) shall be removed prior to issuance of a Land Disturbance Permit.

3. No variances or development exceptions are granted as part of this request that are not explicitly granted by Board approval. The development shall be compliant with the Unified Development Code of Hall County.

4. All conditions of zoning shall be made a part of any plats or construction plans created for the property.

**Summary Analysis**

The applicant proposes to rezone a 41.98± acre tract from Agricultural Residential 1 (AR-1) to Light Industrial (I-1) to allow a storage lot for 401 truck trailer spaces.

According to Tax Assessor records, the property is developed with an 832-square-foot single-family residence built in 1942 (address of 1646 Candler Road), with access provided from its Candler Road (SR60) frontage. Per the applicant, both the residence and its associated driveway connection to Candler Road will be removed. An intermittent creek crosses the northern portion of the site, and another is located along the eastern property line. The area adjacent to the eastern property line is situated within a County-studied flood zone.

The surrounding properties are zoned and developed as outlined below:

- North: Agricultural Residential 1 (AR-1): single-family dwellings
- East: Heavy Industrial (I-2): salvage yard; Light Industrial (I-1): truck yard & repair, utility contractor; Agricultural Residential 1 (AR-1): single-family dwellings
- South: Agricultural Residential 1 (AR-1): Cherokee Gun Club; Light Industrial (I-1): Cherokee Gun Club & trailer storage
- West: Agricultural Residential 1 (AR-1): single-family dwellings; Light Industrial (I-1): trailer storage; City of Gainesville R-I-A: Chicopee Woods Nature Preserve



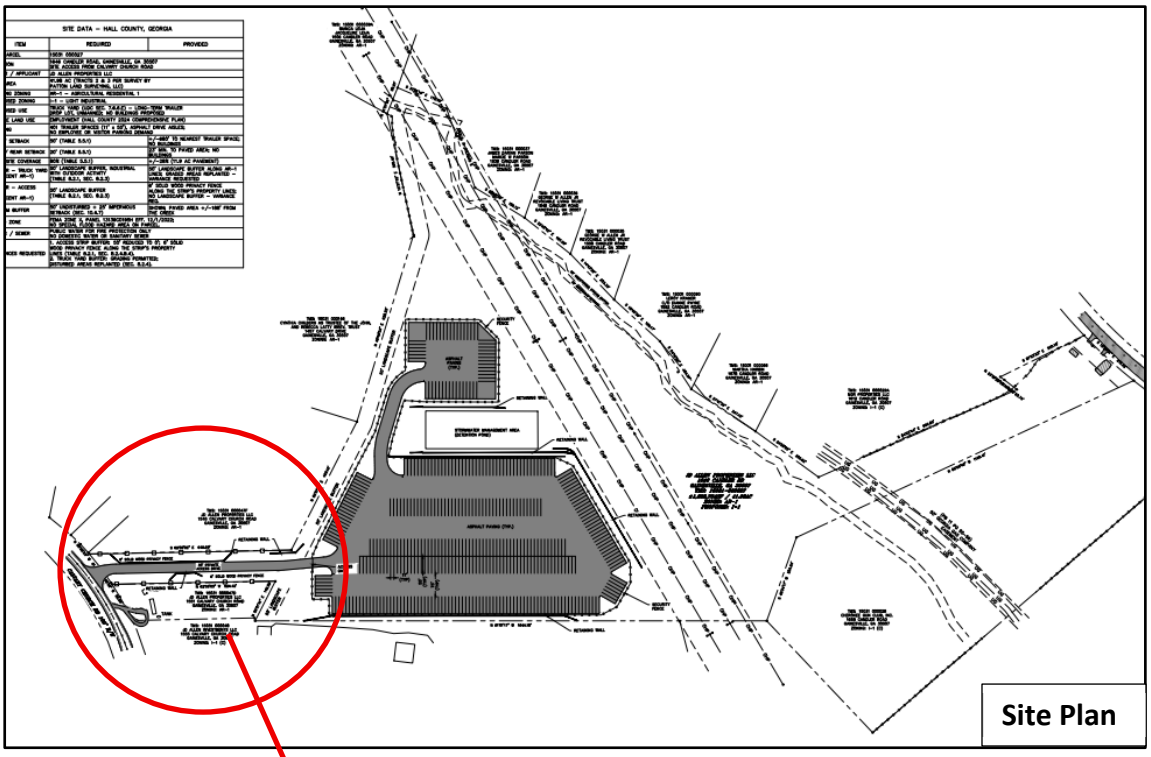

Per the narrative, the proposed project is a long-term trailer drop lot with 401 marked spaces for over-the-road trailers. Trailers will be stored and retrieved on an extended-duration basis rather than cycled daily. The storage lot will be unmanned and accessible 24 hours a day, seven days a week. Proposed improvements include a perimeter security fence, security cameras, and a locked gate with keypad or key fob access. No buildings are proposed, and all parking and circulation areas will be paved with asphalt. Access to the storage lot will be exclusively from Calvary Church Road.

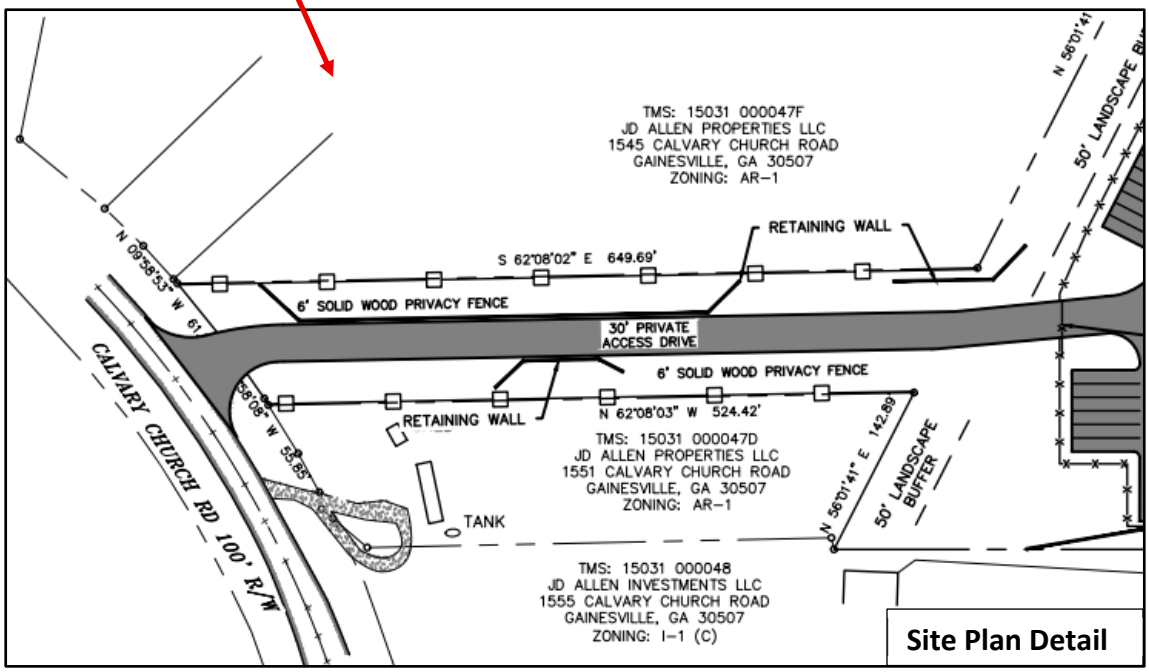
The site plan shows development occurring on the west side of a high-voltage transmission line easement that runs north to south through the property. All proposed parking and circulation areas, security fencing, and a stormwater detention pond are located within this western portion of the parcel, outside of required stream buffers and the County-studied flood zone.

A 50-foot vegetated buffer is required adjacent to all residentially zoned properties. The proposed development provides this buffer along all residential property lines except within an approximately 100-foot-wide, 600-foot-long access corridor that connects the main development area to Calvary Church Road. Because this corridor, or access strip, is only 100 feet wide, compliance with the required buffer on both sides would prohibit access to the development area. Accordingly, the applicant is requesting a variance from the buffer requirements to allow construction of the access drive. As shown on the detailed site plan below, the corridor will contain a 30-foot-wide private drive, retaining walls, and a 6-foot-high

wood fence along both the northern and southern property boundaries. The applicant's narrative and site plan indicate that no vegetated buffer is proposed within the access corridor.

Water and sanitary sewer services are not required as part of this development.



A Traffic Assessment Memorandum prepared by TTL, dated September 15, 2026, concluded that the peak-hour volumes do not approach the threshold for GDOT standard requirements for turn lane or driveway improvements. Hall County Public Works commented that "Public Works agrees with the findings of the traffic assessment/Trip generation memo. The driveway will be included in the LDP and must meet all applicable design criteria."

**Development Standards Analysis**

The development standards for the project are summarized in the table below and are compared against the Light Industrial (I-1) district standards and the applicable Article 8 Site Development standards of the Hall County Unified Development Code (UDC):

| Development Standard (§) | Proposed | UDC Standard | Compliance |
|---|---|---|---|
| Lot Area (§5.5) | 41.98± acres | 15,000sf min | Complies |
| Lot Coverage (§5.5) | 28% (11.9 ac pavement) | 80% max | Complies |
| Front Yard (§5.5) | 680 feet | 50 feet | Complies |
| Side Yard (§5.5) | ≥ 20 feet to paved area/no buildings | 20 feet for buildings | Complies |
| Rear Yard (§5.5) | ≥ 20 feet to paved area/no buildings | 20 feet for buildings | Complies |
| Max. Building Height (§5.5) | No buildings | 65 feet | Complies |
| Buffers (§8.2.3) | 50 feet undisturbed adjacent to AR-1 except a Variance request for no landscape buffer on each side of the access strip | 50 feet undisturbed adjacent to AR-1 | Deficient |
| Frontage Landscape Strip (§8.2.5) | 10-foot frontage landscape strip | 10-foot frontage landscape strip | Complies |
| Tree Protection (§8.3) | Compliance with Tree Protection standards | Various | Complies |
| Open Space (§8.5) | 72% | 20% min | Complies |

**Comprehensive Plan Analysis**

**Based on the Hall County Comprehensive Plan, staff finds that the requested rezoning to Light Industrial (I-1) *is consistent* with the future land use designation of *Employment Nodes & Corridors* within the Gainesville Character Area.** New employment nodes and corridors should consist of industrial and/or office uses housed in either formalized campuses or along major road corridors that have existing or future access to water and sewer.

**(A) Zoning Analysis – Rezone**

When considering a zoning amendment to the zoning maps, the Commission must study the need and justification for the change based on a determination of the facts applicable to the particular case, and the following general lines of inquiry must be considered:

**a)** Whether the zoning proposal will permit a use that is suitable in view of the use, development and zoning of adjacent and nearby property; **The proposed rezoning is suitable in view of the use, development, and zoning of adjacent and nearby properties. It aligns with the Employment Nodes and Corridors future land use designation, and the parcel adjoins other light-industrial zoned and developed properties to the east and south, reinforcing the established industrial development pattern in the immediate area.**

**b)** Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property; **The zoning proposal is not anticipated to adversely affect the existing use or usability of adjacent or nearby property as the proposed light industrial zoning is supported by the Employment Nodes and Corridors future land use designation and the Traffic Impact Assessment concluded that the peak-hour volumes for the proposed use do not approach the threshold for GDOT standard requirements for turn lane or driveway improvements.**

**c)** Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned; **The property appears to have reasonable economic use as currently zoned.**

d) Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, schools, police protection, fire protection, public health facilities or emergency medical service; **Based on comments from County departments and State agencies, the proposed zoning is not expected to cause an excessive or burdensome use of existing streets, transportation facilities, utilities, schools, police protection, fire protection public facilities, or emergency medical service.**

e) Whether the zoning proposal is in conformity with the policy and intent of the future land use plan for the physical development of the area; **The proposed zoning district is compatible with the Employment Nodes and Corridors future land use designation within the Gainesville Character Area.**

f) The extent to which property values are diminished by the existing zoning restrictions; **Staff is unable to determine the extent to which property values are diminished by the existing zoning restrictions**.

g) The extent to which the destruction of the subject property's value under the existing zoning promotes the health, safety, morals or general welfare of the public; **Staff is unable to comment on the impact of property values without a full market analysis. Multiple factors impact property value including construction types, proposed uses, and maintenance.**

**h)** The relative gain to the public as compared to the hardship imposed upon the individual property owner; **Staff has not identified a hardship imposed on the property owner as the property is currently zoned.**

i) The length of time the property has been vacant as zoned considered in the context of land development in the area in the vicinity of the property; **Per the Tax Assessor records, the property is currently developed with an 832 square foot single-family dwelling constructed in 1942.**

**j)** Whether there are other existing or changing conditions affecting the use or development of the property which give supporting grounds for either approval or disapproval of the zoning proposal; **The recent rezoning of the adjacent property to the east at 1546 and 1558 Candler Road to Light**

**Industrial (HZON26-0026) reinforces the established industrial development pattern in the immediate area.**

k) Whether the change would create an isolated district unrelated to the surrounding districts; **The change in zoning would not create an isolated district, as the subject property is adjacent to established Light Industrial (I-1) zoning to the east and south, including a similar operation immediately south.**

l) Whether the present zoning district boundaries are illogically drawn in relation to existing conditions in the area; **There is no evidence that the present zoning district boundaries are illogically drawn.**

m) Whether the change requested is out of scale with the needs of the county as a whole or the immediate neighborhood; **The request is not out of scale with the needs of the county as a whole or the immediate neighborhood as the subject property is adjacent to established Light Industrial (I-1) zoning to the east and south, including a similar operation immediately south.**

n) Whether it is impossible to find adequate sites for the proposed use in districts permitting such use and already appropriately zoned; **There are other properties within the County that support light industrial uses based on the Future Land Use Map; however, the proposed development requires rezoning approval by the Board of Commissioners.**

o) Whether the need for rezoning could be handled instead by a variance request to the Planning Commission; **The request for rezoning could not be handled alternatively as a variance.**

p) Whether there would be an ecological or pollution impact resulting from major modifications to the land if the request is granted; **Any land disturbance activities on the property shall be required to go through the land development permitting process, and as a result are subject to local, state, and federal regulations. As a result, there are no anticipated ecological or pollution impacts resulting from any modification to the land if the request is granted.**

q) Whether there is reasonable evidence based upon existing and anticipated land use that would indicate a mistake was made in the original zoning of the property; **There is no indication that a mistake was made in the original zoning.**

**(B) Zoning Analysis - Variance to Section 8.2, Required Buffer Areas**

The Commission may grant variances in individual cases of unnecessary hardship upon a finding of the board that:

1. There are extraordinary and exceptional conditions pertaining to the lot in question because of its size, shape, or topography (the hardship must relate to the physical character of the lot and not to a personal or economic hardship); **There are extraordinary or exceptional conditions pertaining to the subject property due its size, shape, topography, or other physical characteristics that necessitate the requested variance. Specifically, access to Calvary Church Road is constrained to a 100-foot-wide corridor. Application of the required 50-foot buffers on each side would consume the entire width of this strip, leaving no feasible area for an access drive.**

2. The application of the requirements of this UDC to this particular piece of property would create an unusual hardship; **The application of the requirements of this UDC to this particular piece of property would create an unusual hardship, as the only available access to Calvary Church Road is limited to a 100-foot-wide strip of land. Strict application of the required 50-foot buffers on each side would consume the entire width of this strip, leaving no feasible area for an access drive. This physical constraint results in a hardship that is directly tied to the property's unique size, shape, and configuration.**

3. Such conditions are peculiar to the particular piece of property involved and are not common to other properties in the neighborhood; The conditions are not unique to this property. **Such conditions are peculiar to this particular piece of property, as the site's only access to Calvary Church Road is restricted to a 100-foot-wide strip of land. This constrained access configuration is not shared by nearby properties and is unique to the subject parcel**

4. Such conditions are not the result of any actions of the property owner**; While the rezoning that triggers the buffer requirement is an action of the property owner, the shape and configuration of the property are not.**

5. Relief, if granted, would not cause substantial detriment to the public good or impair the purposes and intent of this UDC; provided, however, that no variance may be granted for a use of land or building or structure that is prohibited by this UDC or for a Conditional Use Permit which has been denied by the Planning Commission; **Relief, if granted, would not cause substantial detriment to the public good or impair the purposes and intent of this UDC. The variance applies only to the configuration of the 100-foot-wide access corridor, which was established by a 2019 recorded plat and is necessary to provide access from Calvary Church Road to the remainder of the property. Allowing relief from the buffer requirement in this limited area enables reasonable access to the property without introducing any prohibited use or altering the overall intent of the UDC to protect adjacent residential areas.**

**Development Support and Constraints**

**Hall County Environmental Health**
In a memorandum dated October 19, 2026, the Hall County Environmental Health Department stated, "No comment."

**Georgia Department of Transportation**
In an email dated October 7, 2026, Christopher Hash, D1 Traffic Operations Supervisor, stated, "Since access will be from Calvary Church Rd. the accesses on SR60 should be removed."

**Gainesville-Hall Metropolitan Planning Organization**
In a memorandum dated October 6, 2026, Joseph Boyd, Director, provided the following comments:

> This parcel is along State Route 60/Candler Road, which is scheduled to be widened to four lanes in the MPO's Metropolitan Transportation Plan (GH-111B). Construction is currently not scheduled to begin until after 2055. Right-of-way impacts will not be known until the Preliminary Engineering (PE) phase is initiated, which is currently scheduled for 2042.

**Hall County Public Works and Utilities**
In a memorandum dated October 19, 2026, Jorge Gomez, Director of Public Works and Utilities, provided the following comments:

**Engineering:**
This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
Show FEMA and Hall County studied Flood plains that are present on site.
Show stream buffer and impervious setback from wrested vegetation not centerline of stream.

**Traffic:**
Public Works agrees with the findings of the traffic assessment/Trip generation memo. The driveway will be included in the LDP and must meet all applicable design criteria.

**Utilities**
Property is in the Gainesville service district.

**Hall County Fire Marshal**
In a memorandum October 6, 2026, the Hall County Fire Marshal's Office stated, "The Hall County Fire Marshal's Office has no comments as proposed.

**Hall County Building Inspections**
In a memorandum dated October 19, 2026, Barry Shaw, Interim Director of Development Services, provided the following comments:

Applicants will be required to get demo permits for all structures from Building Inspections before building new structures. All structures were built prior to 1980 and will require asbestos inspections and reports by a state licensed asbestos inspector.

PLANNING AND ZONING DEPARTMENT 2875
BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504 MAILING
ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503 t: 770-531-6809 I
f: 770-531-3902

HALL COUNTY
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# ZONING APPLICATION

**Applicant (Name & Mailing Address)**

CHRIS PATTON
P.O. BOX 256
GAINESVILLE, GA. 30503

Phone [redacted]

Email Address

Proposed Use TOS Parking

**Property Owner (Name & Mailing Address)**

JD Allen Properties LLC
PO 2937 Gainesville GA
30503

Phone [redacted]

Email Address johnathan@peachstatebrokers.com

**Contact Person (Name & Mailing Address)**

Chris Patton
PO Box 256
Gainesville, GA. 30503

Phone [redacted]

Email Address CPatton@PattonSurveying.com

**Status of Applicant**

Y Owner
Y Option to Purchase
Y Area Resident
Y Other

**Requested Action**

Existing Zoning: AR-1
Rezone to: I-1
Fee:$ 1500
Receipt #:
Check #: 2919

Tax Parcel Number 15031 000027
Acreage 41.98 Acres
Location Address ~~1646 Candler Road, Gainesville, GA 30507~~ 1555C Calvary Church Rd

**I hereby certify that the above information and all attached information are true and correct.**

Print: John D Allen, Registered Agent Date: 9/16/26
Sign: JACKIE D Allen R. Thad McCormack Date: 9/16/26

**Applicant must complete all information above. Failure to complete this section will result in the refusal of the application. The Planning Department has 15 days to review all applications and will set the dates for each application. If the application is found insufficient, an agenda date will not be set until the required information is submitted. Please note that the Planning Commission and County Commission dates are tentative.**

**Application Withdrawal:** I hereby withdraw the application.

Sign Date:

**Staff Use Only**

Application Date: Taken by:

Tentative Planning Commission Date: Tentative County Commission Date:

County Commission District:

**PLANNING AND ZONING DEPARTMENT**
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE, GA 30503
T: 770-531-6809 | Email: planning@hallcounty.org

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# VARIANCE APPLICATION

**Applicant (Name & Mailing Address)**
CHRIS PATTON
~~JD Allen Properties, LLC (Johnathan Allen)~~
~~P.O. Box 2937~~ P.O. BOX 256
Gainesville, GA 30503
Phone ~~770-540-3690~~ 7706521189
Email ~~johnathan@peachstatebrokers.com~~ CPATTON@PATTONSURVEYING.COM

**Property Owner (Name & Mailing Address)**
JD Allen Properties, LLC (Johnathan Allen)
P.O. Box 2937
Gainesville, GA 30503
Phone 770-540-3690
Email johnathan@peachstatebrokers.com

**Contact Person (Name & Mailing Address)**
Chris Patton - Patton Land Surveying, LLC
P.O. Box 256
Gainesville, GA 30503
Phone 770-652-1189 (m) 770-532-6492 (o)
Email CPatton@pattonsurveying.com

**Status of Applicant**
☑ Owner ☐ Area Resident
☐ Option to Purchase ☐ Other: _____

**Property Information** 1555C Calvary Church Rd
Location Address(es): 1646 Candler Road, Gainesville, GA 30507 (access from Calvary Church Road)
Tax Parcel Number(s): 15031 000027 Acreage: 41.98 ac
Existing Use(s): Vacant, wooded; existing structures shown on site plan Zoning: AR-1 (rezoning to I-1 pending)

**Type of Variance**

| | | | | |
|---|---|---|---|---|
| ☐ Setback | ☐ Front Yard | From ____ft. | To ____ ft. |
| ☐ Road Frontage | ☐ Right Side Yard | From ____ft. | To ____ ft. |
| ☐ Sign | ☐ Left Side Yard | From ____ft. | To ____ ft. |
| ☐ GCOD | ☐ Rear Yard | From ____ft. | To ____ ft. |
| ☑ Other Buffer: Table 8.2.1 and Sec. 8.2.4 (see below) | ☐ Sign Height | From ____ft. | To ____ ft. |
| | ☐ Sign Area | From ____sf. | To ____ sf. |

Access strip buffer: 50 ft to 0 ft each side, 6-ft solid wood privacy fence on the property lines. Truck yard buffer: 50 ft kept, grading permitted.

**I hereby certify that the above information and all attached information are true and correct.**

Applicant Name Printed: ~~Johnathan Allen, for JD Allen Properties, LLC~~ CHRIS PATTON
Applicant Signature: ~~Johnathan D Allen~~ Date: 10-01-26

***Applicant must complete all required information above. Incomplete applications will not be accepted. The Planning Department has 15 days after application deadline to review each submittal and will assign scheduling dates during that review period. If an application is determined to be insufficient, no agenda date will be set until all required information has been provided.***

**Application Withdrawal: I hereby withdraw the application.**

Applicant Signature: _____ Date: _____

PLANNING AND ZONING DEPARTMENT 2875
BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504 MAILING
ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503 t: 770-531-6809 I
f: 770-531-3902

HALL COUNTY
GEORGIA
*We have it all in Hall*

## AUTHORIZATION OF PROPERTY OWNERS

*Note: If the applicant is the property owner, please disregard this form.*

Name of owner(s) JD Allen Properties LLC

Address PO 2937
Gainesville GA 30503

Phone Number [redacted]

Name of applicant(s) CHRIS PATTON

Address P.O. BOX 256
GAINESVILLE, GA 30503

Phone Number [redacted]

---

**I swear that I am the owner of the property which is the subject matter of the attached applications as shown in the records of Hall County, Georgia.**

**I authorize the person named above to act as applicant in the pursuit of a rezoning, permissive use, or variance of this property.**

Signature of Owner(s) Jackie D Allen

Personally appeared before me
Jackie D Allen

who swears that the information contained in this authorization is true and correct to the best of his/her knowledge and belief.

Notary Public

Date 10/18/27

JERRY PAGE
NOTARY PUBLIC
My Commission Expires
10-18-2027
HALL COUNTY, GEORGIA

R. Thad McCormick, Registered Agent

GARRETTA MCGARY
NOTARY PUBLIC
MY COMMISSION EXPIRES
09/07/2027
DAWSON COUNTY, GEORGIA

Garretta McGary
9-24-26

# STATE OF GEORGIA

## Secretary of State

**Corporations Division**
**313 West Tower**
**2 Martin Luther King, Jr. Dr.**
**Atlanta, Georgia 30334-1530**

**ANNUAL REGISTRATION**

*Electronically Filed*
Secretary of State
Filing Date: 1/26/2026 12:07:54 PM

| BUSINESS INFORMATION | |
|---|---|
| **CONTROL NUMBER** | 24152069 |
| **BUSINESS NAME** | JD Allen Properties, LLC |
| **BUSINESS TYPE** | Domestic Limited Liability Company |
| **EFFECTIVE DATE** | 01/26/2026 |
| **ANNUAL REGISTRATION PERIOD** | 2026 |

| PRINCIPAL OFFICE ADDRESS | |
|---|---|
| **ADDRESS** | 1555 Calvary Church Road, Gainesville, GA, 30507, USA |

| REGISTERED AGENT | | |
|---|---|---|
| **NAME** | **ADDRESS** | **COUNTY** |
| Raymond T McCormack | 1730 Thompson Bridge Road, Gainesville, GA, 30501, USA | Hall |

| AUTHORIZER INFORMATION | |
|---|---|
| **AUTHORIZER SIGNATURE** | Raymond Thad McCormack |
| **AUTHORIZER TITLE** | Authorized Person |

PLANNING AND ZONING DEPARTMENT 2875
BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504 MAILING
ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503 t: 770-531-6809 I
f: 770-531-3902

HALL COUNTY
GEORGIA
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## CAMPAIGN CONTRIBUTIONS DISCLOSURE FORM

This form must be completed by the applicant and property owner, or person representing the property owner, for all zoning actions.

OCGA § 36-67A-3[C] Disclosure of campaign contributions:

(b) When any applicant for zoning action has made, within two years immediately preceding the filing of the applicant's application for the zoning action, campaign contributions aggregating $250.00 or more to a local government official who will consider the application, it shall be the duty of the applicant to file a disclosure report with the governing authority of the respective local government showing:

(3) The name and official position of the local government official to whom the campaign contribution was made; and

(4) The dollar amount and description of each campaign contribution made by the applicant to the local government official during the two years immediately preceding the filing of the application for the rezoning action and the date of each such contribution.

(b) The disclosures required by subsection (a) of this Code section shall be filed within ten days after the application for the zoning action is first filed. (Code 1981, Section OCGA § 36-67A-3[C], enacted by GA L. 1986, page 1269, Section 1, GA L. 1991, page 1365, Section 1).

---

I hereby certify that I have read the above and that:

I have**_____ I have not ✓

within the two years immediately preceding this date, made any contribution(s) aggregating $250.00 or more to any local government official involved in the review or consideration of this application.

**If you have made such contributions, you must provide the data required below within ten (10) days of filing this application.

Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

**Applicant's/Owner's Signature:** Jackie D. Allen **Date:** _____

**Applicant's/Owner's Name (Printed):** Jackie D. Allen

Registered Agent - R. Thad McCormack 9/24/26 RTM

**PLANNING AND ZONING DEPARTMENT**
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
T: 770-531-6809 **I** Email: planning@hallcounty.org

HALL COUNTY
GEORGIA
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# CAMPAIGN CONTRIBUTIONS DISCLOSURE FORM

This form must be completed by the applicant and property owner, or person representing the property owner, for all zoning actions.

OCGA § 36-67A-3: Disclosure of Campaign Contributions:

(a) When any applicant for rezoning action has made, within two years immediately preceding the filing of that applicant's application for the rezoning action, campaign contributions aggregating $250.00 or more to a local government official who will consider the application, it shall be the duty of the applicant to file a disclosure report with the governing authority of the respective local government showing:

(1) The name and official position of the local government official to whom the campaign contribution was made; and

(2) The dollar amount and description of each campaign contribution made by the applicant to the local government official during the two years immediately preceding the filing of the application for the rezoning action and the date of each such contribution.

(b) The disclosures required by subsection (a) of this Code section shall be filed within ten days after the application for the zoning action is first filed.

Code OCGA 1981, § 36-67A-3, enacted by Ga L. 1986, page 1269, § 1; Ga L. 1991, page 1365, § 1; Ga L. 1993, page 91, § 36).

---

**I hereby certify that I have read the above and that:**

I have**____ I have not X____

within the two years immediately preceding this date, made any contribution(s) aggregating $250.00 or more to any local government official involved in the review or consideration of this application.

****If you have made such contribution(s), you must provide the data required below within ten (10) days of filing this application.

Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Name Printed: Chris Patton

Applicant's/Owner's Signature: Chris Patton Date: 11/6/2026

*Submitted with the Zoning Amendment Application, Hall County Planning & Zoning (checklist rev. 8.3.2026)*

# Zoning Amendment Narrative

## Rezoning from AR-1 (Agricultural Residential) to I-1 (Light Industrial)

| | |
|---|---|
| **Tax Parcel No.** | 15031 000027 · J T Benefield Est, Pt Lt 8 |
| **Location** | ~~1646 Candler Road~~, Gainesville, GA 30507 — site access from Calvary Church Road 1555C Calvary Church Rd |
| **Owner / Applicant** | JD Allen Properties LLC, P.O. Box 2937, Gainesville, GA 30503 |
| **Agent** | Chris Patton, Patton Land Surveying, LLC |
| **Property Size** | 41.98 acres (Tract 2, 40.64 ac, and Tract 3, 1.34 ac, per survey by Patton Land Surveying, LLC) |
| **Request** | Rezone from AR-1 to I-1 to permit a Truck Yard (UDC §7.6.6.E) |

## 1. Existing Conditions

The property is largely wooded, with existing structures as shown on the site plan, and no active agricultural use. It reaches Calvary Church Road, a County-maintained road, through a 100-ft-wide access strip. The parcel lies in FEMA Zone X (Panel 13139C0195H, eff. December 1, 2022); no Special Flood Hazard Area is mapped on the property. The creek along the northeast property line is shown on the site plan with its stream buffer; nothing is proposed within it.

## 2. Current and Proposed Zoning; Applicable Overlay Districts

| | |
|---|---|
| **Current zoning** | AR-1 — Agricultural Residential 1 |
| **Proposed zoning** | I-1 — Light Industrial |

Adjoining Tax Parcels 15031 000048 and 15031 000029A are zoned I-1 (conditional), and a comparable trailer storage facility operates immediately south on Calvary Industrial Drive. The request extends an established industrial pattern at this location.

## 3. Proposed Use

**Truck Yard** (UDC §7.6.6.E), permitted in I-1 under Allowed Use Table §7.2.1: a long-term trailer drop lot with **401 marked spaces** for over-the-road trailers. Trailers are dropped and retrieved on an extended-duration basis, not cycled daily.

| | |
|---|---|
| **Hours / staffing** | Open 24 hours, 7 days; unmanned |
| **Security** | Perimeter security fence with three-strand barbed wire; slide gate on key fob or keypad, not left open; security cameras |
| **Buildings** | None proposed |
| **Surfacing** | Asphalt paving throughout |
| **Access** | One entrance on Calvary Church Road |

*Submitted with the Zoning Amendment Application, Hall County Planning & Zoning (checklist rev. 8.3.2026)*

## 4. Proposed Development Standards

| | |
|---|---|
| **Buildings / architectural materials** | None proposed; no architectural submittal applicable |
| **Parking** | 401 trailer spaces with internal drive aisles, asphalt; no separate employee or visitor parking demand |
| **Access** | Single entrance on Calvary Church Road, permitted through Hall County Public Works |
| **Setbacks / coverage** | I-1 (Table 5.5.1): no buildings; paved area ≥ 20 ft from side and rear lines; site coverage ±28% (pavement) of 80% permitted |
| **Landscaping** | 10-ft frontage landscape strip with one tree per 40 ft of street frontage (§8.1.3); tree density and Tree Protection Plan at the land disturbance permit (§8.3.9) |
| **Buffers** | Truck yard: 50-ft landscape buffer along the AR-1 property lines (Table 8.2.1, industrial with outdoor activity), with grading permitted and graded areas replanted. Access strip: a 6-ft solid wood privacy fence along both of the strip's property lines in place of the landscape buffer (§8.2.4.B.4). Both by variance; see Section 6. |
| **Lighting** | Full-cutoff fixtures, mounting height not exceeding 30 ft, no light spill across property lines |
| **Signage** | One monument sign at the Calvary Church Road entrance per §8.6.12 |
| **Water / sewer** | Public water for fire protection only, as required by the Hall County Fire Marshal; no domestic water or sanitary sewer demand |

## 5. Traffic

A Traffic Assessment Memorandum by David Mills, P.E. (TTL, September 15, 2026) is submitted with this application. The use generates **160 weekday trips** (AM peak 18, PM peak 16). Calvary Church Road remains LOS C with the project; no peak-hour volume approaches GDOT thresholds for turn-lane or driveway improvements.

## 6. Requested Variances

Requested with this application at staff's direction (September 28, 2026), under a separate Variance Application and Statement of Hardship:

| | |
|---|---|
| **Access strip buffer** | Table 8.2.1 buffer reduced from 50 ft to 0 ft on each side of the 100-ft access strip, with a 6-ft solid wood privacy fence along the strip's property lines (§8.2.4.B.4). Both adjoining parcels are owned by the applicant. |
| **Truck yard buffer** | 50-ft width kept along the AR-1 property lines; grading permitted within it (§8.2.4) and disturbed areas replanted. |

Both variances are shown on Exhibit ZA-2 (Buffer Variance Exhibit) and in the site data table on ZA-1.

**PLANNING AND ZONING DEPARTMENT**
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
T: 770-531-6809 I Email: planning@hallcounty.org

HALL COUNTY
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# STATEMENT OF HARDSHIP

The Hall County Planning Commission and/or Board of Commissioners has the authority, in specific cases, to grant variances from the terms of the Zoning Regulations when such variances are not contrary to the public interest and when, due to special conditions, strict application of the Zoning Regulations would result in an unnecessary hardship. This authority is exercised to ensure that the intent of the regulations are upheld, that public safety and welfare are protected, and that substantial justice is served. Variances may only be granted when a hardship is clearly demonstrated as required by the Zoning Regulations.

For all residential variance requests, a plat or survey of the property prepared by a registered surveyor, architect, or engineer is required. For all commercial or industrial variance requests, a site plan of the property prepared by a registered surveyor, architect, or engineer is required. Variances may be granted only upon a finding by the Board that:

**HARDSHIP EXPLANATION: Describe how each situation below relates to your application:**

**1. Unusual Physical Features of the Property:** Explain how there are extraordinary and exceptional conditions pertaining to the particular lot in question because of its size, shape or topography (the hardship must relate to the physical character of the lot and not to a personal or economic hardship);

Response: The tract's only frontage on Calvary Church Road is a 100-ft-wide access strip about 650 ft long (Tract 3, 1.34 ac) leading to the 40.6-ac body of the tract. A drive through the strip requires up to about 20 ft of cut and fill and retaining walls because of the existing grades. Two 50-ft buffers on a 100-ft strip leave no width for a driveway at all.

**2. Hardship Created by Applying Zoning Requirements:** Explain how the application of the requirements of this UDC to this particular piece of property would create an unusual hardship.

Response: UDC Table 8.2.1 requires a 50-ft buffer along each side of the strip where it adjoins AR-1 land; 50 ft on each side equals the full 100-ft width, so a conforming buffer eliminates the tract's only access. The 30-ft drive, its shoulders, utilities and the retaining walls needed for the grade change occupy most of the strip, so it cannot be left undisturbed as Sec. 8.2.4 requires. Around the sloping truck yard, the undisturbed 50-ft buffer conflicts with the grading needed to build the yard.

**3. Conditions Unique to This Property:** Explain how such conditions are particular to the property involved and are not common to other properties in the neighborhood.

Response: A 100-ft flag strip carrying all access to a 42-ac tract, across ground that changes about 20 ft in elevation, is particular to this property. The adjoining parcels along Calvary Church Road have direct road frontage and do not depend on a narrow strip for access.

**4. Hardship Not Caused by Property Owner:** Confirm that such conditions are not the result of any actions of the property owner.

Response: The access strip and the tract boundaries are as shown on the recorded plat (Plat Book 877, Page 258). The topography of the access strip is natural.

**5. Impact on the Public and Zoning Intent:** Relief, if granted, would not cause substantial detriment to the public good or impair the purposes and intent of this UDC; provided, however, that no variance may be granted for a use of land or building or structure that is prohibited by this UDC or for a Conditional Use Permit which has been denied.

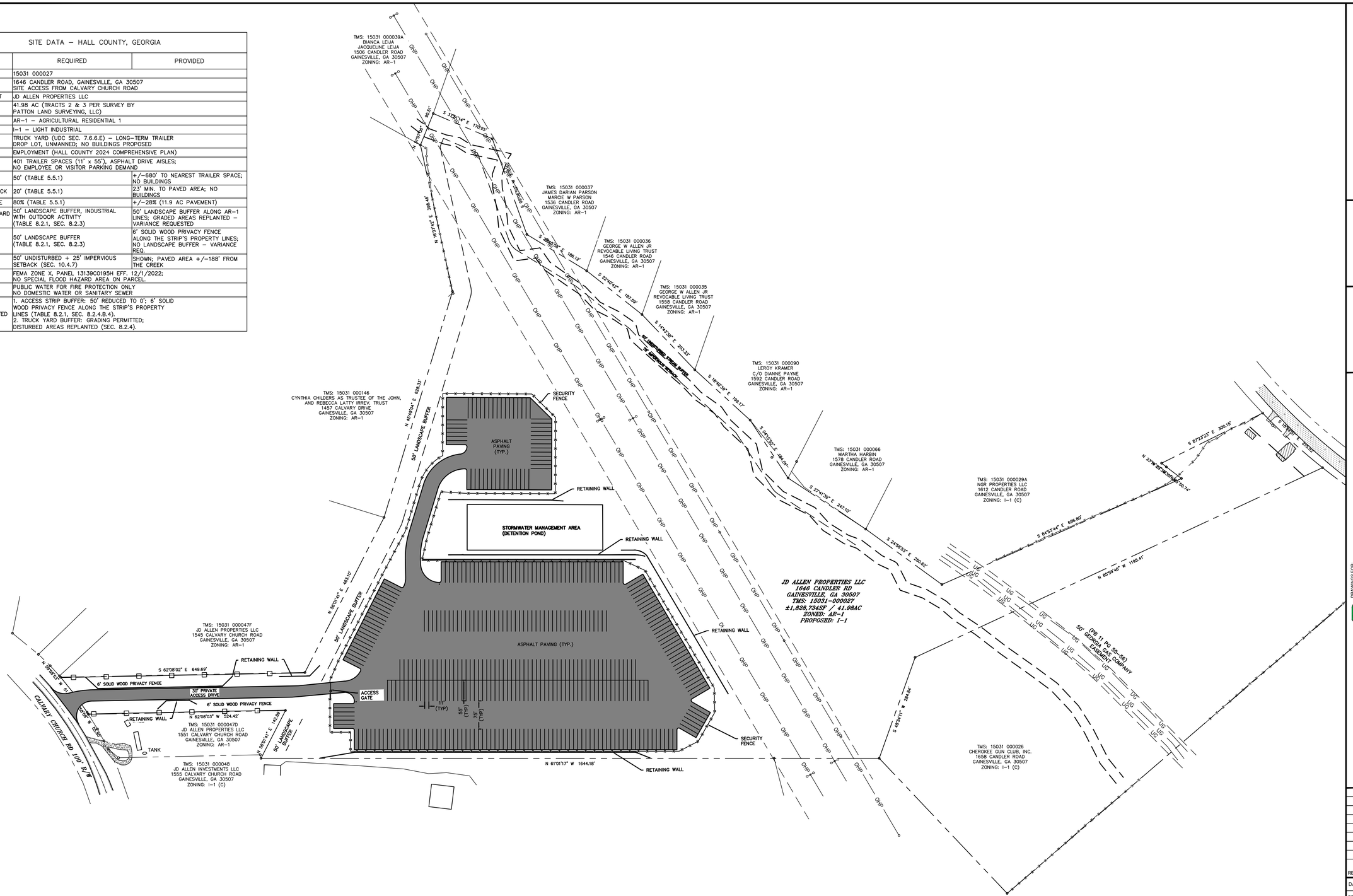
Response: Both parcels adjoining the access strip (15031 000047D and 15031 000047F) are owned by the applicant, so the reduced buffer affects no other owner. A 6-ft solid wood privacy fence along the strip's property lines is the structural buffer the UDC itself accepts in place of a planted one (Sec. 8.2.4.B.4). The 50-ft buffers around the truck yard remain at full width and will be replanted where graded. A truck yard is a permitted use in the requested I-1 district; the variance concerns buffer width and disturbance only.

***I hereby certify that the above information and all attached information is true and correct.***

Applicant Signature: Jackie D. Allen Jackie D. Allen Date: 10-01-26

Property Address: 1646 Candler Road, Gainesville, GA 30507 - Tax Parcel 15031 000027 (access from Calvary Church Road)

| SITE DATA – HALL COUNTY, GEORGIA | | |
|---|---|---|
| ITEM | REQUIRED | PROVIDED |
| TAX PARCEL | 15031 000027 | |
| LOCATION | 1646 CANDLER ROAD, GAINESVILLE, GA 30507<br>SITE ACCESS FROM CALVARY CHURCH ROAD | |
| OWNER / APPLICANT | JD ALLEN PROPERTIES LLC | |
| SITE AREA | 41.98 AC (TRACTS 2 & 3 PER SURVEY BY PATTON LAND SURVEYING, LLC) | |
| EXISTING ZONING | AR–1 – AGRICULTURAL RESIDENTIAL 1 | |
| PROPOSED ZONING | I–1 – LIGHT INDUSTRIAL | |
| PROPOSED USE | TRUCK YARD (UDC SEC. 7.6.6.E) – LONG–TERM TRAILER DROP LOT, UNMANNED; NO BUILDINGS PROPOSED | |
| FUTURE LAND USE | EMPLOYMENT (HALL COUNTY 2024 COMPREHENSIVE PLAN) | |
| PARKING | 401 TRAILER SPACES (11' x 55'), ASPHALT DRIVE AISLES; NO EMPLOYEE OR VISITOR PARKING DEMAND | |
| FRONT SETBACK | 50' (TABLE 5.5.1) | +/–680' TO NEAREST TRAILER SPACE; NO BUILDINGS |
| SIDE / REAR SETBACK | 20' (TABLE 5.5.1) | 23' MIN. TO PAVED AREA; NO BUILDINGS |
| MAX. SITE COVERAGE | 80% (TABLE 5.5.1) | +/–28% (11.9 AC PAVEMENT) |
| BUFFER – TRUCK YARD (ADJACENT AR–1) | 50' LANDSCAPE BUFFER, INDUSTRIAL WITH OUTDOOR ACTIVITY (TABLE 8.2.1, SEC. 8.2.3) | 50' LANDSCAPE BUFFER ALONG AR–1 LINES; GRADED AREAS REPLANTED – VARIANCE REQUESTED |
| BUFFER – ACCESS STRIP (ADJACENT AR–1) | 50' LANDSCAPE BUFFER (TABLE 8.2.1, SEC. 8.2.3) | 6' SOLID WOOD PRIVACY FENCE ALONG THE STRIP'S PROPERTY LINES; NO LANDSCAPE BUFFER – VARIANCE REQ. |
| STREAM BUFFER | 50' UNDISTURBED + 25' IMPERVIOUS SETBACK (SEC. 10.4.7) | SHOWN; PAVED AREA +/–188' FROM THE CREEK |
| FLOOD ZONE | FEMA ZONE X, PANEL 13139C0195H EFF. 12/1/2022; NO SPECIAL FLOOD HAZARD AREA ON PARCEL. | |
| WATER / SEWER | PUBLIC WATER FOR FIRE PROTECTION ONLY<br>NO DOMESTIC WATER OR SANITARY SEWER | |
| VARIANCES REQUESTED | 1. ACCESS STRIP BUFFER: 50' REDUCED TO 0'; 6' SOLID WOOD PRIVACY FENCE ALONG THE STRIP'S PROPERTY LINES (TABLE 8.2.1, SEC. 8.2.4.B.4).<br>2. TRUCK YARD BUFFER: GRADING PERMITTED; DISTURBED AREAS REPLANTED (SEC. 8.2.4). | |




WCH Consulting
PO Box 11, Johns Island, SC 29457
843-730-4225 | Will@wch-consulting.com

GEORGIA REGISTERED No. PE0046708 PROFESSIONAL ENGINEER WILLIAM C HAY

Preview
10/01/2026 11:56 AM

DRAWINGS FOR:
Peachstone TRUCK BROKERS, INC.

# Hall County Truck Parking

1646 Candler Road
Gainesville, GA
TMS: 15031 000027

| REV | DATE | DESCRIPTION |
|---|---|---|
| | | |

| | |
|---|---|
| DATE: | October 1, 2026 |
| PROJECT #: | 26-005 |
| DRAWN BY: | William C Hay, PE |
| SCALE: | 1" = 120' |

SHEET TITLE:
Zoning Amendment Site Plan

SHEET NUMBER:
ZA-1

120 60 0 120 240 360
SCALE IN FEET
1" = 120'

LEGEND

- SUBJECT PROPERTY - TAX PARCEL 15031 000027 (41.98 AC)
- 50' LANDSCAPE BUFFER - TRUCK YARD (UDC TABLE 8.2.1)
- 6' SOLID WOOD PRIVACY FENCE (UDC SEC. 8.2.4.B.4)
- PROPOSED CONTOUR
- EXISTING CONTOUR

50' LANDSCAPE BUFFER REQUIRED EACH SIDE (TABLE 8.2.1)
VARIANCE REQUESTED: 0'; 6' SOLID WOOD PRIVACY FENCE ALONG THE PROPERTY LINES IN ITS PLACE (SEC. 8.2.4.B.4)

50' LANDSCAPE BUFFER, TRUCK YARD (TABLE 8.2.1)
VARIANCE REQUESTED: GRADING PERMITTED; DISTURBED AREAS REPLANTED (SEC. 8.2.4)

TMS: 15031 000047F
JD ALLEN PROPERTIES LLC
1545 CALVARY CHURCH ROAD
GAINESVILLE, GA 30507
ZONING: AR-1

PROPOSED 6' SOLID WOOD PRIVACY FENCE ALONG THE STRIP'S PROPERTY LINES (BOTH SIDES)

RETAINING WALL

N 09°58'53" W 61

S 62°08'02" E 649.69'

N 56°01'41" E 463.10'

30' PRIVATE ACCESS DRIVE

100' ACCESS STRIP (TRACT 3, 1.34 AC)

ACCESS GATE

RETAINING WALL

S 58°08" W 55.85

N 62°08'03" W 524.42'

PROPOSED 6' SOLID WOOD PRIVACY FENCE ALONG THE STRIP'S PROPERTY LINES (BOTH SIDES)

N 56°01'41" E 142.85'

SHED

TANK

CALVARY CHURCH RD 100' R/W

TMS: 15031 000047D
JD ALLEN PROPERTIES LLC
1551 CALVARY CHURCH ROAD
GAINESVILLE, GA 30507
ZONING: AR-1

TMS: 15031 000048
JD ALLEN INVESTMENTS LLC
1555 CALVARY CHURCH ROAD
GAINESVILLE, GA 30507
ZONING: I-1 (C)

30 15 0 30 60 90
SCALE IN FEET
1" = 30'

WCH Consulting
PO Box 11, Johns Island, SC 29457
843-754-4225 | Will@wch-consulting.com

GEORGIA REGISTERED No. PE0056708 PROFESSIONAL ENGINEER WILLIAM C HAY

Preliminary Review
NOT FOR CONSTRUCTION
01/21/2026 12:45 PM

DRAWINGS FOR:
Tractions TRUCK BROKERS, INC.

# Hall County Truck Parking

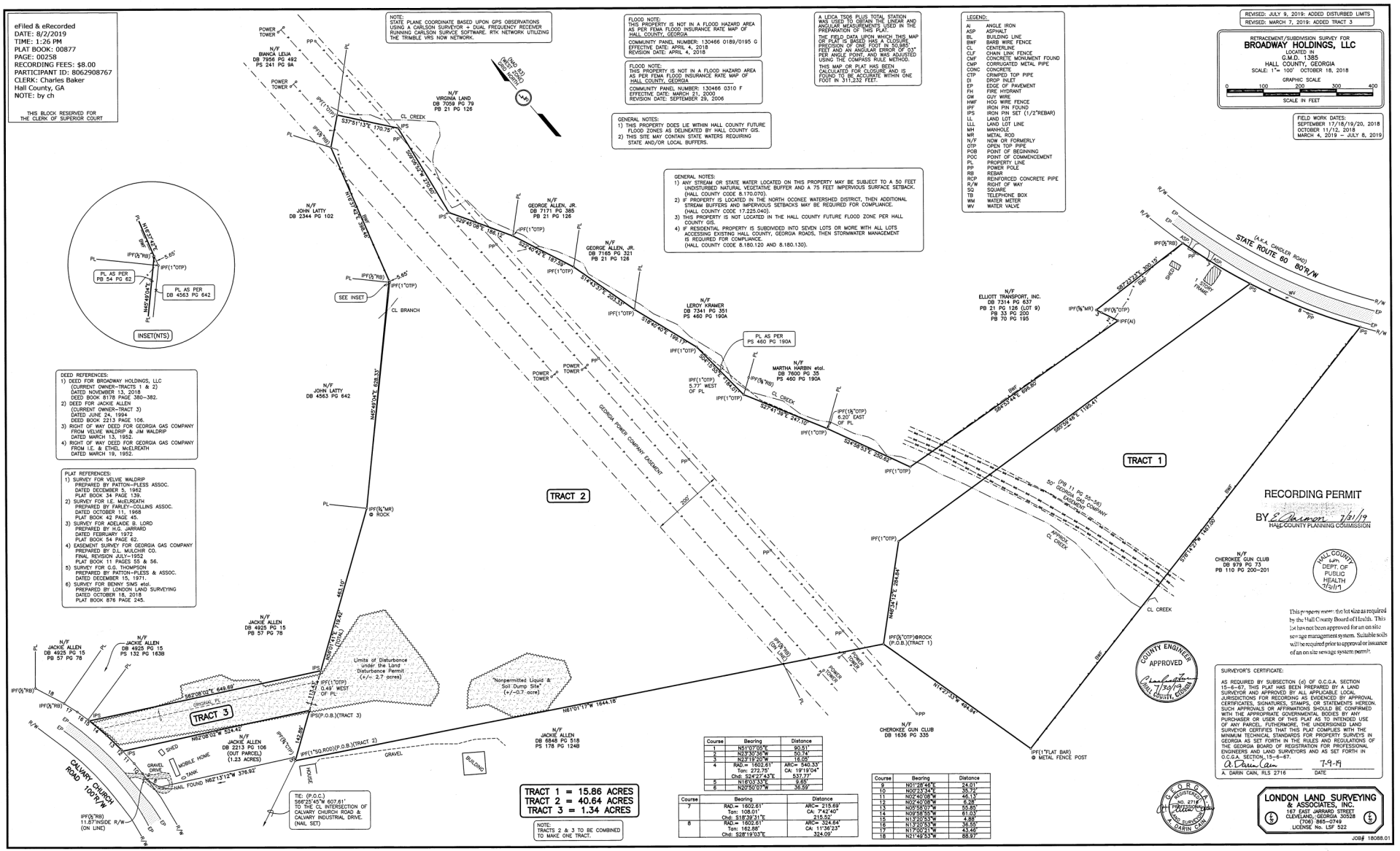
1646 Candler Road
Gainesville, GA
TMS: 15031 000027

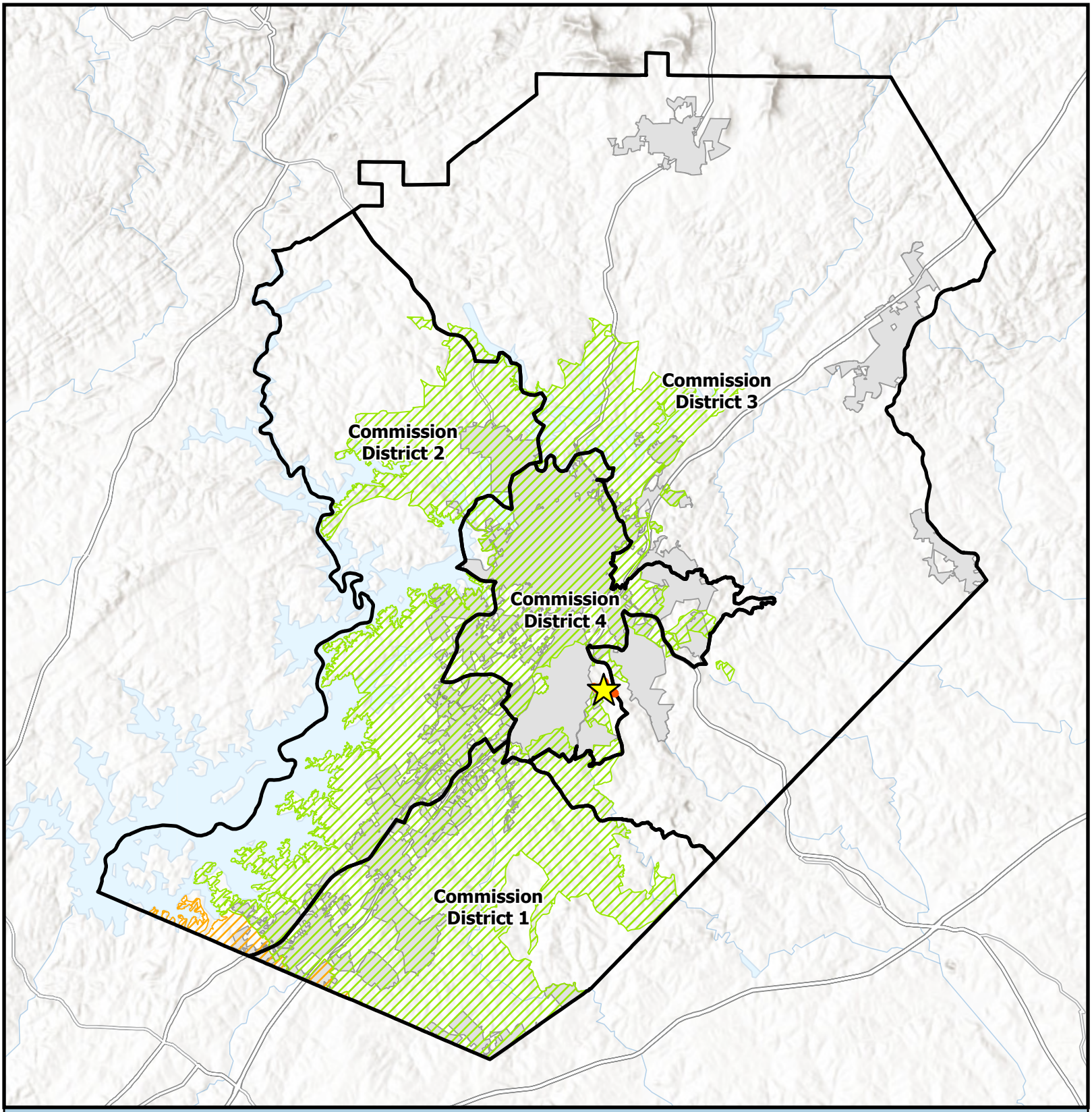
| REV | DATE | DESCRIPTION |
|---|---|---|

DATE: October 1, 2026
PROJECT #: 26-005
DRAWN BY: William C Hay, PE
SCALE: 1" = 30'

SHEET TITLE:
Buffer Variance Exhibit - Access Strip

SHEET NUMBER:
ZA-2


eFiled & eRecorded
DATE: 8/2/2019
TIME: 1:26 PM
PLAT BOOK: 00877
PAGE: 00258
RECORDING FEES: $8.00
PARTICIPANT ID: 8062908767
CLERK: Charles Baker
Hall County, GA
NOTE: by ch
THIS BLOCK RESERVED FOR THE CLERK OF SUPERIOR COURT
NOTE: STATE PLANE COORDINATE BASED UPON GPS OBSERVATIONS USING A CARLSON SURVEYOR + DUAL FREQUENCY RECEIVER RUNNING CARLSON SURVCE SOFTWARE. RTK NETWORK UTILIZING THE TRIMBLE VRS NOW NETWORK.
FLOOD NOTE: THIS PROPERTY IS NOT IN A FLOOD HAZARD AREA AS PER FEMA FLOOD INSURANCE RATE MAP OF HALL COUNTY, GEORGIA. COMMUNITY PANEL NUMBER: 130466 0189/0195 G EFFECTIVE DATE: APRIL 4, 2018 REVISION DATE: APRIL 4, 2018
FLOOD NOTE: THIS PROPERTY IS NOT IN A FLOOD HAZARD AREA AS PER FEMA FLOOD INSURANCE RATE MAP OF HALL COUNTY, GEORGIA COMMUNITY PANEL NUMBER: 130466 0310 F EFFECTIVE DATE: MARCH 21, 2000 REVISION DATE: SEPTEMBER 29, 2006
A LEICA TS06 PLUS TOTAL STATION WAS USED TO OBTAIN THE LINEAR AND ANGULAR MEASUREMENTS USED IN THE PREPARATION OF THIS PLAT. THE FIELD DATA UPON WHICH THIS MAP OR PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 50,985 FEET AND AN ANGULAR ERROR OF 03" PER ANGLE POINT, AND WAS ADJUSTED USING THE COMPASS RULE METHOD. THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 311,252 FEET.
LEGEND:
AI ANGLE IRON
ASP ASPHALT
BL BUILDING LINE
BWF BARB WIRE FENCE
CL CENTERLINE
CLF CHAIN LINK FENCE
CMF CONCRETE MONUMENT FOUND
CMP CORRUGATED METAL PIPE
CONC CONCRETE
CTP CRIMPED TOP PIPE
DI DROP INLET
EP EDGE OF PAVEMENT
FH FIRE HYDRANT
GW GUY WIRE
HWF HOG WIRE FENCE
IPF IRON PIN FOUND
IPS IRON PIN SET (1/2"REBAR)
LL LAND LOT LINE
LLL LAND LOT LINE
MH MANHOLE
MR METAL ROD
N/F NOW OR FORMERLY
OTP OPEN TOP PIPE
POB POINT OF BEGINNING
POC POINT OF COMMENCEMENT
PL PROPERTY LINE
PP POWER POLE
RB REBAR
RCP REINFORCED CONCRETE PIPE
R/W RIGHT OF WAY
SQ SQUARE
TB TELEPHONE BOX
WM WATER METER
WV WATER VALVE
REVISED: JULY 9, 2019: ADDED DISTURBED LIMITS
REVISED: MARCH 7, 2019: ADDED TRACT 3
RETRACEMENT/SUBDIVISION SURVEY FOR
BROADWAY HOLDINGS, LLC
LOCATED IN
G.M.D. 1385
HALL COUNTY, GEORGIA
SCALE: 1"= 100' OCTOBER 18, 2018
GRAPHIC SCALE
0 100 200 300 400
SCALE IN FEET
FIELD WORK DATES:
SEPTEMBER 17/18/19/20, 2018
OCTOBER 11/12, 2018
MARCH 4, 2019 – JULY 8, 2019
GENERAL NOTES:
1) THIS PROPERTY DOES LIE WITHIN HALL COUNTY FUTURE FLOOD ZONES AS DELINEATED BY HALL COUNTY GIS.
2) THIS SITE MAY CONTAIN STATE WATERS REQUIRING STATE AND/OR LOCAL BUFFERS.
GENERAL NOTES:
1) ANY STREAM OR STATE WATER LOCATED ON THIS PROPERTY MAY BE SUBJECT TO A 50 FEET UNDISTURBED NATURAL VEGETATIVE BUFFER AND A 75 FEET IMPERVIOUS SURFACE SETBACK. (HALL COUNTY CODE 8.170.070).
2) IF PROPERTY IS LOCATED IN THE NORTH OCONEE WATERSHED DISTRICT, THEN ADDITIONAL STREAM BUFFERS AND IMPERVIOUS SETBACKS MAY BE REQUIRED FOR COMPLIANCE. (HALL COUNTY CODE 17.225.040).
3) THIS PROPERTY IS NOT LOCATED IN THE HALL COUNTY FUTURE FLOOD ZONE PER HALL COUNTY GIS.
4) IF RESIDENTIAL PROPERTY IS SUBDIVIDED INTO SEVEN LOTS OR MORE WITH ALL LOTS ACCESSING EXISTING HALL COUNTY, GEORGIA ROADS, THEN STORMWATER MANAGEMENT IS REQUIRED FOR COMPLIANCE. (HALL COUNTY CODE 8.180.120 AND 8.180.130).
DEED REFERENCES:
1) DEED FOR BROADWAY HOLDINGS, LLC (CURRENT OWNER-TRACTS 1 & 2) DATED NOVEMBER 13, 2018 DEED BOOK 6178 PAGE 380-382.
2) DEED FOR JACKIE ALLEN (CURRENT OWNER-TRACT 3) DATED JUNE 24, 1994 DEED BOOK 2213 PAGE 106.
3) RIGHT OF WAY DEED FOR GEORGIA GAS COMPANY FROM VELVIE WALDRIP & JIM WALDRIP DATED MARCH 13, 1952.
4) RIGHT OF WAY DEED FOR GEORGIA GAS COMPANY FROM I.E. & ETHEL McELREATH DATED MARCH 19, 1952.
PLAT REFERENCES:
1) SURVEY FOR VELVIE WALDRIP PREPARED BY PATTON-FLESS ASSOC. DATED DECEMBER 5, 1962 PLAT BOOK 34 PAGE 139.
2) SURVEY FOR I.E. McELREATH PREPARED BY FARLEY-COLLINS ASSOC. DATED OCTOBER 11, 1968 PLAT BOOK 42 PAGE 45.
3) SURVEY FOR ADELAIDE B. LORD PREPARED BY H.G. JARRARD DATED FEBRUARY 1972 PLAT BOOK 54 PAGE 62.
4) EASEMENT SURVEY FOR GEORGIA GAS COMPANY PREPARED BY D.L. MULCHIR CO. FINAL REVISION JULY-1952 PLAT BOOK 11 PAGES 55 & 56.
5) SURVEY FOR G.G. THOMPSON PREPARED BY PATTON-FLESS & ASSOC. DATED DECEMBER 15, 1971.
6) SURVEY FOR BENNY SIMS etal. PREPARED BY LONDON LAND SURVEYING DATED OCTOBER 18, 2018 PLAT BOOK 876 PAGE 245.
N/F BIANCA LEIJA DB 7956 PG 492 PS 241 PG 9A
N/F VIRGINIA LAND DB 7059 PG 79 PB 21 PG 126
N/F JOHN LATTY DB 2344 PG 102
N/F GEORGE ALLEN, JR. DB 7171 PG 385 PB 21 PG 126
N/F GEORGE ALLEN, JR. DB 7165 PG 321 PB 21 PG 126
N/F LEROY KRAMER DB 7341 PG 351 PS 460 PG 190A
N/F MARTHA HARBIN etal. DB 7600 PG 35 PS 460 PG 190A
N/F ELLIOTT TRANSPORT, INC. DB 7314 PG 637 PB 21 PG 126 (LOT 9) PB 33 PG 200 PB 70 PG 195
N/F JOHN LATTY DB 4563 PG 642
N/F JACKIE ALLEN DB 4925 PG 15 PB 57 PG 78
N/F JACKIE ALLEN DB 4925 PG 15 PS 132 PG 163B
N/F JACKIE ALLEN DB 2213 PG 106 (OUT PARCEL) (1.23 ACRES)
N/F JACKIE ALLEN DB 6848 PG 518 PS 178 PG 124B
N/F CHEROKEE GUN CLUB DB 1636 PG 335
N/F CHEROKEE GUN CLUB DB 979 PG 73 PB 110 PG 200-201
STATE ROUTE 60 80'R/W (A.K.A. CANDLER ROAD)
CALVARY CHURCH ROAD 100'R/W
GEORGIA POWER COMPANY EASEMENT
50' (PB 11 PG 55-56) GEORGIA POWER COMPANY EASEMENT
TRACT 1
TRACT 2
TRACT 3
Limits of Disturbance under the Land Disturbance Permit (+/- 2.7 acres)
"Nonpermitted Liquid & Soil Dump Site" (+/-0.7 acre)
TRACT 1 = 15.86 ACRES
TRACT 2 = 40.64 ACRES
TRACT 3 = 1.34 ACRES
NOTE: TRACTS 2 & 3 TO BE COMBINED TO MAKE ONE TRACT.
TIE: (P.O.C.) S66°25'45"W 607.61' TO THE CL INTERSECTION OF CALVARY CHURCH ROAD & CALVARY INDUSTRIAL DRIVE. (NAIL SET)
INSET(NTS)
SEE INSET
CL CREEK
CL BRANCH
BWF
EP
PP
IPS
IPF
IPF(½"RB)
IPF(1"OTP)
IPF(½"MR)
IPF(Al)
IPF(1"FLAT BAR) @ METAL FENCE POST
IPF(P.O.B.)(TRACT 3)
IPF(1"SQ.ROD)(P.O.B.)(TRACT 2)
IPF(P.O.C.)(TRACT 1)
IPF(½"RB) @ ROCK
IPF(½"RB) 11.87'INSIDE R/W (ON LINE)
IPS(P.O.B.)(TRACT 3)
POWER TOWER
SHED
MOBILE HOME
TANK
GRAVEL DRIVE
GRAVEL
HOUSE
BUILDING
NAIL FOUND
SHED
1 STORY FRAME
WV
S 37°51'13"E 170.75'
S 39°28'46"W 719.60'
S 39°45'08"E 186.12'
S 32°40'42"E 187.30'
S 14°43'37"E 203.13'
S 18°40'40"E 188.17'
S 24°03'06"E 194.01'
S 32°41'09"E 241.10'
S 24°38'53"E 200.62'
S 58°23'44"E 696.60'
S 65°09'48"E 1195.41'
S 78°14'29"W 140.00'
N 16°34'12"E 284.84'
N 14°27'53"W 494.64'
N 81°01'17"W 1644.18'
S 62°08'02"E 649.69'
S 62°08'02"W 524.42'
N 62°08'02"E 376.92'
N 82°13'12"W 376.92'
N 65°45'04"E 628.33'
N 65°45'04"E 119.42' (DEED)
N 65°45'04"E 119.42' (CALC.)
N 65°45'04"E 489.10'
N 65°45'04"E 489.10'
N 24°49'43"E 5.65'
N 24°49'43"E 5.65'
PL AS PER PB 54 PG 62
PL AS PER DB 4563 PG 642
PL AS PER PS 460 PG 190A
5.77' WEST OF PL
6.20' EAST OF PL
APPROX. CL CREEK
RECORDING PERMIT
BY E. Darin Cain 7/31/19
HALL COUNTY PLANNING COMMISSION
HALL COUNTY GA DEPT. OF PUBLIC HEALTH 7/31/19
This property meets the lot size as required by the Hall County Board of Health. This lot has not been approved for an on site sewage management system. Suitable soils will be required prior to approval or issuance of an on site sewage system permit.
COUNTY ENGINEER APPROVED 7/31/19 HALL COUNTY, GEORGIA
SURVEYOR'S CERTIFICATE:
AS REQUIRED BY SUBSECTION (d) OF O.C.G.A. SECTION 15-6-67, THIS PLAT HAS BEEN PREPARED BY A LAND SURVEYOR AND APPROVED BY ALL APPLICABLE LOCAL JURISDICTIONS FOR RECORDING AS EVIDENCED BY APPROVAL CERTIFICATES, SIGNATURES, STAMPS, OR STATEMENTS HEREON. SUCH APPROVALS OR AFFIRMATIONS SHOULD BE CONFIRMED WITH THE APPROPRIATE GOVERNMENTAL BODIES BY ANY PURCHASER OR USER OF THIS PLAT AS TO INTENDED USE OF ANY PARCEL. FUTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67.
A. Darin Cain 7-9-19
A. DARIN CAIN, RLS 2716 DATE
GEORGIA REGISTERED No. 2716 PROFESSIONAL LAND SURVEYOR E. DARIN CAIN
LONDON LAND SURVEYING & ASSOCIATES, INC.
167 EAST JARRARD STREET
CLEVELAND, GEORGIA 30528
(706) 865-0749
LICENSE No. LSF 522
JOB# 18088.01
Course Bearing Distance
1 N51°07'05"E 90.51'
2 N23°30'36"W 50.74'
3 N23°19'20"W 16.05'
4 RAD.= 1602.61' Tan: 272.75' Chd: S24°27'43"E ARC= 540.33' CA: 19°19'04" 537.77'
5 N18°03'33"E 9.85'
6 N20°50'07"W 36.59'
Course Bearing Distance
7 RAD.= 1602.61' Tan: 108.01' Chd: S18°39'31"E ARC= 215.69' CA: 7°42'40" 215.52'
8 RAD.= 1602.61' Tan: 162.88' Chd: S28°19'03"E ARC= 324.64' CA: 11°36'23" 324.09'
Course Bearing Distance
9 N01°28'46"E 24.01'
10 N00°23'14"E 35.72'
11 N02°40'08"W 46.13'
12 N02°40'08"W 5.38'
13 N09°58'07"W 55.85'
14 N09°58'55"W 61.03'
15 N13°20'53"W 4.80'
16 N13°20'53"W 36.55'
17 N17°09'21"W 43.46'
18 N21°49'53"W 68.97'




# Overview Map

Subject Area
Commision Districts
City Limits

Urbanized Zone Areas

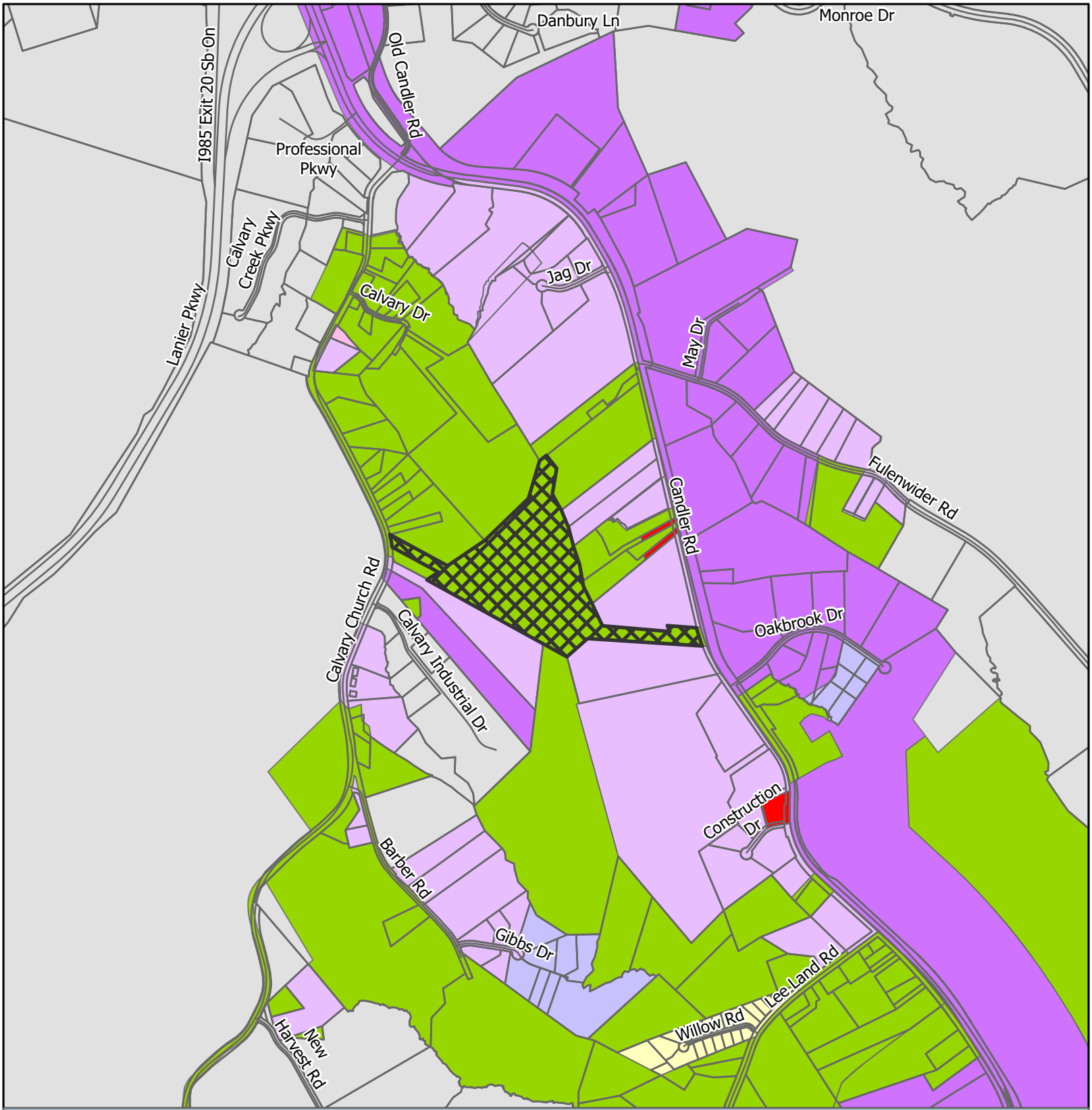
Atlanta, GA
Gainesville, GA

Subject Area Location

Applicant: Chris Patton
Tax Parcel #: 15031 000027
Location: 1555C Calvary Church Road
Commission District: 4

HALL COUNTY
GEORGIA
*We have it all in Hall*

Date Prepared: 10/20/2026




# Zoning Map

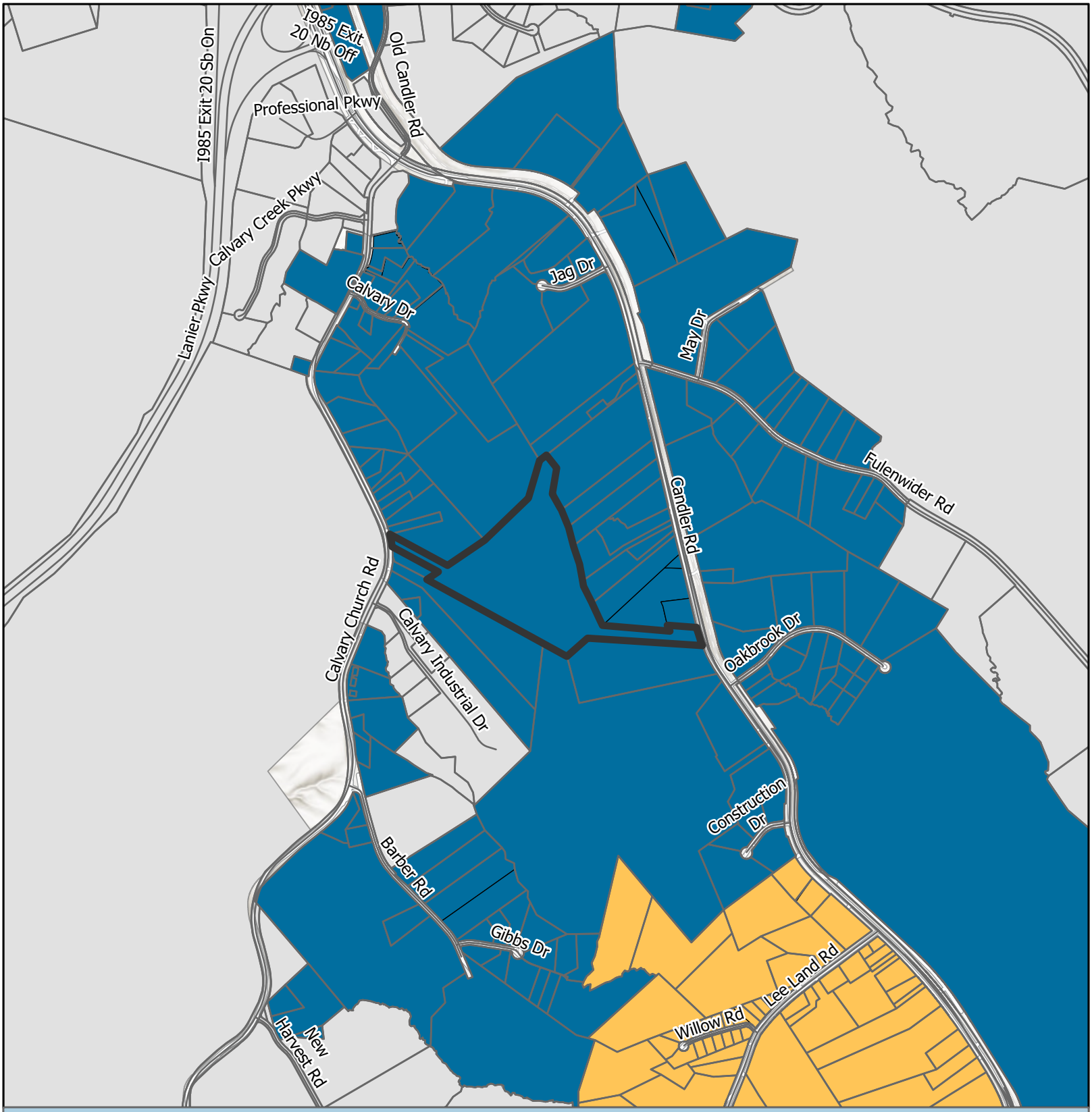
Subject Area
City Limits

Zoning
AR-1
H-B
I-1
I-2
O-I
PID
R-1

Applicant: Chris Patton
Tax Parcel #: 15031 000027
Location: 1555C Calvary Church Road
Commission District 4

HALL COUNTY
GEORGIA
We have it all in Hall

Date Prepared: 10/20/2026




# Future Land Use Map

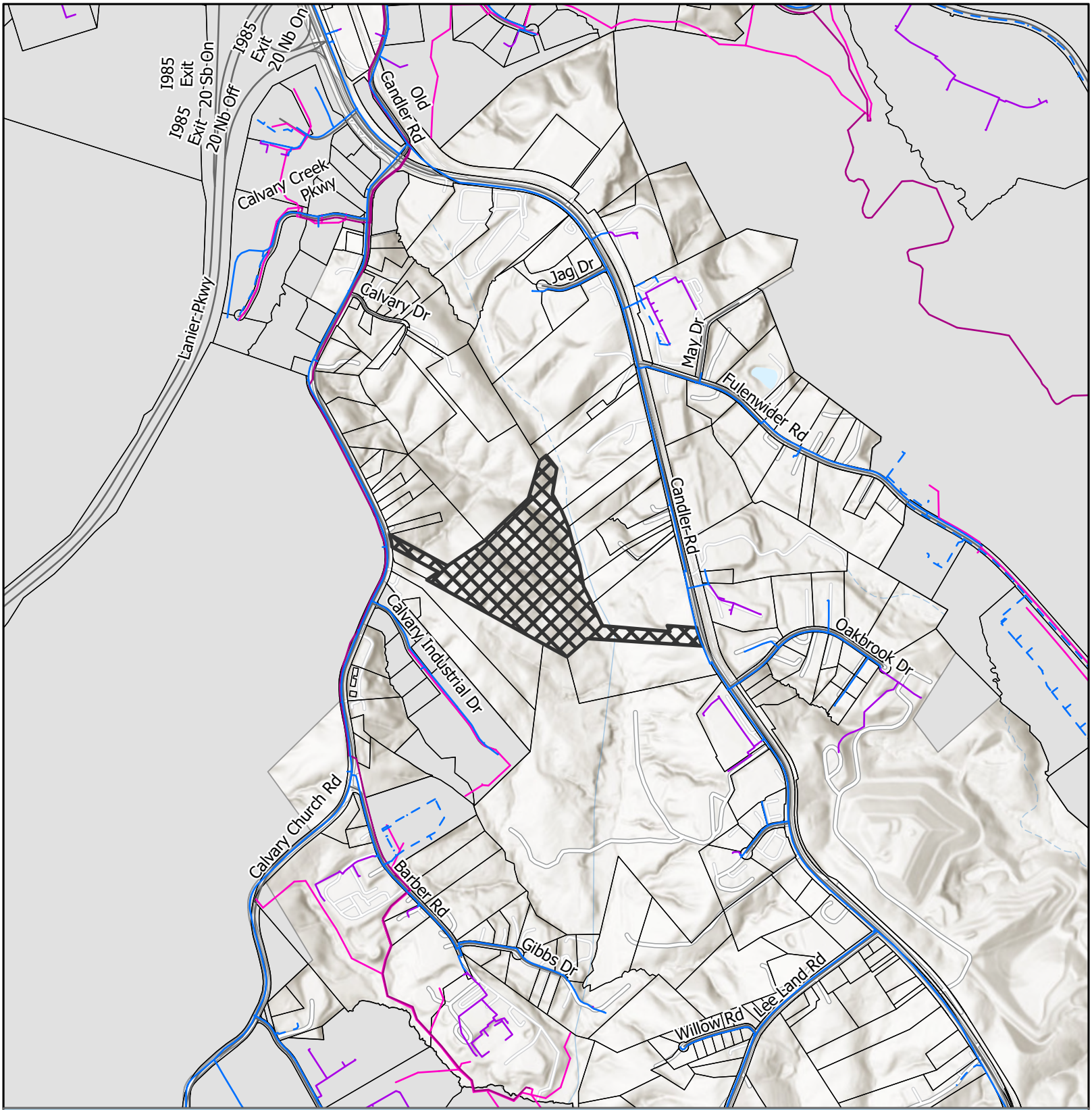
Subject Area
City Limits

FLU
Employment
Suburban Neighborhood, Medium-Density

Applicant: Chris Patton
Tax Parcel #: 15031 000027
Location: 1555C Calvary Church Road
Commission District: 4

HALL COUNTY
GEORGIA
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Date Prepared: 10/20/2026



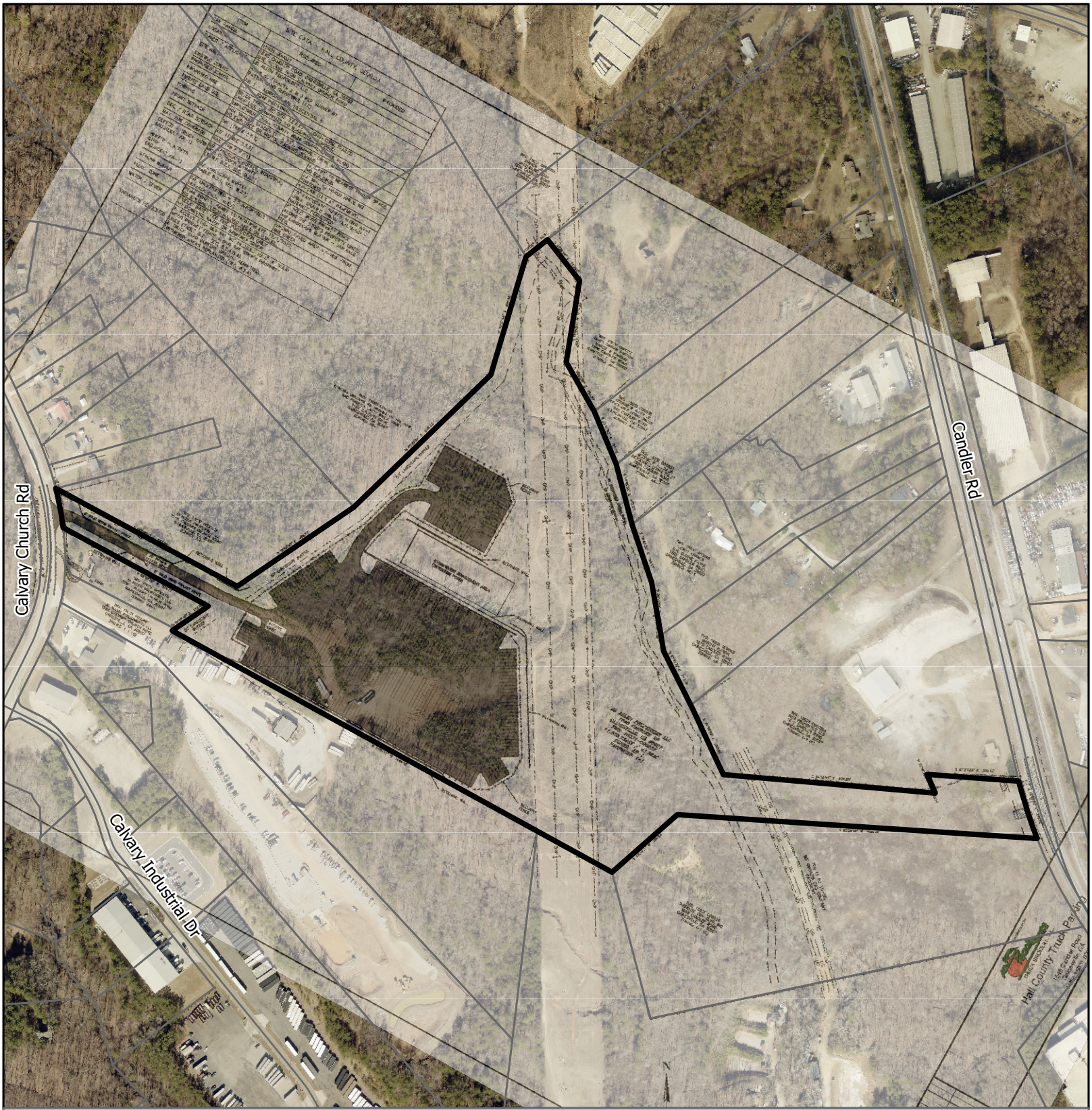

# Utilities Map

- Private of Other System
- Waterline
- Preliminary Waterline
- Gainesville Forcemain
- Gainesville Sewerlines
- Subject Area
- City Limits

Applicant: Chris Patton
Tax Parcel #: 15031 000027
Location: 1555C Calvary Church Road
Commission District 4

HALL COUNTY
GEORGIA
We have it all in Hall

Date Prepared: 10/20/2026




# Site Plan & Aerial Map

Subject Area
parcel

Applicant: Chris Patton
Tax Parcel #: 15031 000027
Location: 1555C Calvary Church Road
Commission District 4

HALL COUNTY
GEORGIA
We have it **all** in Hall

Date Prepared: 10/20/2026





eFiled and eRecorded
DATE: 09/11/2024
TIME: 9:09 AM
DEED BOOK: 9534
PAGE: 735 - 738
FILING FEES: $25.00
TRANSFER TAX: $0.00
PARTICIPANT ID: 0496006206
PT61: 069-2024-006182
RECORDED BY: JP
CLERK: Charles Baker, C.S.C
Hall County, GA

**PARCEL #15031 000027**
**STATE OF GEORGIA,**
**COUNTY OF HALL**

Prepared by and Return to:
McCormack Law Firm, P.C.
1730 Thompson Bridge Rd.
Gainesville, GA 30501

# *QUIT CLAIM DEED*

**THIS INDENTURE** made this **22nd day of August 2024** by and between **JACKIE ALLEN,** of the first part, hereinafter referred to as "Grantor", and **JD ALLEN PROPERTIES, LLC,** party of the second part hereinafter referred to as "Grantee", the words "Grantor" and "Grantee" to include the neuter, masculine, and feminine genders, the singular and the plural;

## *WITNESSETH:*

**FOR AND IN CONSIDERATION** of the sum of One Dollar ($1.00) and other good and valuable consideration delivered to Grantor by Grantee at and before the execution, sealing and delivery hereof, the receipt and sufficiency of which is hereby acknowledged, the Grantor has and hereby does remise, convey, and forever quitclaim unto Grantee and the heirs, legal representatives, successors and assigns of Grantee:

***All that tract or parcel of land as more particularly described on the attached Exhibit "A", which is incorporated herein by reference and made a part hereof.***

***Property address: 1646 Candler Road, Gainesville, GA 30507 (41.98 acres)***

***This being the same property described in a Quit Claim Deed dated July 6, 2022, from Benny Sims to Jackie Allen and recorded on July 6, 2022, in Deed Book 9158, Pages 121-123 in Hall County, Georgia Deed Records.***

***The purpose of this Quit Claim Deed is to place the title to said property into Grantee.***

***NO TITLE WORK PERFORMED***

**TO HAVE AND TO HOLD** said tract or parcel of land in order that neither Grantor nor any person claiming under Grantor shall at any time, by any means or ways, have, claim or demand any right or title to said land or any of the rights, members and appurtenances thereof.

**IN WITNESS WHEREOF**, the Grantor has signed and sealed this deed, the day and year first above written.

**WITNESS R. THAD MCCORMACK**

**By:**
**JACKIE ALLEN**

**NOTARY PUBLIC**
**GARRETTA MCGARY**



## Exhibit "A"

All that tract or parcel of land lying and being in Candler District, GMD 1385, Hall Co GA and being shown and delineated as **Tract 2 consisting of 40.64 acres** and **Tract 3 consisting of 1.34** on plat prepared for Broadway Holdings, LLC by London Land Surveying dated July 9, 2019, and being recorded in Plat Book 877 page 258. Said plat and the record thereof are herein incorporated as Exhibit "B" for a full and complete legal description.

Subject to all zoning ordinances, easements and restrictions of record affecting said property.

**Property Address:**
**1646 Candler Road, Gainesville, GA 30507 (41.98 acres)**
**PARCEL # 15031 000027**

**Legal Description:**

All that tract or parcel of land lying and being in the G.M.D. 1385 of Hall County, Georgia as shown on a survey and plat prepared by London Land Surveying, LLC. For Broadway Holdings, LLC dated October 18, 2018 and last revised on July 9, 2019 as recorded in Plat Book 877, page 258, Hall County Records and being more particularly described as follows:

Commencing at the Centerline Intersection (C/L) of Calvary Church Road & Calvary Industrial Drive, THENCE North 66 degrees 25 minutes 45 seconds East for a distance of 607.61 feet to a point, said point being the TRUE POINT OF BEGINNING.

Thence North 56 degrees 01 minutes 41 seconds East for a distance of 142.89 feet to a point;

Thence North 62 degrees 08 minutes 02 seconds West for a distance of 524.42 feet to a point on the Northerly right-of-way of Calvary Church Road having a 100 foot right-of-way (R/W);

Thence along said R/W as follows:

Thence North 02 degrees 40 minutes 08 seconds West for a distance of 6.28 feet to a point;

Thence North 05 degrees 58 minutes 07 seconds West for a distance of 55.85 feet to a point;

Thence North 09 degrees 58 minutes 55 seconds West for a distance of 61.03 feet to a point;

Thence leaving said R/W as follows;

Thence South 62 degrees 08 minutes 02 seconds East for a distance of 649.69 feet to a point;

Thence North 56 degrees 01 minutes 41 seconds East for a distance of 463.10 feet to a point;

Thence North 45 degrees 49 minutes 04 seconds East for a distance of 628.33 feet to a point;

Thence North 16 degrees 37 minutes 42 seconds East for a distance of 398.46 feet to a point;

Thence North 51 degrees 07 minutes 05 seconds East for a distance of 90.51 feet to a point;

Thence South 37 degrees 51 minutes 13 seconds East for a distance of 170.75 feet to a point;

Thence South 09 degrees 06 minutes 52 seconds West for a distance of 270.60 feet to a point;

Thence South 29 degrees 45 minutes 08 seconds East for a distance of 186.12 feet to a point;

Thence South 22 degrees 40 minutes 42 seconds East for a distance of 187.59 feet to a point;

Thence South 14 degrees 43 minutes 37 seconds East for a distance of 203.33 feet to a point;

Thence South 18 degrees 40 minutes 40 seconds East for a distance of 199.17 feet to a point;

Thence South 04 degrees 15 minutes 55 seconds East for a distance of 184.01 feet to a point;

Thence South 27 degrees 41 minutes 39 seconds East for a distance of 247.10 feet to a point;

Thence South 24 degrees 58 minutes 53 seconds East for a distance of 250.62 feet to a point;

Thence South 84 degrees 53 minutes 44 seconds East for a distance of 696.80 feet to a point;

Thence North 23 degrees 30 minutes 36 seconds West for a distance of 50.74 feet to a point;

Thence North 23 degrees 19 minutes 20 seconds West for a distance of 16.05 feet to a point;

Thence South 87 degrees 23 minutes 23 seconds East for a distance of 300.15 feet to a point on the Westerly R/W of State Route No. 60 a.k.a. Candler Road having a 60 foot R/W;

Thence along said R/W with a curve to the left having a radius of 1602.61 feet and an arc length of 215.69 feet subtended by a chord bearing of South 18 degrees 39 minutes 31 seconds East for a distance of 215.52;

Thence leaving said R/W as follows:

Thence North 85 degrees 59 minutes 46 seconds West for a distance of 1195.41 feet to a point;

Thence South 48 degrees 34 minutes 12 seconds West for a distance of 284.84 feet to a point;

Thence North 61 degrees 01 minutes 17 seconds West for a distance of 1644.18 feet to a point;

and said point being the POINT OF BEGINNING.

Said property contains 40.64 Acres more or less.

Together with and subject to covenants, easements, and

restrictions of record.

5256 Peachtree Road
Suite 120
Atlanta, GA 30341
404.226.3695
www.TTLUSA.com

# Traffic Assessment Memorandum

**JD Allen Properties**
**Long Term Trailer Drop Lot**
**Hall County, Georgia**
Submitted: September 15, 2026

## Traffic Assessment:

The proposed trailer parking lot is located on Calvary Church Road, which connects into Candler Road to the north and Popular Springs Church Road to the south, and is about 1 mile south of I-985. The proposed lot will provide approximately 400 parking spaces for trailers. The lot is anticipated to be a long-term drop lot.

Calvary Church Road is a 2-lane rural road with rolling terrain and a posted speed limit of 45 mph. It is assumed that the truck traffic percentage is 0-4%. The existing daily traffic on Calvary Church Road is estimated to be 4,000-8,000 vehicles per day (VPD). Per the Federal Highway Administration's (FHWA) generalized service volume table for rural two-lane highways (Table 17 provided below), the traffic impacts of the trailer drop lot are expected to be minimal and will not affect the Level of Service (LOS).

Table 17. Rural two-lane highways generalized service volume table.

| Speed Limit | Terrain | Truck Pct. | Level of Service—B Service Volume | Level of Service—C Service Volume | Level of Service—D Service Volume |
|---|---|---|---|---|---|
| 45 | Flat | 0 | 3,600 | 8,700 | 13,900 |
| 45 | Flat | 2 | 3,500 | 8,700 | 13,900 |
| 45 | Flat | 4 | 3,500 | 8,700 | 13,900 |
| 45 | Flat | 6 | 3,500 | 8,700 | 13,900 |
| 45 | Flat | 8 | 3,400 | 8,600 | 13,900 |
| 45 | Flat | 10 | 3,400 | 8,600 | 13,900 |
| 45 | Rolling | 0 | 3,600 | 8,700 | 13,900 |
| 45 | Rolling | 2 | 3,500 | 8,600 | 13,900 |
| 45 | Rolling | 4 | 3,400 | 8,500 | 13,900 |
| 45 | Rolling | 6 | 3,300 | 8,400 | 13,900 |
| 45 | Rolling | 8 | 3,300 | 8,200 | 13,900 |
| 45 | Rolling | 10 | 3,200 | 8,100 | 13,900 |
| 45 | Mountainous | 0 | 3,600 | 8,700 | 13,900 |
| 45 | Mountainous | 2 | 3,200 | 7,700 | 12,300 |
| 45 | Mountainous | 4 | 2,800 | 7,000 | 11,100 |
| 45 | Mountainous | 6 | 2,600 | 6,300 | 10,100 |
| 45 | Mountainous | 8 | 2,400 | 5,800 | 9,300 |
| 45 | Mountainous | 10 | 2,200 | 5,400 | 8,500 |

The service volumes in the tables are the maximum values that can be maintained and still be within the Level of Service (LOS) range. For example in the first row of the freeway table, if the actual volume is less than or equal to 46,100, then it is LOS B. Therefore, the service volumes in the tables are the **maximum** volumes that can be achieved for that LOS category.

A land use for a trailer drop lot is not provided by the ITE Trip Generation Manual. However, a similar truck lot is operational just south of the proposed site, on Calvary Industrial Drive. 48-hour traffic counts were attempted but it was discovered that the road was privately owned and the owner asked for our counting equipment to be removed so we only retrieved 24 hours of data. We estimate the existing lot provides a trailer parking capacity of approximately 200 trailers. Using the data collected and scaling it based on the capacity of parking spaces, we assumed the proposed lot would generate double the trips counted at the existing facility.

The observed daily traffic trips generated by the trailer drop lot was 78 trips on a weekday. There were 41 trips entering and 37 exiting. Of those 78 trips, only 30% were trucks. It appears the lot is operational 24 hours a day, as the trips were distributed from 2 am to 11 pm. The entering trips were an average of 2 trips per hour, with a peak of 5 trips at 4 pm. The exiting trips were also an average of 2 trips per hour, with two peaks of 5 trips at 8 am and 12 pm.

Based on this data, the following is presumed for the proposed trailer drop lot:

- Weekday trips = 160 trips
- Weekday AM peak-hour trips = 18 trips (8 entry, 10 exit)
- Weekday Midday peak-hour trips = 18 trips (8 entry, 10 exit)
- Weekday PM peak-hour trips = 16 trips (10 entry, 6 exit)

None of these peak-hour volumes approach the threshold for GDOT standard requirements for turn lane or driveway improvements.

Based on the projected trips during the weekday peak-hours, it is projected the long term drop trailer lot will have a minimal impact on the surrounding traffic network.

Respectfully Submitted,

David Mills, PE
Sr. Traffic Engineer

REFERENCE ATTACHMENTS:

Preliminary Traffic Impact Worksheet
Existing Trip Counts

# PRELIMINARY TRAFFIC IMPACT WORKSHEET

*Address of property:* ~~1646 Candler Road~~ (Access from Calvary Church Road) 1555 Unit C Calvary Church Rd

*Tax Parcel Number:* 15031-000027

*Type of Development (Circle One): Commercial or Industrial or Residential or Other*

*Any new public roadways? (Circle One): Yes or No*
*Proposed Development Less Than 20 Lots (Circle One): Yes or No*

| | | |
|---|---|---|
| Existing streets adjacent to property: | 1) Calvary Church Road (2 Lane-Rural) | 3) |
| | 2) Candler Road (2 Lane-Rural) | 4) |
| Volume on each existing street (AADT): | 1) 7,500 | 3) |
| | 2) 14,400 | 4) |
| Level of Service (LOS) on each street: | 1) C | 3) |
| | 2) E | 4) |

---

***Land Use Type / Code (ITE Trip Generation):*** N/A

***Basis for Calculation (sq ft, # units, etc.):*** Existing Counts

***Trips Generated by Proposed Development:*** Daily (weekday) = 160 trips

---

Adjusted street volumes based on trips generated:

| | |
|---|---|
| 1) 7,660 | 3) |
| 2) 14,400 | 4) |

Projected Level of Service (LOS) on each street based on trips generated:

| | |
|---|---|
| 1) C | 3) |
| 2) E | 4) |

* Utilize the website https://gdottrafficdata.drakewell.com/publicmultinodemap.asp for current volume data.

**Utilize the website https://www.fhwa.dot.gov/policyinformation/pubs/pl18003/chap00.cfm for LOS calculations/tables.

*** Use current edition of the ITE Trip Generation Manuals.

# Vehicle Classification Report - Hourly

Calvary Ind Dr East of GA Mountain Food Bank
**Site Description:** Calvary Ind Dr East of GA Mountain Food Bank
**Site Number:** 1
**Start Date:** 08/26/2026
**End Date:** 08/27/2026

| FHWA Vehicle Classification | |
|---|---|
| Class 1 - Motorcycles | Class 8 - Four or Fewer Axle Single-Trailer Trucks |
| Class 2 - Passenger Cars | Class 9 - Five-Axle Single-Trailer Trucks |
| Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles | Class 10 - Six or More Axle Single-Trailer Trucks |
| Class 4 - Buses | Class 11 - Five or fewer Axle Multi-Trailer Trucks |
| Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks | Class 12 - Six-Axle Multi-Trailer Trucks |
| Class 6 - Three-Axle Single-Unit Trucks | Class 13 - Seven or More Axle Multi-Trailer Trucks |
| Class 7 - Four or More Axle Single-Unit Trucks | |

| | | FHWA Vehicle Classification - Total Study | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Total** | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | **13** |
| Northbound | 37 | 0 | 15 | 10 | 0 | 0 | 7 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| *Percent* | *100.0%* | *0.0%* | *40.5%* | *27.0%* | *0.0%* | *0.0%* | *18.9%* | *0.0%* | *0.0%* | *13.5%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* |
| Southbound | 41 | 0 | 17 | 12 | 0 | 0 | 7 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| *Percent* | *100.0%* | *0.0%* | *41.5%* | *29.3%* | *0.0%* | *0.0%* | *17.1%* | *0.0%* | *0.0%* | *12.2%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* |
| Total | 78 | 0 | 32 | 22 | 0 | 0 | 14 | 0 | 0 | 10 | 0 | 0 | 0 | 0 |
| *Percent* | *100.0%* | *0.0%* | *41.0%* | *28.2%* | *0.0%* | *0.0%* | *17.9%* | *0.0%* | *0.0%* | *12.8%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* |

**Site Description:** Calvary Ind Dr East of GA Mountain Food Bank
**Site Number:** 1
**Start Date:** 08/26/2026
**End Date:** 08/27/2026

ALL TRAFFIC DATA SERVICES

## Vehicle Classification Report (Northbound - 08/26/2026)

| Wednesday | | Northbound | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Classes | | | | | | | | | | | | |
| | Total | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 8/26/26 | | | | | | | | | | | | | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 AM | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 AM | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 12:00 PM | 5 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 5:00 PM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 PM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 PM | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 PM | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 AM - 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM - 6:00 PM | 5 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 6:00 AM - 7:00 PM | 21 | 0 | 12 | 4 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 12:00 AM - 12:00 AM | 26 | 0 | 13 | 8 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| *Percent* | *100%* | *0.0%* | *50.0%* | *30.8%* | *0.0%* | *0.0%* | *11.5%* | *0.0%* | *0.0%* | *7.7%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* |

**Site Description:** Calvary Ind Dr East of GA Mountain Food Bank
**Site Number:** 1
**Start Date:** 08/26/2026
**End Date:** 08/27/2026

## Vehicle Classification Report (Southbound - 08/26/2026)

| Wednesday | | Southbound | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Classes | | | | | | | | | | | | |
| | Total | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 8/26/26 | | | | | | | | | | | | | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 AM | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 AM | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 11:00 AM | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 4 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 5 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 6:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 9:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 PM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 AM - 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM - 6:00 PM | 8 | 0 | 3 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 6:00 AM - 7:00 PM | 22 | 0 | 8 | 8 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| 12:00 AM - 12:00 AM | 27 | 0 | 10 | 8 | 0 | 0 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 |
| *Percent* | *100%* | *0.0%* | *37.0%* | *29.6%* | *0.0%* | *0.0%* | *14.8%* | *0.0%* | *0.0%* | *18.5%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* |

**Site Description:** Calvary Ind Dr East of GA Mountain Food Bank
**Site Number:** 1
**Start Date:** 08/26/2026
**End Date:** 08/27/2026

ALL TRAFFIC DATA SERVICES

## Vehicle Classification Report (Northbound - 08/27/2026)

| Thursday | | Northbound | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Classes | | | | | | | | | | | | |
| | Total | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 8/27/26 | | | | | | | | | | | | | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 AM | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 6:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 5 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 AM - 9:00 AM | 7 | 0 | 2 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM - 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 AM - 7:00 PM | 7 | 0 | 2 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 AM - 12:00 AM | 11 | 0 | 2 | 2 | 0 | 0 | 4 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| *Percent* | *100%* | *0.0%* | *18.2%* | *18.2%* | *0.0%* | *0.0%* | *36.4%* | *0.0%* | *0.0%* | *27.3%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* |

**Site Description:** Calvary Ind Dr East of GA Mountain Food Bank
**Site Number:** 1
**Start Date:** 08/26/2026
**End Date:** 08/27/2026

ALL TRAFFIC DATA SERVICES

## Vehicle Classification Report (Southbound - 08/27/2026)

| Thursday | | Southbound | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Classes | | | | | | | | | | | | |
| | Total | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 8/27/26 | | | | | | | | | | | | | | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 AM | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 AM | 4 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 4 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 AM - 9:00 AM | 7 | 0 | 2 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM - 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 AM - 7:00 PM | 7 | 0 | 2 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 AM - 12:00 AM | 14 | 0 | 7 | 4 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Percent* | *100%* | *0.0%* | *50.0%* | *28.6%* | *0.0%* | *0.0%* | *21.4%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* |

GEORGIA DEPARTMENT OF PUBLIC HEALTH
District 2 Public Health

# Hall County Environmental Health

Location: 2875 Browns Bridge Road, Gainesville, GA 30504
Mailing Address: P. O. Box 5901, Gainesville, GA 30504
PH: 770-531-3973 • www.phdistrict2.org

Banks, Dawson, Forsyth, Franklin, Habersham, Hall, Hart, Lumpkin, Rabun, Stephens, Towns, Union and White Counties

To: Katie Ahmed, Director of Planning and Zoning

From: Hall County Environmental Health Department

Date: October 19, 2026

Subject: November 16, 2026 Hall County Planning Commission Meeting – Planning Items

Environmental Health has reviewed the Planning items listed below for the above referenced meeting. Please be advised that Environmental Health comments are based upon information provided by the applicant and current regulations and policies. If the information, site conditions, regulations, and/or policies, etc. change after comments are provided, these recommendations/comments will be invalidated. The comments provided are not considered approval. Furthermore, Board of Commissioners approval does not constitute Environmental Health approval.

* 3411 Springdale Forrest Circle, KD South, LLC: All proposed lots must meet Hall County Board of Health Lot Size Resolution requirements. Please note that BOC approval does not imply approval from other county departments. Further determination will be made during the plat review process. All proposed plats must be submitted to the Hall County Plat Review Team for review and approval prior to submittal to Clerk of Courts for recordation.

* Item 2A/B, 1646 Candler Road, Patton: No comment.

* 3054/3056/3060/0 Poplar Springs Church Rd, Cook Communities: Public Sewer. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

* 1646 March Drive, Calderon: Must meet all residential permitting requirements. Original copy of Level 3 soil evaluation and copy of recorded plat will be required at time of septic permit application.

* 0 Ridge Road, bSide Oakwood: No comment. Public Sewer.

* 6651 Spout Springs Rd, DCCM: Public Sewer. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

* 5300/5334/5348/5372/0 Ponderosa Farm Rd, CKK: Public Sewer. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

* 6337 Lanier Islands Pkwy/6330/6450 Old Lanier Island Drvie, DCCM: All proposed lots must meet Hall County Board of Health Lot Size Resolution requirements. Please note that BOC approval does not imply approval from other county departments. Further determination will be made during the plat review process. All proposed plats must be submitted to the Hall County Plat Review Team for review and approval prior to submittal to Clerk of Courts for recordation.

  Must meet all Environmental Health commercial septic system permitting requirements. Further determination will be made during the civil plan review process. A detailed business plan must be submitted to Hall County Environmental Health for review. Additional items, including, but not limited to: recorded plat, soil evaluation, and septic system installation/modification may be required after review of business plan.

* 0 Cagle Road, DCCM, Habitat for Humanity: Public sewer. Community septic systems and/or community wells to be permitted by EPD.

Outlook

## RE: Tentative Planning Commission Agenda November 16, 2026

**From** Hash, Christopher M <CHash@dot.ga.gov>
**Date** Wed 10/7/2026 7:54 AM
**To** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Cc** Dorminey, Madison N <mdorminey@dot.ga.gov>; Lynn Taylor (Planning) <ltaylor@hallcounty.org>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Kaitlyn,

Please see the below responses in red from our office.

If you have any questions, please let me know.

Thanks,

**Christopher Hash, P.E.**
*D1 Traffic Operations Supervisor*

GDOT Georgia Department of Transportation

A1, A4 Access and Operations
1475 Jesse Jewell Pkwy
Suite 100
Gainesville, GA, 30501
470.201.8029 cell

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**From:** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Sent:** Tuesday, October 6, 2026 4:05 PM
**Subject:** Tentative Planning Commission Agenda November 16, 2026

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Please see the Tentative Agenda and Maps for the Monday, November 16, 2026 Hall County Planning Commission Meeting below. Use the links to review the documents and submit any comments in the form of a memorandum to Hall County Planning and Zoning. When providing comments, include the applicant's name and the property address associated with each comment. Failure to submit comments in a timely manner may result in the information being omitted from the staff report.

**PLEASE NOTE: These items will be discussed in next week's Development Review meeting.**

Comments are due by **Monday, October 19, 2026.** (The due dates have changed as we are now operating on a Planning Commission schedule.) Email comments to Lynn (ltaylor@hallcounty.org) and Kaitlyn (kelliott@hallcounty.org).

Link 1 & Link 2

1. **3411 Springdale Forrest Circle | Special Use |** for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 **| Proposed Use:** 2-lot subdivision **|** ** Commission District 2 **| KD South, LLC, applicant**

   Off-system. No impacts expected to the State Highway System.

2. **(A) 1646 Candler Road | Rezone** | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

   **(B) 1646 Candler Road** | **Variance to Section 8.2** | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

   Since access will be from Calvary Church Rd. The access's on SR 60 should be removed.

3. **(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Rezone** | from Planned Development (PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

   **(B) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Special Use** | for a subdivision, residential | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

   Off-system. Impacts expected to the State Highway System. Applicant to submit TIS to GDOT District 1 for review. Potential improvements for SR 332 and Poplar Springs Church Rd and SR 332 and Gilleland Cir may be needed.

4. **1646 March Drive | Rezone** | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 **| Proposed Use: Single-family dwelling** | ** Commission District 4 **| Udis Calderon, applicant**

   Off-system. No impacts expected to the State Highway System.

5. **0 Ridge Road | Rezone** | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development** | ** Commission District 1 **| bSide Oakwood, LLC, applicant**

   Off-system. Impacts expected to the State Highway System. Applicant to submit TIS to GDOT District 1 for review. Potential improvements for SR 347 and Ridge Rd may be needed.

6. **(A) 6651 Spout Springs Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle **|** Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development | ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

   **(B) 6651 Spout Springs Road | Special Use** | for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development |** ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

   Off-system. No impacts expected to the State Highway System.

7. **(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Rezone** | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development** | ** Commission District 1 **| CKK Development Services, LLC, applicant**

   **(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Special Use** | for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development |** ** Commission District 1 **| CKK Development Services, LLC, applicant**

   Off-system. Impacts expected to the State Highway System. Applicant to submit TIS to GDOT District 1 for review. Potential improvements for SR 211 and Ponderosa Farm Rd may be needed.

8. **(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Rezone** | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 **| Proposed Use: To recognize & allow expansion of boat sales & repair** | ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

   **(B) 6337 Lanier Islands Parkway and 6330, 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Special Use |** to allow boat sales & repair within the GCOD | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 | **Proposed Use: To recognize & allow expansion of boat sales & repair |** ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

   On System, coordination required for potential improvements of existing commercial driveway access's.

*The Planning Commission's decision will be the final action taken unless appealed to the Board of Commissioners. To do so, file an application with the Planning Department within 30 days of the Planning Commission's decision. The Hall County Board of Commissioners will hear appeals at a public hearing **Thursday, December 10, 2026,** at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.
**The Planning Commission's recommendation will be forwarded to the Board of Commissioners for final action at a public hearing on **Thursday, December 10, 2026**. The Board will meet at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.

Thank you,

**Kaitlyn Elliott**
**Planning Commission Clerk**
**Planning and Zoning**
(770) 531-6810
kelliott@hallcounty.org
www.hallcounty.org

HALL COUNTY
GEORGIA
*We have it **all** in Hall*

**Effective July 1, 2026, all open records requests should be submitted through Hall County's Next Request Portal (https://hallcountyga.nextrequest.com).**

## Hall County Planning and Zoning does NOT accept wire transfers.

**All payments must be made through the Accela Portal or in person. If you receive any request for a wire transfer, please contact our office immediately—it may be fraudulent.**

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Human trafficking impacts every corner of the globe, including our state and local communities. Georgia DOT is committed to end human trafficking in Georgia through education enabling its employees and the public to recognize the signs of human trafficking and how to react in order to help make a change. To learn more about the warning signs of human trafficking, visit https://doas.ga.gov/human-resources-administration/human-trafficking-awareness/trafficking-in-georgia. To report any suspicious activity, call the Georgia Human Trafficking Hotline at 866-363-4842. Let's band together to end human trafficking in Georgia.

Outlook

## Tentative Planning Commission Agenda November 16, 2026

**From** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Date** Mon 10/19/2026 8:43 AM
**To** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

**From:** Hash, Christopher M <CHash@dot.ga.gov>
**Sent:** Monday, October 19, 2026 8:41 AM
**To:** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Subject:** RE: Tentative Planning Commission Agenda November 16, 2026

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Kaitlyn,

Please see the below response in red.

**Christopher Hash, P.E.**
*D1 Traffic Operations Supervisor*

GDOT Georgia Department of Transportation

A1, A4 Access and Operations
1475 Jesse Jewell Pkwy
Suite 100
Gainesville, GA, 30501
470.201.8029 cell

**From:** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Sent:** Thursday, October 15, 2026 12:26 PM
**Subject:** Re: Tentative Planning Commission Agenda November 16, 2026
**Importance:** High

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Please see the attached tentative packet and provide your comments by **Monday, October 19, 2026**. If you have already submitted comments, please send us a new or updated memorandum with your comments on this application. There may be a minor change to the narrative and site plan, which we will send later to determine whether it affects your comments.

Thank you for working with us on this tight turnaround.

**0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

Off-system, no impacts expected to the State Highway system.

Thank you,

**Kaitlyn Elliott**
**Planning Commission Clerk**
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GAINESVILLE-HALL
Metropolitan Planning Organization

# MEMORANDUM

**To:** Kaitlyn Elliott, Planning Commission Clerk, Hall County

**From:** Joseph Boyd, Director, Gainesville-Hall MPO

**Date:** October 6, 2026

**Re:** Tentative Planning Items for the November 16, 2026 Hall County Planning Commission Meeting

---

This memo serves to provide Hall County Government with the following comment from the Gainesville-Hall Metropolitan Planning Organization (GHMPO) regarding the tentative planning items for the **November 16, 2026** Hall County Planning Commission Meeting:

- **1646 Candler Road, Chris Patton** – This parcel is along State Route 60/Candler Road, which is scheduled to be widened to four lanes in the MPO's Metropolitan Transportation Plan (GH-111B). Construction is currently not scheduled to begin until after 2055. Right-of-way impacts will not be known until the Preliminary Engineering (PE) phase is initiated, which is currently scheduled for 2042.

Please let me know if you have any questions or require any additional information.

*Attachment(s): Project Sheet for GH-111B*

2875 Browns Bridge Road | Gainesville, GA 30504
770.297.5541 | ghmpo.org

| | | |
|---|---|---|
| **Project Name** Widening of State Route 60/Candler Road between State Route 211 and Calvary Church Road (Phase II) | **GHMPO No.** GH-111B | **GDOT No.** TBD |
| | **County** Hall | **City** Gainesville |
| **Local Rd. Name** Candler Road | **GDOT District** 1 | **RC** GMRC |
| **US/State Rd. Name** State Route 60 | **Funding Source** GDOT | |

**Project Description**

Improve mobility and increase safety along State Route 60/Candler Road between I-985 and State Route 211 in Hall County.

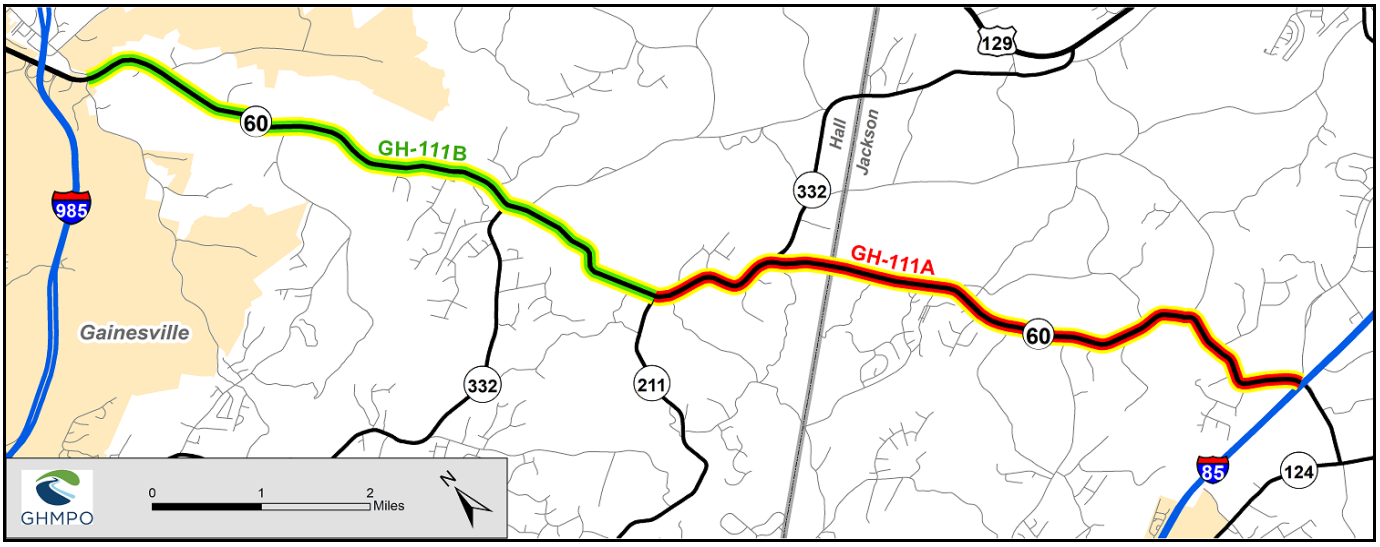
**Improvement Type** Widening **Capacity Adding** Yes

**Project Intent**

To improve safety, decrease congestion, and improve economic competitiveness along Candler Road/State Route 60.

| | | |
|---|---|---|
| **Project Termini** **From** Calvary Church Road **To** State Route 211 | **Length (miles)** 5.7 | |
| | **Exist. Lanes** 2 | **Future Lanes** 4 |
| **Bike / Ped Infrastructure** Sidewalks | | |
| | | |
| **Network Year** TBD | **MTP Project Band:** Band 3, Long-Range (2042-2055+) | **Open to Traffic Date** TBD |

| STATUS | PHASE | SOURCE | LOCAL | STATE | FEDERAL | OTHER | TOTAL |
|---|---|---|---|---|---|---|---|
| 2042 | Pre-Engineering | Federal/State | $0 | $2,093,596 | $8,374,386 | $0 | $10,467,982 |
| 2055+ | Right-of-Way | Federal/State | $0 | $4,809,769 | $19,239,074 | $0 | $24,048,843 |
| 2055+ | Utilities | Federal/State | $0 | $1,202,442 | $4,809,769 | $0 | $6,012,211 |
| 2055+ | Construction | Federal/State | $0 | $15,631,748 | $62,526,991 | $0 | $78,158,739 |
| | | **TOTAL** | $0 | $23,737,555 | $94,950,220 | $0 | $118,687,775 |



HALL COUNTY
GEORGIA

POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.531.6800 | f: 770.531.3945

DIRECTOR
**Jorge Gomez, P.E.**

# Hall County Government
## COMMUNITY DEVELOPMENT AND INFRASTRUCTURE
## PUBLIC WORKS AND UTILITIES

**M E M O R A N D U M**

**To:** Katie Ahmed, Planning and Zoning Director

**From:** Jorge Gomez, Director of Public Works and Utilities

**Date:** October 19, 2026

**Subject:** November 16, 2026
Planning Commission Meeting

---

Please be advised that our office has reviewed the Hall County Planning Commission agenda for the November 16, 2026, meeting. Upon review, we provide the following comments.

- **3411 Springdale Forrest Circle | Special Use |** for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 **| Proposed Use:** 2-lot subdivision **|** ** Commission District 2 **| KD South, LLC, applicant**

  - **Engineering**: No comment
  - **Traffic:** Ther are no traffic concerns with the proposed SFR use. Any proposed driveways must be located to maximize intersection sight distance.
  - **Utilities:** Property is in the Gainesville-Hall County service district, but sewer infrastructure is not near this location.

- **(A) 1646 Candler Road** | Rezone | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 | Proposed Use: Storage lot | ** Commission District 4 | Chris Patton, applicant

**(B) 1646 Candler Road** | Variance to Section 8.2 | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 | Proposed Use: Storage lot | ** Commission District 4 | Chris Patton, applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.

Show FEMA and Hall County studied Flood plains that are present on site.
Show stream buffer and impervious setback from wrested vegetation not centerline of stream

- **Traffic:** Public Works agrees with the findings of the traffic assessment/Trip generation memo. The driveway will be included in the LDP and must meet all applicable design criteria.
- **Utilities:** Property is in the Gainesville service district.

- **(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension** | Rezone | from Planned Development (PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; | Proposed Use: 234-unit mixed residential development | ** Commission District 3 | Cook Communities, applicant

  **(B) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension** | Special Use | for a subdivision, residential | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; | Proposed Use: 234-unit mixed residential development | ** Commission District 3 | Cook Communities, applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
    Show FEMA and Hall County studied Flood plains that are present on site.
    Show stream buffer and impervious setback from wrested vegetation not centerline of stream
  - **Traffic:** Traffic impact study TIS under review. All recommended improvements from the approved TIS will be required in the LDP.
  - **Utilities:** Property is in the Gainesville service district.

- **1646 March Drive** | Rezone | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 | Proposed Use: Single-family dwelling | ** Commission District 4 | Udis Calderon, applicant

  - **Engineering**: No comment
  - **Traffic:** there are no traffic issues with the proposed SRF use. Any proposed driveways must be located to maximize intersection sight distance.
  - **Utilities:** Property is in the Gainesville service district.

- **0 Ridge Road** | Rezone | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 | Proposed Use: 160-unit mixed residential development | ** Commission District 1 | bSide Oakwood, LLC, applicant

    - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
      Show stream buffer and impervious setback from wrested vegetation not centerline of stream.
    - **Traffic:** The provided Traffic Impact Study (TIS) has not been approved at this time. Any recommended improvements identified in the approved TIS must be incorporated in the LDP.
    - **Utilities:** Property is in the Buford service district, but an IGA between Buford and Hall County has been obtained.

- **(A) 6651 Spout Springs Road** | Rezone | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 | Proposed Use: 119-unit mixed residential development | ** Commission District 1 | DCCM Infrastructure, Inc., applicant

  **(B) 6651 Spout Springs Road** | Special Use | for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 | Proposed Use: 119-unit mixed residential development | ** Commission District 1 | DCCM Infrastructure, Inc., applicant

    - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
      Show FEMA and Hall County studied Flood plains that are present on site.
      Show stream buffer and impervious setback from wrested vegetation not centerline of stream
    - **Traffic:** The driveway labeled Road A is too close to Spout Springs Road. It must be relocated further away. The traffic impact (TIS) is under review. All improvements in the TIS will be included in the LDP. A traffic engineering (TE) report /warrant analysis and signal design will be part of the LDP review process. The traffic signal shall be installed within 120 days of the issuance of the LDP.
    - **Utilities**: Property is in the Hall County service district and will to connect to Hall County sewer. Any easements or improvements required for connection / system upgrades shall be obtained and funded by the developer / development owner.

- **(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road** | Rezone | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A | Proposed Use: 146-unit residential development | ** Commission District 1 | CKK Development Services, LLC, applicant

  **(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road** | Special Use | for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A | Proposed Use: 146-unit residential development | ** Commission District 1 | CKK Development Services, LLC, applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
    Show FEMA and Hall County studied Flood plains that are present on site.
    Show stream buffer and impervious setback from wrested vegetation not centerline of stream
  - **Traffic:** The Traffic Impact Study (TIS) is under review and is not approved. All improvements in the approved TIS will be included in the LDP.
  - **Utilities:** Property is in the Hall County service district and will to connect to Hall County sewer. Any easements or improvements required for connection / system upgrades shall be obtained and funded by the developer / development owner.

- **(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way** | Rezone | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 | Proposed Use: To recognize & allow expansion of boat sales & repair | ** Commission District 2 | DCCM Infrastructure, Inc., applicant

  **(B) 6337 Lanier Islands Parkway and 6330, 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way** | Special Use | to allow boat sales & repair within the GCOD | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 | Proposed Use: To recognize & allow expansion of boat sales & repair | ** Commission District 2 | DCCM Infrastructure, Inc., applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
  - **Traffic:** There are no traffic concerns with the required use. Public Works does support the request to abandon Old Lanier Island Drive.
  - **Utilities:** Property is in the Buford service district.

**0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

- **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
  Show stream buffer and impervious setback from wrested vegetation not centerline of stream.
- **Traffic:** A Traffic Impact Study (TIS) will be required. The improvements recommended in the approval TIS will be included in the LDP.
- **Utilities:** Property is in the Hall County service district and will to connect to Hall County sewer. Any easements or improvements required for connection / system upgrades shall be obtained and funded by the developer / development owner.

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FIRE CHIEF
**Jerry Smith**

# Hall County Government
FIRE RESCUE

**To:** Katie Ahmed, Director of Planning and Zoning
**From: Hall County Fire Marshal's Office**
**Date: 10/6/26**
**Subject:** Date Hall County Board of Commissioners meeting – Planning Items – 11/16/2026
Please be advised that Hall County Fire Marshal's Office has reviewed the Planning items forwarded to the Hall County Board of Commissioners for consideration at the 11/16/26 meeting. Upon review, we provide the following comments.

1. **3411 Springdale Forrest Circle | Special Use |** for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 **| Proposed Use:** 2-lot subdivision **|** ** Commission District 2 **| KD South, LLC, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

2. **(A) 1646 Candler Road | Rezone** | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

**(B) 1646 Candler Road | Variance to Section 8.2** | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

3. **(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Rezone** | from Planned Development

(PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

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**The Hall County Fire Marshal's Office has no comments as proposed.**

4. **1646 March Drive | Rezone** | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 **| Proposed Use: Single-family dwelling** | ** Commission District 4 **| Udis Calderon, applicant**

   **The Hall County Fire Marshal's Office has no comments as proposed.**

5. **0 Ridge Road | Rezone** | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development** | ** Commission District 1 **| bSide Oakwood, LLC, applicant**

   **The Hall County Fire Marshal's Office has no comments as proposed.**

6. **(A) 6651 Spout Springs Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle **|** Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development | ** Commission District 1 | DCCM Infrastructure, Inc., applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

**(B) 6651 Spout Springs Road | Special Use** | for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development |** ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

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7. **(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Rezone** | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development** | ** Commission District 1 **| CKK Development Services, LLC, applicant**

**The proposed concept plan shows both ingress / egress locations on Ponderosa Farm Road too close together. Below is the fire code standard used to determine the distance between two access road ingress/egress locations.**

**International Fire Code 2024 Edition**

**D107.2 Remoteness.**

Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

The secondary fire access road cannot be installed because of location on the property, topography, waterways, nonnegotiable grades or other similar conditions. Per Fire Marshal Vieira the applicant can use the state adopted alternative to increase the road width to 26' the increased road width will eliminate the requirement for a secondary emergency access.

**(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Special Use** | for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132,

000107 & 000107A | **Proposed Use: 146-unit residential development** | ** Commission District 1 | **CKK Development Services, LLC, applicant**

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**International Fire Code 2024 Edition**

**D107.2 Remoteness.**

Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

The secondary fire access road cannot be installed because of location on the property, topography, waterways, nonnegotiable grades or other similar conditions. Per Fire Marshal Vieira the applicant can use the state adopted alternative to increase the road width to 26' the increased road width will eliminate the requirement for a secondary emergency access.

8. **(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Rezone** | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 **| Proposed Use: To recognize & allow expansion of boat sales & repair** | ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

**The Hall County Fire Marshal's Office considers the plan conceptual and if approved the site plan may require modifications during the development review to meet Life Safety and International Fire Code requirements including any applicable state modifications.**

**(B) 6337 Lanier Islands Parkway and 6330, 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Special Use |** to allow boat sales & repair within the GCOD | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east

of its intersection with Merritts Drive | Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 | **Proposed Use: To recognize & allow expansion of boat sales & repair |** ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

**The Hall County Fire Marshal's Office considers the plan conceptual and if approved the site plan may require modifications during the development review to meet Life Safety and International Fire Code requirements including any applicable state modifications.**

**0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

**A 48-unit residential development will require fire hydrants to be installed for potential fire suppression needs. Currently the nearest fire hydrant is located over 1 mile south at Cagel and Buffington Farm Road. See Code requirement below.**

## International Fire Code 2024 Edition 507.5.1 Where required.

Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 500 feet from a hydrant on a fire apparatus access road, as measured by an *approved* route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the *fire code official*.

Regards,

**John Hornick, NPQ Fire Service Plans Examiner 1**

**Lieutenant, Hall County Fire Rescue**

**Hall County Government**

Main: 770-531-6838 | Cell: 404-597-0083

Website: www.Hallcounty.org

HALL COUNTY

We have it all on Hall!



# Hall County Government

COMMUNITY DEVELOPMENT & INFRASTRUCTURE
BUILDING INSPECTIONS DIVISION

HALL COUNTY
GEORGIA
*We have it **all** in Hall*

POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.531.6809 | Option 1
e: permits@hallcounty.org

INTERIM DEVELOPMENT SERVICES DIRECTOR
**Barry Shaw**

INTERIM CHIEF BUILDING OFFICIAL
**Cody Edwards**

**To:** Katie Ahmed, Director of Planning and Zoning

**From:** Barry Shaw, Interim Director of Development Services

**Date:** October 19, 2026

**Subject:** November 16, 2026

---

**3411 Springdale Forrest Circle | Special Use | for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 | Proposed Use: 2-lot subdivision | ** Commission District 2 | KD South, LLC, applicant**

- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures. All structures were built prior to 1980 and will require asbestos inspections and reports by a state licensed asbestos Inspector.

**(A) 1646 Candler Road | Rezone** | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**
**(B) 1646 Candler Road** | **Variance to Section 8.2** | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures. All structures were built prior to 1980 and will require asbestos inspections and reports by a state licensed asbestos Inspector.

**(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Rezone** | from Planned Development (PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of

Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

**(B) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Special Use** | for a subdivision, residential | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures apart from 2 structures all were built prior to 1980 and will require asbestos inspections and reports by a state licensed asbestos Inspector. 3060 Poplar Springs Church Road and 3549 Gilleland Extension were both built in 1980 and will not require asbestos inspections and reports before demolition.

**1646 March Drive | Rezone** | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 **| Proposed Use: Single-family dwelling** | ** Commission District 4 **| Udis Calderon, applicant**

- NO COMMENT

**0 Ridge Road | Rezone** | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development** | ** Commission District 1 **| bSide Oakwood, LLC, applicant**

- NO COMMENT

**(A) 6651 Spout Springs Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle **|** Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development | ****** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

**(B) 6651 Spout Springs Road | Special Use** | for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development |** ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures. All structures that were built prior to 1980 will require asbestos inspections and reports by a state licensed asbestos inspector. The single-family residence at this location was built in 1998 and will not require asbestos inspections and reports before demolition.

**(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Rezone** | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development** | ** Commission District 1 **| CKK Development Services, LLC, applicant**
**(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Special Use** | for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development |** ** Commission District 1 **| CKK Development Services, LLC, applicant**

- Applicants would be required to get demo permits for all structures from Building Inspections before building new structures. All structures that were built prior to 1980 will require asbestos inspections and reports by a state licensed asbestos inspector. 5372 Ponderosa Farm Road currently has a parcel tag dated 03.23.2022 and placed by Planning and Zoning referencing a demo of a pole barn and is no longer relevant should proposed development be granted.

**(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Rezone** | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 **| Proposed Use: To recognize & allow expansion of boat sales & repair** | ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**
**(B) 6337 Lanier Islands Parkway and 6330, 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Special Use |** to allow boat sales & repair within the GCOD | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 | **Proposed Use: To recognize & allow expansion of boat sales & repair |** ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

- NO COMMENT

**0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

- NO COMMENT

PLANNING AND DEVELOPMENT DEPARTMENT
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
t: 770-531-6809 I f: 770-531-3902

HALL COUNTY
GEORGIA
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## PUBLIC NOTICE REQUIREMENTS

Zoning regulations require that public notice must be given prior to all zoning hearings as follows:

1. The Planning Department shall publish a legal advertisement no less than fifteen (15) days and no more than forty-five (45) days prior to the public hearing.

2. The Planning Department shall send notification by letter of all other property owners within a 500-foot radius of the applicant's property, which is standard administrative policy of the Planning Department.

3. The applicant/property owner shall place the public notice sign in a conspicuous location on the property not less than fifteen (15) days and not more than forty-five (45) days prior to the public hearing.

**The Planning Department shall post the legal advertisement and notify property owners within a 500ft radius to the subject property.**

**The applicant is required to post the public notice sign not less than fifteen (15) days and no more than forty-five (45) days prior to the public hearing. A photo of the sign placed at the location is required and must be sent to the Planning Department.**

Multiple sign postings on a site may be required as determined by the Planning Department. The sign must be in a location where it is clearly visible from the roadway. The sign cannot be obstructed in any manner, placed too far from the road, or placed in such manner as would cause it to blend into the landscape.

Should you find the sign missing or vandalized in any manner, contact the Planning Department for a replacement sign. When the proceeding is complete and final Board action has occurred, the sign shall then be removed from the property by the applicant.

**THE ZONING SIGN MUST BE POSTED NO EARLIER THAN October 21, 2026 AND NO LATER THAN October 25, 2026.**

**THE ORGINAL SIGNED AFFIDAVIT MUST BE RETURNED TO THE PLANNING DEPARTMENT NO LATER THAN October 25, 2026 ALONG WITH A MINIMUM OF ONE PHOTO SHOWING THE SIGN POSTED AT THE SUBJECT PROPERTY.**

**Failure to comply will result in a delay of the application.**

---

## AFFIDAVIT

**By my signature, I,** CHRIS PATTON **, hereby acknowledge that I have read and understand the sign posting requirements. I further certify that the required public notice sign was posted on** 10/21/26 **for** _____.

Please Print Name

Date

(Name application filed as)

**Signature** _____

(The original document is required)

# ZONING NOTICE

AN APPLICATION HAS BEEN FILED WITH HALL COUNTY IN REGARD TO THE ZONING REGULATIONS AS THEY APPLY TO THIS PROPERTY

APPLICANT: CHRIS PATTON

REQUEST: REZONE FROM AR-1 TO I-1 FOR A STORAGE LOT & VARIANCE TO REDUCE REQUIRED BUFFER

PUBLIC HEARINGS WILL BE HELD ON:

PLANNING COMMISSION
Date: NOV 16, 2026
Time: 5:15 P.M.

&

COUNTY COMMISSION
Date: DEC 10, 2026
Time: 6:00 P.M.

HALL COUNTY GOVERNMENT CENTER, 2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA

FOR MORE INFORMATION CALL: (770) 531-6809

# ZONING NOTICE

AN APPLICATION HAS BEEN FILED WITH HALL COUNTY IN REGARD TO THE ZONING REGULATIONS AS THEY APPLY TO THIS PROPERTY

APPLICANT: CHRIS PATTON

REQUEST: REZONE FROM AR-1 TO I-1 FOR A STORAGE LOT & VARIANCE TO REDUCE REQUIRED BUFFER

PUBLIC HEARINGS WILL BE HELD ON:

PLANNING COMMISSION
Date: NOV 16, 2026
Time: 5:15 P.M.

&

COUNTY COMMISSION
Date: DEC, 10, 2026
Time: 600 P.M.

HALL COUNTY GOVERNMENT CENTER, 2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA

FOR MORE INFORMATION CALL: (770) 531-6809

# AGENDA ITEM

## New Business

**REPORT TO:** **Planning Commission Meeting (11/16/26)**

**ITEM NO:** 740/2026

**SUBJECT:** **(B) 1555C Calvary Church Road | Variance to Section 8.2 |** to reduce the required buffer | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot |** ** Commission District 4 **| Chris Patton, applicant**

## Meetings:

**Voting Meeting Date:** 11/16/26

## Executive Summary:

**Presenter:** LT

**Recommendation:**

(B) Approval, with conditions, as hardship exists pursuant to the criteria of 11.1.1.D.11.

1. The property shall be developed in accordance with the site plan dated October 1, 2026, and narrative dated October 1, 2026, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.
2. The existing residence and driveway on Candler Road (SR60) shall be removed prior to issuance of a Land Disturbance Permit.
3. No variances or development exceptions are granted as part of this request that are not explicitly granted by Board approval. The development shall be compliant with the Unified Development Code of Hall County.
4. All conditions of zoning shall be made a part of any plats or construction plans created for the property.

**Purpose of Request:**

**(B) 1555C Calvary Church Road | Variance to Section 8.2 |** to reduce the required buffer | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 | **Proposed Use: Storage lot |** ** Commission District 4 **| Chris Patton, applicant**

**History:**

**Facts and Issues:**

**Options:**

**Approvals:**

| Submit | Review |
|---|---|
| KE | LT |

**Attachments:**

See Rezone Application for all other items

**Due to file sizes, materials for the following applications have been combined. See the highlighted agenda item for all materials related to the following applications:**

**(A) 1555C Calvary Church Road | Rezone** | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | Commission District 4 **| Chris Patton, applicant**

**(B) 1555C Calvary Church Road** | **Variance to Section 8.2** | to reduce the required buffer | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | Commission District 4 **| Chris Patton, applicant**

# AGENDA ITEM

## New Business

| | |
|---|---|
| **REPORT TO:** | **Planning Commission Meeting (11/16/26)** |
| **ITEM NO:** | 741/2026 |
| **SUBJECT:** | **(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way \| Rezone \|** from Suburban Shopping (S-S) & Planned Commercial Development (PCD) to Highway Business (H-B) \| on a 5.48± acre tract located on the southeast corner of Lanier Islands Parkway and Merritts Drive \| Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 & a portion of Old Lanier Island Drive right-of-way **\| Proposed Use: To allow the expansion of a boat sales & repair business \|** ** Commission District 2 **\| DCCM Infrastructure, Inc., applicant** |

## Meetings:

**Voting Meeting Date:** 11/16/26

## Executive Summary:

**Presenter:** LT

**Recommendation:**

(A) Approval, with conditions, as the proposed zoning is consistent with "Employment Nodes & Corridors" future land use classification within the Comprehensive Plan in the South Hall Character Area.

1. The property shall be developed in accordance with the site plan dated September 4, 2026, and as described in the project narrative dated September 17, 2026, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.
2. A combination plat shall be submitted for Plat Review and recorded prior to issuance of any land disturbance permit, building permit or business license.
3. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval. All improvements and applicable code sections identified in this report shall be met or a separate variance application filed for relief.
4. All conditions of zoning shall be made a part of any plats or construction plans created for the property.

**Purpose of Request:**

**History:**

**(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Rezone |** from Suburban Shopping (S-S) & Planned Commercial Development (PCD) to Highway Business (H-B) | on a 5.48± acre tract located on the southeast corner of Lanier Islands Parkway and Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 & a portion of Old Lanier Island Drive right-of-way | **Proposed Use: To allow the expansion of a boat sales & repair business |** ** Commission District 2 | **DCCM Infrastructure, Inc., applicant**

**Facts and Issues:**

**Options:**

**Approvals:**

| Submit | Review |
|---|---|
| KE | LT |

**Attachments:**

Staff Report
Staff Report Exhibit - Historical BOC Letters
Application
Letters of Intent
Site Plan
Plat
Maps
Deeds
Constitutional and Ante Litem Notice
Water Availability Letter
Department Comments
Notice Sign
Public Comment - Sutphin
Public Comment - Holman

**HALL COUNTY PLANNING COMMISSION**
**STAFF REPORT**

| | |
|---|---|
| **Applicant** | DCCM Infrastructure, Inc. |
| **Request** | (A) **Rezone** \| from Suburban Shopping (S-S) & Planned Commercial Development (PCD) to Highway Business (H-B)<br>(B) **Special Use** \| to recognize the existing and allow the expansion of a boat sales & repair business with outdoor storage in the GCOD |
| **Proposed Use** | (A) & (B) To allow the expansion of a boat sales & repair business |
| **Size** | 5.48± acres |
| **Zoning** | **Current:** Suburban Shopping (S-S) & Planned Commercial Development (PCD)<br>**Proposed:** Highway Business (H-B) |
| **Location** | **6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Islands Drive right-of-way \|** Tax Parcels 07331 003004(pt), 002034(pt), 001008 & a portion of Old Lanier Islands Drive right-of-way |
| **Commission District** | Two |
| **Planning Commission Date** | November 16, 2026 |
| **Staff Recommendation** | (A) **Approval, with conditions,** as the proposed zoning is consistent with "Employment Nodes & Corridors" future land use classification within the Comprehensive Plan in the South Hall Character Area.<br>(B) **Approval, with conditions,** as the use is an existing approved use and the proposed expansion is outside the 300-foot limits of the Gateway Corridor Overlay District (GCOD). |
| **Record Number** | (A) HZON26-0035<br>(B) HZCU26-0039 |

**(A) and (B) Staff recommends <u>APPROVAL</u> of the applicant's requests with the following conditions:**

1. The property shall be developed in accordance with the site plan dated September 4, 2026, and as described in the project narrative dated September 17, 2026, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.

2. A combination plat shall be submitted for Plat Review and recorded prior to issuance of any land disturbance permit, building permit or business license.

3. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval. All improvements and applicable code sections identified in this report shall be met or a separate variance application filed for relief.

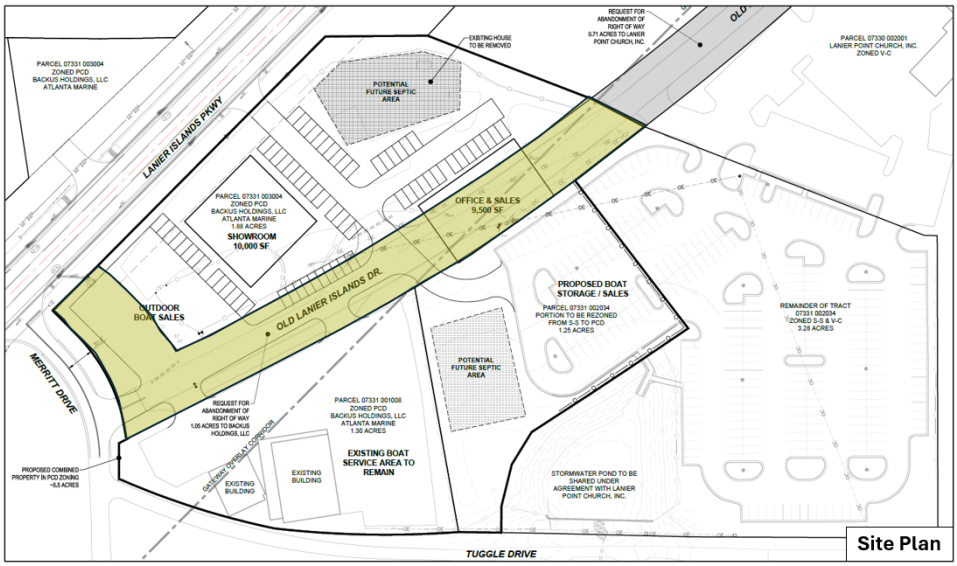
4. All conditions of zoning shall be made a part of any plats or construction plans created for the property.

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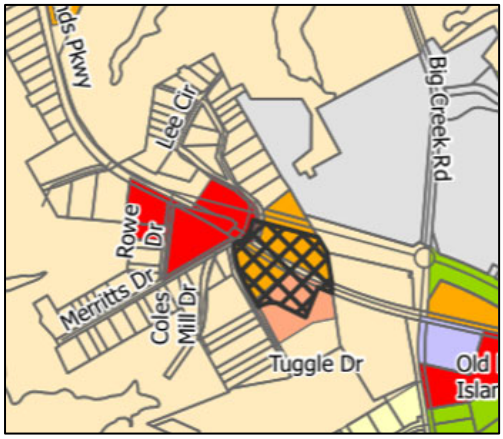
**<u>Summary Analysis</u>**

The applicant has submitted two concurrent requests: (A) to rezone a 5.48± acre combined tract from Suburban Shopping (S-S) and Planned Commercial Development (PCD) to Highway Business (H-B) to allow the expansion of a boat sales and repair business; and (B) a Special Use to recognize the existing and allow the expansion of a boat sales and repair business with outdoor storage in the Gateway Corridor Overlay District (GCOD).

In addition to these requests, the applicant is also requesting the abandonment of a portion of Old Lanier Islands Drive, shown in yellow on the site plan below. This request will be considered by the Board of Commissioners as part of the overall application. If approved, the abandoned right-of-way area will be incorporated into and developed as part of the proposed project.



According to Tax Assessor records, the subject properties are developed with three commercial buildings. The property at 6337 Lanier Islands Parkway is developed with a 1,348-square-foot commercial building constructed in 1964. The property at 6450 Old Lanier Islands Drive is developed with a 1,600-square-foot commercial building constructed in 1999 and a 5,820-square-foot commercial building constructed in 2005. An active business license for Atlanta Marine, Inc., authorizing boat sales and repair, has been continuously maintained since 2005 (BUS-0015598).



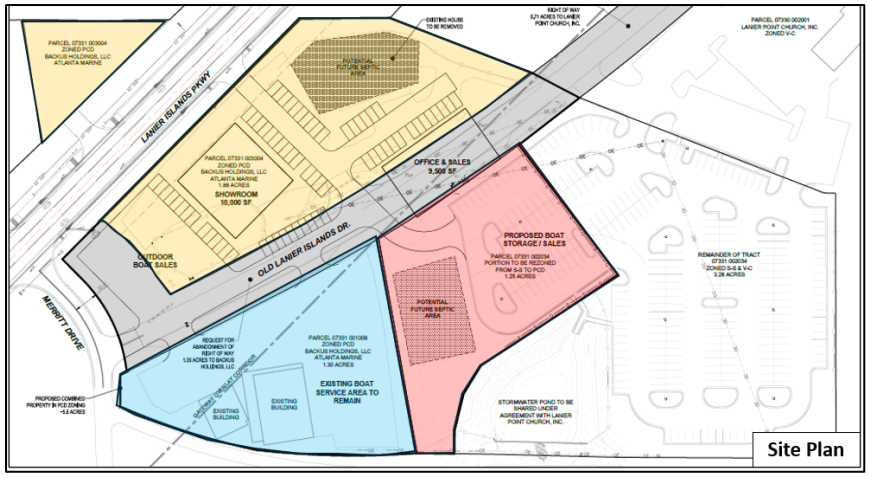

The surrounding properties are zoned and developed as outlined below:

North: Vacation Cottage (V-C): single-family residences; City of Buford: Undeveloped
East: Vacation Cottage (V-C): Lanier Point Church
South: Vacation Cottage (V-C): single-family residences
West: Highway Business (H-B): SS Marine boat repair and Southern States Recycling

**Property History**

- On November 25, 1998, a 0.78+ acre portion of the subject property, at 6450 Old Lanier Islands Drive, was rezoned from Vacation Cottage (V-C) to Planned Commercial Development (PCD), for boat storage and sales. The zoning conditions are provided in Exhibit A.
- On June 22, 2000, an additional 0.60± acre tract at the same address was rezoned from Suburban Shopping (S-S) to Planned Commercial Development (PCD) for parking and boat display (ZON2000-00005). The zoning conditions are provided in Exhibit B. Together these two tracts are shown in blue below.
- On September 8, 2005, a 1.997± acre tract at 6337 Lanier Islands Parkway (formerly 6337 Holiday Road) was rezoned from Vacation Cottage (V-C) to Planned Commercial Development (PCD) for houseboat dealership and storage (ZON2005-00118). The zoning conditions are provided in Exhibit C.
- On February 9, 2006, a 4.3+ acre tract at 6337 Lanier Islands Parkway (formerly 6337 Holiday Road) was rezoned from Vacation Cottage (V-C) and Planned Commercial Development (PCD) to Planned Commercial Development (PCD) for houseboat, boat dealership and storage (ZON2006-00011). The zoning conditions are provided in Exhibit D.
- On December 13, 2018, a 2.4± acre tract at 6337 Lanier Islands Parkway amended conditions of their Planned Commercial District (PCD) zoning as reflected in Exhibit E (ZON2018-00077). This amendment was a result of the property being impacted by the realignment of Lanier Islands Parkway. Together these tracts are shown in yellow below.

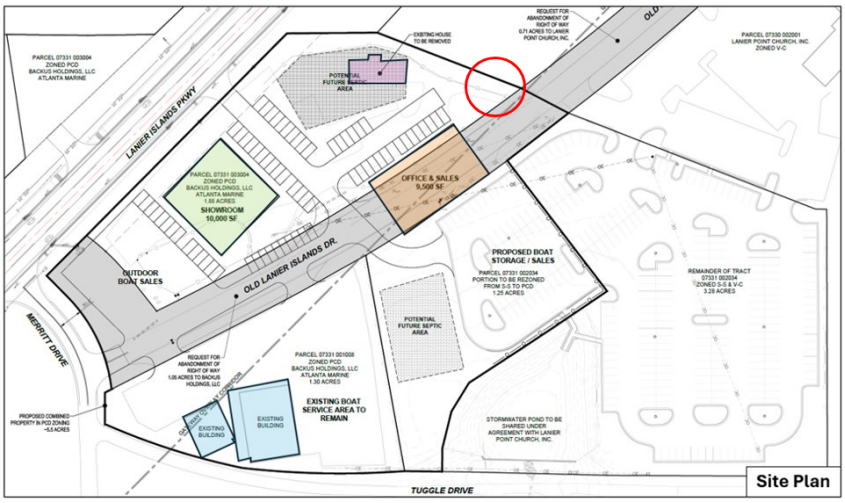
The business owner intends to purchase approximately 1.25± acres of a 4.52± acre parcel, identified as 6330 Old Lanier Islands Drive (shown in red), historically zoned Suburban Shopping (S-S), which is currently serving as parking and a stormwater basin for the Lanier Point Church located at 6302 Old Lanier Islands Drive.




Per the submitted narrative, the applicant requests rezoning the entire property, including the area subject to the proposed right-of-way abandonment, to Highway Business (H-B). The applicant also requests Special Use approval to recognize the existing boat sales and repair operation and to allow for its expansion, including outdoor storage, within the Gateway Corridor Overlay District (GCOD). Although the area proposed for outdoor storage sits outside the GCOD 300-foot limits, the parcel as a whole is impacted by the overlay therefore the special use consideration is still required by the Board. The applicant intends to combine the subject parcels to develop additional sales and storage areas. Planned site improvements include new buildings, fencing, signage and security lighting.

Per the submitted site plan, the applicant is proposing to demolish the 1,348 square foot commercial building, shown in purple, and construct a new 10,000 square foot showroom, shown in green, along with a 9,500 square foot office and sales building, shown in orange. The existing commercial buildings, shown in blue, will remain and continue to serve the business operation.

The Hall County GIS map indicates that a portion of the subject property is encumbered by a conservation easement. The boundaries of the easement are not reflected on the submitted site plan and will need to be addressed during the Land Disturbance Permit (LDP) review process. The approximate location of the conservation easement is circled in red.

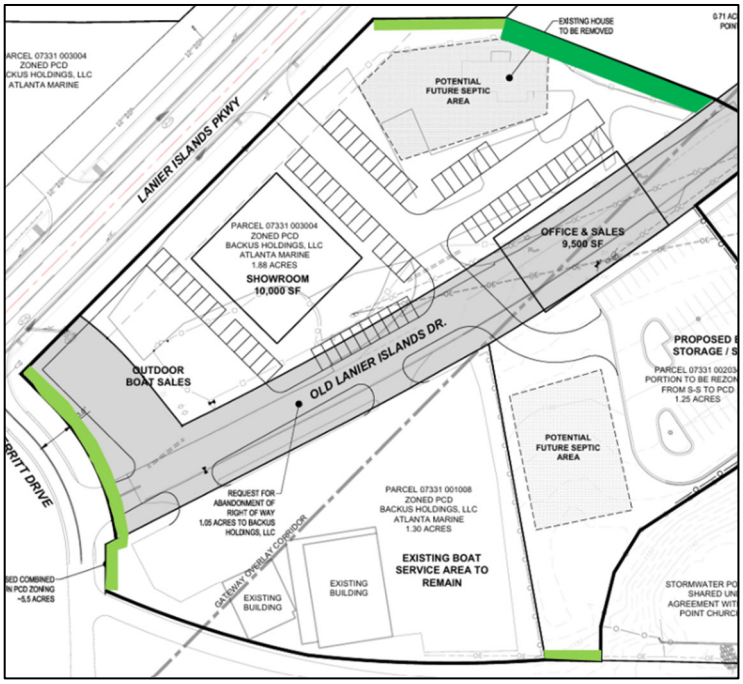


Water service is currently provided by the City of Gainesville, and sanitary sewer services are provided by on-site septic.

**Development Standards Analysis**

| Development Standard (§) | Proposed | UDC Standard | Compliance |
|---|---|---|---|
| **H-B (§5.3)** | | | |
| Site coverage | Not specified | 80% max | Shall comply |
| Front yard | New construction - 30 feet | 30 feet | Complies |
| Side yard | 70 feet | 20 feet | Complies |
| Rear yard | N/A | 10 feet | N/A |
| Building Height | Not specified | 50 feet | Shall comply |
| **GCOD (§6.2)** | | | |
| 6.2.5.A.2.a – Transitional buffers | No buffers are proposed along boundaries requiring 25-foot buffer. | Where a commercial zoning district abuts property zoned for residential or agricultural use, the transitional buffer width must be at least 25 feet. | Deficient – Where new development is proposed – shall comply where identified below in dark green |
| 6.2.5.B.2.a – Frontage landscape | No improvements to existing landscaping proposed | Along each street frontage there must be a landscape strip at least 10 feet in width. – Landscape strip required along Merritt & Tuggle Drive | Shall comply where identified below in light green |
| 6.2.5.B.2.a & b - Additional Landscape and Screening Standards | No improvements to existing landscaping proposed | Shade trees planted 40 feet on center required. | Shall comply where identified below in light green |
| 6.2.5.C.2 – Parking Lot Design | Not specified | Various landscaping requirements pertaining to parking areas. | Shall comply where parking is expanded or redeveloped |
| 6.2.6.B – Building Materials | Will comply with GCOD standards | Multiple standards | Shall comply |
| 6.2.7 – Signs | Not specified | Signage shall comply with Section 8.6 - Signs. | Shall comply |
| **Article 8** | | | |
| Frontage Landscape Strip (§8.2.5) | Not specified | 10-foot frontage landscape strip along Merritt Drive & Tuggle Road required | Shall comply where identified below in light green |
| Tree Protection (§8.3) | Not specified | Various standards | Shall comply |
| Open Space (§8.5) | Not specified | 20% min | Shall comply |

Due to the impacts of the GDOT right-of-way acquisition on the existing site and the limited scope of the proposed redevelopment, not all GCOD standards will apply; however, all new buildings, expanded or reconfigured parking areas, signage, and applicable buffers and landscape strips must comply with the standards set forth in Section 6.2, GCOD Standards. For clarity, the specific landscape strips (shown in light green) and buffers (shown in dark green) applicable to the site are illustrated in the exhibit to the right. Relief from these standards shall require a separate variance application.




**Comprehensive Plan Analysis**

**Based on the future land use plan, staff finds that the requested rezoning to Highway Business (H-B) *is not consistent* with the future land use designation of Lakeside Residential within the South Hall character area. However, the property is already commercially zoned and developed with a boat sales and repair business. The H-B zoning replaces a discontinued zoning district, Planned Commercial District (PCD), and only slightly expands the existing use.** The Lakeside Residential designation is intended to preserve established lakefront neighborhoods and create opportunities for permanent and vacation residences along and adjacent to the lake. While some of these areas are not located directly on the lake, they have a development pattern similar to their lakeside neighbors or are likely to see a style of development that is denser than Rural Neighborhood or slightly less dense than Suburban Neighborhood, Low Density.

**(A & B) Zoning Analysis – Rezone & Special Use**

When considering a zoning amendment to the zoning maps and use subject to approval of the County Commission, the Commission must study the need and justification for the change based on a determination of the facts applicable to the particular case, and the following general lines of inquiry must be considered:

a) Whether the zoning proposal will permit a use that is suitable in view of the use, development and zoning of adjacent and nearby property; **The proposed rezoning and use are suitable in view of the use, development and zoning of the subject property as well as adjacent and nearby properties. The H-B zoning replaces a discontinued zoning district, the Planned Commercial District (PCD), and only slightly expands the existing use.**

b) Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property; **No, it is not anticipated that the proposed rezoning will adversely affect the existing use or usability of adjacent or nearby properties.**

c) Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned; **Yes, the property has reasonable economic use as currently zoned.**

d) Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, schools, police protection, fire protection, public health facilities or emergency medical service; **If approved and in compliance with all Hall County standards, uses permitted in the Highway Business (H-B) zoning district and Gateway Corridor Overlay District (GCOD) are not anticipated to cause an excessive or burdensome use of the existing streets, transportation facilities, utilities, schools, police protection, fire protection, public facilities, or emergency medical service.**

e) Whether the zoning proposal is in conformity with the policy and intent of the future land use plan for the physical development of the area; **The proposed zoning is not consistent with the Employment Nodes and Corridors future land use designation in the Comprehensive Plan; however, the proposed zoning and use is consistent with the current development and use of the property.**

f) The extent to which property values are diminished by the existing zoning restrictions; **Staff is unable to determine the extent to which property values are affected by the existing zoning restrictions.**

g) The extent to which the destruction of the subject property's value under the existing zoning promotes the health, safety, morals or general welfare of the public; **Staff is unable to comment on the impact of property values without a full market analysis. Multiple factors impact property values including construction types, proposed uses, and maintenance. Often it is difficult to determine the effect of a development on adjacent properties until the development is completed.**

h) The relative gain to the public as compared to the hardship imposed upon the individual property owner; **Staff has not identified a hardship imposed on the property owner as the property is currently zoned.**

i) The length of time the property has been vacant as zoned considered in the context of land development in the area in the vicinity of the property. **Tax Assessors Records show that the property is developed with a 1,348-square-foot commercial building constructed in 1964, a 1,600-square-foot commercial building constructed in 1999, and a 5,820-square-foot commercial building constructed in 2005.**

j) Whether there are other existing or changing conditions affecting the use or development of the property which give supporting grounds for either approval or disapproval of the zoning proposal; **Staff is not aware of any changing conditions affecting the use or development of the property; however, the abandonment of the proposed portion of Lanier Island Drive would provide additional space for development.**

k) Whether the change would create an isolated district unrelated to the surrounding districts; **The proposed zoning would not create an isolated district unrelated to the surrounding developments and districts. The adjacent parcel to the east is zoned Highway Business (H-B).**

l) Whether the present zoning district boundaries are illogically drawn in relation to existing conditions in the area; **There is no evidence that the present zoning district boundaries are illogically drawn.**

m) Whether the change requested is out of scale with the needs of the county as a whole or the immediate neighborhood; **The request does not appear to be out of scale with the needs of the county as a whole or the immediate neighborhood.**

n) Whether it is impossible to find adequate sites for the proposed use in districts permitting such use and already appropriately zoned; **While other suitable sites may exist for the proposed use, the subject property is currently zoned Planned Commercial Development (PCD) for boat sales and repair. The H-B zoning replaces a discontinued zoning district, the Planned Commercial District (PCD), and only slightly expands the existing use.**

o) Whether the need for rezoning could be handled instead by a variance request to the Planning Commission; **The request could not be handled alternatively as a variance.**

p) Whether there would be an ecological or pollution impact resulting from major modifications to the land if the request is granted; **Any land disturbance activities on the property shall be required to go through the land development permitting process, and as a result are subject to local, state, and federal regulations. As a result, there are no anticipated ecological or pollution impacts resulting from any modification to the land if the request is granted.**

q) Whether there is reasonable evidence based upon existing and anticipated land use that would indicate a mistake was made in the original zoning of the property; **There is no indication that a mistake was made in the original zoning.**

**Development Support and Constraints**

**Hall County Environmental Health**

In a memorandum dated October 19, 2026, the Hall County Environmental Health Department provided the following comments:

All proposed lots must meet Hall County Board of Health Lot Size Resolution requirements. Please note that BOC approval does not imply approval from other county departments. Further determination will be made during the plat review process. All proposed plats must be submitted to the Hall County Plat Review Team for review and approval prior to submittal to Clerk of Courts for recordation.

Must meet all Environmental Health commercial septic system permitting requirements. Further determination will be made during the civil plan review process. A detailed business plan must be submitted to Hall County Environmental Health for review. Additional items, including, but not limited to: recorded plat, soil evaluation, and septic system installation/modification may be required after review of business plan.

**Georgia Department of Transportation**
In an email dated October 7, 2026, Christopher Hash, D1 Traffic Operations Supervisor, stated: "On System, coordination required for potential improvements of existing commercial driveway accesses."

**Hall County Public Works and Utilities**
In a memorandum dated October 19, 2026, Jorge Gomez, Director of Public Works and Utilities, provided the following comments:

**Engineering**:
This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.

**Traffic:**
There are no traffic concerns with the required use. Public Works does support the request to abandon Old Lanier Island Drive.

**Utilities:**
Property is in the Buford service district.

**Hall County Fire Marshal**
In a memorandum dated October 6, 2026, the Hall County Fire Marshal's Office stated, "The Hall County Fire Marshal's Office considers the plan conceptual and if approved the site plan may require modifications during the development review to meet Life Safety and International Fire Code requirements including any applicable state modifications."

EXHIBIT A

# HALL COUNTY GOVERNMENT
## BOARD OF COMMISSIONERS

POST OFFICE BOX 1435
GAINESVILLE, GEORGIA 30503
(770) 535-8260
FAX (770) 531-3972

W. AL GAINEY, JR.
CHAIRMAN

DENNIS PITTS, DISTRICT 1
JERRY CARPENTER, DISTRICT 2
JIMMY ECHOLS, DISTRICT 3
FRANCES MEADOWS, DISTRICT 4

REGGIE FORRESTER
COUNTY ADMINISTRATOR

JIM SHULER
ASSISTANT
COUNTY ADMINISTRATOR

November 25, 1998

Kurt Backus
Atlanta Marine, Inc.
6807 Aqualand Way
Flowery Branch GA 30542

Dear Mr. Backus:

Please be advised that in its meeting of November 25, 1998, the Hall County Board of Commissioners voted to approve with conditions the application of Kurt Backus/Atlanta Marine, Inc. to rezone from V-C to PCD, a .78± acre tract located on the south side of Holiday Road at its intersection with Merritt Drive; Tax Parcel 7-331-2-8. Proposed Use: Boat storage and sales. (District One).

The following are conditions of approval:

- No flat roofs shall be used in the building construction on this site.
- A ten foot (10') undisturbed vegetated buffer shall be established and maintained along the western boundary line of the parcel. It is recommended that special attention be given to this buffering.
- There shall be only one driveway entrance to the site from Holiday Road.

Please remember to remove all Public Notice signs posted on the property within five (5) days following the Board of Commissioners' decision, as noted in Hall County's Zoning Regulations.

If you have any questions or concerns, please do not hesitate to contact me.

Sincerely,

Shelley Davis
Commission Clerk

cc: W. Steed Scott
729 Piedmont Avenue
Atlanta GA 30308

Planning and Zoning
Business License
Tax Assessor

Building Inspection
Public Works
Tax Commissioner (W. Bryan)

EXHIBIT B

# HALL COUNTY GOVERNMENT
## BOARD OF COMMISSIONERS


POST OFFICE BOX 1435
GAINESVILLE, GEORGIA 30503
(770) 535-8260
FAX (770) 531-3972

W. AL GAINEY, JR.
CHAIRMAN

DENNIS PITTS, DISTRICT 1
JERRY CARPENTER, DISTRICT 2
JIMMY ECHOLS, DISTRICT 3
FRANCES MEADOWS, DISTRICT 4

REGGIE FORRESTER
COUNTY ADMINISTRATOR

JIM SHULER
ASSISTANT
COUNTY ADMINISTRATOR


November 25, 1998

Kurt Backus
Atlanta Marine, Inc.
6807 Aqualand Way
Flowery Branch GA 30542

Dear Mr. Backus:

Please be advised that in its meeting of November 25, 1998, the Hall County Board of Commissioners voted to approve with conditions the application of Kurt Backus/Atlanta Marine, Inc. to rezone from V-C to PCD, a .78± acre tract located on the south side of Holiday Road at its intersection with Merritt Drive; Tax Parcel 7-331-2-8. Proposed Use: Boat storage and sales. (District One).

The following are conditions of approval:

- No flat roofs shall be used in the building construction on this site.
- A ten foot (10') undisturbed vegetated buffer shall be established and maintained along the western boundary line of the parcel. It is recommended that special attention be given to this buffering.
- There shall be only one driveway entrance to the site from Holiday Road.

Please remember to remove all Public Notice signs posted on the property within five (5) days following the Board of Commissioners' decision, as noted in Hall County's Zoning Regulations.

If you have any questions or concerns, please do not hesitate to contact me.

Sincerely,

Shelley Davis
Commission Clerk

cc: W. Steed Scott
729 Piedmont Avenue
Atlanta GA 30308

Planning and Zoning
Business License
Tax Assessor

Building Inspection
Public Works
Tax Commissioner (W. Bryan)

EXHIBIT C

# HALL COUNTY GOVERNMENT
## BOARD OF COMMISSIONERS

September 12, 2005

Ms. Shea E. Roberts, PC
PBD Building, LLC
70 Lenox Pointe, NE
Atlanta, GA 30324

Dear Ms. Roberts:

Please be advised that in its meeting of September 8, 2005, the Hall County Board of Commissioners voted to approve with conditions, the application of PBD Building, LLC to rezone from VC to PCD, a 1.977± acre tract located on the east side of Holiday Road, 225± feet south of its intersection with Merritt Drive; a.k.a.6337 Holiday Road; Tax Parcel 07331 003004. Proposed Use: Houseboat dealership and storage. Commission District 1.

The following conditions apply:

1. The development of the site shall occur as generally depicted on the concept plan and described in the project narrative, modified as necessary for compliance with development standards in force at the time of site plan approval.
2. Driveway design and placement are subject to approval by the Hall County Engineering Department and the Georgia Department of Transportation.
3. There shall be a minimum 20 ft. undisturbed buffer established as depicted on the site plan.
4. Any outdoor lighting on the premises shall be of a non-spill type.
5. The vehicle parking areas shall be paved with either asphalt or concrete. Boat storage and display area may be gravel.
6. All conditions of zoning shall be made a part of any plat created for the property.

If you have any questions or concerns regarding the above, please contact me. Best regards.

Sincerely,

Michelle Smallwood
Commission Clerk

POST OFFICE BOX 1435
GAINESVILLE, GEORGIA 30503
(770) 535-8288
FAX (770) 531-3972

TOM OLIVER
CHAIRMAN

DEBORAH LYNN, DISTRICT 1
BILLY POWELL, DISTRICT 2
STEVE GAILEY, DISTRICT 3
DEBORAH K. MACK, DISTRICT 4

JIM SHULER
COUNTY ADMINISTRATOR

PHIL SUTTON
ASSISTANT COUNTY ADMINISTRATOR

MICHELLE SMALLWOOD
COMMISSION CLERK

JESSICA YORK
EXECUTIVE ASSISTANT

c: Ms. Hazel Lipham
6337 Holiday Road
Buford, GA 30518

Planning & Zoning
Building Inspection
Tax Commissioner

Public Works & Utilities
Business License
Tax Assessor

EXHIBIT D

# HALL COUNTY GOVERNMENT
## BOARD OF COMMISSIONERS

POST OFFICE BOX 1435
GAINESVILLE, GEORGIA 30503
(770) 535-8288
FAX (770) 531-3972

TOM OLIVER
CHAIRMAN

DEBORAH LYNN, DISTRICT 1
BILLY POWELL, DISTRICT 2
STEVE GAILEY, DISTRICT 3
DEBORAH K. MACK, DISTRICT 4

JIM SHULER
COUNTY ADMINISTRATOR

PHIL SUTTON
ASSISTANT COUNTY ADMINISTRATOR

MICHELLE SMALLWOOD
COMMISSION CLERK

February 10, 2006

Ms. Shea Roberts, P.C.
PBD Building, LLC
70 Lenox Pointe, NE
Atlanta, GA 30324

Dear Ms. Roberts:

Please be advised that in its meeting of February 9, 2006, the Hall County Board of Commissioners voted to approve with conditions the application of PBD Building, LLC to rezone from V-C and PCD to PCD, a 4.3± acre tract located on the north side of Holiday Road at its intersection with Lee Circle; 3011 Lee Circle and 6337 Holiday Road; Tax Parcels 07331 003001 and 004. Proposed Use: Houseboat, boat dealership and storage. Commission District 1.

The following conditions apply:

1. The development of the site shall occur as generally depicted on the concept plan and described in the project narrative, modified as necessary for compliance with development standards in force at the time of site plan approval.
2. The site will be used for boat display and sales only, with no rental boat storage. No engine repair shall be allowed on the premises at any time.
3. The two existing mobile homes will be removed from the property.
4. Driveway design and placement is subject to approval by Hall County Engineering and Georgia Department of Transportation. The entrance to the business will be from 6337 Holiday Road with no access from Lee Circle.
5. The storm water detention area shall be installed underground.
6. Any outdoor lighting on the premises shall be of a non-spill type.
7. The vehicle parking areas shall be paved with either asphalt or concrete. Boat storage and display area may be gravel.
8. There will be a minimum 30 foot undisturbed buffer established along Lee Circle and the western property line, with 8 to 10 foot high Leyland Cypress planted in a staggered pattern at approximately 10 foot on center. The beginning of the buffer shall be set back from Holiday Road the required distance to maintain sight distance standards.
9. All conditions of zoning shall be made a part of any plat created for the property.

If you have any questions or concerns regarding the above, please contact me.
Best regards.

Sincerely,

Michelle Smallwood
Commission Clerk

cc: Mr. Kurt Backus
Atlanta Marine, Inc.
3011 Lee Circle
Buford, GA 30518

Planning & Zoning
Building Inspection
Tax Commissioner

Public Works & Utilities
Business License
Tax Assessor

**EXHIBIT E**

HALL COUNTY
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POST OFFICE DRAWER 1435
GAINESVILLE, GEORGIA 30503

t: 770.535.8288 | f: 770.531.3972

CHAIRMAN
Richard P. Higgins

Kathy L. Cooper, District 1
Billy Powell, District 2
Scott Gibbs, District 3
Jeff Stowe, District 4

COUNTY ADMINISTRATOR
Jock A. Connell

ASSISTANT
COUNTY ADMINISTRATOR
Marty Nix

ASSISTANT
COUNTY ADMINISTRATOR
Lisa Johnsa

COMMISSION CLERK
Lisa A. Ritchie

# Hall County Government

BOARD OF COMMISSIONERS

December 27, 2018

Backus Holdings, LLC
6631 Crestwood
Flowery Branch, GA 30542

RE: Application to amend conditions

To Whom it May Concern,

Please be advised that in its meeting of December 13, 2018, the Hall County Board of Commissioners voted to approve the following application with the listed conditions:

- Application of Backus Holdings, LLC to amend conditions of a Planned Commercial Development (PCD) on 2.4± acres located on the north side of Lanier Islands Parkway, at its intersection with Lee Circle; a.k.a. 6337 Lanier Islands Parkway; Zoned PCD; Tax Parcel 07331 003004. Proposed Use: Modify the existing conditions. Commission District 1.

  Conditions:

  1. All previous conditions of zoning from February 9, 2006 shall apply, with the exception of condition #5.
  2. If a new stormwater report is not submitted and replacement structures are not installed before December 31, 2019, no business licenses shall be renewed or issued for this property.

Please contact me if you have questions or if you require any additional information concerning this action of the Board.

Sincerely,

Lisa A. Ritchie
Hall County Commission Clerk

cc: Srikanth Yamala, Planning Director

**PLANNING AND ZONING DEPARTMENT**
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE, GA 30503
T: 770-531-6809 | Email: planning@hallcounty.org

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# ZONING APPLICATION

**Applicant (Name & Mailing Address)**

DCCM Infrastructure, Inc.
425 Oak St.
Gainesville, GA 30501
Phone [redacted]
Email bgarmon@dccm.com

**Property Owner (Name & Mailing Address)**

Lanier Point Church, Inc. c/o Stephen Lowe
6302 Lanier Islands Pkwy.
Buford, GA 30518
Phone [redacted]
Email [redacted]

**Contact Person (Name & Mailing Address)**

Beth Garmon
425 Oak St.
Gainesville, GA 30501
Phone [redacted]
Email bgarmon@dccm.com

**Status of Applicant**

- ☐ Owner
- ☐ Option to Purchase
- ☐ Area Resident
- ☑ Other: Developer's Agent

**Requested Action**

Current Zoning: S-S
Rezone to: PCD H-B

**Property Information**

Location Address(es): 6330 Old Lanier Islands Dr. Buford, GA 30518
Tax Parcel Number(s): 07331 002034 (pt.) Acreage: 1.254
Existing Use(s): parking lot
Proposed Use(s): expansion of adjacent boat sales and storage facility

**I hereby certify that the above information and all attached information are true and correct.**

Applicant Name Printed: Beth Garmon
Applicant Signature: Elizabeth Garmon Date: September 3, 2026

***Applicant must complete all required information above. Incomplete applications will not be accepted. The Planning Department has 15 days after application deadline to review each submittal and will assign scheduling dates during that review period. If an application is determined to be insufficient, no agenda date will be set until all required information has been provided.***

---

**Application Withdrawal:** I hereby **withdraw** the application.

Applicant Signature: _____ Date: _____

**PLANNING AND ZONING DEPARTMENT**
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
T: 770-531-6809 **I** Email: planning@hallcounty.org

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# ZONING APPLICATION

**Applicant (Name & Mailing Address)**

DCCM Infrastructure, Inc.
425 Oak St.

Phone [redacted]
Email bgarmon@dccm.com

**Property Owner (Name & Mailing Address)**

Backus Holdings, LLC
6147 N Point Dr.

Phone [redacted]
Email kurt@atlantamarine.com

**Contact Person (Name & Mailing Address)**

Beth Garmon
425 Oak St.
Gainesville, GA 30501
Phone [redacted]
Email bgarmon@dccm.com

**Status of Applicant**

☐ Owner
☐ Option to Purchase
☐ Area Resident
☑ Other: Developer's Agent

**Requested Action**

Current Zoning: _____
Rezone to: H-B

**Property Information**

Location Address(es): 6337 Lanier Islands Pkwy. and 6450 Old Lanier Islands Dr., Buford, GA 30518
Tax Parcel Number(s): 07331 003004 & 07331 001008 Acreage: 3.18
Existing Use(s): Boat sales and storage facility
Proposed Use(s): Expansion of existing business

**I hereby certify that the above information and all attached information are true and correct.**

Applicant Name Printed: Beth Garmon
Applicant Signature: Elizabeth Garmon Date: September 4, 2026

***Applicant must complete all required information above. Incomplete applications will not be accepted. The Planning Department has 15 days after application deadline to review each submittal and will assign scheduling dates during that review period. If an application is determined to be insufficient, no agenda date will be set until all required information has been provided.***

---

**Application Withdrawal:** I hereby **withdraw** the application.

Applicant Signature: _____ Date: _____

**PLANNING AND ZONING DEPARTMENT**
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
T: 770-531-6809 **I** Email: planning@hallcounty.org

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# SPECIAL/CONDITIONAL USE APPLICATION

**Applicant (Name & Mailing Address)**

DCCM Infrastructure, Inc.

425 Oak St.

Phone [redacted]

Email bgarmon@dccm.com

**Property Owner (Name & Mailing Address)**

multiple - see separate sheet

Phone

Email

**Contact Person (Name & Mailing Address)**

Beth Garmon

425 Oak St.

Phone [redacted]

Email bgarmon@dccm.com

**Status of Applicant**

☐ Owner
☐ Option to Purchase
☐ Area Resident
☑ Other: Developer's Agent

**Requested Action**

☐ Special Use
☑ Conditional Use

**Property Information**

Location Address(es): 6337 Lanier Islands Dr., 6450 & 6330 Old Lanier Islands Dr. Buford, GA 30518

Tax Parcel Number(s): 07331 002034 (pt.), 07331 003004 & 07331 001008 Acreage: 4.43 acres

Existing Use(s): Boat sales, service, and storage; church parking lot Zoning: PCD & S-S

Proposed Use(s): outdoor storage within H-B for expansion of existing business to adjacent property - see concurrent rezoning request

**I hereby certify that the above information and all attached information are true and correct.**

Applicant Name Printed:

Applicant Signature: Elizabeth Garmon Date: September 4, 2026

***Applicant must complete all required information above. Incomplete applications will not be accepted. The Planning Department has 15 days after application deadline to review each submittal and will assign scheduling dates during that review period. If an application is determined to be insufficient, no agenda date will be set until all required information has been provided.***

---

**Application Withdrawal:** I hereby **withdraw** the application.

Applicant Signature: Date:

**Property Owners for Rezoning/Special Use Applications:**

Backus Holdings, LLC

6337 Lanier Islands Drive, Buford, GA 30518 – parcel 07331 003004

6450 Old Lanier Islands Drive, Buford, GA 30518 – parcel 07331 001008

Lanier Point Church, Inc.

6330 Old Lanier Islands Drive, Buford, GA 30518 – parcel 07331 002034

**PLANNING AND ZONING DEPARTMENT**
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE, GA 30503
T: 770.531.6809 | Email: planning@hallcounty.org

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# PROPERTY OWNER AUTHORIZATION

*** Note: If the applicant is the property owner, disregard this form.**

**Name of Property Owner as shown on deed:** Backus Holdings, LLC

Name of Authorized Agent (if owner is a company): Kurt Backus

Address: 6147 N Point Dr.
Flowery Branch, GA 30542

Phone: [redacted]

Email: kurt@atlantamarine.com

**Name of Applicant:** DCCM Infrastructure, Inc.

Name of Authorized Agent (if applicant is a company): Beth Garmon

Address: 425 Oak St.
Gainesville, GA 30501

Phone: [redacted]

Email: bgarmon@dccm.com

**Application Address & Description:** 6337 Lanier Islands Pkwy. and 6450 Old Lanier Islands Dr., Buford - rezone to H-B and special use for outdoor storage

☑ I have attached proof of Authorized Agent (if applicable)

---

***I hereby swear that I am the owner of the property which is the subject matter of the attached applications as shown in the records of Hall County, Georgia. I authorize the person named above to act as applicant in the pursuit of a rezoning, special/conditional use or variance of this property.***

Kurt Backus
Owner Signature

BACKUS HOLDINGS/KURT BACKUS
Owner Printed Name

**Personally appeared before me on** 9/3/2026 (DATE) **who swears that the information contained in this authorization is true and correct to the best of his/her knowledge and belief.**

Anyssa Perez
Notary Printed Name

Anyssa Perez
Notary Public Signature

**ANYSSA PEREZ**
NOTARY PUBLIC
Hall County
State of Georgia
My Comm. Expires Aug. 06, 2029

9/4/26
Date

# STATE OF GEORGIA

## Secretary of State

**Corporations Division**
**313 West Tower**
**2 Martin Luther King, Jr. Dr.**
**Atlanta, Georgia 30334-1530**

**ANNUAL REGISTRATION**

*Electronically Filed*
Secretary of State
Filing Date: 1/9/2026 10:02:23 AM

| BUSINESS INFORMATION | |
|---|---|
| **CONTROL NUMBER** | 12097217 |
| **BUSINESS NAME** | BACKUS HOLDINGS, LLC |
| **BUSINESS TYPE** | Domestic Limited Liability Company |
| **EFFECTIVE DATE** | 01/09/2026 |
| **ANNUAL REGISTRATION PERIOD** | 2026 |

| PRINCIPAL OFFICE ADDRESS | |
|---|---|
| **ADDRESS** | 301 Green Street, NW, Gainesville, GA, 30503, USA |

| REGISTERED AGENT | | |
|---|---|---|
| **NAME** | **ADDRESS** | **COUNTY** |
| Rhoads, William D. | 301 Green Street NW , Gainesville, GA, 30503, USA | Hall |

| AUTHORIZER INFORMATION | |
|---|---|
| **AUTHORIZER SIGNATURE** | Kurt Backus |
| **AUTHORIZER TITLE** | Member |

**PLANNING AND ZONING DEPARTMENT**
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
T: 770-531-6809 | Email: planning@hallcounty.org

HALL COUNTY
GEORGIA
*We have it all in Hall*

# PROPERTY OWNER AUTHORIZATION

*** Note: If the applicant is the property owner, disregard this form.**

**Name of Property Owner as shown on deed:** Lanier Point Church, Inc.

Name of Authorized Agent (if owner is a company): Edwin "Tony" McCollum

Address: 6302 Lanier Islands Pkwy.
Buford, GA 30518

Phone: 770-614-6152

Email: tony@lanierpoint.com

**Name of Applicant:** DCCM Infrastructure, Inc.

Name of Authorized Agent (if applicant is a company): Beth Garmon

Address: 425 Oak St.
Gainesville, GA 30501

Phone: [redacted]

Email: bgarmon@dccm.com

**Application Address & Description:** 6330 Old Lanier Islands Dr.- request to rezone to H-B for boat sales/storage

☑ I have attached proof of Authorized Agent (if applicable)

---

***I hereby swear that I am the owner of the property which is the subject matter of the attached applications as shown in the records of Hall County, Georgia. I authorize the person named above to act as applicant in the pursuit of a rezoning, special/conditional use or variance of this property.***

Edwin McCollum — Edwin McCollum

Owner Signature — Owner Printed Name

**Personally appeared before me on** 10/16/2026 **who swears that the information**
**DATE**

**contained in this authorization is true and correct to the best of his/her knowledge and belief.**

Sarha Lugo

Notary Printed Name

Sarha Lugo

Notary Public Signature

10/16/2026

Date

SARHA LUGO
Clarke County
Notary Public
Expires 08-11-2030
STATE OF GEORGIA

# STATE OF GEORGIA

## Secretary of State

**Corporations Division**
**313 West Tower**
**2 Martin Luther King, Jr. Dr.**
**Atlanta, Georgia 30334-1530**

**ANNUAL REGISTRATION**

*Electronically Filed*
Secretary of State
Filing Date: 2/9/2026 8:17:51 AM

| BUSINESS INFORMATION | |
|---|---|
| **CONTROL NUMBER** | 0119053 |
| **BUSINESS NAME** | Lanier Point Church, Inc. |
| **BUSINESS TYPE** | Domestic Nonprofit Corporation |
| **EFFECTIVE DATE** | 02/09/2026 |
| **ANNUAL REGISTRATION PERIOD** | 2026, 2027, 2028 |

| PRINCIPAL OFFICE ADDRESS | |
|---|---|
| **ADDRESS** | 6302 Lanier Islands Parkway, Buford, GA, 30518, USA |

| REGISTERED AGENT | | |
|---|---|---|
| **NAME** | **ADDRESS** | **COUNTY** |
| TONY MCCOLLUM | 6112 PORTSMOUTH DRIVE, FLOWERY BRANCH, GA, 30542, USA | Hall |

| OFFICERS INFORMATION | | |
|---|---|---|
| **NAME** | **TITLE** | **ADDRESS** |
| Shannon Smith | CFO | 1870 Brickton Sta, Buford, GA, 30518, USA |
| TONY MCCOLLUM | SECRETARY | 6112 PORTSMOUTH DRIVE, FLOWERY BRANCH, GA, 30542, USA |
| TONY MCCOLLUM | CEO | 6112 PORTSMOUTH DRIVE, FLOWERY BRANCH, GA, 30542, USA |

| AUTHORIZER INFORMATION | |
|---|---|
| **AUTHORIZER SIGNATURE** | Shannon Smith |
| **AUTHORIZER TITLE** | Officer |

**PLANNING AND ZONING DEPARTMENT**
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
T: 770-531-6809 I Email: planning@hallcounty.org

HALL COUNTY
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# CAMPAIGN CONTRIBUTIONS DISCLOSURE FORM

This form must be completed by the applicant and property owner, or person representing the property owner, for all zoning actions.

OCGA § 36-67A-3: Disclosure of Campaign Contributions:

(a) When any applicant for rezoning action has made, within two years immediately preceding the filing of that applicant's application for the rezoning action, campaign contributions aggregating $250.00 or more to a local government official who will consider the application, it shall be the duty of the applicant to file a disclosure report with the governing authority of the respective local government showing:

(1) The name and official position of the local government official to whom the campaign contribution was made; and

(2) The dollar amount and description of each campaign contribution made by the applicant to the local government official during the two years immediately preceding the filing of the application for the rezoning action and the date of each such contribution.

(b) The disclosures required by subsection (a) of this Code section shall be filed within ten days after the application for the zoning action is first filed.

Code OCGA 1981, § 36-67A-3, enacted by Ga L. 1986, page 1269, § 1; Ga L. 1991, page 1365, § 1; Ga L. 1993, page 91, § 36).

---

**I hereby certify that I have read the above and that:**

I have**____ I have not ✓

within the two years immediately preceding this date, made any contribution(s) aggregating $250.00 or more to any local government official involved in the review or consideration of this application.

**If you have made such contribution(s), you must provide the data required below within ten (10) days of filing this application.

Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Name Printed: KURT BACKUS

Applicant's/Owner's Signature: Kurt Backus Date: 9-3-26

**PLANNING AND ZONING DEPARTMENT**
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
T: 770-531-6809 I Email: planning@hallcounty.org

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GEORGIA
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**If you have made such contribution(s), you must provide the data required below within ten (10) days of filing this application.

Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Name Printed: Edwin A McCollum

Applicant's/Owner's Signature: Edwin A McCollum Date: 09/10/2026

**PLANNING AND ZONING DEPARTMENT**
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
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HALL COUNTY
GEORGIA
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**I hereby certify that I have read the above and that:**

I have**____ I have not ✓

within the two years immediately preceding this date, made any contribution(s) aggregating $250.00 or more to any local government official involved in the review or consideration of this application.

**If you have made such contribution(s), you must provide the data required below within ten (10) days of filing this application.

Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Name Printed: Beth Garmon

Applicant's/Owner's Signature: Elizabeth Garmon Date: September 3, 2026

September 17, 2026

**Letter of Intent – Rezone from PCD & S-S to H-B**

DCCM respectfully submits the following request to rezone property located at 6450 and 6330 Old Lanier Islands Drive and 6337 Lanier Islands Parkway in Buford (parcels 07331 001008, 07331 003004, and part of parcel 07331 002034). The assemblage measures approximately 4.43 acres. Two of the parcels are currently developed with a boat sales and service business known as Atlanta Marine. The other partial parcel is developed with a parking lot that currently serves Lanier Point Church, located to the east at 6302 Old Lanier Islands Drive. The subject properties have frontage on Lanier Islands Parkway, Old Lanier Islands Drive, and Tuggle Drive. Existing driveways access Lanier Islands Parkway and Old Lanier Islands Drive. Property to the north is developed with another location of Atlanta Marine as well as a cemetery.

The subject property located at 6337 Lanier Islands Parkway and 6450 Old Lanier Islands Drive are currently zoned Planned Commercial Development (PCD) for a boat sales and service business known as Atlanta Marine. The property located at tax parcel 07331 003004 was rezoned to PCD from Vacation Cottage (V-C) in September of 2005 with 6 conditions for a houseboat dealership and storage facility. In February of 2006, tax parcel 07331 003004 was rezoned from V-C and PCD to PCD with 9 conditions for a houseboat and boat dealership and storage facility. In 2018, the property was impacted by the construction and realignment of Lanier Islands Parkway. The PCD zoning was amended to address the requirement of underground storm water detention areas which were taken by the Georgia Department of Transportation (GDOT) as part of the condemnation process.

With this rezoning application, the developer is seeking to expand the business by acquiring the property which is currently zoned Suburban Shopping (S-S), which would replace the land taken by GDOT in the condemnation. The existing parking area would be utilized for storing inventory associated with the boat sales and service business. Planned improvements include adding fencing, signage, and security lighting to the site. The additional space would also allow the redevelopment of the property, and the developer is considering demolishing the existing office and constructing a new showroom for the business. The request to rezone from PCD to Highway Business (H-B) seeks to align the historical PCD zoning approval with current Unified Development Code (UDC) guidance as the Planned Development Districts have been amended since the original zoning.

Hall County's Comprehensive Plan identifies the subject property's Future Land Use designation as Lakeside Residential in the South Hall Character Area. While this

designation does not recognize commercial uses, this corridor serves as the only entrance to Lanier Islands and is primarily developed with other lake-supportive businesses such as boat sales and repair facilities. These parcels are zoned Highway-Business, Planned Industrial Development, and Light Industrial and include: Cove 2 Coast Marine (boat sales), Boats Plus of Georgia (boat sales), OneWater Marine (boat sales), and Georgia Boat Brokers (boat sales). The subject properties' historical zoning of PCD and S-S should be considered an established use, and other existing uses in the area support the business's intention to continue to operate and expand.

The Gateway Corridors Overlay District (GCOD) follows Lanier Islands Parkway and applies to property located within 300 feet of the centerline of the road. Part of the subject property does fall within this area and is subject to these development standards. It is the developer's intention to continue to maintain and develop the subject property in such a way that it adheres to all applicable standards such as those related to screening, fencing, and signage.

The property is served by public water available along Lanier Islands Parkway and Old Lanier Islands Drive, provided by Gainesville Water. There is no public sewer available in the area, and individual on-site septic systems are utilized.

This rezoning request is submitted concurrently with a special use request for outdoor storage within H-B, and the applicant also intends to request the abandonment of a section of Old Lanier Islands Drive.

This narrative and the conceptual site plan represent the developer's current intent and is representative of how the site could be developed consistently with the uses and design guidelines being requested for approval. Further development of land within the district and construction of infrastructure and buildings may occur through growth of the business. Site details have been discussed with local agencies but have not gone through design review and permitting. Final development, locations of uses, and phasing may vary as the market demands. All such variations shall be limited by the approved uses, design guidelines, conditions of zoning, and all local, state, and federal regulations. Requests for the departure from the uses, design guidelines, and conditions of zoning shall be treated as amendments to the PCD district and shall require further public input and review by the Hall County Planning Commission and Board of Commissioners.

ATLANTA MARINE
1.30 ACRES

TRACT 1 AREA:
1.254 ACRES

REMAINDER AREA:
3.279 ACRES

OLD LANIER ISLANDS DRIVE

TUGGLE DRIVE

September 17, 2026

**Letter of Intent – Request for Special Use of Outdoor Storage**

DCCM respectfully submits the following special use request for outdoor storage in Highway Business (H-B) for part of parcel 07331 002034. The property measures approximately 1.25 acres and is located at 6330 Old Lanier Islands Drive, Buford. The property as it currently exists is developed with a parking lot that serves Lanier Point Church, located to the east at 6302 Old Lanier Islands Drive. The subject property has frontage on both Old Lanier Islands Drive and Tuggle Drive, with a driveway located on Old Lanier Islands Drive. The adjacent property to the west is developed with a boat sales and service business known as Atlanta Marine. Property to the north is developed with another Atlanta Marine location as well as a cemetery.

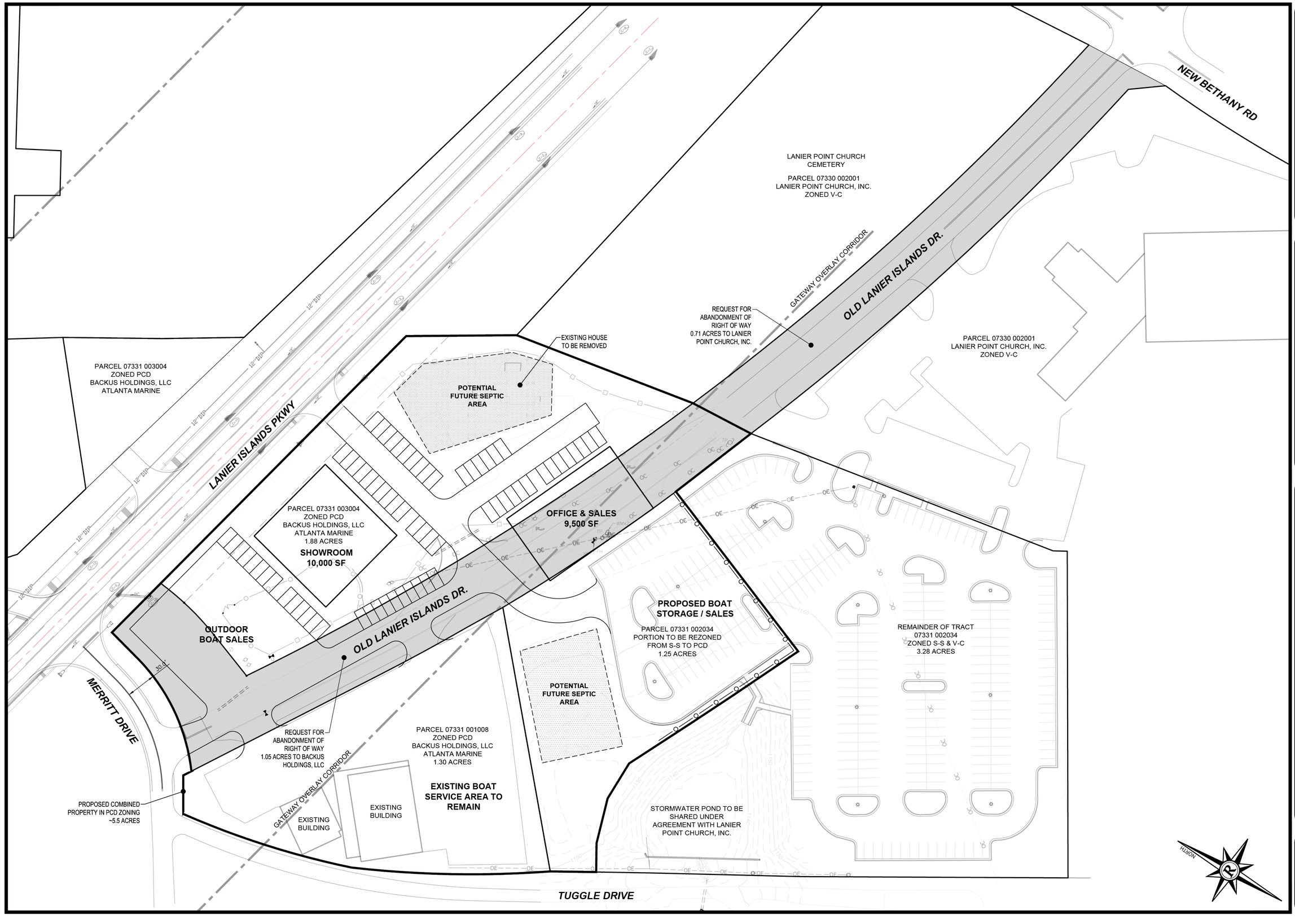
The subject property is currently zoned Suburban Shopping (S-S). A concurrent application proposes rezoning the property to Highway Business (H-B) for the expansion of Atlanta Marine, established and located to the west. The existing parking area would remain and be utilized for storing business inventory and boats awaiting service or pickup. Planned improvements include adding fencing, signage, and security lighting to the site. The applicant also intends to request the abandonment of the section of Old Lanier Islands Parkway which extends from Merritt Drive to New Bethany Road.

Hall County's Comprehensive Plan identifies the subject property's Future Land Use designation as Lakeside Residential in the South Hall Character Area. While this designation does not recognize commercial uses, this corridor serves as the only entrance to Lanier Islands and is primarily developed with other lake-supportive businesses such as boat sales and repair facilities. These parcels are zoned Highway-Business, Planned Industrial Development, and Light Industrial and include: Cove 2 Coast Marine (boat sales), Boats Plus of Georgia (boat sales), OneWater Marine (boat sales), and Georgia Boat Brokers (boat sales). The subject property's historical zoning of S-S and the applicant's intention to combine the property with the adjacent established use, as well as other existing similar uses in the area, support the special use request.

The Gateway Corridors Overlay District (GCOD) follows Lanier Islands Parkway and applies to property located within 300 feet of the centerline of the road. The subject property does not fall within this area. However, it is the developer's intention to maintain and develop the subject property in such a way that it aligns with the other business locations, and all applicable standards such as those related to screening, fencing, and signage will be adhered to.

There is public water available along Old Lanier Islands Drive, provided by Gainesville Water. There is no public sewer available in the area, and an individual on-site septic system would be installed if required.

This narrative and the conceptual site plan represent the developer's current intent and is representative of how the site could be developed consistent with the uses and design guidelines being requested for approval. Further development of lands within the district and construction of infrastructure and buildings may occur through growth of the business. Site details have been discussed with local agencies but have not gone through design review and permitting. Final development, locations of uses, and phasing may vary as the market demands. All such variations shall be limited by the approved uses, design guidelines, conditions of zoning, and all local, state, and federal regulations. Requests for the departure from the uses, design guidelines, and conditions of zoning shall be treated as amendments to the PCD district and shall require further public input and review by the Hall County Planning Commission and Board of Commissioners.




DCCM Infrastructure, Inc.
425 Oak Street NW, Gainesville, GA 30501
770.718.0600 | DCCM.com

REZONING CONCEPT EXHIBIT
FOR:

# ATLANTA MARINE

LOCATED IN
HALL COUNTY, GEORGIA

| NO. | DATE | REVISIONS DESCRIPTION |
|---|---|---|

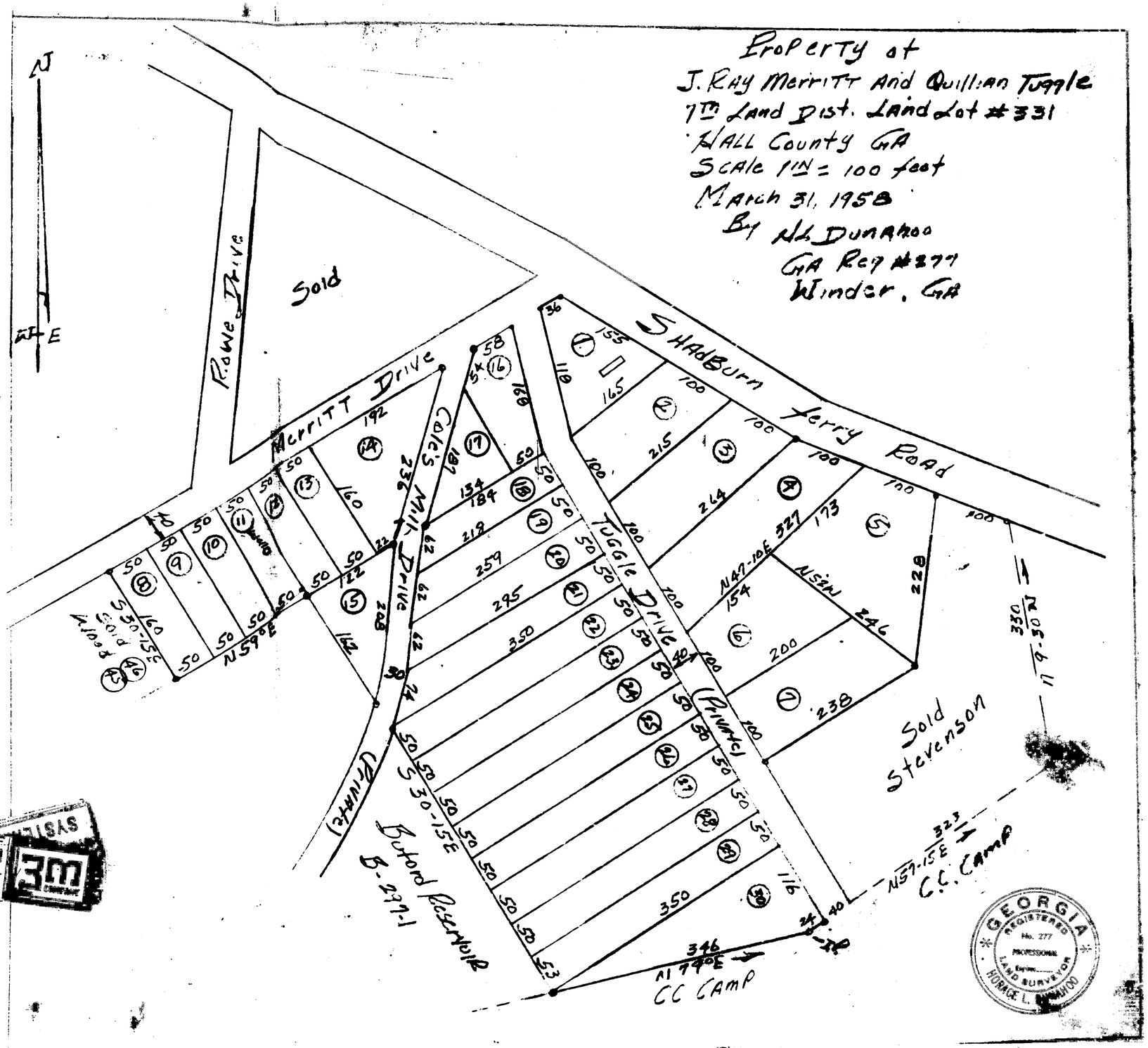
ANY CHANGES OR ALTERATIONS MADE TO THESE CONSTRUCTION DRAWINGS WITHOUT THE APPROVAL OF DCCM, AS INDICATED BY SEAL, SHOWN HEREON, AND ANY LIABILITY ASSOCIATED WITH THIS PROJECT, ORIGINAL DRAWINGS ARE KEPT ON FILE FOR VERIFICATION OF ANY CHANGES.

GRAPHIC SCALE
20' 0' 40' 80'

####

SHEET 1 OF 1

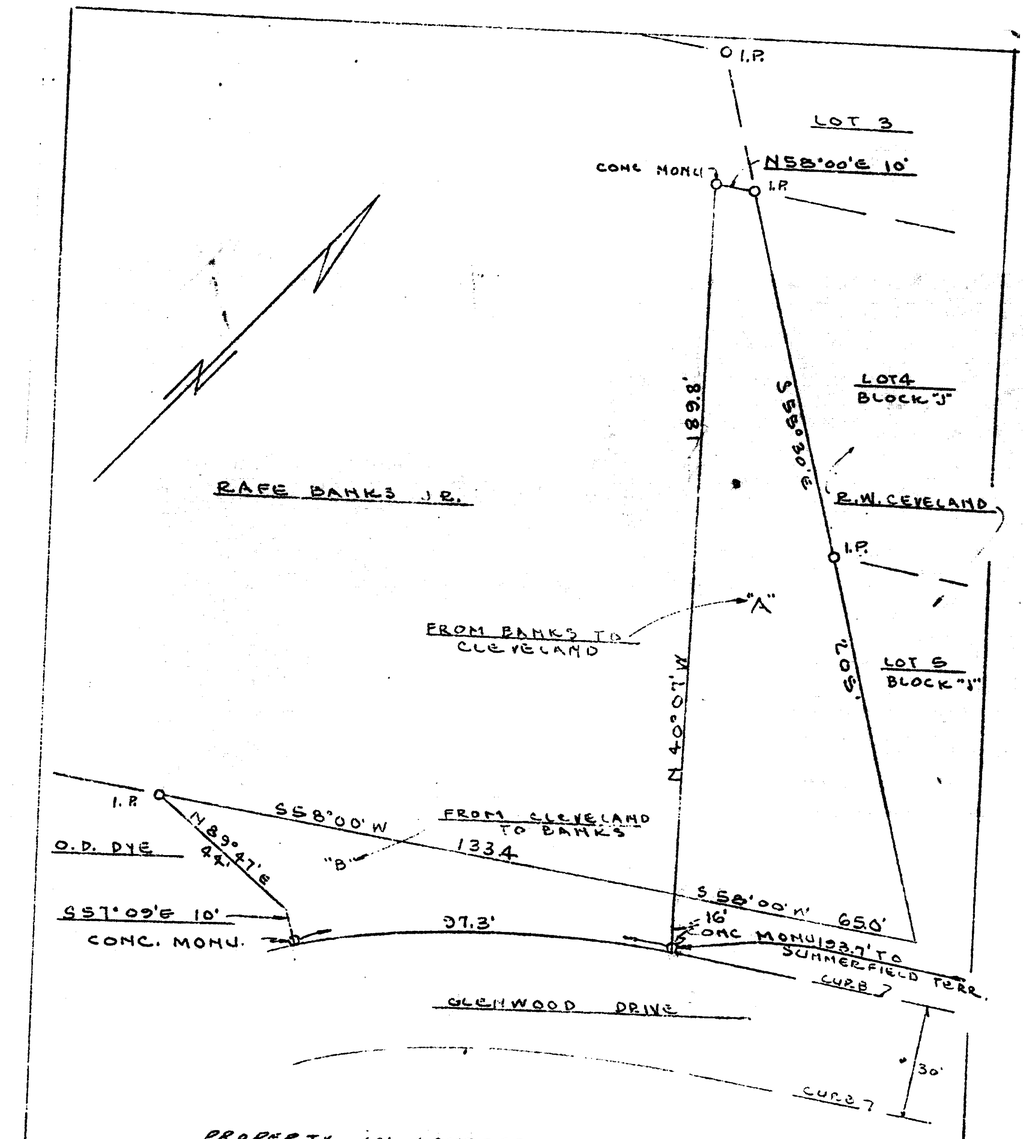
DATE: 9/4/2026
SCALE: 1" = 40'
JOB NO. G21-0502.OLD
DWG NO. REZONE.dwg
DRAWN BY: ATM




MICROFILM SYSTEMS 3M

Recorded April 11-1958

H. Brody Watson
Clerk




PROPERTY IN LONGSTREET HILLS S/D
SHOWING EXCHANGE BETWEEN
DR. RAFE BANKS AND R.W. CLEVELAND
GAINESVILLE - HALL CO GEORGIA
APRIL 10 1958 SCALE 1" = 30'

I certify that this plat is correct and a true representation of the conditions on this property.

Jacque L Williams

Georgia Registered Surveyor No. 859

GEORGIA
REGISTERED
No. 859
Expires
LAND SURVEYOR
JACQUE L. WILLIAMS

Recorded April 22nd 1958. H. Grady Watson, Clerk

THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 35,000 + FEET AND AN ANGULAR ERROR OF 2" PER ANGLE POINT AND WAS ADJUSTED USING COMPASS RULE.

THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 100,000 + FEET.

EQUIPMENT USED FOR MEASUREMENTS :
ANGULAR ET-1
LINEAR TOTAL STATION

IPF 1 1/2" PIPE

N 08° 06' 12" W 184.02

S 78° 30' 00" E 531.67

JAMES T. ROBINSON

IPF 2" PIPE BENT SHOT TOP

S 06° 18' 56" E 232.99

( 4.80 )

IPF 1" PIPE

NORTH

MAG. N.

TRACT - 2 -
2.471 ACRES

NEW BETHANY
CHURCH CEMETARY

IPS

N 70° 18' 12" W 105.41

N 71° 46' 40" W 95.37

N 72° 56' 24" W 80.39

N 73° 51' 11" W 69.45

N 75° 05' 55" W 80.19

N 76° 35' 15" W 109.98

N 08° 06' 12" W - 63.02

N 09° 55' 47" W 4.89

IPF 3/4" PIPE

HOLIDAY ROAD

ALL POINTS 30' FROM ℄ GA. HWY. NO. 347

S 70° 18' 12" E 77.37

S 71° 46' 40" E 96.76

S 72° 56' 24" E 81.47

S 73° 51' 11" E 70.57

S 75° 05' 55" E 81.73

S 76° 35' 15" E 63.14

S 12° 10' 09" E 130.52

N 09° 55' 44" W 320.54

RAY SMITH

NOTE —— THIS PLAT OR SURVEY WAS MADE FOR THE SOLE USE OF THE PARTY OR PARTIES NAMED BELOW THE TITLE "SURVEY FOR". ANY THIRD PARTY USE OF THIS OR ANY PORTION OF THIS PLAT TO BE AT THEIR OWN RISK.

NEW BETHANY ROAD ( POINTS 30' FROM ℄ )

S 11° 12' 18" E 108.11

S 10° 57' 03" E 161.90

TRACT - 1 -
4.765 ACRES

IPF 1/2" RB

N 32° 43' 55" W 401.59

APPARENT LAND LOT LINE

LAND LOT 331

LAND LOT 330

WILFRED L. COERS

POSSIBLE ENCROACHMENT

FLAGGED LINE

IPS

S 63° 58' 23" W 76.61

IPF 2 1/2" SOLID

210.00

S 64° 04' 07" W

IPF 1/2" RB

IPS

HARRY T. COMPTON

FLOOD STATEMENT ——
THIS PROPERTY IS NOT LOCATED IN AN AREA HAVING SPECIAL FLOOD HAZARD CONDITIONS AS PER FLOOD INSURANCE MAPS..

LEGEND ——

| | |
|---|---|
| IPS | IRON PIN SET (1/2" RB) |
| IPF | IRON PIN FOUND |
| R/W | RIGHT OF WAY |
| ℄ | CENTER LINE |
| ℘ | PROPERTY LINE |
| □ | CONCRET MONUMENT |
| △ | CALCULATED POINT |
| INT. | INTERSECTION |

0 50 100 150 200

SCALE : ONE INCH = 50 FEET

DATE : JULY 14, 1987

RECORDING PERMIT
By Ora Cape 10/30/87
HALL COUNTY PLANNING COMMISSION

GEORGIA REGISTERED NO. 2305 LAND SURVEYOR JOSEPH N. SAVAGE

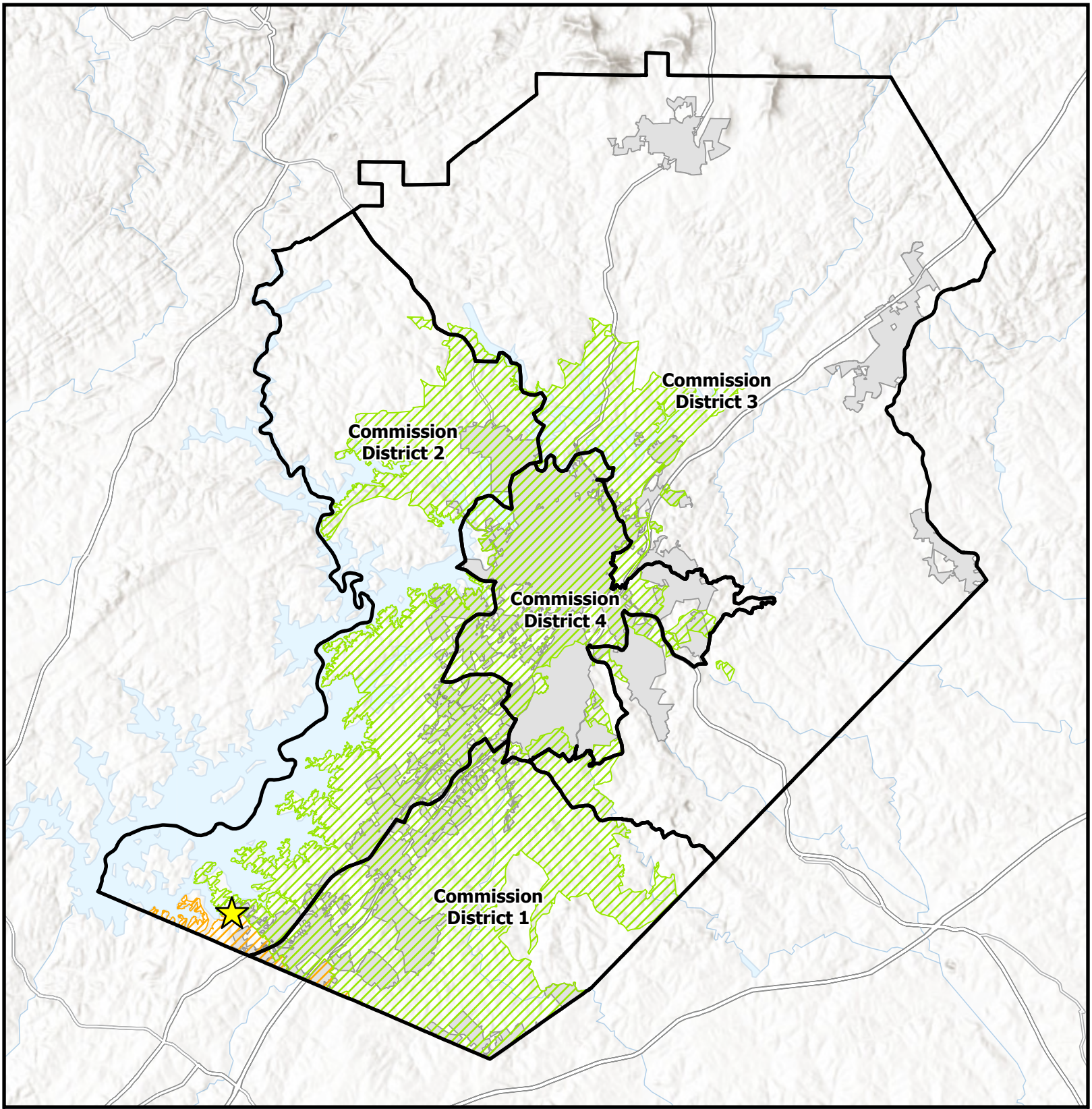
SAVAGE AND ASSOCIATES.
GAINESVILLE, GA. 536-8847
CUMMING, GA. 889-3963

**7.236 ACRES**
SURVEY FOR
**NEW BETHANY BAPTIST CHURCH**
LOCATED IN — LAND LOTS 330 AND 331
7TH DISTRICT
HALL COUNTY, GEORGIA

87012

Recorded October 30, 1987

Dwight D. Wood, Clerk




# Overview Map

Subject Area
Commision Districts
City Limits

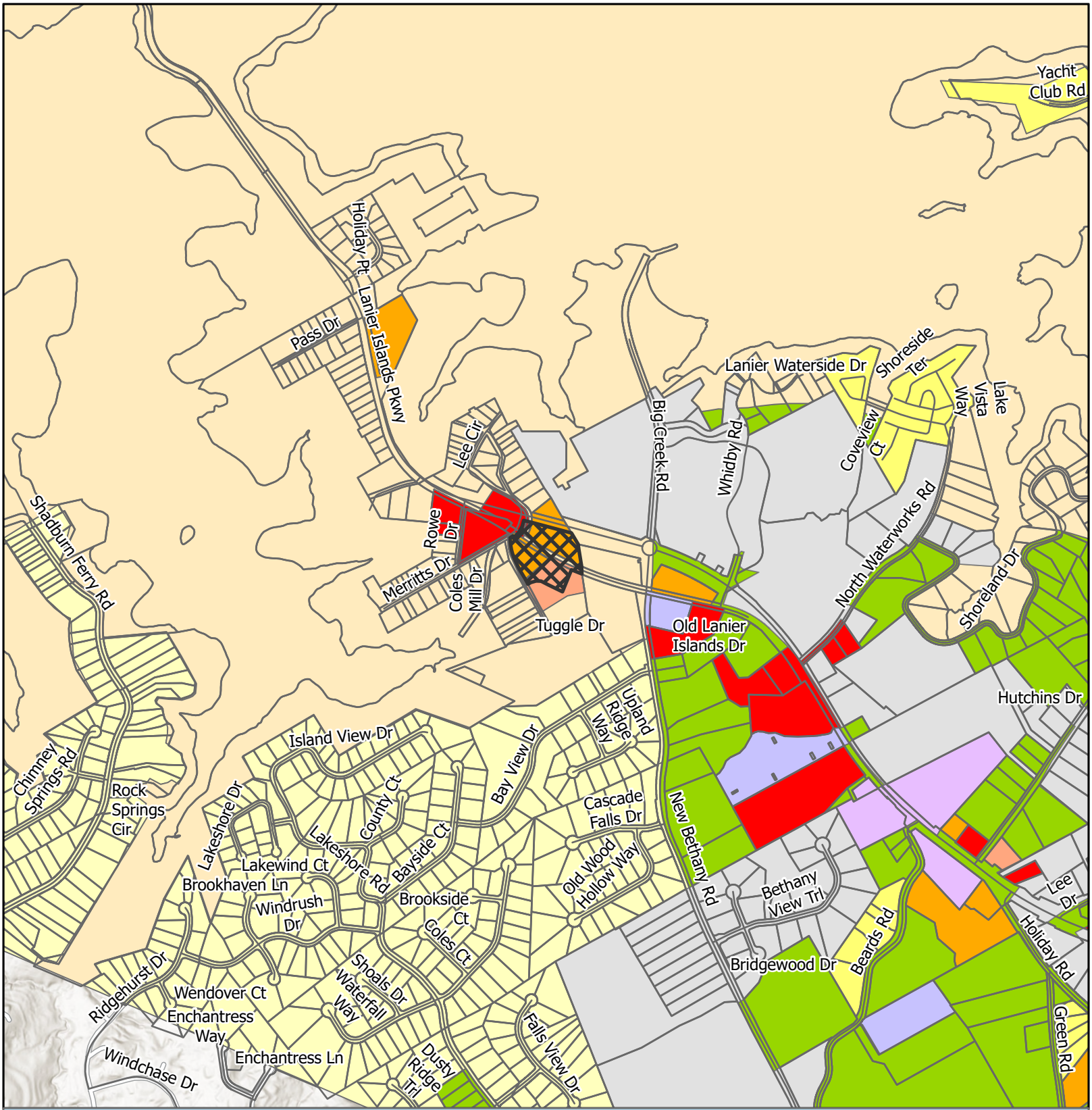
Urbanized Zone Areas
Atlanta, GA
Gainesville, GA

Subject Area Location

Applicant: DCCM Infrastructure, Inc.
Tax Parcel #: 07331 003004 (pt), 002034(pt), & 001008
Location: 6337 Lanier Islands Parkway and 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way
Commission District: 2

HALL COUNTY
GEORGIA
*We have it all in Hall*

Date Prepared: 10/12/2026




# Zoning Map

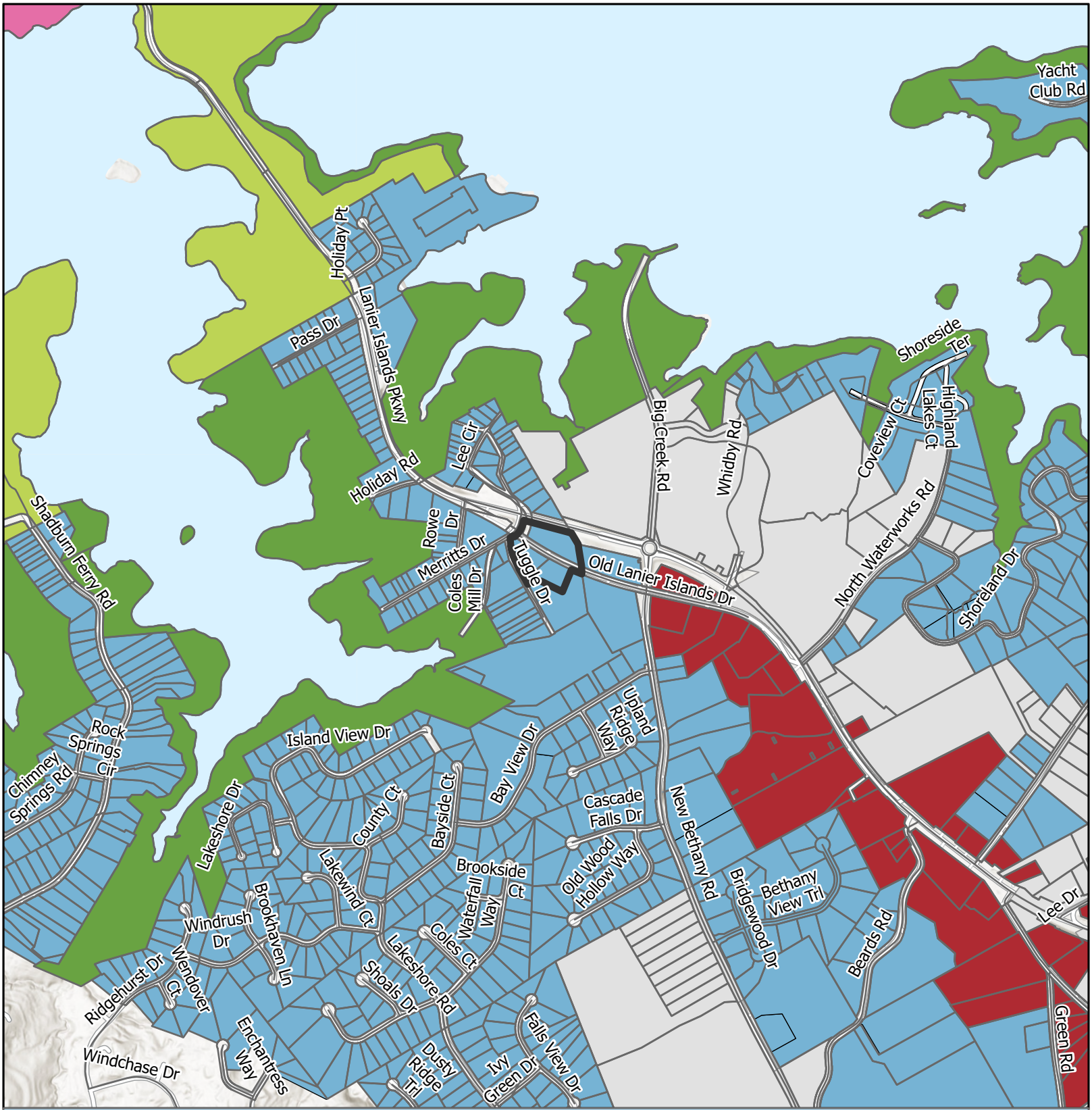
Subject Area
City Limits

Zoning
AR-1
H-B
I-1
PCD
PID
PRD
R-1
S-S
V-C

Applicant: DCCM Infrastructure, Inc.
Tax Parcel #: 07331 003004 (pt), 002034(pt), & 001008
Location: 6337 Lanier Islands Parkway and 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way
Commission District 2

HALL COUNTY
GEORGIA
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Date Prepared: 10/13/2026




# Future Land Use Map

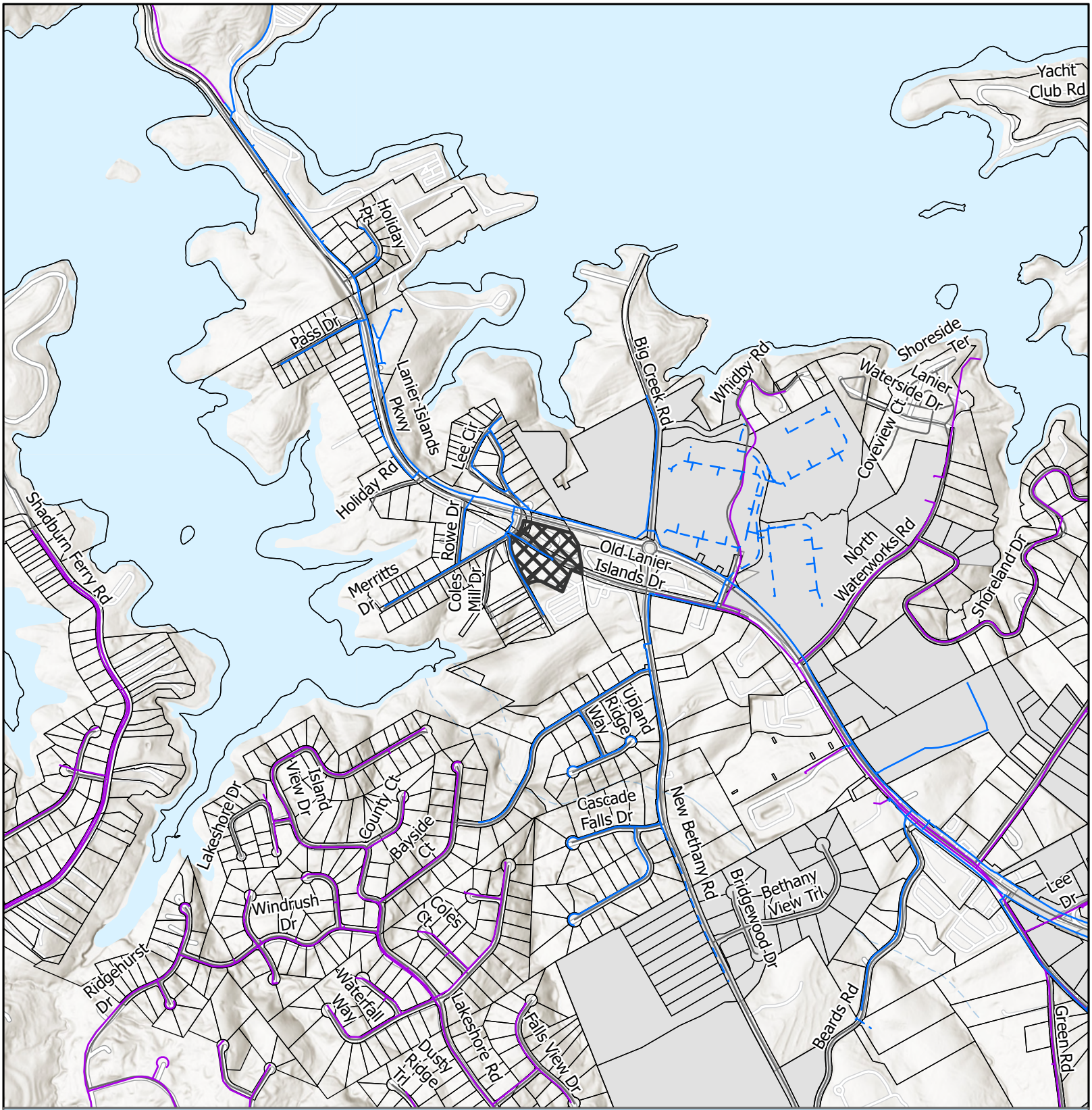
Subject Area
City Limits

FLU
- Business Corridors
- Greenspace - Conservation
- Greenspace - Parks
- Lakeside Residential
- Regional Activity Center

Applicant: DCCM Infrastructure, Inc.
Tax Parcel #: 07331 003004 (pt), 002034(pt), & 001008
Location: 6337 Lanier Islands Parkway and 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way
Commission District: 2

HALL COUNTY
GEORGIA
*We have it all in Hall*

Date Prepared: 10/13/2026




# Utilities Map

- Private of Other System
- Waterline
- Preliminary Waterline
- Subject Area
- City Limits

Applicant: DCCM Infrastructure, Inc.
Tax Parcel #: 07331 003004 (pt), 002034(pt), & 001008
Location: 6337 Lanier Islands Parkway and 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way
Commission District 2

HALL COUNTY
GEORGIA
We have it all in Hall

Date Prepared: 10/13/2026




# Site Plan & Aerial Map

Subject Area

parcel

Applicant: DCCM Infrastructure, Inc.
Tax Parcel #: 07331 003004 (pt), 002034(pt), & 001008
Location: 6337 Lanier Islands Parkway and 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way
Commission District 2

HALL COUNTY
GEORGIA
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Date Prepared: 10/13/2026

07122
00714

000751

GEORGIA, HALL COUNTY, CLERK SUPERIOR COURT
Filed in office, this 10 day of January
20 13 at 4:21 Pm. Recorded in Deed
Book 7122 Page(s) 714-716
Charles Baker, Clerk By JN

000714

After recording, return to: file; V
SMITH, GILLIAM, WILLIAMS & MILES
P O. BOX 1098
GAINESVILLE, GA 30503

HALL COUNTY, Georgia
Real Estate Transfer Tax
Paid $ -0-
Date 1-10-13
Charles Baker
~~Superior Court Clerk~~
By JN
PT61 069-2013000201

# LIMITED WARRANTY DEED

THIS INDENTURE is made this 28 day of December, 2012, between

**ATLANTA MARINE, INC.** (hereinafter referred to as "Grantor") and

**BACKUS HOLDINGS, LLC** (hereinafter referred to as "Grantee")

(Wherever there is a reference herein to the Grantor or the Grantee, the singular includes the plural and the masculine includes the feminine and the neuter, and said terms include and bind the heirs, executors, administrators, successors and assigns of the parties hereto )

WITNESSETH

GRANTOR, in consideration of the sum of –TEN DOLLARS- and other valuable considerations, the receipt and sufficiency whereof are hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and does hereby grant, bargain, sell, alien, convey and confirm unto Grantee the following described property, to wit.

TRACT ONE:
All that tract or parcel of land lying and being in Land Lot 331 of the 7th District, Hall County, Georgia, being shown as Tract Two (0.9873 acres, more or less) on a survey for Atlanta Marine, Inc. prepared by Southern Technical Services, LLC, Ian M. Bragg, Georgia Registered Land Surveyor, dated March 12, 2007, and more fully described according to said survey as follows:

BEGINNING at a ½" rebar found at the intersection of the northeastern right of way of Holiday Road (60-foot right of way) and the southeastern right of way of Lee Circle (50-foot right of way); from said point running along the southeastern right of way of Lee Circle North 20 degrees 44 minutes 49 seconds East 81.74 feet (an arc distance of 81.83 feet and a radius of 505.49 feet); and North 06 degrees 34 minutes 28 seconds East 110.96 feet (an arc distance of 111.35 feet and a radius of 382.61 feet); thence leaving the right of way and running North 50 degrees 30 minutes 47 seconds East 205.15 feet to a ½" rebar found; running thence South 30 degrees 15 minutes 00 seconds East 99.93 feet to a 1" open top pin found; thence running South 31 degrees 00 minutes 32 seconds West 331.10 feet to a point located on the northeastern right of way of Holiday Road; thence along Holiday Road North 56 degrees 24 minutes 20 seconds West 95.75 feet to the rebar found at the point of beginning.

This property also being known as Lot 12 as shown on the subdivision survey recorded in Plat Book 20, page 5, Hall County, Georgia Plat Records; and also the same property described in the Warranty Deed from Gregory T. Cimarossa to Atlanta Marine, Inc., dated September 29, 2003, and recorded in Deed Book 4757, page 328, Hall County, Georgia Deed Records.

000715

TRACT TWO:

All that tract or parcel of land lying and being in Land Lot 331 of the 7th District, Hall County, Georgia, being shown as Tract One (1.9704 acres, more or less) on a survey for Atlanta Marine, Inc. prepared by Southern Technical Services, LLC, Ian M. Bragg, Georgia Registered Land Surveyor, dated March 12, 2007, and more fully described according to said survey as follows.

BEGINNING at a ½" rebar found on the northeastern right of way of Holiday Road (60-foot right of way) which is located South 56 degrees 24 minutes 20 seconds East 95.75 feet from the intersection of the northeastern right of way of Holiday Road and the southeastern right of way of Lee Circle; from said point running North 31 degrees 00 minutes 32 seconds East 331.10 feet to an open top pin found; thence running South 29 degrees 57 minutes 31 seconds East 352.25 feet to a 1" open top pin found, thence running South 08 degrees 00 minutes 57 seconds East 184.03 feet to a ½" rebar found on the northeastern right of way of Holiday Road; thence along Holiday Road the following courses and distances: North 64 degrees 28 minutes 39 seconds West 205.46 feet (an arc distance of 205.51 feet and a radius distance of 2592.24 feet); North 60 degrees 31 minutes 07 seconds West 53.22 feet; North 56 degrees 04 minutes 08 seconds West 96.38 feet; thence North 56 degrees 24 minutes 20 seconds West 64.90 to the rebar found at the point of beginning.

This property also being known as Lots 13, 14, 15 and 16 as shown on the subdivision survey recorded in Plat Book 20, page 5, Hall County, Georgia Plat Records; and also the same property described in the Limited Warranty Deed from Hazel W. Lipham to PBDR Land, LLC, dated October 7, 2005, and recorded in Deed Book 5470, pages 668-670, Hall County, Georgia Deed Records.

TRACT THREE:

All that tract or parcel of land lying and being in Land Lot 331 of the 7th District, Hall County, Georgia, being shown as Tract Three (1.341 acres, more or less) on a survey for Atlanta Marine, Inc. prepared by Southern Technical Services, LLC, Ian M. Bragg, Georgia Registered Land Surveyor, dated March 12, 2007, and more fully described according to said survey as follows:

BEGINNING at a nail found on the southwestern right of way of Holiday Road (60-foot right of way) and the southeastern right of way of Merritt Drive (40-foot right of way), from said point of beginning, running along the southwestern right of way of Holiday Road South 56 degrees 24 minutes 20 seconds East 258.96 feet to an iron pin; thence continuing South 56 degrees 04 minutes 08 seconds East 100.00 feet (an arc distance of 100.02 feet with a radius of 1656.01 feet); thence leaving the right of way and running South 50 degrees 31 minutes 12 seconds West 265.63 feet to a ½" rebar found on the northeastern right of way of Tuggle Drive; thence along Tuggle Drive North 28 degrees 17 minutes 27 seconds West 98.97 feet to a point; thence North 27 degrees 27 minutes 13 seconds West 99.99 feet to a point, thence North 09 degrees 42 minutes 32 seconds West 172.55 feet (an arc distance of 173 90 feet and a radius of 402.00 feet) to a point located on the southeastern right of way of Merritt Drive; thence along Merritt Drive North 52 degrees 14 minutes 16 seconds East 35.99 feet to the nail found at the point of beginning.

This property also being known as Lots 1, 2 and 3 as shown on the subdivision survey recorded in Plat Book 19, page 153, Hall County, Georgia Plat Records.

TO HAVE AND TO HOLD the Land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of Grantee forever in FEE SIMPLE.

AND THE SAID Grantors will warrant and forever defend the right and title to the above- described property unto the said Grantees against the claims of all person owning, holding or claiming by, through or under Grantor only.

EXECUTED under seal as of the date above.

Signed, sealed and delivered in the presence of:

Unofficial Witness

Notary Public

NOTARY SEAL

LEE ANN JAMES NOTARY PUBLIC EXP. Nov. 17, 2018 HALL COUNTY, GA

**ATLANTA MARINE, INC.**

By: _____ (SEAL)
Kurt Backus, Secretary

By: _____ (SEAL)
Lisa Backus, President

After recording, return to:

Calloway Title and Escrow, LLC
Attn: David Dudley
4170 Ashford-Dunwoody Road
Suite 525
Atlanta, Georgia 30319
2-42055

Tax Parcels: 07331-002034 &
07330-002001

**eFiled and eRecorded**
**DATE: 10/28/2022**
**TIME: 3:50 PM**
**DEED BOOK: 9218**
**PAGE: 555 - 558**
**FILING FEES: $25.00**
**TRANSFER TAX: $2,150.00**
**PARTICIPANT ID: 6405611605**
**PT61: 069-2022-009379**
**RECORDED BY: EAR**
**CLERK: Charles Baker, C.S.C**
**Hall County, GA**

STATE OF Georgia

COUNTY OF DeKalb

## LIMITED WARRANTY DEED

THIS INDENTURE is made this October 25, 2022, between Cross Pointe The Church at Gwinnett Center, Inc., a Georgia nonprofit corporation (hereinafter referred to as "Grantor"), and Lanier Point Church, Inc., a Georgia nonprofit corporation (hereinafter referred to as "Grantee"), ("Grantor" and "Grantee" to include their respective successors, legal representatives and assigns where the context requires or permits).

W I T N E S S E T H

Grantor, for and in consideration of the sum of Ten and No/100ths Dollars ($10.00) and other valuable consideration, the receipt and sufficiency whereof are hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and does hereby grant, bargain, sell, alien, convey and confirm unto Grantee all those tracts or parcels of land lying and being in Land Lot 330 and 331, 7th District, of Hall County, Georgia, being more particularly described on Exhibit "A" attached hereto and by this reference incorporated herein (hereinafter, the "Land").

TO HAVE AND TO HOLD the Land, together with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoove of Grantee forever in FEE SIMPLE.

AND GRANTOR WILL WARRANT and forever defend the right and title to the Land unto Grantee against the claims of any persons owning, holding or claiming by, through or under Grantor, except for claims arising under or by virtue of the Permitted Exceptions attached hereto as Exhibit "B" and hereby incorporated by reference.

IN WITNESS WHEREOF, the said Grantor has signed and sealed this deed, as of the day and year above written.

Signed, sealed and delivered
in the presence of:

Unofficial Witness

Notary Public
My Commission Expires:

GEORGE C. CALLOWAY
NOTARY PUBLIC
DEKALB COUNTY, GEORGIA
MY COMMISSION EXPIRES
JUNE 22, 2023

Cross Pointe The Church at Gwinnett Center, Inc., a Georgia nonprofit corporation

By: R. Bruce Hardy (Seal)
Name: R. Bruce Hardy
Title: CFO

https://search.gsccca.org/Imaging/HTML5Viewer.aspx?id=82285712&key1=9218&key2=555&county=69&countyname=HALL&userid=51737&appid=4 1/1

EXHIBIT "A"

Parcel 1

All that tract or parcel of land lying and being in Land Lots 330 and 331 of the 7th Land District of Hall County, Georgia, containing a total of 7.236 acres and being all of Tract 1 (containing 4.765 acres) and all of Tract 2 (containing 2.471 acres), as shown on survey for New Bethany Baptist Church, prepared by Joseph N. Savage, Registered Surveyor, dated July 14, 1987, recorded in Plat Book 125, pages 112-113, Hall County Plat records, said plat being herein incorporated by reference.

Parcel 2

All that tract or parcel of land lying and being in Land Lot 331 of the 7th Land District, Hall County, Georgia, as shown and delineated as 4.522 acres, more or less, on plat of survey for New Bethany Baptist Church by Rufus E. Owens, dated July 14, 2001, and being more particularly described as follows:

Beginning at an iron pin at a point on the southern right of way of Holiday Road a/k/a State Route #347 (60 foot right of way) said pin being 471.04 feet northwest as measured along said right of way from the intersection of said right of way and the western right of way of New Bethany Road (60 foot right of way); thence running south 05 degrees 19 minutes 29 seconds east a distance of 320.72 feet to an iron pin; thence running south 28 degrees 42 minutes 38 seconds east a distance of 14 20 feet to an iron point; thence running south 63 degrees 10 minutes 16 seconds west a distance of 323.64 feet to an iron pin on the northeastern right of way of Tuggle Drive (40 foot right of way); thence running north 26 degrees 25 minutes 13 seconds west along said right of way a distance of 264.81 feet to an iron pin; thence running north 25 degrees 18 minutes 20 seconds west along said right of way a distance of 97.28 feet to an iron pin; thence running north 25 degrees 18 minutes 28 seconds west along said right of way of a distance of 50.10 feet to an iron pin; thence running north 25 degrees 43 minutes 38 seconds west along said right of way a distance of 50.24 feet to an iron pin; thence running north 25 degrees 53 minutes 32 seconds west along said right of way a distance of 50.68 feet to an iron pin; thence leaving said right of way and running north 53 degrees 12 minutes 03 seconds east a distance of 265.77 feet to an iron pin on the southern right of way of Holiday Road; thence running southeasterly along said right of way following the curvature thereof a distance of 300.52 feet to an iron pin, the place or point of beginning, which pin is south 61 degrees 38 minutes 34 seconds east a distance of 300.20 feet from the previous iron pin.

Reference is made to Hall County Plat Book 19, page 153. The above described property is Lots 4, 5, 6, 7 and that shown as ASold Stevenson@. Said property is also known as Lots 4, 5, 6, 7, 73, 76 & 77 of the J. Ray Merritt and Quillian Tuggle Subdivision.

The land described above is the same land shown on Boundary Survey prepared by James A. Cannington of LeCraw Engineering, Job#199001, dated December 9, 2016 and last revised December 22, 2016

## REQUIRED CONSTITUTIONAL AND ANTE LITEM NOTICE

Georgia law and the procedures of Hall County require the Applicant to raise Federal and State constitutional objections during the Highway Business (H-B) rezoning application process. While the Applicant anticipates a smooth application process, failure to raise constitutional objections at this stage may mean that the Applicant will be barred from raising important legal claims later in the process. Accordingly, the following constitutional objections are stated:

The portions of the Hall County Development Code, facially and as applied to the Property, which restrict the Property to any uses, conditions, land use designations, development standards, or to any zoning district other than that proposed by the Applicant are unconstitutional in that they would destroy the Applicant's property rights without first paying fair, adequate and just compensation for such rights, in violation of Article I, Section I, Paragraph I and Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

The application of the Hall County Development Code, facially and as applied to the Property, which restricts the Property to any uses, conditions, land use designations, development standards, or to any zoning district other than in accordance with the application as proposed by the Applicant is unconstitutional, illegal, null and void, constituting a taking of Applicant's Property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States; Article I, Section I, Paragraph I, and Section III, Paragraph I of the Constitution of the State of Georgia of 1983; and the Equal Protection and Due Process Clauses of the Fourteenth Amendment to the Constitution of the United States denying the Applicant an economically viable use of its land while not substantially advancing legitimate state interests.

A denial of this Application would be unconstitutional under the Takings Clause of the Fifth Amendment to the Constitution of the United States and the Just Compensation Clause of Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983. A refusal by the Hall County Board of Commissioners to approve the zoning conditions as requested would constitute a taking of the Applicant's property.

A denial of this Application would constitute an arbitrary and capricious act by the Hall County Board of Commissioners without any rational basis therefore constituting an abuse of discretion in violation of Article I, Section I, Paragraph I and Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth

Amendment to the Constitution of the United States. A refusal to grant the H-B zoning request would lack objective justification and would result only from neighborhood opposition, which would constitute an unlawful delegation of the zoning power to non-legislative bodies in violation of the Georgia Constitution, Article IX, Section II, Paragraph 4.

A refusal by the Hall County Board of Commissioners to approve this Application for the Property in accordance with the criteria as requested by the Applicant would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and owners of the similarly situated property in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States. Any rezoning of the Property subject to conditions which are different from the conditions requested by the Applicant, to the extent such different conditions would have the effect of further restricting Applicant's utilization of the Property, would also constitute an arbitrary, capricious and discriminatory act in zoning the Property to a unconstitutional classification and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove.

Applicant reserves all due process rights granted to them under O.C.G.A. 36-66-5.1. et. seq, to petition the courts for review of a local government's exercise of zoning, administrative, or quasi-judicial powers, as set forth in those code sections and statutes.

## I. CONCLUSION

For the foregoing reasons, the Applicant respectfully requests that this Highway Business rezoning application be granted as requested by the Applicant. If there are any questions about this request, you may contact:

Beth Garmon
DCCM
425 Oak St.
Gainesville, GA 30501
[redacted]
bgarmon@dccm.com

Outlook

**6330 Old Lanier Islands Drive**

**From** Nick Swafford <NSwafford@gainesvillega.gov>
**Date** Fri 9/4/2026 4:11 PM
**To** ltaylor@hallcounty.org <ltaylor@hallcounty.org>
**Cc** Beth Garmon <bgarmon@dccm.com>

**Caution:** This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Lynn,

Please allow this email to serve as confirmation the City of Gainesville currently provides water service to the subject property. Please let me know if you need anything further.

Thanks,

**Nick Swafford**
**Permitting Services & GIS Manager**
**Department of Water Resources**

GAINESVILLE

**O | 770.538.2452**
**www.gainesville.org**

300 Henry Ward Way, Ste. 305
Gainesville, GA 30501

GEORGIA DEPARTMENT OF PUBLIC HEALTH
District 2 Public Health

# Hall County Environmental Health

Location: 2875 Browns Bridge Road, Gainesville, GA 30504
Mailing Address: P. O. Box 5901, Gainesville, GA 30504
PH: 770-531-3973 • www.phdistrict2.org

Banks, Dawson, Forsyth, Franklin, Habersham, Hall, Hart, Lumpkin, Rabun, Stephens, Towns, Union and White Counties

To: Katie Ahmed, Director of Planning and Zoning

From: Hall County Environmental Health Department

Date: October 19, 2026

Subject: November 16, 2026 Hall County Planning Commission Meeting – Planning Items

Environmental Health has reviewed the Planning items listed below for the above referenced meeting. Please be advised that Environmental Health comments are based upon information provided by the applicant and current regulations and policies. If the information, site conditions, regulations, and/or policies, etc. change after comments are provided, these recommendations/comments will be invalidated. The comments provided are not considered approval. Furthermore, Board of Commissioners approval does not constitute Environmental Health approval.

* 3411 Springdale Forrest Circle, KD South, LLC: All proposed lots must meet Hall County Board of Health Lot Size Resolution requirements. Please note that BOC approval does not imply approval from other county departments. Further determination will be made during the plat review process. All proposed plats must be submitted to the Hall County Plat Review Team for review and approval prior to submittal to Clerk of Courts for recordation.

* Item 2A/B, 1646 Candler Road, Patton: No comment.

* 3054/3056/3060/0 Poplar Springs Church Rd, Cook Communities: Public Sewer. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

* 1646 March Drive, Calderon: Must meet all residential permitting requirements. Original copy of Level 3 soil evaluation and copy of recorded plat will be required at time of septic permit application.

* 0 Ridge Road, bSide Oakwood: No comment. Public Sewer.

* 6651 Spout Springs Rd, DCCM: Public Sewer. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

* 5300/5334/5348/5372/0 Ponderosa Farm Rd, CKK: Public Sewer. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

* 6337 Lanier Islands Pkwy/6330/6450 Old Lanier Island Drvie, DCCM: All proposed lots must meet Hall County Board of Health Lot Size Resolution requirements. Please note that BOC approval does not imply approval from other county departments. Further determination will be made during the plat review process. All proposed plats must be submitted to the Hall County Plat Review Team for review and approval prior to submittal to Clerk of Courts for recordation.

  Must meet all Environmental Health commercial septic system permitting requirements. Further determination will be made during the civil plan review process. A detailed business plan must be submitted to Hall County Environmental Health for review. Additional items, including, but not limited to: recorded plat, soil evaluation, and septic system installation/modification may be required after review of business plan.

* 0 Cagle Road, DCCM, Habitat for Humanity: Public sewer. Community septic systems and/or community wells to be permitted by EPD.

Outlook

## RE: Tentative Planning Commission Agenda November 16, 2026

**From** Hash, Christopher M <CHash@dot.ga.gov>
**Date** Wed 10/7/2026 7:54 AM
**To** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Cc** Dorminey, Madison N <mdorminey@dot.ga.gov>; Lynn Taylor (Planning) <ltaylor@hallcounty.org>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Kaitlyn,

Please see the below responses in red from our office.

If you have any questions, please let me know.

Thanks,

**Christopher Hash, P.E.**
*D1 Traffic Operations Supervisor*

GDOT Georgia Department of Transportation

A1, A4 Access and Operations
1475 Jesse Jewell Pkwy
Suite 100
Gainesville, GA, 30501
470.201.8029 cell

---

**From:** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Sent:** Tuesday, October 6, 2026 4:05 PM
**Subject:** Tentative Planning Commission Agenda November 16, 2026

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Please see the Tentative Agenda and Maps for the Monday, November 16, 2026 Hall County Planning Commission Meeting below. Use the links to review the documents and submit any comments in the form of a memorandum to Hall County Planning and Zoning. When providing comments, include the applicant's name and the property address associated with each comment. Failure to submit comments in a timely manner may result in the information being omitted from the staff report.

**PLEASE NOTE: These items will be discussed in next week's Development Review meeting.**

Comments are due by **Monday, October 19, 2026.** (The due dates have changed as we are now operating on a Planning Commission schedule.) Email comments to Lynn (ltaylor@hallcounty.org) and Kaitlyn (kelliott@hallcounty.org).

Link 1 & Link 2

1. **3411 Springdale Forrest Circle | Special Use |** for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 **| Proposed Use:** 2-lot subdivision **|** ** Commission District 2 **| KD South, LLC, applicant**

   Off-system. No impacts expected to the State Highway System.

2. **(A) 1646 Candler Road | Rezone** | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

   **(B) 1646 Candler Road** | **Variance to Section 8.2** | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

   Since access will be from Calvary Church Rd. The access's on SR 60 should be removed.

3. **(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Rezone** | from Planned Development (PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

   **(B) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Special Use** | for a subdivision, residential | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

   Off-system. Impacts expected to the State Highway System. Applicant to submit TIS to GDOT District 1 for review. Potential improvements for SR 332 and Poplar Springs Church Rd and SR 332 and Gilleland Cir may be needed.

4. **1646 March Drive | Rezone** | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 **| Proposed Use: Single-family dwelling** | ** Commission District 4 **| Udis Calderon, applicant**

   Off-system. No impacts expected to the State Highway System.

5. **0 Ridge Road | Rezone** | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development** | ** Commission District 1 **| bSide Oakwood, LLC, applicant**

   Off-system. Impacts expected to the State Highway System. Applicant to submit TIS to GDOT District 1 for review. Potential improvements for SR 347 and Ridge Rd may be needed.

6. **(A) 6651 Spout Springs Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle **|** Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development | ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

   **(B) 6651 Spout Springs Road | Special Use** | for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development |** ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

   Off-system. No impacts expected to the State Highway System.

7. **(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Rezone** | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development** | ** Commission District 1 **| CKK Development Services, LLC, applicant**

   **(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Special Use** | for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development |** ** Commission District 1 **| CKK Development Services, LLC, applicant**

   Off-system. Impacts expected to the State Highway System. Applicant to submit TIS to GDOT District 1 for review. Potential improvements for SR 211 and Ponderosa Farm Rd may be needed.

8. **(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Rezone** | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 **| Proposed Use: To recognize & allow expansion of boat sales & repair** | ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

   **(B) 6337 Lanier Islands Parkway and 6330, 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Special Use |** to allow boat sales & repair within the GCOD | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 | **Proposed Use: To recognize & allow expansion of boat sales & repair |** ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

   On System, coordination required for potential improvements of existing commercial driveway access's.

*The Planning Commission's decision will be the final action taken unless appealed to the Board of Commissioners. To do so, file an application with the Planning Department within 30 days of the Planning Commission's decision. The Hall County Board of Commissioners will hear appeals at a public hearing **Thursday, December 10, 2026,** at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.
**The Planning Commission's recommendation will be forwarded to the Board of Commissioners for final action at a public hearing on **Thursday, December 10, 2026**. The Board will meet at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.

Thank you,

**Kaitlyn Elliott**
**Planning Commission Clerk**
**Planning and Zoning**
(770) 531-6810
kelliott@hallcounty.org
www.hallcounty.org

HALL COUNTY
GEORGIA
*We have it **all** in Hall*

**Effective July 1, 2026, all open records requests should be submitted through Hall County's Next Request Portal (https://hallcountyga.nextrequest.com).**

## Hall County Planning and Zoning does NOT accept wire transfers.

**All payments must be made through the Accela Portal or in person. If you receive any request for a wire transfer, please contact our office immediately—it may be fraudulent.**

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Human trafficking impacts every corner of the globe, including our state and local communities. Georgia DOT is committed to end human trafficking in Georgia through education enabling its employees and the public to recognize the signs of human trafficking and how to react in order to help make a change. To learn more about the warning signs of human trafficking, visit https://doas.ga.gov/human-resources-administration/human-trafficking-awareness/trafficking-in-georgia. To report any suspicious activity, call the Georgia Human Trafficking Hotline at 866-363-4842. Let's band together to end human trafficking in Georgia.

Outlook

## Tentative Planning Commission Agenda November 16, 2026

**From** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Date** Mon 10/19/2026 8:43 AM
**To** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

**From:** Hash, Christopher M <CHash@dot.ga.gov>
**Sent:** Monday, October 19, 2026 8:41 AM
**To:** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Subject:** RE: Tentative Planning Commission Agenda November 16, 2026

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Kaitlyn,

Please see the below response in red.

**Christopher Hash, P.E.**
*D1 Traffic Operations Supervisor*

GDOT Georgia Department of Transportation

A1, A4 Access and Operations
1475 Jesse Jewell Pkwy
Suite 100
Gainesville, GA, 30501
470.201.8029 cell

**From:** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Sent:** Thursday, October 15, 2026 12:26 PM
**Subject:** Re: Tentative Planning Commission Agenda November 16, 2026
**Importance:** High

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Please see the attached tentative packet and provide your comments by **Monday, October 19, 2026**. If you have already submitted comments, please send us a new or updated memorandum with your comments on this application. There may be a minor change to the narrative and site plan, which we will send later to determine whether it affects your comments.

Thank you for working with us on this tight turnaround.

**0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

Off-system, no impacts expected to the State Highway system.

Thank you,

**Kaitlyn Elliott**
**Planning Commission Clerk**
**Planning and Zoning**
(770) 531-6810
kelliott@hallcounty.org
www.hallcounty.org

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DIRECTOR
**Jorge Gomez, P.E.**

# Hall County Government
## COMMUNITY DEVELOPMENT AND INFRASTRUCTURE
## PUBLIC WORKS AND UTILITIES

**M E M O R A N D U M**

**To:** Katie Ahmed, Planning and Zoning Director

**From:** Jorge Gomez, Director of Public Works and Utilities

**Date:** October 19, 2026

**Subject:** November 16, 2026
Planning Commission Meeting

---

Please be advised that our office has reviewed the Hall County Planning Commission agenda for the November 16, 2026, meeting. Upon review, we provide the following comments.

- **3411 Springdale Forrest Circle | Special Use |** for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 **| Proposed Use:** 2-lot subdivision **|** ** Commission District 2 **| KD South, LLC, applicant**

  - **Engineering**: No comment
  - **Traffic:** Ther are no traffic concerns with the proposed SFR use. Any proposed driveways must be located to maximize intersection sight distance.
  - **Utilities:** Property is in the Gainesville-Hall County service district, but sewer infrastructure is not near this location.

- **(A) 1646 Candler Road** | Rezone | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 | Proposed Use: Storage lot | ** Commission District 4 | Chris Patton, applicant

**(B) 1646 Candler Road** | Variance to Section 8.2 | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 | Proposed Use: Storage lot | ** Commission District 4 | Chris Patton, applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.

Show FEMA and Hall County studied Flood plains that are present on site.
Show stream buffer and impervious setback from wrested vegetation not centerline of stream

- **Traffic:** Public Works agrees with the findings of the traffic assessment/Trip generation memo. The driveway will be included in the LDP and must meet all applicable design criteria.
- **Utilities:** Property is in the Gainesville service district.

- **(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension** | Rezone | from Planned Development (PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; | Proposed Use: 234-unit mixed residential development | ** Commission District 3 | Cook Communities, applicant

  **(B) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension** | Special Use | for a subdivision, residential | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; | Proposed Use: 234-unit mixed residential development | ** Commission District 3 | Cook Communities, applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
    Show FEMA and Hall County studied Flood plains that are present on site.
    Show stream buffer and impervious setback from wrested vegetation not centerline of stream
  - **Traffic:** Traffic impact study TIS under review. All recommended improvements from the approved TIS will be required in the LDP.
  - **Utilities:** Property is in the Gainesville service district.

- **1646 March Drive** | Rezone | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 | Proposed Use: Single-family dwelling | ** Commission District 4 | Udis Calderon, applicant

  - **Engineering**: No comment
  - **Traffic:** there are no traffic issues with the proposed SRF use. Any proposed driveways must be located to maximize intersection sight distance.
  - **Utilities:** Property is in the Gainesville service district.

- **0 Ridge Road** | Rezone | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 | Proposed Use: 160-unit mixed residential development | ** Commission District 1 | bSide Oakwood, LLC, applicant

    - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
      Show stream buffer and impervious setback from wrested vegetation not centerline of stream.
    - **Traffic:** The provided Traffic Impact Study (TIS) has not been approved at this time. Any recommended improvements identified in the approved TIS must be incorporated in the LDP.
    - **Utilities:** Property is in the Buford service district, but an IGA between Buford and Hall County has been obtained.

- **(A) 6651 Spout Springs Road** | Rezone | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 | Proposed Use: 119-unit mixed residential development | ** Commission District 1 | DCCM Infrastructure, Inc., applicant

  **(B) 6651 Spout Springs Road** | Special Use | for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 | Proposed Use: 119-unit mixed residential development | ** Commission District 1 | DCCM Infrastructure, Inc., applicant

    - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
      Show FEMA and Hall County studied Flood plains that are present on site.
      Show stream buffer and impervious setback from wrested vegetation not centerline of stream
    - **Traffic:** The driveway labeled Road A is too close to Spout Springs Road. It must be relocated further away. The traffic impact (TIS) is under review. All improvements in the TIS will be included in the LDP. A traffic engineering (TE) report /warrant analysis and signal design will be part of the LDP review process. The traffic signal shall be installed within 120 days of the issuance of the LDP.
    - **Utilities**: Property is in the Hall County service district and will to connect to Hall County sewer. Any easements or improvements required for connection / system upgrades shall be obtained and funded by the developer / development owner.

- **(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road** | Rezone | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A | Proposed Use: 146-unit residential development | ** Commission District 1 | CKK Development Services, LLC, applicant

  **(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road** | Special Use | for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A | Proposed Use: 146-unit residential development | ** Commission District 1 | CKK Development Services, LLC, applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
    Show FEMA and Hall County studied Flood plains that are present on site.
    Show stream buffer and impervious setback from wrested vegetation not centerline of stream
  - **Traffic:** The Traffic Impact Study (TIS) is under review and is not approved. All improvements in the approved TIS will be included in the LDP.
  - **Utilities:** Property is in the Hall County service district and will to connect to Hall County sewer. Any easements or improvements required for connection / system upgrades shall be obtained and funded by the developer / development owner.

- **(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way** | Rezone | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 | Proposed Use: To recognize & allow expansion of boat sales & repair | ** Commission District 2 | DCCM Infrastructure, Inc., applicant

  **(B) 6337 Lanier Islands Parkway and 6330, 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way** | Special Use | to allow boat sales & repair within the GCOD | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 | Proposed Use: To recognize & allow expansion of boat sales & repair | ** Commission District 2 | DCCM Infrastructure, Inc., applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
  - **Traffic:** There are no traffic concerns with the required use. Public Works does support the request to abandon Old Lanier Island Drive.
  - **Utilities:** Property is in the Buford service district.

**0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

- **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
  Show stream buffer and impervious setback from wrested vegetation not centerline of stream.
- **Traffic:** A Traffic Impact Study (TIS) will be required. The improvements recommended in the approval TIS will be included in the LDP.
- **Utilities:** Property is in the Hall County service district and will to connect to Hall County sewer. Any easements or improvements required for connection / system upgrades shall be obtained and funded by the developer / development owner.

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FIRE CHIEF
**Jerry Smith**

# Hall County Government
FIRE RESCUE

**To:** Katie Ahmed, Director of Planning and Zoning
**From: Hall County Fire Marshal's Office**
**Date: 10/6/26**
**Subject:** Date Hall County Board of Commissioners meeting – Planning Items – 11/16/2026
Please be advised that Hall County Fire Marshal's Office has reviewed the Planning items forwarded to the Hall County Board of Commissioners for consideration at the 11/16/26 meeting. Upon review, we provide the following comments.

1. **3411 Springdale Forrest Circle | Special Use |** for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 **| Proposed Use:** 2-lot subdivision **|** ** Commission District 2 **| KD South, LLC, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

2. **(A) 1646 Candler Road | Rezone** | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

**(B) 1646 Candler Road | Variance to Section 8.2** | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

3. **(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Rezone** | from Planned Development

(PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

**(B) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Special Use** | for a subdivision, residential | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

4. **1646 March Drive | Rezone** | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 **| Proposed Use: Single-family dwelling** | ** Commission District 4 **| Udis Calderon, applicant**

   **The Hall County Fire Marshal's Office has no comments as proposed.**

5. **0 Ridge Road | Rezone** | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development** | ** Commission District 1 **| bSide Oakwood, LLC, applicant**

   **The Hall County Fire Marshal's Office has no comments as proposed.**

6. **(A) 6651 Spout Springs Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle **|** Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development | ** Commission District 1 | DCCM Infrastructure, Inc., applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

**(B) 6651 Spout Springs Road | Special Use** | for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development |** ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

7. **(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Rezone** | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development** | ** Commission District 1 **| CKK Development Services, LLC, applicant**

**The proposed concept plan shows both ingress / egress locations on Ponderosa Farm Road too close together. Below is the fire code standard used to determine the distance between two access road ingress/egress locations.**

**International Fire Code 2024 Edition**

**D107.2 Remoteness.**

Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

The secondary fire access road cannot be installed because of location on the property, topography, waterways, nonnegotiable grades or other similar conditions. Per Fire Marshal Vieira the applicant can use the state adopted alternative to increase the road width to 26' the increased road width will eliminate the requirement for a secondary emergency access.

**(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Special Use** | for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132,

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The secondary fire access road cannot be installed because of location on the property, topography, waterways, nonnegotiable grades or other similar conditions. Per Fire Marshal Vieira the applicant can use the state adopted alternative to increase the road width to 26' the increased road width will eliminate the requirement for a secondary emergency access.

8. **(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Rezone** | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 **| Proposed Use: To recognize & allow expansion of boat sales & repair** | ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

**The Hall County Fire Marshal's Office considers the plan conceptual and if approved the site plan may require modifications during the development review to meet Life Safety and International Fire Code requirements including any applicable state modifications.**

**(B) 6337 Lanier Islands Parkway and 6330, 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Special Use |** to allow boat sales & repair within the GCOD | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east

of its intersection with Merritts Drive | Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 | **Proposed Use: To recognize & allow expansion of boat sales & repair |** ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

**The Hall County Fire Marshal's Office considers the plan conceptual and if approved the site plan may require modifications during the development review to meet Life Safety and International Fire Code requirements including any applicable state modifications.**

**0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

**A 48-unit residential development will require fire hydrants to be installed for potential fire suppression needs. Currently the nearest fire hydrant is located over 1 mile south at Cagel and Buffington Farm Road. See Code requirement below.**

## International Fire Code 2024 Edition 507.5.1 Where required.

Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 500 feet from a hydrant on a fire apparatus access road, as measured by an *approved* route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the *fire code official*.

Regards,

**John Hornick, NPQ Fire Service Plans Examiner 1**

**Lieutenant, Hall County Fire Rescue**

**Hall County Government**

Main: 770-531-6838 | Cell: 404-597-0083

Website: www.Hallcounty.org

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# Hall County Government

COMMUNITY DEVELOPMENT & INFRASTRUCTURE
BUILDING INSPECTIONS DIVISION

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INTERIM DEVELOPMENT SERVICES DIRECTOR
**Barry Shaw**

INTERIM CHIEF BUILDING OFFICIAL
**Cody Edwards**

**To:** Katie Ahmed, Director of Planning and Zoning

**From:** Barry Shaw, Interim Director of Development Services

**Date:** October 19, 2026

**Subject:** November 16, 2026

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**3411 Springdale Forrest Circle | Special Use | for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 | Proposed Use: 2-lot subdivision | ** Commission District 2 | KD South, LLC, applicant**

- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures. All structures were built prior to 1980 and will require asbestos inspections and reports by a state licensed asbestos Inspector.

**(A) 1646 Candler Road | Rezone** | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**
**(B) 1646 Candler Road** | **Variance to Section 8.2** | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures. All structures were built prior to 1980 and will require asbestos inspections and reports by a state licensed asbestos Inspector.

**(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Rezone** | from Planned Development (PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of

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- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures apart from 2 structures all were built prior to 1980 and will require asbestos inspections and reports by a state licensed asbestos Inspector. 3060 Poplar Springs Church Road and 3549 Gilleland Extension were both built in 1980 and will not require asbestos inspections and reports before demolition.

**1646 March Drive | Rezone** | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 **| Proposed Use: Single-family dwelling** | ** Commission District 4 **| Udis Calderon, applicant**

- NO COMMENT

**0 Ridge Road | Rezone** | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development** | ** Commission District 1 **| bSide Oakwood, LLC, applicant**

- NO COMMENT

**(A) 6651 Spout Springs Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle **|** Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development | ****** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

**(B) 6651 Spout Springs Road | Special Use** | for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development |** ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures. All structures that were built prior to 1980 will require asbestos inspections and reports by a state licensed asbestos inspector. The single-family residence at this location was built in 1998 and will not require asbestos inspections and reports before demolition.

**(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Rezone** | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development** | ** Commission District 1 **| CKK Development Services, LLC, applicant**
**(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Special Use** | for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development |** ** Commission District 1 **| CKK Development Services, LLC, applicant**

- Applicants would be required to get demo permits for all structures from Building Inspections before building new structures. All structures that were built prior to 1980 will require asbestos inspections and reports by a state licensed asbestos inspector. 5372 Ponderosa Farm Road currently has a parcel tag dated 03.23.2022 and placed by Planning and Zoning referencing a demo of a pole barn and is no longer relevant should proposed development be granted.

**(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Rezone** | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 **| Proposed Use: To recognize & allow expansion of boat sales & repair** | ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**
**(B) 6337 Lanier Islands Parkway and 6330, 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Special Use |** to allow boat sales & repair within the GCOD | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 | **Proposed Use: To recognize & allow expansion of boat sales & repair |** ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

- NO COMMENT

**0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

- NO COMMENT

PLANNING AND DEVELOPMENT DEPARTMENT
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
t: 770-531-6809 I f: 770-531-3902

HALL COUNTY
GEORGIA
*We have it **all** in Hall*

## PUBLIC NOTICE REQUIREMENTS

Zoning regulations require that public notice must be given prior to all zoning hearings as follows:

1. The Planning Department shall publish a legal advertisement no less than fifteen (15) days and no more than forty-five (45) days prior to the public hearing.

2. The Planning Department shall send notification by letter of all other property owners within a 500-foot radius of the applicant's property, which is standard administrative policy of the Planning Department.

3. The applicant/property owner shall place the public notice sign in a conspicuous location on the property not less than fifteen (15) days and not more than forty-five (45) days prior to the public hearing.

**The Planning Department shall post the legal advertisement and notify property owners within a 500ft radius to the subject property.**

**The applicant is required to post the public notice sign not less than fifteen (15) days and no more than forty-five (45) days prior to the public hearing. A photo of the sign placed at the location is required and must be sent to the Planning Department.**

Multiple sign postings on a site may be required as determined by the Planning Department. The sign must be in a location where it is clearly visible from the roadway. The sign cannot be obstructed in any manner, placed too far from the road, or placed in such manner as would cause it to blend into the landscape.

Should you find the sign missing or vandalized in any manner, contact the Planning Department for a replacement sign. When the proceeding is complete and final Board action has occurred, the sign shall then be removed from the property by the applicant.

**THE ZONING SIGN MUST BE POSTED NO EARLIER THAN October 21, 2026 AND NO LATER THAN October 25, 2026.**

**THE ORGINAL SIGNED AFFIDAVIT MUST BE RETURNED TO THE PLANNING DEPARTMENT NO LATER THAN October 25, 2026 ALONG WITH A MINIMUM OF ONE PHOTO SHOWING THE SIGN POSTED AT THE SUBJECT PROPERTY.**

**Failure to comply will result in a delay of the application.**

---

## AFFIDAVIT

**By my signature, I,** Beth Garmon (Please Print Name) **, hereby acknowledge that I have read and understand the sign posting requirements. I further certify that the required public notice sign was posted on** 10/23/2026 (Date) **for** DCCM Infrastructure, Inc. (Name application filed as).

**Signature** Elizabeth Garmon

(The original document is required)

Revised September 2021


Oct 23, 2026 at 12:55:27 PM
6337 Lanier Islands Pkwy
Buford GA 30518
United States
ZONING NOTICE
AN APPLICATION HAS BEEN FILED WITH HALL COUNTY IN REGARD TO THE ZONING REGULATIONS AS THEY APPLY TO THIS PROPERTY
APPLICANT: DCCM INFRASTRUCTURE, INC
REQUEST: REZONE FROM S-S & POD TO H-B AND A SPECIAL USE TO RECOGNIZE & ALLOW EXPANSION OF BOAT SALES & REPAIR
PUBLIC HEARINGS WILL BE HELD ON:
PLANNING COMMISSION
Date: NOV 16, 2026
Time: 5:15 P.M.
&
COUNTY COMMISSION
Date: DEC 10, 2026
Time: 6:00 P.M.
HALL COUNTY GOVERNMENT CENTER, 2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA
FOR MORE INFORMATION CALL: (770) 531-6809


Oct 23, 2026 at 12:50:00 PM
6450 Lanier Islands Pkwy
Buford GA 30518
United States
SHOWROOM
ZONING NOTICE
AN APPLICATION HAS BEEN FILED WITH HALL COUNTY IN REGARD TO THE ZONING REGULATIONS AS THEY APPLY TO THIS PROPERTY
APPLICANT: DCCM INFRASTRUCTURE, INC.
REQUEST: REZONE FROM S-S & PCD TO H-B AND A SPECIAL USE TO RECOGNIZE & ALLOW EXPANSION OF BOAT SALES & REPAIR
PUBLIC HEARINGS WILL BE HELD ON:
PLANNING COMMISSION
Date: NOV 16, 2026
Time: 5:15 P.M.
&
COUNTY COMMISSION
Date: DEC 10, 2026
Time: 6:00 P.M.
HALL COUNTY GOVERNMENT CENTER, 2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA
FOR MORE INFORMATION CALL: (770) 531-6809


Oct 23, 2026 at 12:40:04 PM
6330 Lanier Islands Pkwy
Buford GA 30518
United States
ZONING NOTICE
AN APPLICATION HAS BEEN FILED WITH HALL COUNTY IN REGARD TO THE ZONING REGULATIONS AS THEY APPLY TO THIS PROPERTY
APPLICANT: DCCM INFRASTRUCTURE, INC.
REQUEST: REZONE FROM S-S & POD TO H-B AND A SPECIAL USE TO RECOGNIZE & ALLOW EXPANSION OF BOAT SALES & REPAIR
PUBLIC HEARINGS WILL BE HELD ON:
PLANNING COMMISSION
Date: NOV 16, 2026
Time: 5:15 P.M.
&
COUNTY COMMISSION
Date: DEC 10, 2026
Time: 6:00 P.M.
HALL COUNTY GOVERNMENT CENTER, 2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA
FOR MORE INFORMATION CALL: (770) 531-6809

Print

## Planning Commission Comments - November 16, 2026 - Submission #155266

**Date Submitted: 11/4/2026**

Comments completed in the form below will be submitted into the record for the November 16, 2026 meeting of the Hall County Planning Commission.

**First Name***

Edward

**Last Name***

Sutphin

**Address1***

6380 Tuggle Dr

**Address2**

**City***

Buford

**State***

GA

**Zip***

30518

**Zoning Item for Comment***

6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way

Select from the list below which zoning item you would like to register a comment on. Items are listed in the order in which they appear on the agenda.

Your Comments*

Dear Members of the Planning and Zoning Commission,

I am writing to express concerns regarding the proposed expansion of Atlanta Marine. As a neighboring property owner and community member, I believe the Commission should carefully evaluate the company's existing property maintenance practices before approving any additional expansion.

The property's current condition raises several concerns about upkeep, safety, and its impact on surrounding neighborhoods. Photographs of the site show numerous examples of deferred maintenance and poor property management that do not reflect the standards residents expect from businesses operating within our community.

One photograph shows a section of fencing that has collapsed and is leaning significantly downhill along the property boundary. The damaged fence appears to have been in this condition long enough for vegetation to grow through and around it. Fencing serves an important purpose in defining property boundaries, screening commercial activities, and maintaining an orderly appearance. The failure to repair such a visible structural element suggests a lack of attention to routine maintenance and property stewardship.

Another photograph shows a large dead or severely deteriorated tree leaning toward the property and adjacent roadway. The tree is covered in vines and appears unstable, creating potential safety concerns for motorists, pedestrians, neighboring properties, and utility infrastructure. Dead and fallen trees should be promptly removed, particularly when they are located near roads and commercial entrances. The continued presence of this obvious hazard raises questions about how future expansion areas would be maintained.

Additional photographs show stacks of pallets, large storage crates, construction debris, and miscellaneous materials stored in open view near the perimeter of the property. While commercial operations often require outdoor storage, the accumulation of pallets and crates creates an appearance of disorder and industrial clutter that is inconsistent with the expectations of many nearby residents. Unscreened outdoor storage can negatively affect community aesthetics and may contribute to concerns about debris, pests, and overall property management.

These issues are important because expansion should not simply be about increasing the size of a business. Expansion should also demonstrate a commitment to responsible operation, proper maintenance, and respect for neighboring properties. Before additional acreage, facilities, or operational capacity are approved, the Commission should consider whether the applicant has demonstrated the ability and willingness to properly maintain its existing property.

Residents expect neighboring businesses to:

Maintain their properties in a clean, orderly, and professional manner.
Promptly repair damaged fences, structures, and site improvements.
Remove dead, fallen, or hazardous trees and vegetation.
Properly screen outdoor storage areas from public view and adjoining properties.
Control debris and clutter so that commercial operations do not create visual blight.
Protect property values and contribute positively to the character of the surrounding area.
Demonstrate strong stewardship of the land before seeking additional development rights.

Many residents support local businesses and recognize the economic value they bring to Hall County. However, expansion should be accompanied by higher standards of property maintenance and accountability. The existing conditions visible on the property suggest that improvements should be made before additional expansion requests are approved.

I respectfully ask the Planning and Zoning Commission to carefully consider these concerns and require Atlanta Marine to address current maintenance deficiencies, improve site appearance, repair damaged infrastructure, remove hazards, and implement appropriate screening and property management measures before granting any future expansion approvals.

Thank you for your consideration and for your service to Hall County.

Ed Sutphin
6380 Tuggle Dr

Buford, GA 30518
[redacted]
Please write your comments in the box above.

**File Upload**

Merritts Drive.Old Lake Lainer PKWY.jpg

If you have files, such as photos, videos or text documents to include with your comments, upload them in the box above.

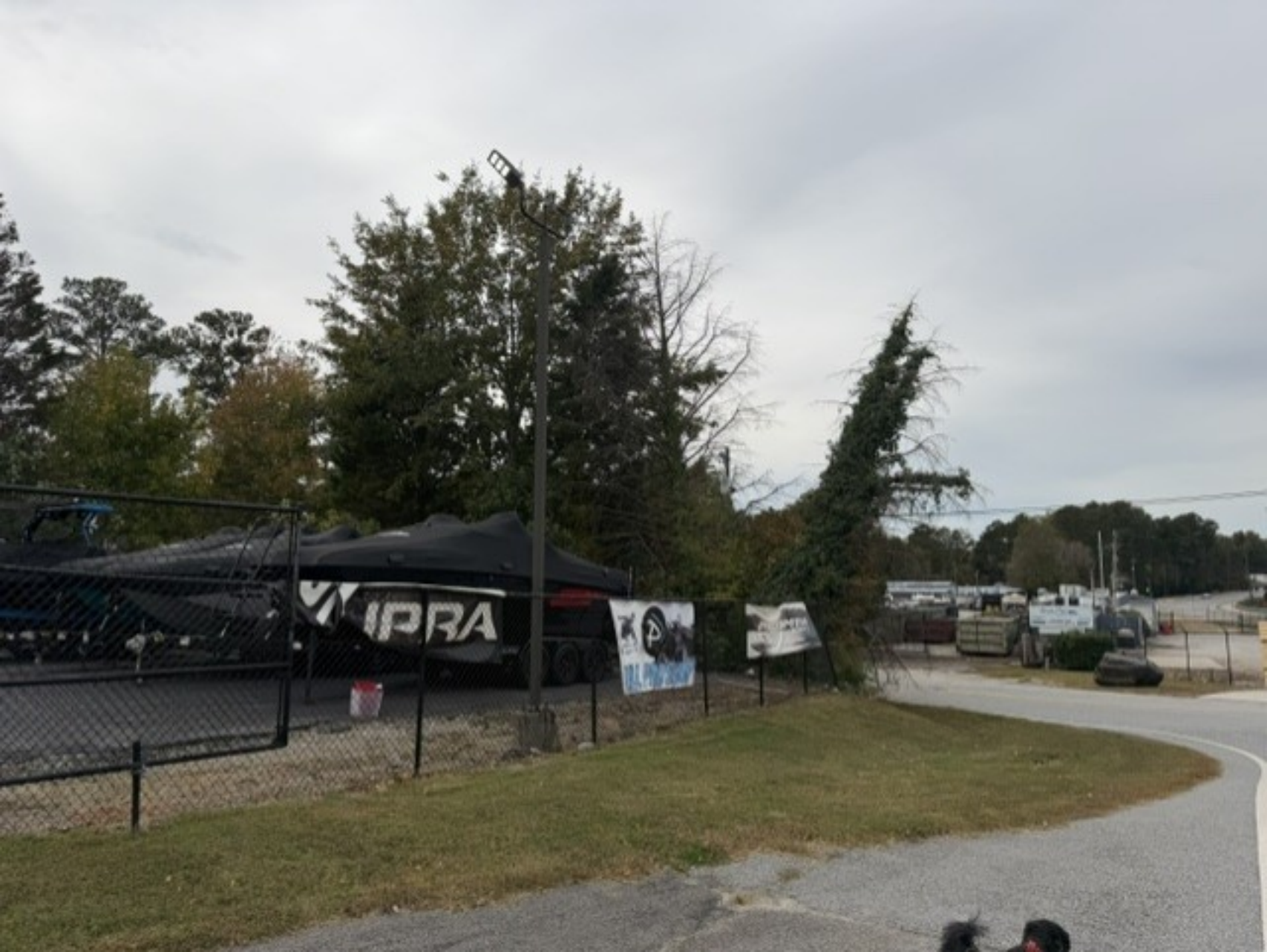
**Would you like follow-up communication?**

[redacted]

Please leave an email address and/or phone number if you would like a Hall County staff member to follow-up with you.






IPRA


MOOMBA
BOATS





Print

## Planning Commission Comments - November 16, 2026 - Submission #155510

**Date Submitted: 11/6/2026**

Comments completed in the form below will be submitted into the record for the November 16, 2026 meeting of the Hall County Planning Commission.

**First Name***

mike

**Last Name***

holman

**Address1***

6376 tuggle drive

**Address2**

**City***

buford

**State***

Georgia

**Zip***

30518

**Zoning Item for Comment***

6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way

Select from the list below which zoning item you would like to register a comment on. Items are listed in the order in which they appear on the agenda.

**Your Comments***

I am a resident just behind Atlanta Marine on tuggle drive. My comments are around the upkeep and maintenance of the property on and around Atlanta marine.
Trees:
On tuggle drive, the juniper trees that were planted many years ago are overgrown and dying. In the past 5 years, three of them have fallen and blocked the street. They were removed by the neighbors without any help from Atlanta Marine. There are several trees that need to be removed to keep this from happening again. There is another dead tree that is leanining over Merrits drive and will fall very soon if not removed.
Fence:
Atlanta marine put in a new chain link fence along tuggle drive about 3 or 4 years ago. They did not remove the old chain link fence and it is an eyesore. It is leaning at about a 45 degree angle in some spots.
Trash:
Atlanta marine washes their boats in the back by the fenceline against tuggle drive. Trash, contaminated water and general debris washed off the boats runs off their property onto the road making a mess to look at. The front of their maintenance space on old lanier islands is a dumping ground for their unused pallets and a bunch of asphalt that they scraped up from their parking lot. It looks bad and is a hazard if anyone were to veer off the road at night and hit the debris.

I dont have a problem living by a boat dealer/maintenance shop but i do have a problem with their lack of general maintenance of their property. I propose that before Atlanta marine is approved to expand, they would need to bring their current property up to date and looking more like a business that wants to be a good neighbor to the residents living around them.
Requested tasks:
Take down old fence that is listing and about to fall down.
Take out all dead or dying juniper trees along tuggle drive and plant something that is a bit more appealing.
Take out the dead tree that is about to fall on merrit drive.
Clean up the debris on the side of the road on old lanier islands drive
Install a drain with a filter that can be emptied by Atlanta Marine at the back of their property.

Pics:
1 - trash along old lanier islands parkway
2 - fence that is listing heavily
3 - tree that is about to fall on Merrits dr.
4 - area where debris and contaminated water come down to tuggle drive

Please write your comments in the box above.

**File Upload**

E7E602D1-5251-4A49-BE75-48CC7E4FCAE7.JPG
If you have files, such as photos, videos or text documents to include with your comments, upload them in the box above.

**Would you like follow-up communication?**

[redacted]

Please leave an email address and/or phone number if you would like a Hall County staff member to follow-up with you.

# AGENDA ITEM

## New Business

| | |
|---|---|
| **REPORT TO:** | **Planning Commission Meeting (11/16/26)** |
| **ITEM NO:** | 742/2026 |
| **SUBJECT:** | **(B) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way \| Special Use \|** to recognize the existing and allow the expansion of a boat sales & repair business with outdoor storage in the GCOD \| on a 5.48± acre tract located on the southeast corner of Lanier Islands Parkway and Merritts Drive \| Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 & a portion of Old Lanier Island Drive right-of-way **\| Proposed Use: To allow the expansion of a boat sales & repair business \|** ** Commission District 2 **\| DCCM Infrastructure, Inc., applicant** |

## Meetings:

**Voting Meeting Date:** 11/16/26

## Executive Summary:

**Presenter:** LT

**Recommendation:**

(B) Approval, with conditions, as the use is an existing approved use and the proposed expansion is outside the 300-foot limits of the Gateway Corridor Overlay District (GCOD).

1. The property shall be developed in accordance with the site plan dated September 4, 2026, and as described in the project narrative dated September 17, 2026, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.
2. A combination plat shall be submitted for Plat Review and recorded prior to issuance of any land disturbance permit, building permit or business license.
3. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval. All improvements and applicable code sections identified in this report shall be met or a separate variance application filed for relief.
4. All conditions of zoning shall be made a part of any plats or construction plans created for the property.

**Purpose of Request:**

**History:**

**(B) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Special Use |** to recognize the existing and allow the expansion of a boat sales & repair business with outdoor storage in the GCOD | on a 5.48± acre tract located on the southeast corner of Lanier Islands Parkway and Merritts Drive | Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 & a portion of Old Lanier Island Drive right-of-way | **Proposed Use: To allow the expansion of a boat sales & repair business** | ** Commission District 2 | **DCCM Infrastructure, Inc., applicant**

**Facts and Issues:**

**Options:**

**Approvals:**

| Submit | Review |
|---|---|
| KE | LT |

---

**Attachments:**

See Rezone Application for all other items

**Due to file sizes, materials for the following applications have been combined. See the highlighted agenda item for all materials related to the following applications:**

**(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Rezone** | from Suburban Shopping (S-S) & Planned Commercial Development (PCD) to Highway Business (H-B) | on a 5.48± acre tract located on the southeast corner of Lanier Islands Parkway and Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 & a portion of Old Lanier Island Drive right-of-way **| Proposed Use: To allow the expansion of a boat sales & repair business** | Commission District 2 **| DCCM Infrastructure, Inc., applicant**

**(B) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Special Use |** to recognize the existing and allow the expansion of a boat sales & repair business with outdoor storage in the GCOD | on a 5.48± acre tract located on the southeast corner of Lanier Islands Parkway and Merritts Drive | Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 & a portion of Old Lanier Island Drive right-of-way | **Proposed Use: To allow the expansion of a boat sales & repair business |** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

# AGENDA ITEM

## New Business

**REPORT TO:** **Planning Commission Meeting (11/16/26)**

**ITEM NO:** 743/2026

**SUBJECT:** **0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

## Meetings:

**Voting Meeting Date:** 11/16/26

## Executive Summary:

**Presenter:** LT

**Recommendation:**

Approval, with conditions, as the proposed zoning and development is consistent with the Lakeside Residential future land use designation within the Comprehensive Plan in the East Hall Character Area.

1. The property shall be developed in accordance with the site plan dated October 7, 2026, and as described in the project narrative received October 19, 2026, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.
2. The development shall be limited to a total of 48 single-family detached residential units.
3. Access to the development shall be subject to approval by the Hall County Public Works Department. Following review and acceptance of the Traffic Impact Study (TIS) by Public Works, all required improvements shall be incorporated into the development plans for review and approval. Any costs associated with these improvements shall be the responsibility of the developer.â€¯
4. All buffers surrounding the development shall meet the definition of a "Buffer, natural" or "Buffer, landscaped" as defined in the Hall County UDC. Where the undisturbed or provided buffer does not meet this definition, the Director of Planning and Zoning, or their designee, may require supplemental plantings or other improvements necessary to ensure the buffer achieves the intent and performance standards intended.
5. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval.
6. All conditions of zoning shall be made part of any plats created for the property.

**Purpose of Request:**

**History:**

**0 Cagle Road | Rezone** | from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) | **Proposed Use: 48-unit residential development** | ** Commission District 3 | **Habitat for Humanity of Hall County, Inc, applicant**

**Facts and Issues:**

**Options:**

**Approvals:**

| Submit | Review |
|---|---|
| KE | LT |

**Attachments:**

Staff Report
Application
Narrative
Site Plan
Maps
Deed
Traffic Memo
Water Availability
Sewer Availability
Department Comments
Notice Signs
Public Comment - Collins
Public Comment - Lipscomb

**HALL COUNTY PLANNING COMMISSION**
**STAFF REPORT**

| | |
|---|---|
| **Applicant** | Habitat for Humanity of Hall County, Inc. |
| **Request** | **Rezone** \| from Agricultural Residential 1 (AR-1) to Planned Development (PD) |
| **Proposed Use** | 48-unit residential development |
| **Size** | 26.21± acres |
| **Zoning** | **Current:** Agricultural Residential 1 (AR-1)<br>**Proposed:** Planned Development (PD) |
| **Location** | 0 Cagle Road **\|** Tax Parcel 15019 000159 (pt) |
| **Commission District** | Three |
| **Planning Commission Date** | November 16, 2026 |
| **Staff Recommendation** | **Approval, with conditions** as the proposed zoning and development is consistent with the Lakeside Residential future land use designation within the Comprehensive Plan in the East Hall Character Area. |
| **Record Number(s)** | HZON26-0042 |

**Staff recommends APPROVAL of the applicant's request with the following conditions:**

1. The property shall be developed in accordance with the site plan dated October 7, 2026, and as described in the project narrative received October 19, 2026, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.

2. The development shall be limited to a total of 48 single-family detached residential units.

3. Access to the development shall be subject to approval by the Hall County Public Works Department. Following review and acceptance of the Traffic Impact Study (TIS) by Public Works, all required improvements shall be incorporated into the development plans for review and approval. Any costs associated with these improvements shall be the responsibility of the developer.

4. All buffers surrounding the development shall meet the definition of a "Buffer, natural" or "Buffer, landscaped" as defined in the Hall County UDC. Where the undisturbed or provided buffer does not meet this definition, the Director of Planning and Zoning, or their designee, may

require supplemental plantings or other improvements necessary to ensure the buffer achieves the intent and performance standards intended.

5. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval.

6. All conditions of zoning shall be made part of any plats created for the property.

---

**Summary Analysis**

The applicant is requesting to rezone a combined 26.21± acre tract from Agricultural Residential 1 (AR-1) to Planned Development (PD) for a 48-unit single-family detached residential development. The proposed site plan includes 48 single-family detached dwellings arranged in a "cottage court" style layout at a density of 1.83 dwelling units per acre with approximately 70 percent open space provided.

The subject property is currently vacant and bordered by the Norfolk Southern Railroad to the southeast.

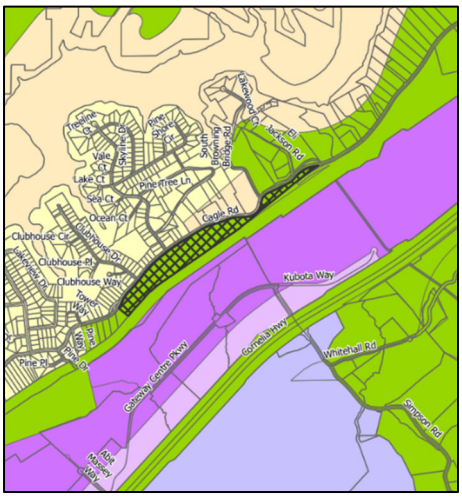
Surrounding properties are zoned and developed as follows:

**North**: Residential 1 (R-1): Surfside Club Estates & Lakepoint Subdivisions
Agricultural Residential (AR-1): single-family residences

**East**: Heavy Industrial (I-2): Kubota Manufacturing of America Corp.

**South**: Heavy Industrial (I-2): Inland Port, RaceTrac commercial center & Auto Metal Direct

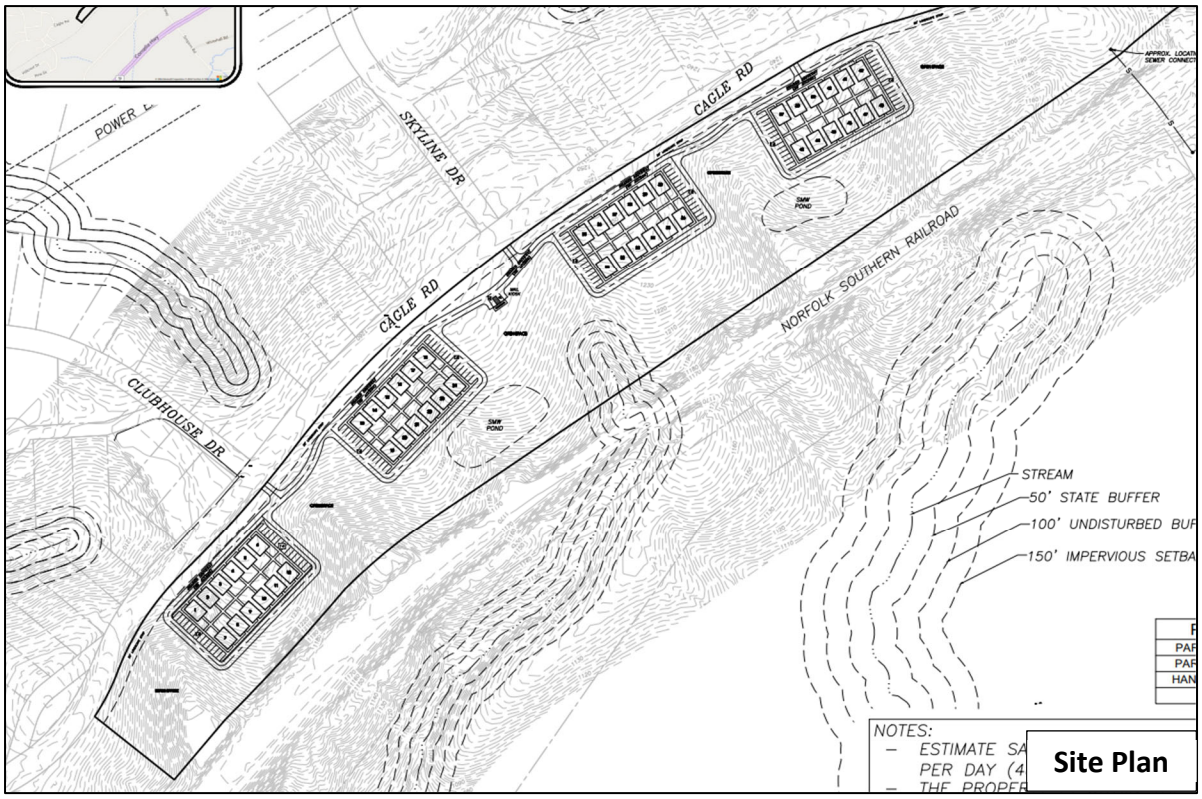
**West**: Residential 1 (R-1): Surfside Club Estates & Lakepoint Subdivisions; Heavy Industrial (I-2): Inland Port; Agricultural Residential (AR-1): undeveloped




Per the submitted narrative, the proposed lots will have a minimum area of 1,200 square feet with ownership limited to the home footprint. This approach is intended to reduce individual property maintenance while responsibility for the maintenance and management of common areas being assigned to a land trust or community association. The homes would be arranged in clusters around shared common areas, consistent with the cottage court development pattern.

Per the submitted site plan, vehicular access and internal circulation would be provided by three access points distributed along approximately 4,755± feet of frontage along Cagle Road. The development is organized into four residential clusters of twelve homes connected by a 20-foot-wide shared driveway, providing interconnectivity throughout the site. Each cluster of homes includes parking for residents and guests. Approximately 70% of the site will remain as undisturbed open space. Stormwater management facilities are located in the southeastern portion of the development. A 25-foot-wide landscape strip and 50-foot building setback is proposed along Cagle Road. A community mailbox unit is centrally located to serve the four clusters of homes.

Water service will be provided by either the City of Gainesville or community wells. Water availability is confirmed in a letter from Nick Swafford, Permitting Services & GIS Manager, dated October 23, 2026. Sanitary sewer service will be provided by Hall County as confirmed in a letter from Jason Skarda, Assistant Public Works Director, dated October 14, 2026.




A Trip Generation Memo prepared by Keck + Wood, dated October 23, 2026, states that the development will generate a total of 653 new weekday trips with 38 trips in the AM peak hour and 49 in the PM peak hour. The Memo states that, given the low number of peak hour trips, coupled with proposed access points, the development is expected to have minimal impact on the local roadway network. However, the Hall County Public Works Department commented that a Traffic Impact Study (TIS) will be required prior to issuance of a Land Disturbance Permit (LDP) and any improvements recommended in the approved TIS must be included in the LDP.

**Development Standards Analysis**

**Section 6.1.5. Establishment of Standards and Relationship to Base Zoning:**
For purposes of evaluation, the Planning Director or designee shall identify the conventional zoning district or districts most comparable to the proposed development based on land use, density or intensity, and the Comprehensive Plan designation which shall serve as a baseline for evaluating the appropriateness of the proposed PD. Where development standards are not expressly established as part of the PD approval, the standards of the identified comparable zoning district(s) shall apply, as determined by the Planning Director or designee.

The development standards for the project are summarized in the table below and are compared against the Residential-1 (R-1) district standards and the applicable Article 7.2.3.I Cottage Courts and Article 8 Site Development requirements of the Hall County Unified Development Code (UDC):

| Development Standard (§) | Proposed | UDC Standard | Compliance |
|---|---|---|---|
| Site Area | 26.21± acres | N/A | N/A |
| R-1 Standards (§4.3) | | | |
| Density | 1.84 U/A | 1 dwelling per 0.5 acre lot (2U/A maximum) | Complies |
| Maximum Building Height | Unspecified | 35 feet | Shall Comply |
| Minimum Lot Area | 1,200 sf | N/A – Cottage Courts (§7.2.3.I) | Complies |
| Minimum Lot Width | 30 feet | N/A – Cottage Courts (§7.2.3.I) | Complies |
| Front Yard | 0 feet | N/A – Cottage Courts (§7.2.3.I) | Complies |
| Side Yard | 0 feet | N/A – Cottage Courts (§7.2.3.I) | Complies |
| Rear Yard | 0 feet | N/A – Cottage Courts (§7.2.3.I) | Complies |
| Cottage Court Use Standards (§7.2.3.I) | | | |
| 7.2.3.I.2.a | 12 detached DUs for each central common area | 4-12 detached DUs for each central common area | Complies |
| 7.2.3.I.2.b | Each DU has frontage on and direct access to the central common area | Each DU must have frontage on and direct access to the central common area | Complies |
| 7.2.3.I.2.c | Not specified | Front porches must be provided for each individual DU | Shall comply |
| 7.2.3.I.2.d | Each courtyard is a minimum of 3,000SF | Common areas must have a ratio of 600sf/DU nor less than 3,000SF | Complies |
| 7.2.3.I.2.e | Not specified | Common areas should consist of pervious materials except for walkways, trails, benches, | Shall comply |

| | | | |
|---|---|---|---|
| | | decorative elements, and other impervious materials as approved by the Director | |
| 7.2.3.I.2.f | Common parking is located to the side of the DUs. Access is via 20 ft wide driveway. | Common parking must be located to the side or rear of the DUs. Access to parking areas must be provided by a shared 20 ft wide driveway. | Complies |
| 7.2.3.I.2.g | N/A | Individual parking, where provided, must be located to the side or rear of the DUs. Access to parking areas must be provided by a shared driveway or alley at least 20 ft in width. | N/A |
| Article 8 | | | |
| Parking (Table 8.1.1) | 28 spaces/12 DU cottage court cluster | 1.5 spaces/DU + 1 guest space/4 DU = 21 spaces | Complies |
| Buffers (§8.2.3) | **Front:** 25-foot landscape strip; **Side:** 200+ feet show as "Open space" **Rear:** 50+ feet show as "Open space" | 50 feet undisturbed | Deviation from Code |
| Landscaping (§8.2.4.H.2) | Unspecified | 2 trees per lot | Shall comply |
| Frontage Landscape Strip (§8.2.5) | 25-foot front landscape strip | 20 feet planted unless 50 ft undisturbed buffer provided | Deviation from Code- 50-foot undisturbed buffer required |
| Sidewalks (§8.4, 9.4.8.C) | Provided within Cottage Courts but size unspecified | 5 feet wide on both sides of street | Shall comply |
| Open Space (§8.5) | 70% | 30% | Complies |
| Architectural Standards (§8.7) | Unspecified | Various | Shall comply |

| | | | |
|---|---|---|---|
| Amenities Maintenance (§8.8.5) | Land Trust or Community Association | HOA required | Shall comply |
| Cluster Mailbox Unit (CBU) (§8.10) | CBU with 4 parking spaces | CBU with 3 parking spaces | Complies |

**Comprehensive Plan Analysis**

**Based on the Hall County Comprehensive Plan, staff finds that the requested rezoning to Planned Development (PD) *is consistent* with the future land use designation of *Lakeside Residential* within the East Hall Character Area.** While some of these areas are not located directly on the lake, they have a development pattern similar to their lakeside neighbors or are likely to see a style of development that is denser than Rural Neighborhood or slightly less dense than Suburban Neighborhood, Low Density. Depending on the character area and what zoning districts they allow, residential densities can be up to 8 dwellings per acre in an urbanized zone and up to 6 dwellings per acre outside of an urbanized zone.

As the subject property is located outside of the urbanized portion of the East Hall Character Area and where water and sewer services are available, the proposed development density of 1.84 dwelling units per acre is within the permitted residential density range of the Lakeside Residential future land use designation.

**6.1.4.A Findings of Facts**

The County Commission shall approve a Planned Development District only upon making findings that:

1. Complies with the intent, eligibility, and superior design standards set forth in Sections 6.1.1–6.1.3; **The proposed development complies with the intent, eligibility, and superior design standards of Sections 6.1.1–6.1.3 by providing an integrated and efficient neighborhood layout, over 70% functional open space, substantial buffering, and coordinated internal infrastructure. The availability of public water and sewer reflects sufficient infrastructure capacity along with the trip generation memo noting limited impact to the roadway. Flexibility from UDC standards is limited and directly tied to achieving a cohesive design that meets or exceeds the intent of the code. As a Habitat for Humanity project, the development also delivers a meaningful public benefit through the creation of high-quality affordable housing, further satisfying the superior design requirements.**

2. The proposed development is consistent with the Comprehensive Plan and applicable adopted policies; **The Lakeside Residential character area is intended to preserve established lakefront neighborhoods while supporting low-density residential development, with allowable densities up to 6 dwelling units per acre outside an urbanized zone. In East Hall, the supported zoning districts include AG-1, AR-1, R-1-L, V-C, R-1, and PD. Although R-X is the district that typically allows cottage courts, the R-X zoning is not supported in this character area due to its higher density potential. The proposed development, however, remains fully within the allowable R-1 density at 1.84 units per acre, consistent with sewer-served areas of East Hall. Given the site's**

**significant topographic constraints, a cottage-court configuration provides a practical way to cluster homes, preserve substantial open space, and minimize land disturbance without increasing density beyond Comprehensive Plan limitations. This combination of lower density, open space preservation, and a clustered housing design tailored to terrain makes the Planned Development district the appropriate tool to implement the character area's intent while maintaining full consistency with the Comprehensive Plan.**

3. The proposed development is compatible with surrounding land uses and includes appropriate transitions, buffering, and mitigation of impacts; **The subject property is located directly across Cagle Road from the established Surfside Club Estates and Lake Point subdivisions, making the proposal compatible with the existing development pattern in the area. To the rear, the site is separated from industrial uses by the Norfolk Southern Railroad which provides a substantial physical buffer between the proposed residences and adjacent industrial uses. In addition, the development incorporates significant open space and a rear yard undisturbed buffer to further mitigate potential impacts. Along Cagle Road, the proposed 50-foot building setback and 25-foot-wide landscape strip provide an appropriate visual transition from the public roadway and enhance the visual character of the corridor. Collectively, these design elements support compatibility with surrounding land uses and minimize potential impacts on adjacent properties**.

4. Adequate public facilities and infrastructure are available to serve the development; **Adequate public facilities and infrastructure are available to support the proposed development. The applicant has provided water and sewer availability letters confirming sufficient utility capacity to serve the site. The provided Trip Generation Memo indicates that the projected traffic volumes associated with the development are low, however a Traffic Impact Study will be required prior to approval of the Land Disturbance Permit (LDP) to ensure any required improvements are completed.**

5. The proposed development is designed and intended to function as a unified and coordinated project. **The development functions as a unified project of four residential courtyard cottage nodules connected with an internal circulation network that factors in the site topography with a mechanism to ensure coordinated management of common areas.**

## Zoning Analysis

When considering a zoning amendment to the zoning maps, the Commission must study the need and justification for the change based on a determination of the facts applicable to the particular case, and the following general lines of inquiry must be considered:

a) Whether the zoning proposal will permit a use that is suitable in view of the use, development and zoning of adjacent and nearby property; **The proposed rezoning and use is suitable in view of the use, development, and zoning of adjacent and nearby properties.**

b) Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property; **The proposed rezoning does not appear to adversely affect the existing use or usability of adjacent or nearby properties.**

c) Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned; **The property appears to have reasonable economic use as currently zoned.**

d) Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, schools, police protection, fire protection, public health facilities or emergency medical service; **The proposed rezoning is not expected to cause an excessive or burdensome use of existing streets, transportation facilities, utilities, schools, police protection, fire protection public facilities, or emergency medical service. The property will be served by City of Gainesville public water, and sanitary sewer service will be provided by Hall County. Any improvements identified in the final approved Traffic Study and required by Hall County Public Works will be addressed with the Land Disturbance Permit (LDP).**

e) Whether the zoning proposal is in conformity with the policy and intent of the future land use plan for the physical development of the area; **The Lakeside Residential character area is intended to preserve established lakefront neighborhoods while supporting low-density residential development, with allowable densities up to 6 dwelling units per acre outside an urbanized zone. In East Hall, the supported zoning districts include AG-1, AR-1, R-1-L, V-C, R-1, and PD. Although R-X is the district that typically allows cottage courts, the R-X zoning is not supported in this character area due to its higher density potential. The proposed development, however, remains fully within the allowable R-1 density at 1.84 units per acre, consistent with sewer-served areas of East Hall.**

f) The extent to which property values are diminished by the existing zoning restrictions; **Staff is unable to determine the extent to which property values are affected by the existing zoning restrictions.**

g) The extent to which the destruction of the subject property's value under the existing zoning promotes the health, safety, morals or general welfare of the public; **Staff is unable to comment on the impact of property values without a full market analysis. Multiple factors impact property value including construction types, proposed uses, and maintenance.**

h) The relative gain to the public as compared to the hardship imposed upon the individual property owner; **Habitat for Humanity is developing this donated property using federal funding and is pursuing additional support through the Georgia DCA Rural Workforce Housing Initiative, which provides higher infrastructure grant eligibility for developments with more housing units, including awards of up to $2,000,000 for projects with 41–60 units. The donated nature of the property further enhances public benefit by enabling affordable homeownership opportunities without land acquisition costs. These combined factors result in a substantial public gain, while the PD flexibility requested minimizes site-specific hardship without creating disproportionate benefit to the property owner**

i) The length of time the property has been vacant as zoned considered in the context of land development in the area in the vicinity of the property; **The subject property is currently vacant and has no history of building permits on file.**

j) Whether there are other existing or changing conditions affecting the use or development of the property which give supporting grounds for either approval or disapproval of the zoning proposal; **Staff is not aware of any changing conditions affecting the use or development of the property.**

k) Whether the change would create an isolated district unrelated to the surrounding districts; **The proposed zoning of Planned Development (PD) is considered a floating zoning district. Its compliance with the comprehensive plan and overall compliance with the PD Findings of Fact prevent it from being considered an isolated district.**

l) Whether the present zoning district boundaries are illogically drawn in relation to existing conditions in the area; **There is no evidence that the present zoning district boundaries are illogically drawn.**

m) Whether the change requested is out of scale with the needs of the county as a whole or the immediate neighborhood; **The proposed development is not out of scale with the needs of the county as a whole, or the immediate neighborhood, as there is a need for additional affordable housing.**

n) Whether it is impossible to find adequate sites for the proposed use in districts permitting such use and already appropriately zoned; **There are no other zoning districts that would permit this type of development within the East Hall Character Area.**

o) Whether the need for rezoning could be handled instead by a variance request to the Planning Commission; **The request could not be handled alternatively as a variance.**

p) Whether there would be an ecological or pollution impact resulting from major modifications to the land if the request is granted; **Any land disturbance activities on the property shall be required to go through the land development permitting process, and as a result are subject to local, state, and federal regulations. As a result, there are no anticipated ecological or pollution impacts resulting from any modification to the land if the request is granted.**

q) Whether there is reasonable evidence based upon existing and anticipated land use that would indicate a mistake was made in the original zoning of the property; **There is no indication that a mistake was made in the original zoning.**

**Development Support and Constraints**

**Hall County Environmental Health**
In a memorandum dated October 19, 2026, the Hall County Environmental Health Department stated, "Public sewer. Community septic systems and/or community wells to be permitted by EPD."

**Georgia Department of Transportation**
In an email dated October 15, 2026, Christopher Hash, D1 Traffic Operations Supervisor, stated, "Off-system, no impacts expected to the State Highway system."

**Hall County Public Works and Utilities**

In a memorandum dated October 19, 2026, Jorge Gomez, Director of Public Works and Utilities, provided the following comments:

**Engineering:**
This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
Show stream buffer and impervious setback from wrested vegetation not centerline of stream

**Traffic:**
A Traffic Impact Study (TIS) will be required. The improvements recommended in the approval TIS will be included in the LDP.

**Utilities**
Property is in the Hall County service district and will to connect to Hall County sewer. Any easements or improvements required for connection/system upgrades shall be obtained and funded by the developer/development owner.

**Hall County Fire Marshal**
In a memorandum October 6, 2026, the Hall County Fire Marshal's Office provided the following comments:

A 48-unit residential development will require fire hydrants to be installed for potential fire suppression needs. Currently the nearest fire hydrant is located over 1 mile south at Cagle and Buffington Farm Road. See Code requirement below.

**International Fire Code 2024 Edition 507.5.1 Where required.**
Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 500 feet from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official.

**PLANNING AND ZONING DEPARTMENT**
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
T: 770-531-6809 I Email: planning@hallcounty.org

HALL COUNTY
GEORGIA
*We have it all in Hall*

# ZONING APPLICATION

**Applicant (Name & Mailing Address)**

Habitat for Humanity of Hall County
2380 Murphy Blvd.
Gainesville, GA 30504
Phone 678-450-5998
Email lila@habitathallcounty.org

**Property Owner (Name & Mailing Address)**

Habitat for Humanity of Hall County, Inc.
PO Box 2514
Gainesville, GA 30503
Phone 678-450-5998
Email lila@habitathallcounty.org

**Contact Person (Name & Mailing Address)**

Beth Garmon
425 Oak St.
Gainesville, GA 30501
Phone 678-450-5128
Email bgarmon@dccm.com

**Status of Applicant**

☑ Owner
☐ Option to Purchase
☐ Area Resident
☐ Other: _____

**Requested Action**

Current Zoning: AR-1
Rezone to: PDD

**Property Information**

Location Address(es): 0 Cagle Rd.
Tax Parcel Number(s): 15019 000159
Acreage: 26.21 acres
Existing Use(s): vacant (zoned Agricultural Residential 1)
Proposed Use(s): single-family detached home development

**I hereby certify that the above information and all attached information are true and correct.**

Applicant Name Printed: Lila Weaver as Executive Director of Habitat for Humanity of Hall County
Applicant Signature: Lila Weaver Date: 10-9-26

***Applicant must complete all required information above. Incomplete applications will not be accepted. The Planning Department has 15 days after application deadline to review each submittal and will assign scheduling dates during that review period. If an application is determined to be insufficient, no agenda date will be set until all required information has been provided.***

---

**Application Withdrawal:** I hereby **withdraw** the application.

Applicant Signature: _____ Date: _____

# STATE OF GEORGIA

## Secretary of State

**Corporations Division**
**313 West Tower**
**2 Martin Luther King, Jr. Dr.**
**Atlanta, Georgia 30334-1530**

**ANNUAL REGISTRATION**

*Electronically Filed*
Secretary of State
Filing Date: 1/24/2025 2:29:11 PM

| BUSINESS INFORMATION | |
|---|---|
| **CONTROL NUMBER** | J915689 |
| **BUSINESS NAME** | HABITAT FOR HUMANITY OF HALL COUNTY, INC. |
| **BUSINESS TYPE** | Domestic Nonprofit Corporation |
| **EFFECTIVE DATE** | 01/24/2025 |
| **ANNUAL REGISTRATION PERIOD** | 2025, 2026 |

| PRINCIPAL OFFICE ADDRESS | |
|---|---|
| **ADDRESS** | 2380 Murphy Boulevard, Gainesville, GA, 30504, USA |

**REGISTERED AGENT**

| NAME | ADDRESS | COUNTY |
|---|---|---|
| Lila Weaver | 5806 Silverthom Drive, Flowery Branch, GA, 30542-3132, USA | Hall |

**OFFICERS INFORMATION**

| NAME | TITLE | ADDRESS |
|---|---|---|
| Neal Broadwell | CEO | 2380 Murphy Blvd, Gainesville, GA, 30504, USA |
| Patsy Kilmartin | SECRETARY | 2380 Murphy Blvd, Gainesville, GA, 30504, USA |
| Suzanne Erickson | CFO | 2380 Murphy Blvd, Gainesville, GA, 30504, USA |

| AUTHORIZER INFORMATION | |
|---|---|
| **AUTHORIZER SIGNATURE** | Lila Weaver |
| **AUTHORIZER TITLE** | Director |

**PLANNING AND ZONING DEPARTMENT**
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
T: 770-531-6809 I Email: planning@hallcounty.org

HALL COUNTY
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# CAMPAIGN CONTRIBUTIONS DISCLOSURE FORM

This form must be completed by the applicant and property owner, or person representing the property owner, for all zoning actions.

OCGA § 36-67A-3: Disclosure of Campaign Contributions:

(a) When any applicant for rezoning action has made, within two years immediately preceding the filing of that applicant's application for the rezoning action, campaign contributions aggregating $250.00 or more to a local government official who will consider the application, it shall be the duty of the applicant to file a disclosure report with the governing authority of the respective local government showing:

(1) The name and official position of the local government official to whom the campaign contribution was made; and

(2) The dollar amount and description of each campaign contribution made by the applicant to the local government official during the two years immediately preceding the filing of the application for the rezoning action and the date of each such contribution.

(b) The disclosures required by subsection (a) of this Code section shall be filed within ten days after the application for the zoning action is first filed.

Code OCGA 1981, § 36-67A-3, enacted by Ga L. 1986, page 1269, § 1; Ga L. 1991, page 1365, § 1; Ga L. 1993, page 91, § 36).

---

**I hereby certify that I have read the above and that:**

I have**____ I have not ✓

within the two years immediately preceding this date, made any contribution(s) aggregating $250.00 or more to any local government official involved in the review or consideration of this application.

**If you have made such contribution(s), you must provide the data required below within ten (10) days of filing this application.

Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Name Printed: Lila Weaver as Executive Director of Habitat for Humanity of Hall County

Applicant's/Owner's Signature: Lila Weaver Date: 10-9-26

RECEIVED
10-19-2026

**Habitat for Humanity of Hall County – Cagle Road**

Parcel Number: 15019 000159

Current Zoning: AR-1

Requested Zoning: PD

Proposed Use: 48 single-family detached homes

Total Site Area: 26.21 acres

Sanitary Sewer: Hall County

Water Service: City of Gainesville

Overlay District: North Oconee Water Supply Watershed Protection District

Project Scope:

Habitat for Humanity of Hall County seeks to rezone a 26.21-acre parcel from Agricultural Residential 1 (AR-1) to Planned Development (PD) for a 48-lot single-family residential development. The homes would be arranged in clusters around shared common areas. Vehicular access and circulation would be provided by three access points from Cagle Road leading to an interconnected drive. Each cluster of homes would include parking for residents and guests. The clustered design would allow for maximum open space to be maintained within the development. Stormwater facilities would be designed to manage runoff. A 25-foot landscape strip is proposed along Cagle Road, and there would be no impact on neighboring properties as the railroad tracks border the property to the south. A 50-foot transitional buffer is proposed along the rear property line to provide noise mitigation from the trains passing by. Along Cagle Road is a building limit of 50 feet, which would apply to the homes. A community mailbox unit would be available for residents to receive mail. The clustering of homes allows for more than 70% of the site to remain open space.

Habitat for Humanity of Hall County recently secured a $1,005,000 federal grant from the Federal Transportation, Housing and Urban Development and Related Agencies (THUD) / Consolidated Appropriations Act. The funds are designated for the development of a new affordable housing community in Hall County, specifically covering site surveying, water infrastructure, and the construction of the first three homes. The nonprofit is also pursuing funds through the Georgia Department of Community Affairs Rural Workforce Housing Initiative. This loan fund addresses ongoing workforce housing needs by building for-sale housing with reduced sale prices.

The development's water needs will be served by either community wells or public water provided by the City of Gainesville Department of Water Resources. Sewer will be provided by Hall County, with an anticipated total usage of 9,600 gallons per day for 48 homes.

Existing Conditions:

The subject property is located between Cagle Road and Norfolk Southern Railroad tracks, across from Surfside Club Estates and behind Gainesville Inland Port and Kubota Manufacturing. The total road frontage of the tract measures approximately 4,755 feet. The parcel measures approximately 400 feet deep, with the topography being especially challenging along the rear of the property, with the change in elevation varying from 50 to 80 feet from the right-of-way to the rear boundary.

Supporting Factors:

The Future Land Use designation of the property is Lakeside Residential, and it is located within the East Hall Character Area. The Lakeside Residential designation is intended to create opportunities for permanent residences along and adjacent to the lake. The proposed density of 1.83 units per acre. The Comprehensive Plan notes that 50% of East Hall's residents support increased senior housing. Habitat for Humanity of Hall County builds community, demonstrated by its extensive history of providing affordable homes to Hall County residents.

The proposed development will be similar to the cottage court use included in Hall County's UDC (section 7.3.2.I). The chart below lists the standards required for Cottage Courts, compared with the proposed development:

| Cottage Courts | Proposed Development |
|---|---|
| At least 4 and no more than 12 detached dwelling units per central common area | Site plan shows groupings of up to 12 homes per cluster. |
| Each dwelling must have frontage on and direct access to the central common area | Each home has frontage on the central courtyard. |
| Front porches must be provided for each dwelling | Final architectural plans have not been determined for the homes. |
| Common areas must be provided for each dwelling | All homes will share a common area. |
| Minimum of 3,000 square feet for each central common area | Each courtyard measures at least 3,000 square feet. |
| Common areas should consist of pervious materials except for walkways, trails, benches, etc. as approved by the director | Final design of the courtyards has not yet been determined. It is anticipated that the |

| | |
|---|---|
| | space will include planting beds, gardens, open lawn, and walkways with seating areas. |
| Common parking areas must be located to the side or rear of the dwellings. | Common parking areas will be located to the side of the dwellings. |
| Access to parking areas must be provided by a shared driveway or alley at least 20 feet in width. | All shared driveways and parking area access will be at least 20 feet in width. |
| Individual parking areas must be located to the side or rear of the dwelling, and accessed by a shared driveway or alley at least 20 feet in width. | Individual parking areas are not proposed for the homes. |

The cottage court use is allowed only within the Residential Mixed (R-X) zoning district and must be approved as a Conditional Use. This district allows for a maximum total density of six units per acre. This zoning district is intended to accommodate a mix of residential housing types, such as townhomes, two-family dwellings, and cottage courts. The Comprehensive Plan does not support R-X within the East Hall Character Area Future Land Use of Lakeside Residential, due to the higher density development types associated with the zoning district.

The proposed development can also be analyzed alongside the Residential 1 (R-1) zoning district, which is intended to accommodate low-density single-family residential development. This zoning district and Agricultural Residential 1 (AR-1) are the most common in the residential areas surrounding the subject property. The R-1 district establishes a minimum lot size of 21,780 square feet when serviced by public sewer. The development is proposed with a minimum lot size of 1,200 square feet, designed in such a way to minimize the individual residents' responsibilities by establishing land ownership of the home footprint only, reducing exterior and landscaping maintenance as these would become the responsibility of a land trust or community association.

The project best aligns with the proposed zoning of Planned Development, which enables innovative, high-quality, and environmentally sensitive development. The site consists of more than five acres and its unique configuration, location, and topography render development under conventional zoning impractical or incapable. Habitat for Humanity has coordinated utility connections with the City of Gainesville, Hall County, and Kubota in order to provide reliable and efficient service. Most importantly, the project demonstrates Habitat for Humanity's commitment to providing meaningful public benefits by increased housing opportunities for those working in the community.

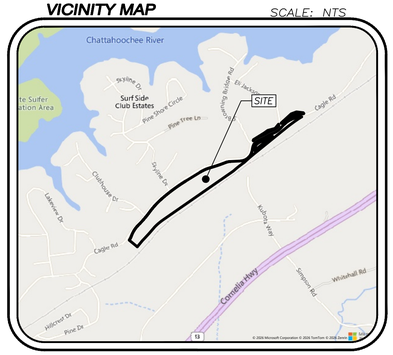
Development Standards:

| | |
|---|---|
| Density | Not to exceed 2 units per acre (total site area) |
| Site Coverage | 100% of individual home lot |
| Lot Area | 1,200 square feet minimum |
| Lot Frontage | 30 feet minimum |
| Setbacks | 0 for individual home lot |
| Building Limit | 50 feet from Cagle Road right-of-way |
| Landscape Frontage Strip | 25 feet from Cagle Road right-of-way |
| Transitional Buffer | 50 feet along side and rear boundaries, not required along Cagle Road |
| Building Height | 35 feet maximum |
| Parking | 2 spaces per home, plus 1 guest space for every 4 homes |
| Sidewalks | Sidewalks will be provided to connect homes to parking areas. Sidewalks may also be incorporated into the development to connect home clusters to other clusters and the mail kiosk. |
| Signage | Monument signs may be installed at each access to Cagle Road. Other directional or wayfinding signage may be incorporated throughout the development as needed. |
| Lighting | All other lighting fixtures shall be fully shielded or semi cut-off, downward directed, and designed to prevent light spill onto adjacent properties or public rights-of-way |
| Cluster Mailbox Unit (CBU) | CBU shall be located on a separate lot or within open space and shall include at least 3 short-term parking spaces |
| Shared Access Driveways | 20 feet wide minimum |

The developer shall comply with Hall County's land development ordinance, as modified by all approved conditions of zoning. The development of the Community shall be controlled by this document and accompanying documents including the concept plan and other exhibits submitted as part of the application package. The concept plan is considered conceptual in nature, and certain modifications to the plans are anticipated from time to time. Beyond such specific language, modifications of the location and arrangement of lots, roads, amenities and other improvements that do not materially conflict with specific standards and requirements of these conditions may be made by the developer, so long as such modification does not materially alter the location or nature of improvements approved by the Board of Commissioners, or impact previously recorded residential sections, or change the land use or increase density.

## VICINITY MAP

SCALE: NTS




SITE ANALYSIS:

TOTAL NUMBER OF LOTS = 48 UNITS

TOTAL AREA = 26.21 AC

PARCEL ID: 15019 000159

CURRENT ZONING: AR-1

PROPOSED ZONING: PD




| PARKING SUMMARY | |
|---|---|
| PARKING AT UNITS | 112 |
| PARKING AT KIOSK | 3 |
| HANDICAP PARKING | 1 |
| TOTAL | 116 |

NOTES:

- ESTIMATE SANITARY SEWER FLOW OF 9,600 GALLONS PER DAY (48 LOTS @ 200 GALLONS PER DAY)
- THE PROPERTY IS WITHIN THE NORTH OCONEE WATER SUPPLY WATERSHED PROTECTION DISTRICT.


DCCM Infrastructure, Inc.
425 Oak Street NW, Gainesville, GA 30501
770.718.0600 | DCCM.com


SITE PLAN EXHIBIT FOR:

# CAGLE ROAD
## HABITAT FOR HUMANITY

LOCATED IN:
CITY OF GAINESVILLE
HALL COUNTY, GEORGIA

| NO. | DATE | REVISIONS DESCRIPTION |
|---|---|---|

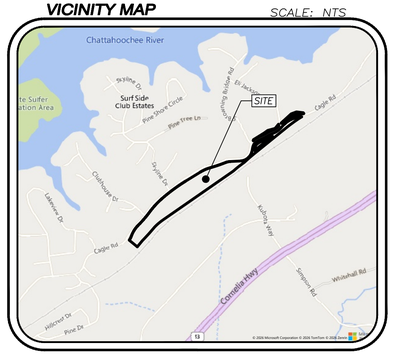

ANY CHANGES OR ALTERATIONS MADE TO THESE CONSTRUCTION DRAWINGS WITHOUT THE WRITTEN APPROVAL OF DCCM INFRASTRUCTURE, INC. SHALL VOID ALL WARRANTIES AND ANY LIABILITY ASSOCIATED WITH THIS PROJECT. ORIGINAL DRAWINGS ARE KEPT ON FILE FOR VERIFICATION OF ANY CHANGES.


GRAPHIC SCALE
50' 0' 100' 200'

SHEET 1 OF 1

DATE: 10/07/26
SCALE: 1" = 100'
JOB NO. G224043.PRP
DWG NO. CONST.dwg
DRAWN BY: AKB

**VICINITY MAP** SCALE: NTS




*SITE ANALYSIS:*

*TOTAL NUMBER OF LOTS = 48 UNITS*

*TOTAL AREA = 26.21 AC*

*PARCEL ID: 15019 000159*

*CURRENT ZONING: AR-1*

*PROPOSED ZONING: PD*

FEMA FLOODZONE

FUTURE FLOODZONE

POWER EASEMENT

POWER EASEMENT

S. BROWNING BRIDGE RD

ELI JACKSON RD

CAGLE RD

CAGLE RD

PINE TREE LN

CAGLE RD

SKYLINE DR

CLUBHOUSE DR

SMW POND

SMW POND

NORFOLK SOUTHERN RAILROAD

APPROX. LOCATION OF SEWER CONNECTION

EX. SEWER LINE

STREAM
50' STATE BUFFER
100' UNDISTURBED BUFFER
150' IMPERVIOUS SETBACK

GATEWAY CENTRE PKWY

KUBOTA WY

GRID NORTH GEORGIA WEST ZONE

*NOTES:*

- *ESTIMATE SANITARY SEWER FLOW OF 9,600 GALLONS PER DAY (48 LOTS @ 200 GALLONS PER DAY)*
- *THE PROPERTY IS WITHIN THE NORTH OCONEE WATER SUPPLY WATERSHED PROTECTION DISTRICT.*


DCCM Infrastructure, Inc.
425 Oak Street NW, Gainesville, GA 30501
770.718.0600 | DCCM.com


*SITE PLAN EXHIBIT FOR:*

# *CAGLE ROAD*
## *HABITAT FOR HUMANITY*

*LOCATED IN:*
*CITY OF GAINESVILLE*
*HALL COUNTY, GEORGIA*

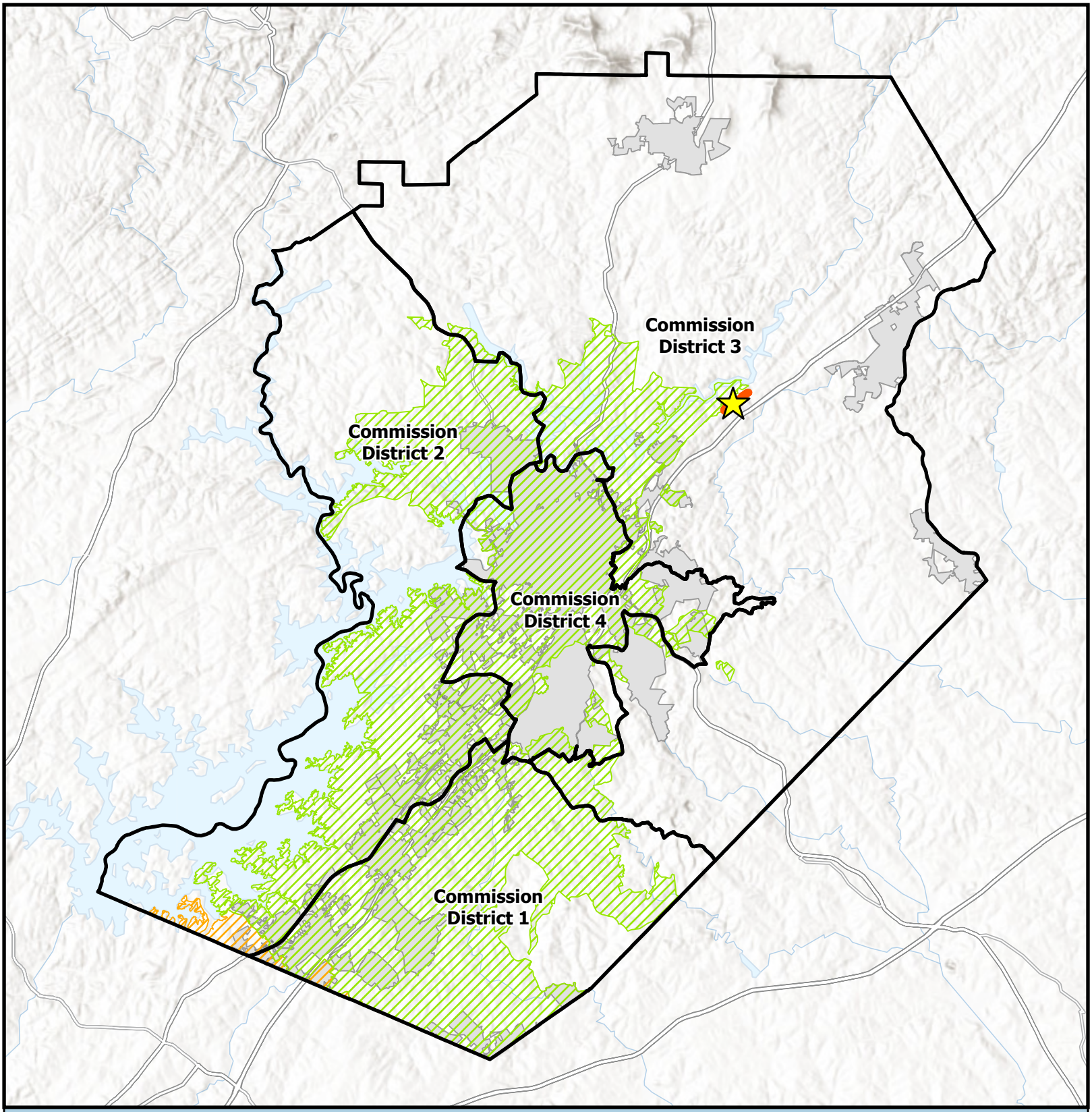
| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | REVISIONS |

ANY CHANGES OR ALTERATIONS MADE TO THESE CONSTRUCTION DRAWINGS WITHOUT THE WRITTEN CONSENT OF DCCM INFRASTRUCTURE, INC. SHALL VOID THE SEAL SHOWN HEREON AND ANY LIABILITY ASSOCIATED WITH THIS PROJECT. ORIGINAL DRAWINGS ARE KEPT ON FILE FOR VERIFICATION OF ANY CHANGES

GRAPHIC SCALE
100' 0' 200' 400'

SHEET 1 OF 1

DATE: 10/07/26
SCALE: 1" = 200'
JOB NO. G224043.PRP
DWG NO. CNST.dwg
DRAWN BY: AAB




# Overview Map

Subject Area
Commision Districts
City Limits

Urbanized Zone Areas

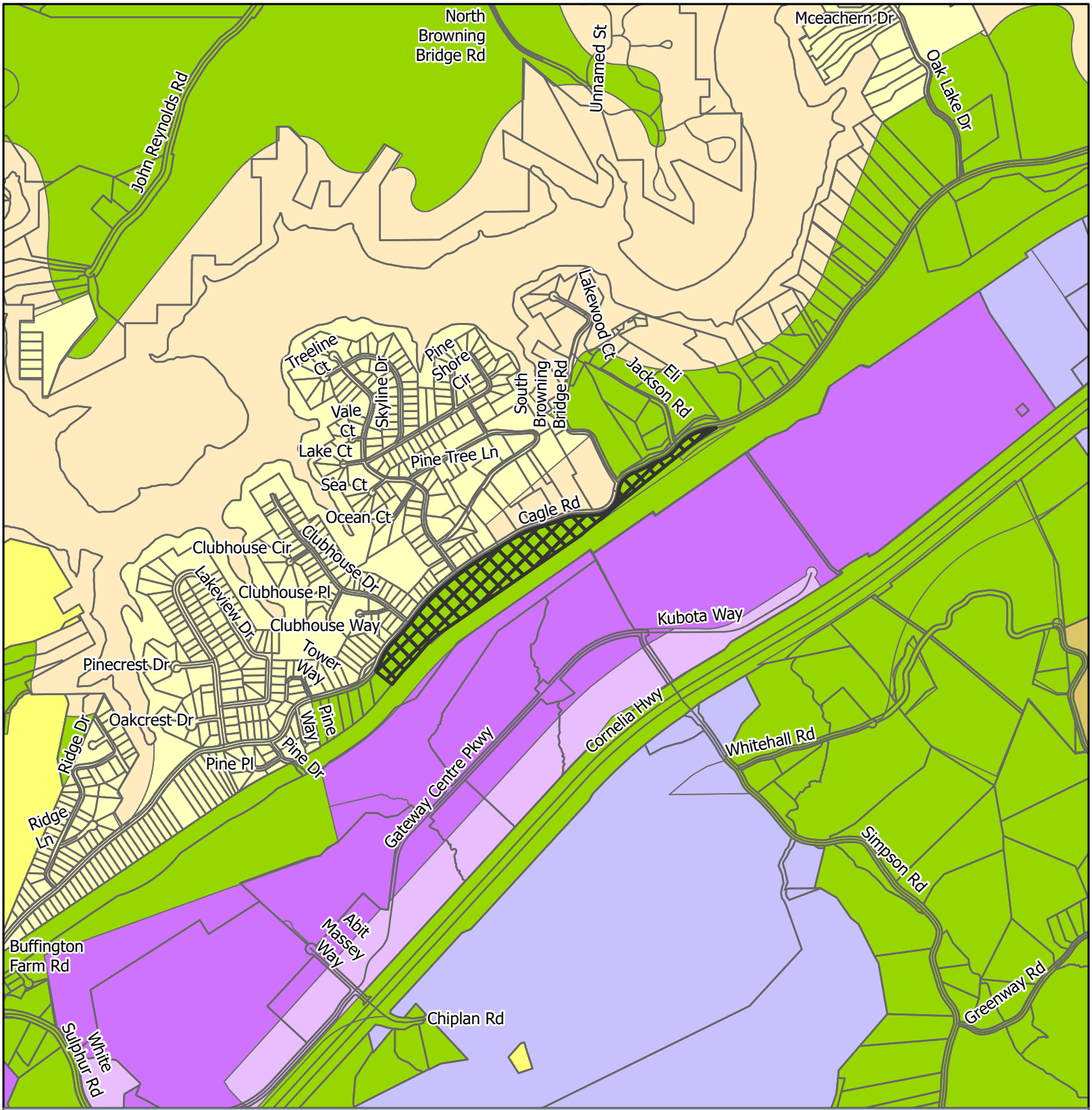
Atlanta, GA
Gainesville, GA

Subject Area Location

Applicant: Habitat for Humanity of Hall County, Inc.
Tax Parcel #: 15019 000159
Location: 0 Cagle Road
Commission District: 3

HALL COUNTY
GEORGIA
We have it all in Hall

Date Prepared: 10/14/2026




# Zoning Map

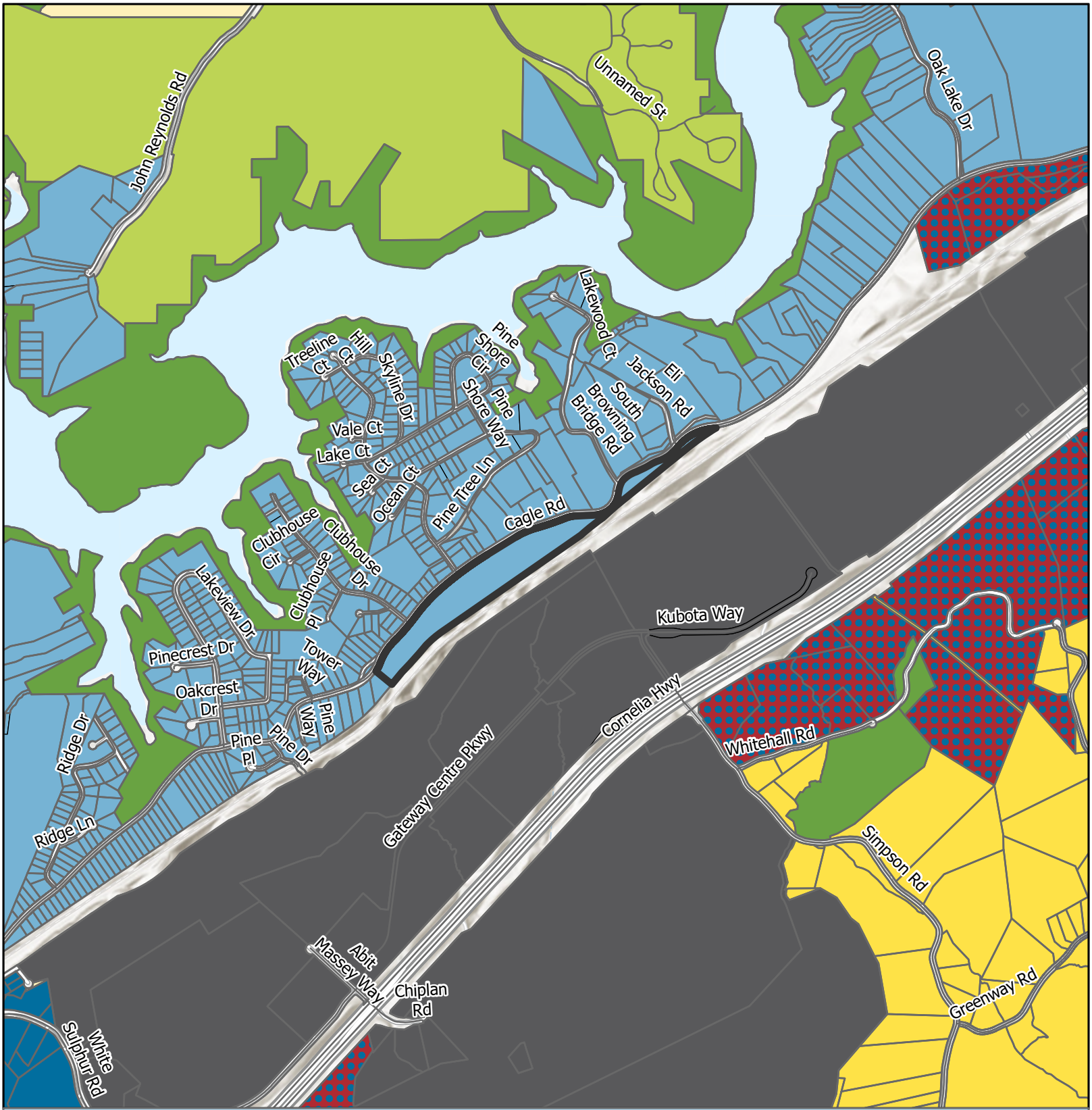
Subject Area
City Limits

Zoning
- AR-1
- I-1
- I-2
- PID
- PRD
- R-1
- R-X
- V-C

Applicant: Habitat for Humanity of Hall County, Inc.
Tax Parcel #: 15019 000159
Location: 0 Cagle Road
Commission District 3

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Date Prepared: 10/15/2026




# Future Land Use Map

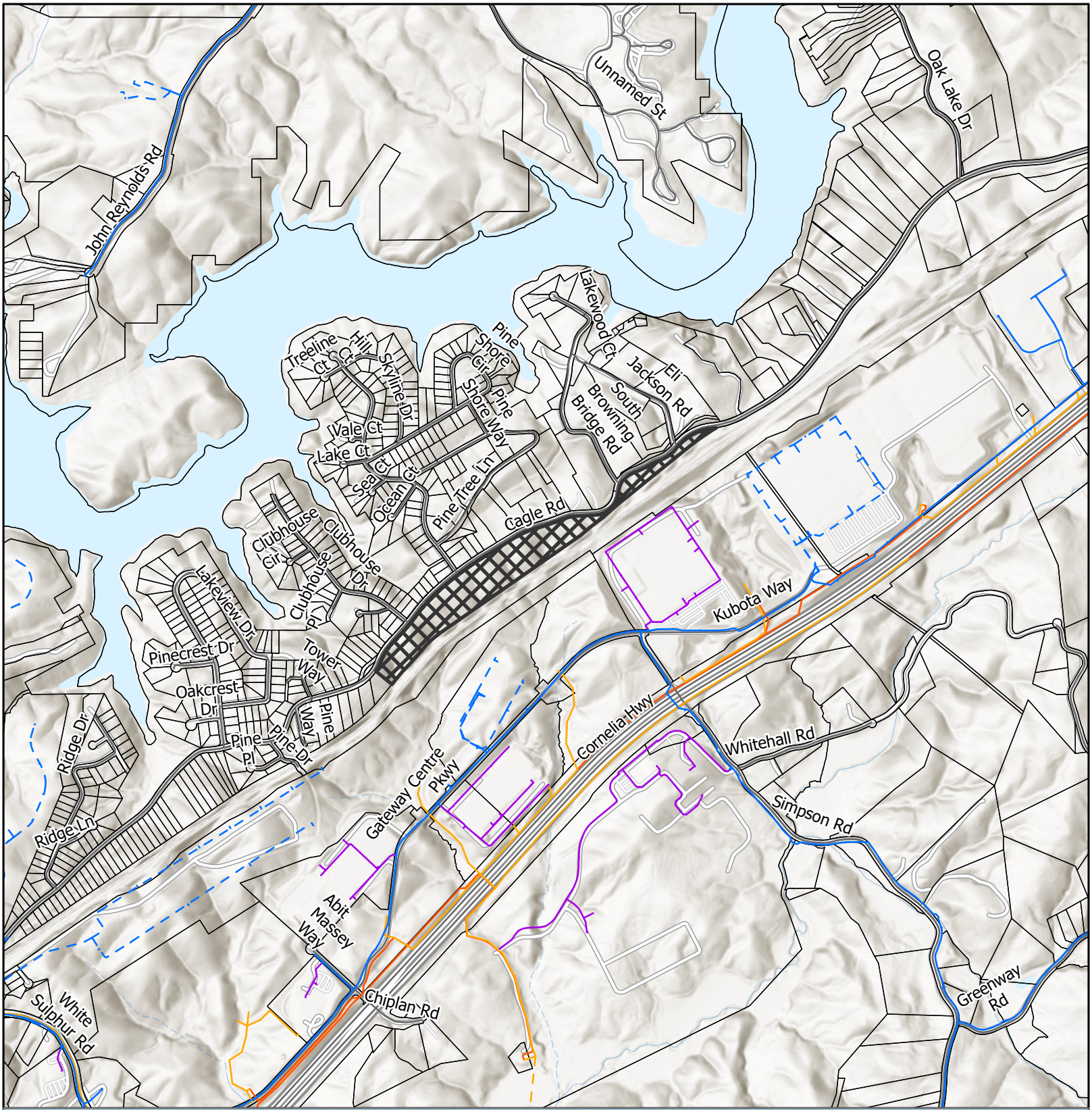
Subject Area
City Limits

FLU
- Employment
- Employment or Business Corridors
- Greenspace - Conservation
- Greenspace - Parks
- Inland Port
- Lakeside Residential
- Rural Neighborhood
- Suburban Neighborhood, Low-Density

Applicant: Habitat for Humanity of Hall County, Inc.
Tax Parcel #: 15019 000159
Location: 0 Cagle Road
Commission District: 3

HALL COUNTY
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Date Prepared: 10/15/2026




# Utilities Map

- Private of Other System
- Waterline
- Preliminary Waterline
- County Existing Sewerline
- County Proposed Sewerline
- County Forcemain
- Subject Area
- City Limits

Applicant: Habitat for Humanity of Hall County, Inc.
Tax Parcel #: 15019 000159
Location: 0 Cagle Road
Commission District 3

HALL COUNTY
GEORGIA
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Date Prepared: 10/15/2026




Subject Area

parcel

Applicant: Habitat for Humanity of Hall County, Inc.
Tax Parcel #: 15019 000159
Location: 0 Cagle Road
Commission District 3

# Aerial Map

HALL COUNTY
GEORGIA
We have it all in Hall

Date Prepared:
10/15/2026

eFiled & eRecorded
DATE: 1/2/2020
TIME: 12:24 PM
DEED BOOK: 08401
PAGE: 00015 - 00022
RECORDING FEES: $25.00
TRANSFER TAX: $0.00
PARTICIPANT ID: 6073054394
CLERK: Charles Baker
Hall County, GA
PT61: 069-2020-000015
NOTE: by ch

# LIMITED WARRANTY DEED

**THIS LIMITED WARRANTY DEED** is made as of **DECEMBER 23, 2019** by and between **HALL TLP&G, LLLP,** a Georgia Limited Liability Limited Partnership, f/k/a HALL TLP&G Limited Partnership (hereinafter referred to as "Grantor"), and **HABITAT FOR HUMANITY OF HALL COUNTY, INC.**, a Georgia non-profit corporation (hereinafter referred to collectively as "Grantee") (the words "Grantor" and "Grantee" to include their respective legal representatives, successors, and assigns where context require or permits);

## W I T N E S S E T H THAT:

GRANTOR, for and in consideration of TEN AND NO/100 DOLLARS ($10.00) and other good and valuable consideration in hand paid at and before the sealing and delivery of these presents, the receipt and sufficiency whereof are hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, convey and confirm unto Grantee all that tract or parcel of land located on **Cagle Road, Hall County, Georgia**, as more particularly described in Exhibit A attached hereto and incorporated herein by this reference (hereinafter referred to as the "Land").

TOGETHER WITH all improvements, appurtenances, rights, easements, and rights-of-way incident thereto (the Land, together with the foregoing, is hereinafter referred to as the "Property").

TO HAVE AND TO HOLD the Property, subject to the matters set forth on Exhibit B Attached hereto and incorporated herein by this reference, with all and singular the rights, members, and appurtenances thereof, to the same being, belonging, or in anywise appertaining to the only proper use, benefit and behoof of Grantee forever in FEE SIMPLE.

AND Grantor will warrant and forever defend the right and title to the Property unto Grantee against the lawful claims of all persons claiming by, through or under Grantor, but not otherwise, subject to those matters set forth in Exhibit B hereto.

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DATE: 1/2/2020
TIME: 12:24 PM
DEED BOOK: 08401
PAGE: 00016

**IN WITNESS WHEREOF**, Grantor has signed and sealed this deed as of the date first above written..

**GRANTOR:**

Signed, sealed, and delivered
In the presence of

Unofficial Witness

By:
Notary Public
Printed Name: Laurie Scott Burgett
My Commission Expires: 03/27/2023

[Affix Notary Seal]

HALL TLP&G, LLLP,
a Georgia limited liability limited partnership

By:
Name: John L. McDonald
Title: General Partner

LAURIE S. BURGETT
NOTARY PUBLIC
ALABAMA - STATE AT LARGE

Unofficial Witness

By:
Notary Public
Printed Name:
My Commission Expires:

[Affix Notary Seal]

By:
Name: John Gornall
Title: General Partner

STEPHANIE ANNE MEISTER
NOTARY PUBLIC
FULTON COUNTY
GEORGIA
EXPIRES
August 15, 2020

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DATE: 1/2/2020
TIME: 12:24 PM
DEED BOOK: 08401
PAGE: 00017

# EXHIBIT A

## PROPERTY LEGAL DESCRIPTION

TRACT FOURTEEN:

ALL THAT TRACT OR PARCEL OF LAND lying and being in Glades District, GMD 403, Hall County, Georgia and being more particularly described as follows:

COMMENCE at a point formed by the intersection of the northeasterly right-of-way of Cagle Road (said right-of-way being 60.00 feet in width and the northerly right-of-way of the Southern Railway (said right-of-way being 403.29 feet in width at said point); thence run an arc distance of 40.05 feet (said arc being subtended by a chord having a bearing of South 77 degrees 38 minutes 34 seconds West and having a chord distance of 40.03 feet) said arc has a radius of 418.957 feet to a point; thence North 36 degrees 12 minutes 55 seconds West a distance of 24.21 feet to a point; thence South 83 degrees 01 minute 16 seconds East a distance of 60.60 feet to a point said point being located on the northerly right-of-way of the Southern Railway (said right-of-way being 402.40 feet in width at said point); thence South 61 degrees 54 minutes 36 seconds West along the northerly right-of-way of the Southern Railway a distance of 7.65 feet to the POINT OF BEGINNING. The aforedescribed property contains .014 acres of land and is more clearly delineated and shown on a plat of survey dated October 30, 1989 prepared for Lawyers Title Insurance Corporation and HALL TLP&G Limited Partnership by Watts & Browning Engineers, Inc., Gary Gillespie, Georgia Registered Land Surveyor No. 2121, which plat of survey is incorporated herein by this reference.

TRACT FIFTEEN:

ALL THAT TRACT OR PARCEL OF LAND lying and being in the Glades District, GMD 403, Hall County, Georgia and being more particularly described as follows:

TO FIND THE TRUE POINT OF BEGINNING, commence at the point of intersection of the northeasterly right-of-way of Cagle Road (said right-of-way being 60.00 feet in width) and the northerly right-of-way of the Southern Railway (said right-of-way being 403.29 feet in width at said point); thence run in a westerly direction along the northeasterly right-of-way of Cagle Road the following bearings and distances:

An arc distance of 40.05 feet (said arc being subtended by a chord having a bearing of South 77 degrees 38 minutes 34 seconds West and having a chord distance of 40.03 feet) said arc has a radius of 418.957 feet; an arc distance of 13.40 feet (said arc being subtended by a chord having a bearing of South 81 degrees 17 minutes 51 seconds West and having a chord distance of 13.40 feet) said arc has a radius of 418.957 feet; South 82 degrees 12 minutes 50 seconds West a distance of 20.60 feet to the TRUE POINT OF BEGINNING.

FROM THE TRUE POINT OF BEGINNING THUS ESTABLISHED, thence run in a westerly direction along the northeasterly right-of-way of Cagle Road the following bearings and distances:

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PAGE: 00018

**TRACT FIFTEEN CONTINUED:**

South 82 degrees 12 minutes 50 seconds West a distance of 148.32 feet; an arc distance of 428.80 feet (said arc being subtended by a chord having a bearing of South 61 degrees 39 minutes 10 seconds West and having a chord distance of 419.66 feet) said arc has a radius of 597.455 feet; South 41 degrees 05 minutes 31 seconds West a distance of 90.84 feet; an arc distance of 143.96 feet (said arc being subtended by a chord having a bearing of South 56 degrees 57 minutes 28 seconds West and having a chord distance of 142.13 feet) said arc has a radius of 259.938 feet; South 72 degrees 49 minutes 25 seconds West a distance of 47.23 feet; an arc distance of 89.03 feet (said arc being subtended by a chord having a bearing of South 61 degrees 08 minutes 50 seconds West and having a chord distance of 88.61 feet) said arc has a radius of 218.433 feet); an arc distance of 94.06 feet (said arc being subtended by a chord having a bearing of South 59 degrees 00 minutes 19 seconds West and having a chord distance of 93.62 feet) said arc has a radius of 282.618 feet; an arc distance of 98.33 feet (said arc being subtended by a chord having a bearing of South 70 degrees 04 minutes 11 seconds West and having a chord distance of 98.32 feet) said arc has a radius of 1,840.318 feet; an arc distance of 58.17 feet (said arc being subtended by a chord having a bearing of South 64 degrees 51 minutes 44 seconds West and having a chord distance of 58.04 feet) said arc has a radius of 247.325 feet; South 58 degrees 07 minutes 25 seconds West a distance of 57.31 feet; an arc distance of 9.46 feet to a point (said arc being subtended by a chord having a bearing of South 56 degrees 47 minutes 54 seconds West and having a chord distance of 9.46 feet (said arc has a radius of 204.528 feet).

Thence leaving the northeasterly right-of-way of Cagle Road run North 14 degrees 00 minutes 00 seconds East a distance of 4.43 feet to a point; thence North 58 degrees 11 minutes 59 seconds East a distance of 276.24 feet to an iron pin found; thence North 53 degrees 27 minutes 42 seconds East a distance of 112.42 feet to an iron pin found; thence North 74 degrees 16 minutes 18 seconds East a distance of 167.24 feet to an iron pin found; thence North 38 degrees 06 minutes 09 seconds East a distance of 115.24 feet to a point; thence North 36 degrees 29 minutes 18 seconds East a distance of 24.66 feet to a point; thence North 44 degrees 53 minutes 19 seconds East a distance of 98.164 feet to a point; thence North 48 degrees 58 minutes 43 seconds East a distance of 86.30 feet to a point; thence North 55 degrees 25 minutes 59

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## TRACT FIFTEEN CONTINUED:

seconds East a distance of 121.27 feet to a point; thence North 66 degrees 02 minutes 47 seconds East a distance of 75.97 feet to a point; thence South 89 degrees 42 minutes 25 seconds East a distance of 130.31 feet to a point; thence South 87 degrees 05 minutes 16 seconds East a distance of 57.67 feet to a point; thence South 83 degrees 01 minute 16 seconds East a distance of 14.12 feet to a point; thence South 36 degrees 12 minutes 55 seconds East a distance of 36.38 feet to the TRUE POINT OF BEGINNING. The aforedescribed property contains .974 acres of land and is more clearly delineated and shown on a plat of survey dated October 30, 1989 prepared for Lawyers Title Insurance Corporation and TLP&G Limited Partnership by Watts & Browning Engineers, Inc., Gary Gillespie, Georgia Registered Land Surveyor No. 2121, which plat of survey is incorporated herein by this reference.

TRACT SIXTEEN:

ALL THAT TRACT OR PARCEL OF LAND lying and being in the Glades District, GMD 403, Hall County, Georgia and being more particularly described as follows:

COMMENCE at a point formed by the intersection of the northerly right-of-way of the Southern Railway (said right-of-way being 418.58 feet in width at said point) and the southeasterly right-of-way of Cagle Road (said right-of-way being 60.00 feet in width); thence run along the northerly right-of-way of the Southern Railway the following bearings and distance:

Arc distance of 408.88 feet (said arc being subtanded by a chord having a bearing of South 54 degrees 52 minutes 35 seconds West and having a chord distance of 408.57 feet) said arc has a radius of 3,024.913 feet; South 51 degrees 00 minutes 14 seconds West a distance of 901.49 feet; an arc distance of 177.76 feet (said arc being subtended by a chord having a bearing of South 49 degrees 26 minutes 45 seconds West and having a chord distance of 177.74 feet) said arc has a radius of 3,268.129 feet; South 47 degrees 53 minutes 15 seconds West a distance of 100.12 feet; an arc distance of 303.063 feet (said arc being subtended by a chord having a bearing of South 51 degrees 33 minutes 03 seconds West and having a chord distance of 302.86 feet) said arc has a radius of 2,370.014 feet; South 55 degrees 12 minutes 51 seconds West a distance of 1,844.85 feet to a point; an arc distance of 234.66 feet (said arc being subtended by a chord having a bearing of South 49 degrees 41 minutes 47 seconds West and having a chord distance of 234.30 feet) said arc has a radius of 1,218.360 feet; South 39 degrees 34 minutes 41 seconds West a distance of 173.05 feet to a point;

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**TRACT SIXTEEN CONTINUED:**

Thence leaving the northerly right-of-way of the Southern Railway North 50 degrees 51 minutes 18 seconds West a distance of 209.93 feet to a point located on the southeasterly right-of-way of Cagle Road (said right-of-way being 60.00 feet); thence in an easterly direction along the southeasterly right-of-way of Cagle Road the following bearings and distances:

An arc distance of 89.70 feet (said arc being subtended by a chord having a bearing of North 28 degrees 50 minutes 52 seconds East and having a chord distance of 89.55 feet) said arc has a radius of 447.008 feet; North 23 degrees 05 minutes 55 seconds East a distance of 91.17 feet; an arc distance of 90.48 feet (said arc being subtended by a chord having a bearing of North 30 degrees 59 minutes 11 seconds East and having a chord distance of 90.20 feet) said arc has a radius of 328.625 feet; North 38 degrees 52 minutes 28 seconds East a distance of 49.32 feet; an arc distance of 84.93 feet (said arc being subtended by a chord having a bearing of North 39 degrees 56 minutes 00 seconds East and having a chord distance of 84.93 feet) said arc has a radius of 2,297.578 feet; North 40 degrees 59 minutes 32 seconds East a distance of 209.56 feet; an arc distance of 109.22 feet (said arc being subtended by a chord having a bearing of North 39 degrees 15 minutes 35 seconds East and having a chord distance of 109.20 feet) said arc has a radius of 1,805.849 feet; North 37 degrees 31 minutes 37 seconds East a distance of 125.52 feet; an arc distance of 213.80 feet (said arc being subtended by a chord having a bearing of North 42 degrees 27 minutes 28 seconds East and having a chord distance of 213.53 feet) said arc has a radius of 1,242.208 feet; North 47 degrees 23 minutes 18 seconds East a distance of 98.46 feet; an arc distance of 213.65 feet (said arc being subtended by a chord having a bearing of North 49 degrees 30 minutes 33 seconds East and having a chord distance of 213.60 feet) said arc has a radius of 2,885.992 feet; North 57 degrees 37 minutes 48 seconds East a distance of 80.69 feet; North 53 degrees 40 minutes 54 seconds East a distance of 182.79 feet; an arc distance of 60.51 feet (said arc being subtended by a chord having a bearing of North 56 degrees 32

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**TRACT SIXTEEN CONTINUED:**

minutes 09 seconds East and having a chord distance of 60.49 feet) said arc has a radius of 607.347 feet; North 59 degrees 23 minutes 24 seconds East a distance of 416.91 feet; an arc distance of 157.36 feet (said arc being subtended by a chord having a bearing of North 61 degrees 28 minutes 31 seconds East and having a chord distance of 157.33 feet) said arc has a radius of 2,162.025 feet; an arc distance of 67.53 feet (said arc being subtended by a chord having a bearing of North 68 degrees 31 minutes 25 seconds East and having a chord distance of 67.44 feet) said arc has a radius of 389.764 feet; North 73 degrees 29 minutes 13 seconds East a distance of 175.33 feet; an arc distance of 104.48 feet (said arc being subtended by a chord having a bearing of North 69 degrees 00 minutes 45 seconds East and having a distance of 104.38 feet) said arc has a radius of 688.945 feet; North 64 degrees 32 minutes 17 seconds East a distance of 121.72 feet; an arc distance of 149.51 feet (said arc being subtended by a chord having a bearing of North 77 degrees 33 minutes 08 seconds East and having a chord distance of 148.23 feet) said arc has a radius of 329.107 feet; South 89 degrees 26 minutes 01 second East a distance of 69.52 feet; an arc distance of 106.10 feet (said arc being subtended by a chord having a bearing of North 85 degrees 09 minutes 55 seconds East and having a chord distance of 105.94 feet) said arc has a radius of 562.725 feet; North 79 degrees 45 minutes 50 seconds East a distance of 73.93 feet; an arc distance of 65.53 feet (said arc being subtended by a chord having a bearing of North 71 degrees 45 minutes 58 seconds East and having a chord distance of 65.32 feet) said arc has a radius of 234.741 feet; North 63 degrees 46 minutes 06 seconds East a distance of 12.23 feet; an arc distance of 242.40 feet (said arc being subtended by a chord having a bearing of a chord of North 32 degrees 07 minutes 07 seconds East and having a chord distance of 230.26 feet) said arc has a radius of 219.414 feet; North 00 degrees 28 minutes 09 seconds East a distance of 45.11 feet; an arc distance of 145.43 feet (said arc being subtended by a chord having a bearing of North 29 degrees 17 minutes 47 seconds East and having chord distance of 139.37 feet) said arc has a radius of 144.528 feet; North 58 degrees 07 minutes 25 seconds East a distance of 57.31 feet; an arc distance of 44.06 feet (said arc being subtended by a chord having a bearing of North 64 degrees 51 minutes 44 seconds East and having a chord distance of 43.96 feet) said arc has a radius of 187.325 feet; an arc distance of 101.53 feet (said arc being subtended by a chord having a bearing of North 70 degrees 04 minutes 11 seconds East and having a chord distance of 101.52 feet (said arc has a radius of 1,900.318 feet; an arc distance of 114.02 feet (said arc being subtended by a chord having a bearing of North 59 degrees 00 minutes 19 seconds East and having a chord distance of 113.50 feet) said arc having a radius of 342.618 feet; an arc distance of 64.57 feet (said arc being subtended by a chord having a bearing of North 61 degrees 08 minutes 50 seconds East and having a chord distance of 64.13 feet) said arc has a radius of 158.433 feet; North 72 degrees 49 minutes 25 seconds East a distance of 47.23 feet; an arc distance of 177.19 feet (said arc being subtended by a chord having a bearing of North 56 degrees 57 minutes 28 seconds East and having a chord distance of 174.93 feet) said arc has a radius of 319.938 feet; North 41 degrees 05 minutes 31 seconds East a distance of 90.84 feet; an arc distance of 385.74 feet (said arc being subtended by a chord having a bearing of North 61 degrees 39 minutes 10 seconds East and having a chord distance of 377.51 feet) said arc has a radius of 537.455 feet; North 82 degrees 12 minutes 50 seconds East a distance of 84.61 feet to the POINT OF BEGINNING. The aforedescribed property contains 24.933 acres of land and is more clearly delineated and shown on a plat of survey dated October 30, 1989 prepared for Lawyers Title Insurance Corporation and Hall TLP&G Limited Partnership by Watts & Browning Engineers, Inc., Gary Gillespie, Georgia Registered Land Surveyor No. 2121, which plat of survey is incorporated herein by this reference.

# MEMORANDUM

| | |
|---|---|
| To: | Brent Cook, PE, PTOE, RSP1 – Hall County Public Works Department |
| Cc: | Beth Garmon – DCCM |
| Date: | October 23, 2026 |
| Project No: | 260366.00 |
| Re: | Trip Generation Memo for Habitat for Humanity – Cagle Road (Hall County, GA) |

A Habitat for Humanity housing project is planned along the south side of Cagle Road, between Pine Way and Browning Bridge Road, in Hall County. A Trip Generation analysis was performed to determine the number of new trips that would be generated by the proposed development and added to the adjacent roadway network.

## ROADWAYS

***Cagle Road*** is a two-lane, undivided roadway that traverses east-west through the study area. It is classified as a local roadway with a 35-mph speed limit. Land uses consist primarily of residential developments along the north side of the roadway. Near the study area, there are no dedicated pedestrian or bicycle facilities.

***Clubhouse Drive*** is a two-lane, undivided roadway that traverses north-south through the study area. It is classified as a local roadway with no posted speed limit in the vicinity of the project site. Land uses along the route consist primarily of residential developments. Near the study area, there are no dedicated pedestrian or bicycle facilities.

***Skyline Drive*** is a two-lane, undivided roadway that traverses north-south through the study area. It is classified as a local roadway with no posted speed limit in the vicinity of the project site. Land uses along the route consist primarily of residential developments. Near the study area, there are no dedicated pedestrian or bicycle facilities.

## PLANNED TRANSPORTATION IMPROVEMENTS

A search for planned Georgia Department of Transportation (GDOT) projects in or near the study area was performed using the GDOT GeoPI web application (http://www.dot.ga.gov/DS/Maps/geopi#). Based on that search, no planned or ongoing projects were identified within the proposed study area.

## PROPOSED DEVELOPMENT

The proposed development encompasses a residential development spanning approximately 22 acres, featuring 48 single family, detached housing units. It is proposed to construct three (3) full access driveways along Cagle Road, with two (2) of these driveways intersecting with the existing intersections at Skyline Drive and Clubhouse Drive, and the third located west of Skyline Drive. The residential developments will be offset from these intersections, along a proposed driveway connecting four (4) groups of detached housing units. The site is currently occupied by trees and shrubbery, which will be cleared to provide room for construction of the residential development.

The development is expected to be built out in 2037. The current site plan is included with this memo as **Attachment 1**.

## TRIP GENERATION

The traffic expected to be generated by the proposed development was estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition. The trips generated for passenger vehicles were determined using ITE Land Use Code 210 (ITE LUC 210) – Single Family Detached Housing for the proposed 48 dwelling units. The total number of project-generated trips was estimated for a typical weekday and for both the AM and PM peak hours. All of the associated trips with this land usage would be new trips – there are no anticipated pass-by or diverted trips. The trip generation results are shown in Table 1.

*Table 1 – Trip Generation Results*

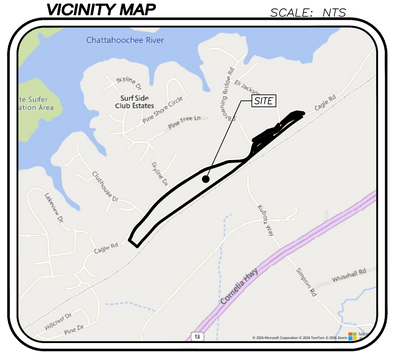
| Land Use Code 210 - Single Family Detached Housing 48 Dwelling Units \| 22 Acres | | Weekday | | | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Total | Entering | Exiting | Total | Entering | Exiting | Total | Entering | Exiting |
| Total Car Trips | *(Calculated Rate from ITE TripGen Web-Based App)* | 653 | 326 | 327 | 38 | 10 | 28 | 49 | 30 | 19 |
| Pass-By Trips | *0% Daily* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Overall New Trips** | ***(Total Trips - Pass-By Trips)*** | **653** | **326** | **327** | **38** | **10** | **28** | **49** | **30** | **19** |

The proposed development is centrally situated along Cagle Road, providing three (3) full access connections for ingress and egress. Given the low number of peak hour trips, coupled with the proposed access point locations along Cagle Road, the development is expected to have minimal impact on the local roadway network.

# Attachment 1 – Current Site Layout (as of 10/7/2026)

## VICINITY MAP

SCALE: NTS




SITE ANALYSIS:

TOTAL NUMBER OF LOTS = 48 UNITS

TOTAL AREA = 26.21 AC

PARCEL ID: 15019 000159

CURRENT ZONING: AR-1

PROPOSED ZONING: PD




| PARKING SUMMARY | |
|---|---|
| PARKING AT UNITS | 112 |
| PARKING AT KIOSK | 3 |
| HANDICAP PARKING | 1 |
| TOTAL | 116 |

NOTES:

- ESTIMATE SANITARY SEWER FLOW OF 9,600 GALLONS PER DAY (48 LOTS @ 200 GALLONS PER DAY)
- THE PROPERTY IS WITHIN THE NORTH OCONEE WATER SUPPLY WATERSHED PROTECTION DISTRICT.


DCCM Infrastructure, Inc.
425 Oak Street NW, Gainesville, GA 30501
770.718.0600 | DCCM.com


SITE PLAN EXHIBIT FOR:

# CAGLE ROAD
## HABITAT FOR HUMANITY

LOCATED IN:
CITY OF GAINESVILLE
HALL COUNTY, GEORGIA

| NO. | DATE | REVISIONS DESCRIPTION |
|---|---|---|


ANY CHANGES OR ALTERATIONS MADE TO THESE CONSTRUCTION DRAWINGS WITHOUT THE WRITTEN APPROVAL OF DCCM INFRASTRUCTURE, INC. SHALL VOID ALL WARRANTIES AND ANY LIABILITY ASSOCIATED WITH THIS PROJECT. ORIGINAL DRAWINGS ARE KEPT ON FILE FOR VERIFICATION OF ANY CHANGES.


GRAPHIC SCALE
50' 0' 100' 200'

SHEET 1 OF 1

DATE: 10/07/26
SCALE: 1" = 100'
JOB NO. G224043.PRP
DWG NO. CONST.dwg
DRAWN BY: AKB

CITY OF
GAINESVILLE

WATER RESOURCES

October 23, 2026

Hall County Planning & Zoning
Katie Ahmed, Director of Planning and Zoning
kahmed@hallcounty.org

Re: Water Availability
Proposed 48-Unit Residential Development
0 Cagle Road
PIN: 15019 000159

Dear Katie,

The purpose of this letter is to address the availability of water service to the above-referenced property.

The City of Gainesville owns and operates an existing 8-inch DIP water main in the right-of-way of Cagle Road approximately one mile southwest from the subject property.

A developer-constructed water main extension would be required to connect to the City's public water system.

If the water main is extended, tested and accepted into the public water system, the City has adequate domestic water capacity to serve the proposed 48-unit residential development.

Please call me at (770) 538-2452 should you have any questions.

Sincerely,

Nick Swafford

Nick Swafford
Permitting Services and GIS Manager

cc: Tracy Robar, P.E., Engineering and Construction Div. Manager

# Hall County Government
PUBLIC WORKS AND UTILITIES

HALL COUNTY
GEORGIA

POST OFFICE DRAWER 1435

GAINESVILLE, GA 30503

t: 770.531.6800 | f: 770.531.3945

Jorge Gomez, P.E.

**Director**

Jason E. Skarda, PLS

**Assistant Director**

October 14, 2026

Habitat for Humanity of Hall County
PO Box 2514
Gainesville GA 30503

Subject: Sanitary Sewer Letter of Availability
0 Cagle Road
Parcel Id No.: **15019 000159**
Gainesville GA 30501

Dear Beth Garmon,

In response to your request, this letter will serve as confirmation that Hall County has sufficient volume to serve 0 Cagle Rd. for a proposed 48 townhomes (estimated average daily flow of 9,600 GPD) at this time. The nearest sanitary sewer main to this address is located on Gateway Centre Pkwy.

Any required easements or permissions from neighboring properties to connect to Hall County Sewer infrastructure, shall be the responsibility of the applicant / owner. Any expenses required for studies, designs, or improvements to the existing sewer system facilities shall be paid for by the applicant / owner.

Sanitary sewer capacity allocation is available on a first come, first serve basis by purchasing the sewer taps. As such, this "availability" letter does not guarantee capacity. Additionally, this letter is non-transferable. If the project design changes, this letter is void and a new "availability" letter must be obtained.

If you have any questions or need more information, please call the Hall County Public Works and Utilities Department at 770-531-6800.

Sincerely,

Jason E. Skarda, PLS

## Application for Sewer Availability Letter

Date: 10/13/2026

Name of Applicant: Habitat for Humanity of Hall County Contact Number: 678-450-5998

Address of Applicant: PO Box 2514

City: Gainesville State: GA Zip: 30503 E-mail: lila@habitathallcounty.org

Name of Agent: Beth Garmon Contact Number: 678-450-5128

Address of Agent: 425 Oak St.

City: Gainesville State: GA Zip: 30501 E-mail: bgarmon@dccm.com

**THE APPLICANT NAMED ABOVE AFFIRMS THAT THEY ARE THE OWNER OR AGENT FOR THE OWNER OF THE PROPERTY DESCRIBED BELOW AND REQUESTS:** (Please check the purpose of letter request and fill in all applicable information legibly and completely.)

**AVAILABILITY:** ☐ General Availability ☑ Rezoning ☐ Conditional Use Permit

Availability letters will require a minimum of one week from the date of application submittal.

Request from AR-1 to PD
(Present Zoning) (Requested Zoning)

For the Purpose of single-family detached residential development
(Type of Development)

Address of Property: 0 Cagle Road, Gainesville, GA 30501

Nearest Intersection to Property: Cagle Road and Skyline Drive

Size of Tract: 26.21 acre(s), Lane Lot Number(s): _____, District(s): _____

Development Estimate Average Daily Sewer Flow (GPD): 9,600

Property Tax Parcel Number: 15019 000159 Proposed number of Lots: 48

**(Below: For properties within protected watershed districts only)**

Gross Density: 1.83 units per acre Net Density: 6.67 units per acre

Estimated amount of impervious surface: 290,334 sq ft (6.665 ac) Minimum Lot Size: 1,200 sq ft

Patricia A. Millard
Notary

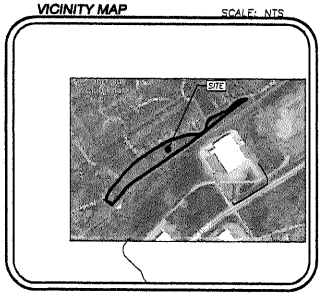
Elizabeth Garmon
Signature of Owner(s)/Agent(s)

Elizabeth Garmon
Printed Name of Owner(s)/Agent(s)

Sr. Project Manager, DCCM
Title of Agent

PATRICIA A MILLARD
NOTARY
EXPIRES
Notary
GEORGIA
JULY 4, 2028
Seal
PUBLIC
BANKS COUNTY

VICINITY MAP SCALE: NTS




SITE ANALYSIS:

TOTAL NUMBER OF LOTS = 48 UNITS

TOTAL AREA = 26.21 AC

PARCEL ID: 15019 000159

CURRENT ZONING: AR-1

PROPOSED ZONING: PD

PINE TREE

POWER L

SKYLINE DR

CAGLE RD

CAGLE RD

NORFOLK SOUTHERN RAILROAD

CLUBHOUSE DR

SMW POND

SMW POND

SMW POND

OPEN SPACE

APPROX. LOCATION OF SEWER CONNECTION

STREAM

50' STATE BUFFER

100' UNDISTURBED BUFFER

150' IMPERVIOUS SETBACK

NOTES:

- ESTIMATE SANITARY SEWER FLOW OF 9,600 GALLONS PER DAY (48 LOTS @ 200 GALLONS PER DAY)
- THE PROPERTY IS WITHIN THE NORTH OCONEE WATER SUPPLY WATERSHED PROTECTION DISTRICT.

DCCM

DCCM Infrastructure, Inc.
425 Oak Street NW, Gainesville, GA 30501
770.718.0600 | DCCM.com

SITE PLAN EXHIBIT
FOR:

# CAGLE ROAD
## HABITAT FOR HUMANITY

LOCATED IN:
CITY OF GAINESVILLE
HALL COUNTY, GEORGIA

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | REVISIONS |

ANY CHANGES OR ALTERATIONS MADE TO THESE CONSTRUCTION DRAWINGS WITHOUT THE WRITTEN APPROVAL OF DCCM VOIDS THE ENGINEER OF RECORD'S AND ALL ASSOCIATED WITH THIS PROJECT'S SEAL(S) AND ASSUMES ALL RESPONSIBILITY FOR VERIFICATION OF ANY CHANGES.

GRAPHIC SCALE
50' 0' 100' 200'

SHEET 1 OF 1

DATE: 10/27/26
JOB NO.: CE-2025-0043.PRP
DWG NO.: 1-CNST.dwg
DRAWN BY: AKB

**Habitat for Humanity of Hall County – Cagle Road**

Parcel Number: 15019 000159

Current Zoning: AR-1

Requested Zoning: PD

Proposed Use: 48 single-family detached homes

Total Site Area: 26.21 acres

Sanitary Sewer: Hall County

Water Service: City of Gainesville

Overlay District: North Oconee Water Supply Watershed Protection District

Project Scope:

Habitat for Humanity of Hall County seeks to rezone a 26.21-acre parcel from Agricultural Residential 1 (AR-1) to Planned Development (PD) for a 48-lot single-family residential development. The homes would be arranged in clusters around shared common areas. Vehicular access and circulation would be provided by three access points from Cagle Road leading to an interconnected drive. Each cluster of homes would include parking for residents and guests. The clustered design would allow for maximum open space to be maintained within the development. Stormwater facilities would be designed to manage runoff. A 25-foot landscape strip is proposed along Cagle Road, and there would be no impact on neighboring properties as the railroad tracks border the property to the south.

Habitat for Humanity of Hall County recently secured a $1,005,000 federal grant from the Federal Transportation, Housing and Urban Development and Related Agencies (THUD) / Consolidated Appropriations Act. The funds are designated for the development of a new affordable housing community in the City of Gainesville, specifically covering site surveying, water infrastructure, and the construction of the first three homes. The nonprofit is also pursuing funds through the Georgia Department of Community Affairs Rural Workforce Housing Initiative. This loan fund addresses ongoing workforce housing needs by building for-sale housing with reduced sale prices.

The development's water needs will be served by either community wells or public water provided by the City of Gainesville Department of Water Resources. Sewer will be provided by Hall County, with an anticipated total usage of 9,600 gallons per day for 48 homes.

Existing Conditions:

The subject property is located between Cagle Road and Norfolk Southern Railroad tracks, across from Surfside Club Estates and behind Gainesville Inland Port and Kubota Manufacturing. The total road frontage of the tract measures approximately 4,755 feet. The parcel measures approximately 400 feet deep, with the topography being especially challenging along the rear of the property, with the change in elevation varying from 50 to 80 feet from the right-of-way to the rear boundary.

Supporting Factors:

The Future Land Use designation of the property is Lakeside Residential, and it is located within the East Hall Character Area. The Lakeside Residential designation is intended to create opportunities for permanent residences along and adjacent to the lake. The proposed density of 1.83 units per acre. The Comprehensive Plan notes that 50% of East Hall's residents support increased senior housing. Habitat for Humanity of Hall County builds community, demonstrated by its extensive history of providing affordable homes to Hall County residents.

The project aligns with the proposed zoning of PD, clearly demonstrating that the development is of a special character that benefits the public. In addition, the site contains unique physical, environmental, and locational characteristics that render development under conventional zoning impractical. The proposed development cannot be reasonably achieved under a conventional zoning district, even if variances were granted.

GEORGIA DEPARTMENT OF PUBLIC HEALTH
District 2 Public Health

# Hall County Environmental Health

Location: 2875 Browns Bridge Road, Gainesville, GA 30504
Mailing Address: P. O. Box 5901, Gainesville, GA 30504
PH: 770-531-3973 • www.phdistrict2.org

Banks, Dawson, Forsyth, Franklin, Habersham, Hall, Hart, Lumpkin, Rabun, Stephens, Towns, Union and White Counties

To: Katie Ahmed, Director of Planning and Zoning

From: Hall County Environmental Health Department

Date: October 19, 2026

Subject: November 16, 2026 Hall County Planning Commission Meeting – Planning Items

Environmental Health has reviewed the Planning items listed below for the above referenced meeting. Please be advised that Environmental Health comments are based upon information provided by the applicant and current regulations and policies. If the information, site conditions, regulations, and/or policies, etc. change after comments are provided, these recommendations/comments will be invalidated. The comments provided are not considered approval. Furthermore, Board of Commissioners approval does not constitute Environmental Health approval.

* 3411 Springdale Forrest Circle, KD South, LLC: All proposed lots must meet Hall County Board of Health Lot Size Resolution requirements. Please note that BOC approval does not imply approval from other county departments. Further determination will be made during the plat review process. All proposed plats must be submitted to the Hall County Plat Review Team for review and approval prior to submittal to Clerk of Courts for recordation.

* Item 2A/B, 1646 Candler Road, Patton: No comment.

* 3054/3056/3060/0 Poplar Springs Church Rd, Cook Communities: Public Sewer. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

* 1646 March Drive, Calderon: Must meet all residential permitting requirements. Original copy of Level 3 soil evaluation and copy of recorded plat will be required at time of septic permit application.

* 0 Ridge Road, bSide Oakwood: No comment. Public Sewer.

* 6651 Spout Springs Rd, DCCM: Public Sewer. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

* 5300/5334/5348/5372/0 Ponderosa Farm Rd, CKK: Public Sewer. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

* 6337 Lanier Islands Pkwy/6330/6450 Old Lanier Island Drvie, DCCM: All proposed lots must meet Hall County Board of Health Lot Size Resolution requirements. Please note that BOC approval does not imply approval from other county departments. Further determination will be made during the plat review process. All proposed plats must be submitted to the Hall County Plat Review Team for review and approval prior to submittal to Clerk of Courts for recordation.

  Must meet all Environmental Health commercial septic system permitting requirements. Further determination will be made during the civil plan review process. A detailed business plan must be submitted to Hall County Environmental Health for review. Additional items, including, but not limited to: recorded plat, soil evaluation, and septic system installation/modification may be required after review of business plan.

* 0 Cagle Road, DCCM, Habitat for Humanity: Public sewer. Community septic systems and/or community wells to be permitted by EPD.

Outlook

## RE: Tentative Planning Commission Agenda November 16, 2026

**From** Hash, Christopher M <CHash@dot.ga.gov>
**Date** Wed 10/7/2026 7:54 AM
**To** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Cc** Dorminey, Madison N <mdorminey@dot.ga.gov>; Lynn Taylor (Planning) <ltaylor@hallcounty.org>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Kaitlyn,

Please see the below responses in red from our office.

If you have any questions, please let me know.

Thanks,

**Christopher Hash, P.E.**
*D1 Traffic Operations Supervisor*

GDOT Georgia Department of Transportation

A1, A4 Access and Operations
1475 Jesse Jewell Pkwy
Suite 100
Gainesville, GA, 30501
470.201.8029 cell

---

**From:** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Sent:** Tuesday, October 6, 2026 4:05 PM
**Subject:** Tentative Planning Commission Agenda November 16, 2026

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Please see the Tentative Agenda and Maps for the Monday, November 16, 2026 Hall County Planning Commission Meeting below. Use the links to review the documents and submit any comments in the form of a memorandum to Hall County Planning and Zoning. When providing comments, include the applicant's name and the property address associated with each comment. Failure to submit comments in a timely manner may result in the information being omitted from the staff report.

**PLEASE NOTE: These items will be discussed in next week's Development Review meeting.**

Comments are due by **Monday, October 19, 2026.** (The due dates have changed as we are now operating on a Planning Commission schedule.) Email comments to Lynn (ltaylor@hallcounty.org) and Kaitlyn (kelliott@hallcounty.org).

Link 1 & Link 2

1. **3411 Springdale Forrest Circle | Special Use |** for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 **| Proposed Use:** 2-lot subdivision **|** ** Commission District 2 **| KD South, LLC, applicant**

   Off-system. No impacts expected to the State Highway System.

2. **(A) 1646 Candler Road | Rezone** | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

   **(B) 1646 Candler Road** | **Variance to Section 8.2** | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

   Since access will be from Calvary Church Rd. The access's on SR 60 should be removed.

3. **(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Rezone** | from Planned Development (PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

   **(B) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Special Use** | for a subdivision, residential | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

   Off-system. Impacts expected to the State Highway System. Applicant to submit TIS to GDOT District 1 for review. Potential improvements for SR 332 and Poplar Springs Church Rd and SR 332 and Gilleland Cir may be needed.

4. **1646 March Drive | Rezone** | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 **| Proposed Use: Single-family dwelling** | ** Commission District 4 **| Udis Calderon, applicant**

   Off-system. No impacts expected to the State Highway System.

5. **0 Ridge Road | Rezone** | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development** | ** Commission District 1 **| bSide Oakwood, LLC, applicant**

   Off-system. Impacts expected to the State Highway System. Applicant to submit TIS to GDOT District 1 for review. Potential improvements for SR 347 and Ridge Rd may be needed.

6. **(A) 6651 Spout Springs Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle **|** Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development | ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

   **(B) 6651 Spout Springs Road | Special Use** | for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development |** ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

   Off-system. No impacts expected to the State Highway System.

7. **(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Rezone** | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development** | ** Commission District 1 **| CKK Development Services, LLC, applicant**

   **(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Special Use** | for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development |** ** Commission District 1 **| CKK Development Services, LLC, applicant**

   Off-system. Impacts expected to the State Highway System. Applicant to submit TIS to GDOT District 1 for review. Potential improvements for SR 211 and Ponderosa Farm Rd may be needed.

8. **(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Rezone** | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 **| Proposed Use: To recognize & allow expansion of boat sales & repair** | ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

   **(B) 6337 Lanier Islands Parkway and 6330, 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Special Use |** to allow boat sales & repair within the GCOD | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 | **Proposed Use: To recognize & allow expansion of boat sales & repair |** ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

   On System, coordination required for potential improvements of existing commercial driveway access's.

*The Planning Commission's decision will be the final action taken unless appealed to the Board of Commissioners. To do so, file an application with the Planning Department within 30 days of the Planning Commission's decision. The Hall County Board of Commissioners will hear appeals at a public hearing **Thursday, December 10, 2026,** at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.
**The Planning Commission's recommendation will be forwarded to the Board of Commissioners for final action at a public hearing on **Thursday, December 10, 2026**. The Board will meet at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.

Thank you,

**Kaitlyn Elliott**
**Planning Commission Clerk**
**Planning and Zoning**
(770) 531-6810
kelliott@hallcounty.org
www.hallcounty.org

HALL COUNTY
GEORGIA
*We have it **all** in Hall*

**Effective July 1, 2026, all open records requests should be submitted through Hall County's Next Request Portal (https://hallcountyga.nextrequest.com).**

## Hall County Planning and Zoning does NOT accept wire transfers.

**All payments must be made through the Accela Portal or in person. If you receive any request for a wire transfer, please contact our office immediately—it may be fraudulent.**

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Human trafficking impacts every corner of the globe, including our state and local communities. Georgia DOT is committed to end human trafficking in Georgia through education enabling its employees and the public to recognize the signs of human trafficking and how to react in order to help make a change. To learn more about the warning signs of human trafficking, visit https://doas.ga.gov/human-resources-administration/human-trafficking-awareness/trafficking-in-georgia. To report any suspicious activity, call the Georgia Human Trafficking Hotline at 866-363-4842. Let's band together to end human trafficking in Georgia.

Outlook

## Tentative Planning Commission Agenda November 16, 2026

**From** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Date** Mon 10/19/2026 8:43 AM
**To** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

**From:** Hash, Christopher M <CHash@dot.ga.gov>
**Sent:** Monday, October 19, 2026 8:41 AM
**To:** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Subject:** RE: Tentative Planning Commission Agenda November 16, 2026

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Kaitlyn,

Please see the below response in red.

**Christopher Hash, P.E.**
*D1 Traffic Operations Supervisor*

GDOT Georgia Department of Transportation

A1, A4 Access and Operations
1475 Jesse Jewell Pkwy
Suite 100
Gainesville, GA, 30501
470.201.8029 cell

**From:** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Sent:** Thursday, October 15, 2026 12:26 PM
**Subject:** Re: Tentative Planning Commission Agenda November 16, 2026
**Importance:** High

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Please see the attached tentative packet and provide your comments by **Monday, October 19, 2026**. If you have already submitted comments, please send us a new or updated memorandum with your comments on this application. There may be a minor change to the narrative and site plan, which we will send later to determine whether it affects your comments.

Thank you for working with us on this tight turnaround.

**0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

Off-system, no impacts expected to the State Highway system.

Thank you,

**Kaitlyn Elliott**
**Planning Commission Clerk**
**Planning and Zoning**
(770) 531-6810
kelliott@hallcounty.org
www.hallcounty.org

HALL COUNTY
GEORGIA
*We have it **all** in Hall*

**Effective July 1, 2026, all open records requests should be submitted through Hall County's Next Request Portal (https://hallcountyga.nextrequest.com).**

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**All payments must be made through the Accela Portal or in person. If you receive any request for a wire transfer, please contact our office immediately—it may be fraudulent.**

HALL COUNTY
GEORGIA

POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.531.6800 | f: 770.531.3945

DIRECTOR
**Jorge Gomez, P.E.**

# Hall County Government
## COMMUNITY DEVELOPMENT AND INFRASTRUCTURE
## PUBLIC WORKS AND UTILITIES

**M E M O R A N D U M**

**To:** Katie Ahmed, Planning and Zoning Director

**From:** Jorge Gomez, Director of Public Works and Utilities

**Date:** October 19, 2026

**Subject:** November 16, 2026
Planning Commission Meeting

---

Please be advised that our office has reviewed the Hall County Planning Commission agenda for the November 16, 2026, meeting. Upon review, we provide the following comments.

- **3411 Springdale Forrest Circle | Special Use |** for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 **| Proposed Use:** 2-lot subdivision **|** ** Commission District 2 **| KD South, LLC, applicant**

  - **Engineering**: No comment
  - **Traffic:** Ther are no traffic concerns with the proposed SFR use. Any proposed driveways must be located to maximize intersection sight distance.
  - **Utilities:** Property is in the Gainesville-Hall County service district, but sewer infrastructure is not near this location.

- **(A) 1646 Candler Road** | Rezone | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 | Proposed Use: Storage lot | ** Commission District 4 | Chris Patton, applicant

**(B) 1646 Candler Road** | Variance to Section 8.2 | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 | Proposed Use: Storage lot | ** Commission District 4 | Chris Patton, applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.

Show FEMA and Hall County studied Flood plains that are present on site.
Show stream buffer and impervious setback from wrested vegetation not centerline of stream

- **Traffic:** Public Works agrees with the findings of the traffic assessment/Trip generation memo. The driveway will be included in the LDP and must meet all applicable design criteria.
- **Utilities:** Property is in the Gainesville service district.

- **(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension** | Rezone | from Planned Development (PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; | Proposed Use: 234-unit mixed residential development | ** Commission District 3 | Cook Communities, applicant

  **(B) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension** | Special Use | for a subdivision, residential | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; | Proposed Use: 234-unit mixed residential development | ** Commission District 3 | Cook Communities, applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
    Show FEMA and Hall County studied Flood plains that are present on site.
    Show stream buffer and impervious setback from wrested vegetation not centerline of stream
  - **Traffic:** Traffic impact study TIS under review. All recommended improvements from the approved TIS will be required in the LDP.
  - **Utilities:** Property is in the Gainesville service district.

- **1646 March Drive** | Rezone | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 | Proposed Use: Single-family dwelling | ** Commission District 4 | Udis Calderon, applicant

  - **Engineering**: No comment
  - **Traffic:** there are no traffic issues with the proposed SRF use. Any proposed driveways must be located to maximize intersection sight distance.
  - **Utilities:** Property is in the Gainesville service district.

- **0 Ridge Road** | Rezone | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 | Proposed Use: 160-unit mixed residential development | ** Commission District 1 | bSide Oakwood, LLC, applicant

    - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
      Show stream buffer and impervious setback from wrested vegetation not centerline of stream.
    - **Traffic:** The provided Traffic Impact Study (TIS) has not been approved at this time. Any recommended improvements identified in the approved TIS must be incorporated in the LDP.
    - **Utilities:** Property is in the Buford service district, but an IGA between Buford and Hall County has been obtained.

- **(A) 6651 Spout Springs Road** | Rezone | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 | Proposed Use: 119-unit mixed residential development | ** Commission District 1 | DCCM Infrastructure, Inc., applicant

  **(B) 6651 Spout Springs Road** | Special Use | for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 | Proposed Use: 119-unit mixed residential development | ** Commission District 1 | DCCM Infrastructure, Inc., applicant

    - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
      Show FEMA and Hall County studied Flood plains that are present on site.
      Show stream buffer and impervious setback from wrested vegetation not centerline of stream
    - **Traffic:** The driveway labeled Road A is too close to Spout Springs Road. It must be relocated further away. The traffic impact (TIS) is under review. All improvements in the TIS will be included in the LDP. A traffic engineering (TE) report /warrant analysis and signal design will be part of the LDP review process. The traffic signal shall be installed within 120 days of the issuance of the LDP.
    - **Utilities**: Property is in the Hall County service district and will to connect to Hall County sewer. Any easements or improvements required for connection / system upgrades shall be obtained and funded by the developer / development owner.

- **(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road** | Rezone | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A | Proposed Use: 146-unit residential development | ** Commission District 1 | CKK Development Services, LLC, applicant

  **(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road** | Special Use | for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A | Proposed Use: 146-unit residential development | ** Commission District 1 | CKK Development Services, LLC, applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
    Show FEMA and Hall County studied Flood plains that are present on site.
    Show stream buffer and impervious setback from wrested vegetation not centerline of stream
  - **Traffic:** The Traffic Impact Study (TIS) is under review and is not approved. All improvements in the approved TIS will be included in the LDP.
  - **Utilities:** Property is in the Hall County service district and will to connect to Hall County sewer. Any easements or improvements required for connection / system upgrades shall be obtained and funded by the developer / development owner.

- **(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way** | Rezone | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 | Proposed Use: To recognize & allow expansion of boat sales & repair | ** Commission District 2 | DCCM Infrastructure, Inc., applicant

  **(B) 6337 Lanier Islands Parkway and 6330, 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way** | Special Use | to allow boat sales & repair within the GCOD | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 | Proposed Use: To recognize & allow expansion of boat sales & repair | ** Commission District 2 | DCCM Infrastructure, Inc., applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
  - **Traffic:** There are no traffic concerns with the required use. Public Works does support the request to abandon Old Lanier Island Drive.
  - **Utilities:** Property is in the Buford service district.

**0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

- **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
  Show stream buffer and impervious setback from wrested vegetation not centerline of stream.
- **Traffic:** A Traffic Impact Study (TIS) will be required. The improvements recommended in the approval TIS will be included in the LDP.
- **Utilities:** Property is in the Hall County service district and will to connect to Hall County sewer. Any easements or improvements required for connection / system upgrades shall be obtained and funded by the developer / development owner.

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FIRE CHIEF
**Jerry Smith**

# Hall County Government
FIRE RESCUE

**To:** Katie Ahmed, Director of Planning and Zoning
**From: Hall County Fire Marshal's Office**
**Date: 10/6/26**
**Subject:** Date Hall County Board of Commissioners meeting – Planning Items – 11/16/2026
Please be advised that Hall County Fire Marshal's Office has reviewed the Planning items forwarded to the Hall County Board of Commissioners for consideration at the 11/16/26 meeting. Upon review, we provide the following comments.

1. **3411 Springdale Forrest Circle | Special Use |** for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 **| Proposed Use:** 2-lot subdivision **|** ** Commission District 2 **| KD South, LLC, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

2. **(A) 1646 Candler Road | Rezone** | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

**(B) 1646 Candler Road | Variance to Section 8.2** | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

3. **(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Rezone** | from Planned Development

(PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

**(B) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Special Use** | for a subdivision, residential | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

4. **1646 March Drive | Rezone** | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 **| Proposed Use: Single-family dwelling** | ** Commission District 4 **| Udis Calderon, applicant**

   **The Hall County Fire Marshal's Office has no comments as proposed.**

5. **0 Ridge Road | Rezone** | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development** | ** Commission District 1 **| bSide Oakwood, LLC, applicant**

   **The Hall County Fire Marshal's Office has no comments as proposed.**

6. **(A) 6651 Spout Springs Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle **|** Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development | ** Commission District 1 | DCCM Infrastructure, Inc., applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

**(B) 6651 Spout Springs Road | Special Use** | for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development |** ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

7. **(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Rezone** | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development** | ** Commission District 1 **| CKK Development Services, LLC, applicant**

**The proposed concept plan shows both ingress / egress locations on Ponderosa Farm Road too close together. Below is the fire code standard used to determine the distance between two access road ingress/egress locations.**

**International Fire Code 2024 Edition**

**D107.2 Remoteness.**

Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

The secondary fire access road cannot be installed because of location on the property, topography, waterways, nonnegotiable grades or other similar conditions. Per Fire Marshal Vieira the applicant can use the state adopted alternative to increase the road width to 26' the increased road width will eliminate the requirement for a secondary emergency access.

**(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Special Use** | for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132,

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The secondary fire access road cannot be installed because of location on the property, topography, waterways, nonnegotiable grades or other similar conditions. Per Fire Marshal Vieira the applicant can use the state adopted alternative to increase the road width to 26' the increased road width will eliminate the requirement for a secondary emergency access.

8. **(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Rezone** | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 **| Proposed Use: To recognize & allow expansion of boat sales & repair** | ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

**The Hall County Fire Marshal's Office considers the plan conceptual and if approved the site plan may require modifications during the development review to meet Life Safety and International Fire Code requirements including any applicable state modifications.**

**(B) 6337 Lanier Islands Parkway and 6330, 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Special Use |** to allow boat sales & repair within the GCOD | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east

of its intersection with Merritts Drive | Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 | **Proposed Use: To recognize & allow expansion of boat sales & repair |** ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

**The Hall County Fire Marshal's Office considers the plan conceptual and if approved the site plan may require modifications during the development review to meet Life Safety and International Fire Code requirements including any applicable state modifications.**

**0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

**A 48-unit residential development will require fire hydrants to be installed for potential fire suppression needs. Currently the nearest fire hydrant is located over 1 mile south at Cagel and Buffington Farm Road. See Code requirement below.**

## International Fire Code 2024 Edition 507.5.1 Where required.

Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 500 feet from a hydrant on a fire apparatus access road, as measured by an *approved* route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the *fire code official*.

Regards,

**John Hornick, NPQ Fire Service Plans Examiner 1**

**Lieutenant, Hall County Fire Rescue**

**Hall County Government**

Main: 770-531-6838 | Cell: 404-597-0083

Website: www.Hallcounty.org

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# Hall County Government

COMMUNITY DEVELOPMENT & INFRASTRUCTURE
BUILDING INSPECTIONS DIVISION

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INTERIM DEVELOPMENT SERVICES DIRECTOR
**Barry Shaw**

INTERIM CHIEF BUILDING OFFICIAL
**Cody Edwards**

**To:** Katie Ahmed, Director of Planning and Zoning

**From:** Barry Shaw, Interim Director of Development Services

**Date:** October 19, 2026

**Subject:** November 16, 2026

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**3411 Springdale Forrest Circle | Special Use | for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 | Proposed Use: 2-lot subdivision | ** Commission District 2 | KD South, LLC, applicant**

- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures. All structures were built prior to 1980 and will require asbestos inspections and reports by a state licensed asbestos Inspector.

**(A) 1646 Candler Road | Rezone** | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**
**(B) 1646 Candler Road** | **Variance to Section 8.2** | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures. All structures were built prior to 1980 and will require asbestos inspections and reports by a state licensed asbestos Inspector.

**(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Rezone** | from Planned Development (PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of

Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

**(B) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Special Use** | for a subdivision, residential | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures apart from 2 structures all were built prior to 1980 and will require asbestos inspections and reports by a state licensed asbestos Inspector. 3060 Poplar Springs Church Road and 3549 Gilleland Extension were both built in 1980 and will not require asbestos inspections and reports before demolition.

**1646 March Drive | Rezone** | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 **| Proposed Use: Single-family dwelling** | ** Commission District 4 **| Udis Calderon, applicant**

- NO COMMENT

**0 Ridge Road | Rezone** | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development** | ** Commission District 1 **| bSide Oakwood, LLC, applicant**

- NO COMMENT

**(A) 6651 Spout Springs Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle **|** Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development | ****** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

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- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures. All structures that were built prior to 1980 will require asbestos inspections and reports by a state licensed asbestos inspector. The single-family residence at this location was built in 1998 and will not require asbestos inspections and reports before demolition.

**(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Rezone** | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development** | ** Commission District 1 **| CKK Development Services, LLC, applicant**
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- Applicants would be required to get demo permits for all structures from Building Inspections before building new structures. All structures that were built prior to 1980 will require asbestos inspections and reports by a state licensed asbestos inspector. 5372 Ponderosa Farm Road currently has a parcel tag dated 03.23.2022 and placed by Planning and Zoning referencing a demo of a pole barn and is no longer relevant should proposed development be granted.

**(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Rezone** | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 **| Proposed Use: To recognize & allow expansion of boat sales & repair** | ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**
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- NO COMMENT

**0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

- NO COMMENT

PLANNING AND DEVELOPMENT DEPARTMENT
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## PUBLIC NOTICE REQUIREMENTS

Zoning regulations require that public notice must be given prior to all zoning hearings as follows:

1. The Planning Department shall publish a legal advertisement no less than fifteen (15) days and no more than forty-five (45) days prior to the public hearing.

2. The Planning Department shall send notification by letter of all other property owners within a 500-foot radius of the applicant's property, which is standard administrative policy of the Planning Department.

3. The applicant/property owner shall place the public notice sign in a conspicuous location on the property not less than fifteen (15) days and not more than forty-five (45) days prior to the public hearing.

**The Planning Department shall post the legal advertisement and notify property owners within a 500ft radius to the subject property.**

**The applicant is required to post the public notice sign not less than fifteen (15) days and no more than forty-five (45) days prior to the public hearing. A photo of the sign placed at the location is required and must be sent to the Planning Department.**

Multiple sign postings on a site may be required as determined by the Planning Department. The sign must be in a location where it is clearly visible from the roadway. The sign cannot be obstructed in any manner, placed too far from the road, or placed in such manner as would cause it to blend into the landscape.

Should you find the sign missing or vandalized in any manner, contact the Planning Department for a replacement sign. When the proceeding is complete and final Board action has occurred, the sign shall then be removed from the property by the applicant.

**THE ZONING SIGN MUST BE POSTED NO EARLIER THAN October 21, 2026 AND NO LATER THAN October 25, 2026.**

**THE ORGINAL SIGNED AFFIDAVIT MUST BE RETURNED TO THE PLANNING DEPARTMENT NO LATER THAN October 25, 2026 ALONG WITH A MINIMUM OF ONE PHOTO SHOWING THE SIGN POSTED AT THE SUBJECT PROPERTY.**

**Failure to comply will result in a delay of the application.**

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## AFFIDAVIT

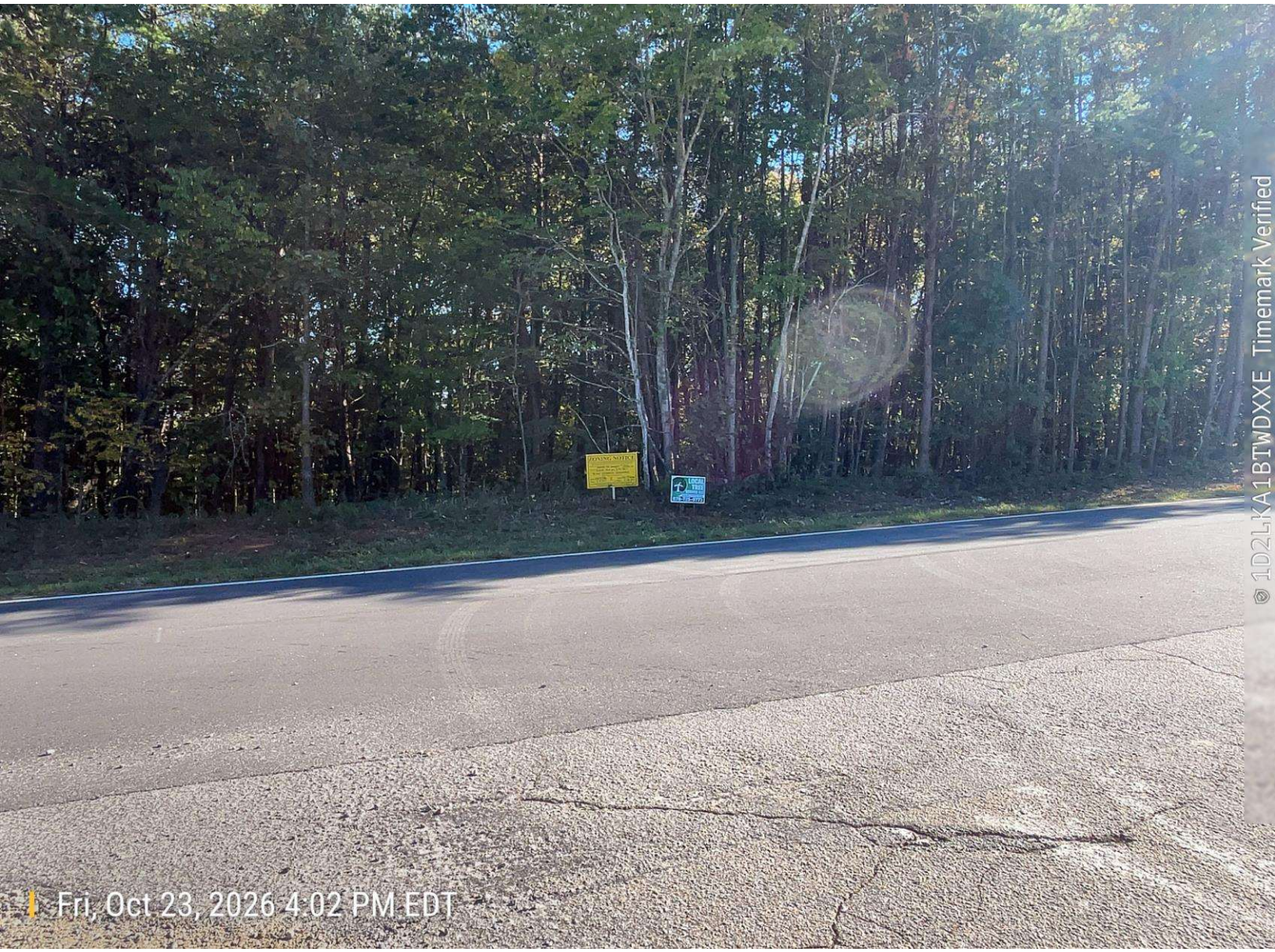
**By my signature, I,** Beth Garmon (Please Print Name) **, hereby acknowledge that I have read and understand the sign posting requirements. I further certify that the required public notice sign was posted on** 10/23/2026 (Date) for Habitat for Humanity of Hall County, Inc. (Name application filed as).

**Signature** Elizabeth Garmon

(The original document is required)

Revised September 2021

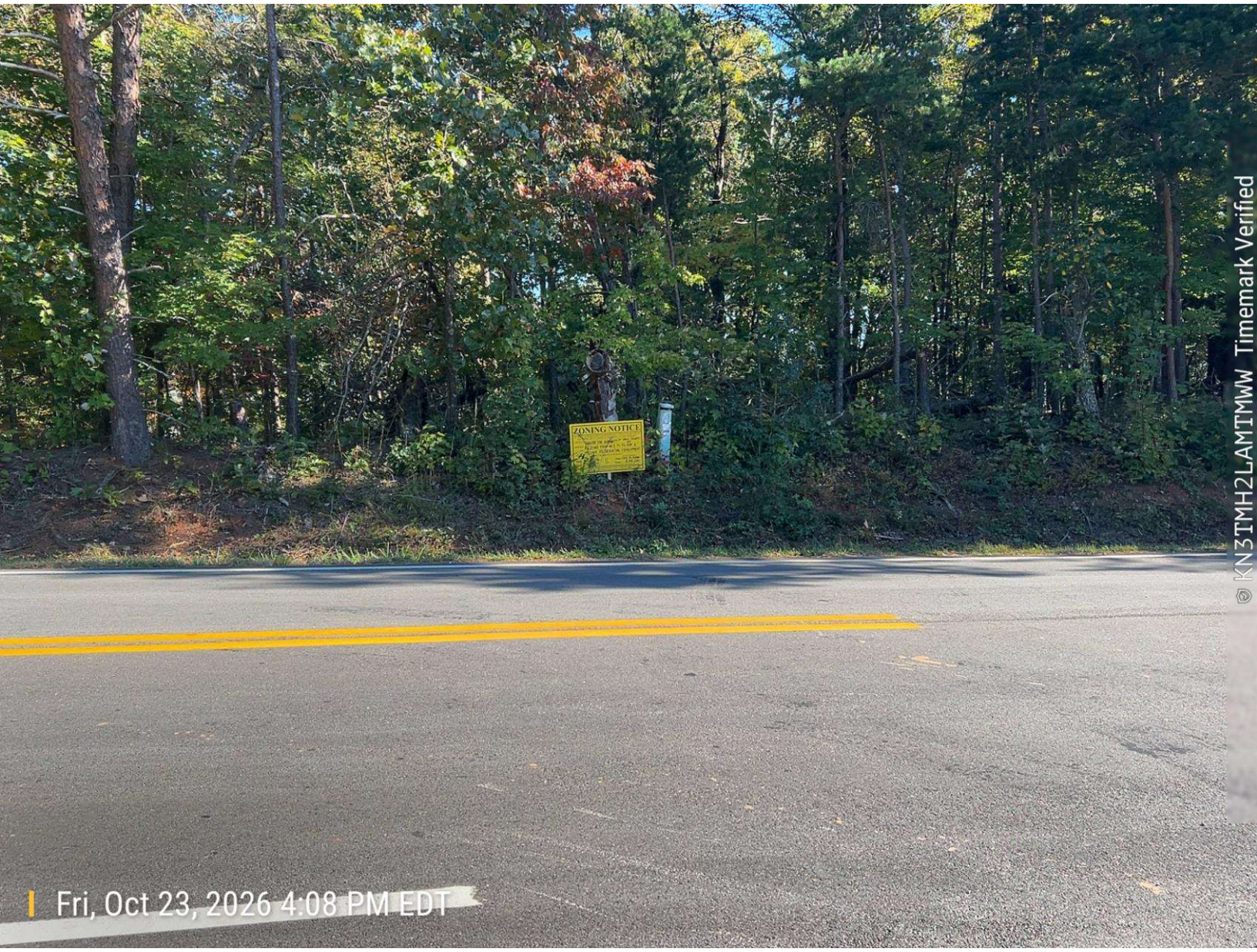

ZONING NOTICE
HABITAT FOR HUMANITY OF BULL CREEK
REZONE FROM R-2 TO PD FOR A
48-UNIT RESIDENTIAL DEVELOPMENT
2
LOCAL TREE SERVICE LLC
JESUS LOVES YOU
678-725-9773
© GH29MDRXK4UPLG Timemark Verified
Fri, Oct 23, 2026 4:02 PM EDT


ZONING NOTICE
Fri, Oct 23, 2026 4:02 PM EDT
1D2LKA1BTWDXXE Timemark Verified




© 1CMTEKXDUX2CRD Timemark Verified

Fri, Oct 23, 2026 4:08 PM EDT




Fri, Oct 23, 2026 4:08 PM EDT

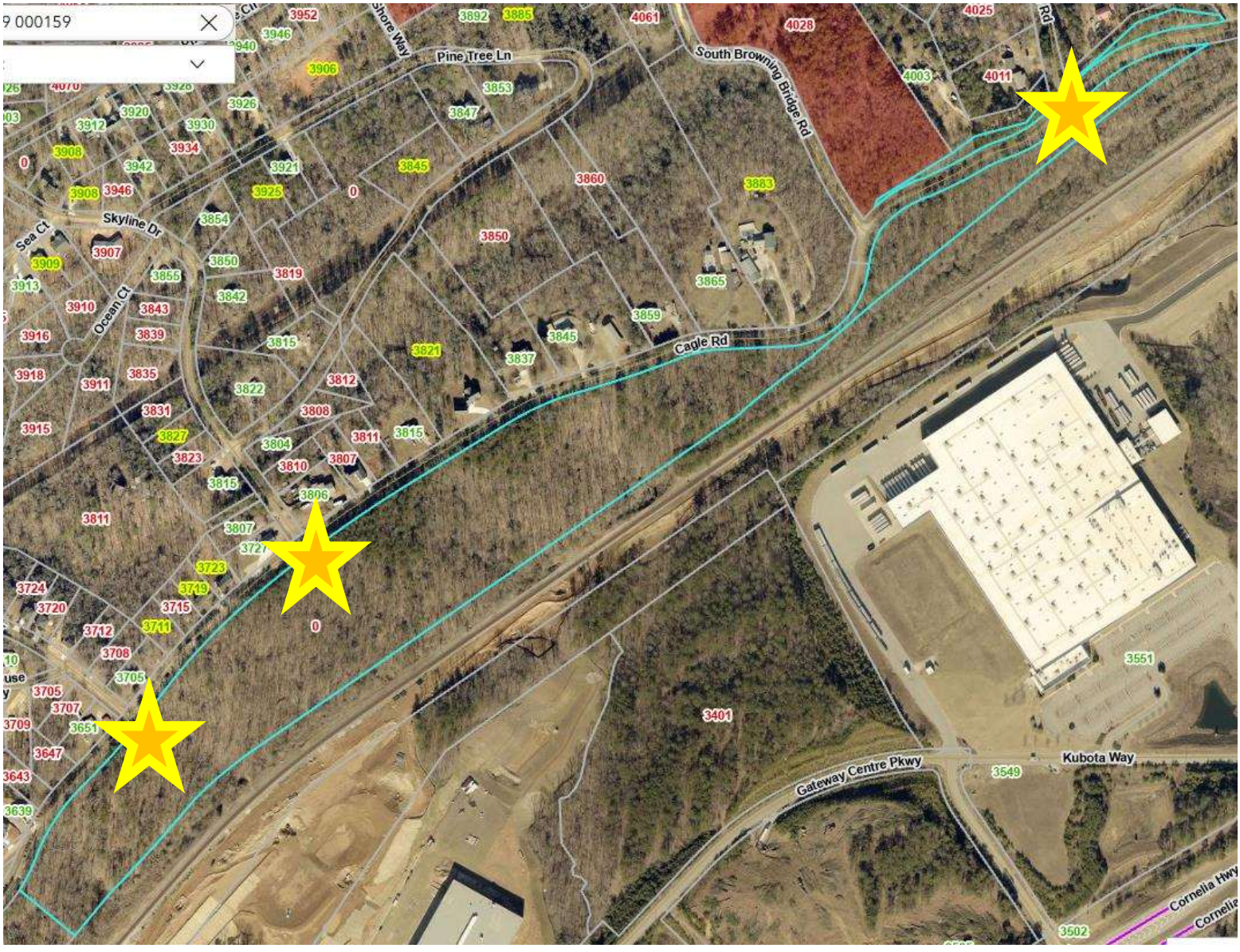
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Fri, Oct 23, 2026 4:21 PM EDT


Fri, Oct 23, 2026 4:21 PM EDT
© W32E3C21NEHGU9 Timemark Verified

# 0 Cagle Road - Habitat for Humanity of Hall County,



Outlook

## Proposed rezoning on Cagle Road, Gainesville,GA

**From** Susan Collins [redacted]
**Date** Tue 10/27/2026 3:19 PM
**To** Planning <planning@hallcounty.org>

Some people who received this message don't often get email from [redacted] Learn why this is important

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

This was zoned for single family homes when we bought our retirement home at 3845 Cagle Road and we do not want high density housing on our road! Why have zoning if we can't count on it staying single family homes? Y'all have already put the "land port" in and our property value and peaceful neighborhood took a hit now you want to rezone for high density housing?! I've talked with neighbors and we really do NOT want this. There are already eight HD housing projects within five miles and they are not full so please stop this proposed rezoning. My number is [redacted] if you have questions. We will be at the meeting on Nov. 16 at 5:15. Sincerely,
Susan and Robert Collins

Outlook

## Rezoning on Cagle Road

**From** Kelley Lipscomb [redacted]
**Date** Mon 10/26/2026 3:02 PM
**To** Planning <planning@hallcounty.org>

[Some people who received this message don't often get email from [redacted] earn why this is important at https://aka.ms/LearnAboutSenderIdentification ]

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing this in reference to the Rezoning request for Habitat for Humanity on Cagle Road. Our neighborhood is COMPLETELY AGAINST THIS!

There are 8 separate apartment/townhouse communities within a 5 mile radius and they are not even at capacity! This housing is not needed and it's DEFINITELY not needed in this community! We are completely saturated with housing!

Our property values have already taken a hit because of the Inland Port that was forced on our community and this is just way out of bounds and too much! We are all saying it's ENOUGH!

I am asking you to vote NO on this Rezoning request and deny this change. This is not something anyone needs or wants in our community.

Kelley Lipscomb

# AGENDA ITEM

## New Business

**REPORT TO:** **Planning Commission Meeting (11/16/26)**

**ITEM NO:** 744/2026

**SUBJECT:** **(A) 0 Ridge Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development |** ** Commission District 1 **| bSide Oakwood, LLC, applicant**

## Meetings:

**Voting Meeting Date:** 11/16/26

## Executive Summary:

**Presenter:** LT

**Recommendation:**

(A) Denial, as the proposed zoning is not consistent with the Business Nodes and Corridors future land use classification within the Comprehensive Plan in the South Hall Character Area. However, if the Planning Commission chooses to recommend approval, staff recommends the following conditions:

1. The property shall be developed in accordance with the site plan received September 3, 2026, and as described in the project narrative dated September 11, 2026, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.
2. The development shall be limited to a total of 160 units with no less than 20% of the development being either duplex or townhomes units.
3. Access to the development shall be subject to approval by the Hall County Public Works Department. Following review and acceptance of the Traffic Impact Study (TIS) by Public Works, all required improvements shall be incorporated into the development plans for review and approval. Any costs associated with these improvements shall be the responsibility of the developer.
4. The buffers and setbacks may be reduced as follows with labels referencing the "Site Plan Exhibit":
    - Buffers: A – Reduction from 50 feet to 10 feet with a 6-foot privacy fence, B – Reduction from 50 feet to 10 feet, C – Reduction from 50 feet to 10 feet with an 8-foot privacy fence, D - Reduction from 50 feet to 10 feet with a 6-foot privacy fence, & E - Reduction from 50 feet to 10 feet with a 6-foot privacy fence.
    - Setbacks: A - Reduction from 50 feet to 20 feet, B - Reduction from 50 feet to 20 feet, C - Reduction from 50 feet to 20 feet, D - Reduction from 50 feet to 15 feet, & E - Reduction from 50 feet to 20 feet.
5. All buffers surrounding the development shall meet the definition of a "Buffer, natural" or "Buffer, landscaped" as defined in the Hall County UDC. Where the undisturbed or provided buffer does not meet this definition, the Director of Planning and Zoning, or their designee, may require supplemental plantings or other improvements necessary to ensure the buffer achieves the intent and performance standards intended.
6. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval.
7. All conditions of zoning shall be made part of any plats created for the property.

**Purpose of Request:**

**(A) 0 Ridge Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 | **Proposed Use: 160-unit mixed residential development** | ** Commission District 1 | **bSide Oakwood, LLC, applicant**

**History:**

**Facts and Issues:**

**Options:**

**Approvals:**

| Submit | Review |
|---|---|
| KE | LT |

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**Attachments:**

Staff Report
Site Plan Exhibit
Application
Narrative
Statement of Hardship
Site Plan (Exhibit 2 and 3)
Maps
Renderings
Site Photos
Deeds
Traffic Impact Study
Water Availability Letter
Sewer Availability
Department Comments
Public Comment - Taylor
Notice Signs

**HALL COUNTY PLANNING COMMISSION**
**STAFF REPORT**

| | |
|---|---|
| **Applicant** | bSide Oakwood, LLC |
| **Request** | (A) **Rezone** \| from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X)<br>(B) **Variance to Section 4.7** \| Overall development standards<br>(C) **Variance to Article 8** \| Site Development |
| **Proposed Use** | 160-unit mixed residential development |
| **Size** | 20.854± acres |
| **Zoning** | **Current:** Agricultural Residential 1 (AR-1)<br>**Proposed:** Residential Mixed (R-X) |
| **Location** | 0 Ridge Road **\|** Tax Parcel 08154 000016 |
| **Commission District** | One |
| **Planning Commission Date** | November 16, 2026 |
| **Staff Recommendation** | (A) **Denial,** as the proposed zoning is not consistent with the Business Nodes and Corridors future land use classification within the Comprehensive Plan in the South Hall Character Area.<br>(B) **Denial,** as the variances rely on approval of the associated rezoning.<br>(C) **Denial,** as the variances rely on approval of the associated rezoning. |
| **Record Number(s)** | (A) HZON26-0033<br>(B) HVAR26-0052<br>(C) HVAR26-0051 |

**(A), (B) & (C) Staff recommends DENIAL of the applicant's requests; however, if the Planning Commission chooses to recommend approval, staff recommends the following conditions:**

1. The property shall be developed in accordance with the site plan received September 3, 2026, and as described in the project narrative dated September 11, 2026, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.

2. The development shall be limited to a total of 160 units with no less than 20% of the development being either duplex or townhomes units.

3. Access to the development shall be subject to approval by the Hall County Public Works Department. Following review and acceptance of the Traffic Impact Study (TIS) by Public Works, all required improvements shall be incorporated into the development plans for review and approval. Any costs associated with these improvements shall be the responsibility of the developer.

4. The buffers and setbacks may be reduced as follows with labels referencing the "Site Plan Exhibit":

   **Buffers: A** – Reduction from 50 feet to 10 feet with a 6-foot privacy fence, **B** – Reduction from 50 feet to 10 feet, **C –** Reduction from 50 feet to 10 feet with an 8-foot privacy fence, **D -** Reduction from 50 feet to 10 feet with a 6-foot privacy fence, & **E -** Reduction from 50 feet to 10 feet with a 6-foot privacy fence.

   **Setbacks: A** - Reduction from 50 feet to 20 feet, **B** - Reduction from 50 feet to 20 feet, **C** - Reduction from 50 feet to 20 feet, **D** - Reduction from 50 feet to 15 feet, & **E -** Reduction from 50 feet to 20 feet.

5. All buffers surrounding the development shall meet the definition of a "Buffer, natural" or "Buffer, landscaped" as defined in the Hall County UDC. Where the undisturbed or provided buffer does not meet this definition, the Director of Planning and Zoning, or their designee, may require supplemental plantings or other improvements necessary to ensure the buffer achieves the intent and performance standards intended.

6. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval.

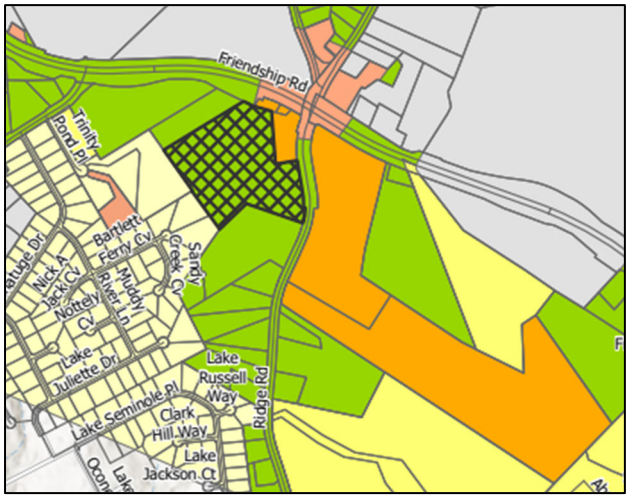
7. All conditions of zoning shall be made part of any plats created for the property.

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**Summary Analysis**

The applicant has submitted three concurrent requests on a 20.854± acre tract: (A) Rezone from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) for a 160-unit mixed residential development; (B) a Variance to Section 4.7 to reduce setbacks; and (C) a Variance to Article 8 to reduce buffer requirements. The proposed development includes 94 rear entry townhomes, 34 front entry townhomes, and 32 duplex units.

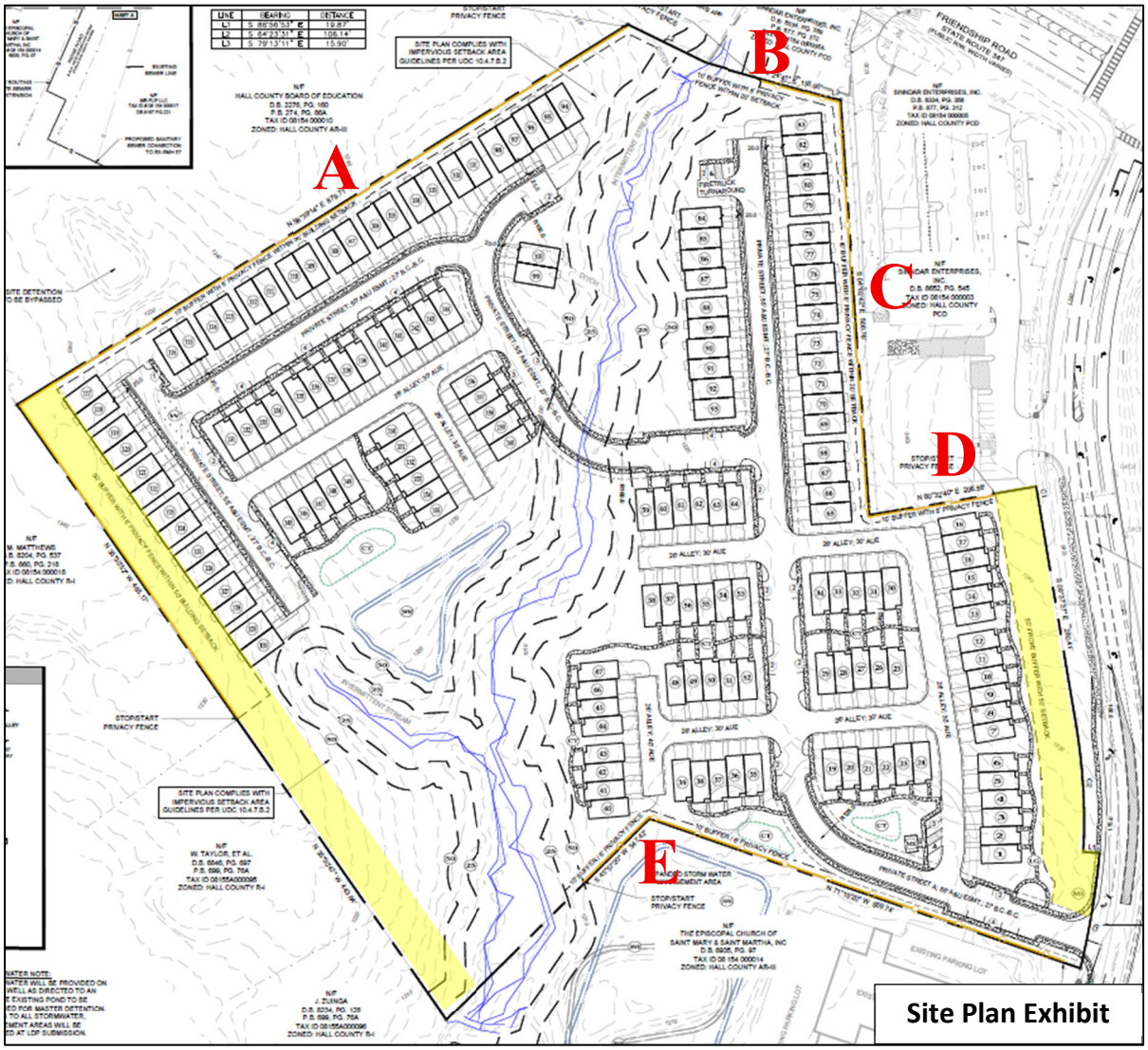
The subject property is currently vacant and bisected by a creek running south to north through the parcel. Surrounding properties are zoned and developed as follows:




- **North**: Agricultural Residential 1 (AR-1): Friendship Elementary School; City of Buford: Buford Corn Maze; Planned Commercial Development (PCD): Approved for a gas station and self-storage facility (HZCU25-0013)
- **East**: Planned Commercial Development (PCD): undeveloped – approved for a mixed-use development (HZON24-0031)
- **South**: Agricultural Residential 1 (AR-1): church
- **West**: Residential 1 (R-1): Trinity Pond & Morgans Crossing subdivisions

Per the submitted narrative, the applicant is proposing a rental community consisting of 80% townhomes and 20% duplexes. This distribution is consistent with the requirements of the Residential Mixed (R-X) zoning district, which requires an 80/20 mix when two housing types are proposed, or an 80/10/10 mix when three housing types are proposed. Two styles of townhome lots are proposed: 22’ x 50’ rear entry units and 24’x50’ front entry units. Along Ridge Road, where the property has frontage, only the rear entry townhome facades are proposed to face the public road. Approximately 8.05 acres, or 38.6% of the site, are identified as open space. The proposed development density is 7.67 dwelling units per acre.

The proposed internal street network will consist of 27-foot-wide private streets and 26-foot-wide alleys that will be maintained by the property owner or a designated management entity. The property owner or management entity will also be responsible for the ongoing maintenance of all common areas, amenities, landscaping, fencing and stormwater facilities serving the development. Stormwater management for the development will include on-site stormwater facilities and the use and expansion of the existing detention facility located on the adjacent church property to the south.




Per the submitted site plan, the development will be served by a single access point from Ridge Road. The project will include a 50-foot undisturbed buffer along the frontage of Ridge Road and the westernmost property boundary bordering the Trinity Pond and Morgan Crossing Subdivisions (highlighted in yellow).

Water service will be provided by the City of Gainesville as confirmed in a letter from Nick Swafford, Permitting Services & GIS Manager, dated August 27, 2026. Sanitary sewer service will be provided by Hall County as confirmed in a letter from Jason Skarda, Assistant Director of Public Works, dated September 9, 2026.

**Variance Analysis – Buffers and Setbacks**

Variances related to buffer standards and setback standards will be required if the site plan, as presented, is approved. **NOTE**: The following letters indicate the property boundary being referenced and are identified in red on the site plan on page 3 of this report:

- A buffer of at least 50 feet in width must be established along the perimeter of all property boundaries as found in Section 8.2.3 Required Buffer Area.
  - **A** – Reduction from 50 feet to 10 feet with a 6-foot privacy fence. The applicant states that this property is reserved for septic drain fields and stormwater associated with the elementary school to the north. This has been confirmed through Hall County Public Works Records from 2001 showing stormwater improvements as well as through Environmental Health records identifying the site as used for drain lines and reserved for a backup septic system.
  - **B** – Reduction from 50 feet to 10 feet due to existing vegetation from the on-site stream and deep separation from Friendship Road pushing the closest building over 100 feet from the sidewalk along Friendship Road.
  - **C** – Reduction from 50 feet to 10 feet with an 8-foot fence due to abutting a Planned Commercial Development (PCD) approved for a gas station and self-storage facility.
  - **D** - Reduction from 50 feet to 10 feet with a 6-foot fence due to abutting a Planned Commercial Development (PCD) approved for a gas station and self-storage facility.
  - **E** - Reduction from 50 feet to 10 feet with a 6-foot fence due to abutting a church and the associated stormwater detention facility.
- Rear, right, and left side yard setback requirement of 50 feet as found in Section 4.7 for the Residential Mixed (R-X) zoning district.
  - **A** - Reduction from 50 feet to 20 feet
  - **B** - Reduction from 50 feet to 20 feet
  - **C** - Reduction from 50 feet to 20 feet
  - **D** - Reduction from 50 feet to 15 feet
  - **E -** Reduction from 50 feet to 20 feet

Although staff cannot support the requested variances, as they are directly associated with a rezoning request that is inconsistent with the Business Nodes and Corridors future land use designation, staff finds that the proposed reductions to the buffer and building setbacks could be supported under Section 11.1.1.D.11 if the Board elects to approve the rezoning request.



Townhome Rendering



Townhome Rendering



Duplex Rendering



Duplex Rendering

A Traffic Impact Study (TIS) prepared by Southeastern Engineering, Inc. and dated August 28, 2025, indicates that prior to build-out of the proposed project**,** the intersection at Friendship Road and Ridge Road/Hog Mountain Road is already experiencing poor performance, with the southbound approach operating at Level of Service (LOS) F during both peak hours and the overall intersection operating unacceptably during the AM peak. The TIS notes that these operating conditions are expected to persist as traffic grows, including contributions from the adjacent Ridgeview Estates. After construction of the proposed project**,** the driveway on Ridge Road is expected to operate acceptably with minor-street stop control and dedicated left and right turn lanes. The following are suggested improvements as outlined in the TIS.

Ridge Road at Site Driveway/Ridgeview Emergency Driveway

- Driveway should be minor-street stop-controlled.
- Provide a northbound left turn lane on Ridge Road, per GDOT minimum standards.
- Provide a southbound right turn lane on Ridge Road, per GDOT minimum standards

Hall County Public Works commented that the provided Traffic Impact Study (TIS) has not been approved and any recommended improvements identified in the approved TIS must be incorporated in the Land Disturbance Permit (LDP).

**Development Standards Analysis**

The development standards for the project are summarized in the table below and are compared against the Residential Mixed (R-X) district standards and the applicable Article 8 Site Development requirements of the Hall County Unified Development Code (UDC):

| Development Standard (§) | Proposed | UDC Standard | Compliance |
|---|---|---|---|
| **Overall R-X Standards (§4.7)** | | | |
| Lot Area | 20.854± acres | 5 acres minimum | Complies |
| Density | 7.67 U/A | 8 U/A max (urbanized) | Complies |
| Site Coverage | Not specified | 60% | Shall comply |
| Overall Yard Setbacks | 15-50 feet: See variances listed above | 50 feet | Deficient |
| **R-TF Standards (§4.4)** | | | |
| Minimum Lot Area | N/A | 35,000 sf | N/A – rental community |
| Minimum Lot Width | N/A | 50 feet | N/A – rental community |
| Front Yard | 20 feet | 40 feet | N/A – rental community |
| Side Yard | 10 feet between buildings | 10 feet | N/A – rental community |
| Rear Yard | 10 feet | 20 feet | See variances listed above |
| Maximum Building Height | 35 feet | 35 feet | Complies |
| **R-TH Standards (§4.6)** | | | |

| | | | |
|---|---|---|---|
| Minimum Lot Area | 1,100 – 1,200 sf | 2,000 sf | N/A – rental community |
| Front Yard | 20 feet (front entry) | 15 feet | Complies |
| Side Yard | 10 feet (building separation) | 10 feet (building separation) | Complies |
| Rear Yard | 10 feet | 20 feet | See variances listed above |
| Maximum Building Height | 35 feet | 35 feet | Complies |
| **Article 8** | | | |
| Parking | 2-car garage w/driveway parking for 2 vehicles/dwelling + 60 guest parking | 2 spaces per DU<br>TH: 2 spaces/DU plus 1 guest space for every 4 DU (40 guest parking required) | Complies |
| Buffers (§8.2.3) | See variances listed above | 50 feet undisturbed | Deficient |
| Landscaping (§8.2.4.H.2) | Not specified | 2 trees per lot | Shall comply |
| Frontage Landscape Strip (§8.2.5) | 50 ft undisturbed buffer | 20 feet planted unless 50 ft undisturbed buffer provided | Complies |
| Sidewalks (§8.4, 9.4.8.C) | 5 feet wide | 5 feet wide on both sides of street | Shall comply |
| Open Space (§8.5) | 38.6% | 30% | Complies |
| Architectural Standards (§8.7) | Shall comply per narrative | Various | Complies |
| Amenities Maintenance (§8.8.5) | HOA | HOA required | Complies |
| Cluster Mailbox Unit (CBU) (§8.10) | CBU with 3 parking spaces | CBU with 8 parking spaces | Shall comply |

**Comprehensive Plan Analysis**

**Based on the Hall County Comprehensive Plan, staff finds that the requested rezoning to Residential Mixed (R-X) *is not consistent* with the future land use designation of *Business Nodes and Corridors* within the South Hall Character Area.** This designation supports higher-intensity commercial uses and low-intensity, consumer-facing industrial uses that house businesses that serve nearby communities. Site designs should use Quality Development Principals, particularly natural resource protections and high quality landscape installations, to the fullest extent possible.

However, as the subject property is located within the urbanized portion of the South Hall Character Area, where water and sewer services are available, the Residential Mixed (R-X) zoning district allows a maximum density of 8 dwelling units per acre. The proposed development has an overall density of 7.67 dwelling units per acre, which is within the permitted range.

**(A) Zoning Analysis - Rezone**

When considering a zoning amendment to the zoning maps, the Commission must study the need and justification for the change based on a determination of the facts applicable to the particular case, and the following general lines of inquiry must be considered:

a) Whether the zoning proposal will permit a use that is suitable in view of the use, development and zoning of adjacent and nearby property; **The proposed rezoning and use appear suitable in view of the surrounding development pattern and nearby zoning. Adjacent and nearby properties include an undeveloped tract approved for a gas station and self-storage facility, an undeveloped parcel approved for a mixed-use development with 251 multifamily units, 209 townhomes, 65 detached homes, a hotel with 110 rooms, and 65,000 square feet of commercial space. Across Friendship Road is the Buford Corn Maze and a gas station. Additional surrounding uses include Friendship Elementary School, a church, and parcels developed with single-family homes.**

b) Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property; **The proposed rezoning does not appear to adversely affect the existing use or usability of adjacent or nearby properties.**

c) Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned; **The property appears to have reasonable economic use as currently zoned.**

d) Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, schools, police protection, fire protection, public health facilities or emergency medical service; **The proposed rezoning is not expected to cause an excessive or burdensome use of existing streets, transportation facilities, utilities, schools, police protection, fire protection public facilities, or emergency medical service. The property will be served by City of Gainesville public water, and sanitary sewer service will be provided by Hall County. Any improvements identified in the final approved Traffic Study and required by Hall County Public Works and/or the Georgia Department of Transportation (GDOT) will be addressed with the Land Disturbance Permit (LDP).**

e) Whether the zoning proposal is in conformity with the policy and intent of the future land use plan for the physical development of the area; **The proposed Residential Mixed (R-X) zoning *is not consistent* with the Comprehensive Plan's future land use designation of "Business Nodes and Corridors" within the South Hall Character Area. This designation supports higher-intensity commercial uses and low-intensity, consumer-facing industrial uses that house businesses that serve nearby communities. Site designs should use Quality Development Principals, particularly natural resource protections and high quality landscape installations, to the fullest extent possible.**

f) The extent to which property values are diminished by the existing zoning restrictions; **Staff is unable to determine the extent to which property values are affected by the existing zoning restrictions.**

g) The extent to which the destruction of the subject property's value under the existing zoning promotes the health, safety, morals or general welfare of the public; **Staff is unable to comment**

**on the impact of property values without a full market analysis. Multiple factors impact property value including construction types, proposed uses, and maintenance.**

h) The relative gain to the public as compared to the hardship imposed upon the individual property owner; **Staff has not identified a hardship imposed on the property owner as the property is currently zoned.**

i) The length of time the property has been vacant as zoned considered in the context of land development in the area in the vicinity of the property; **The subject parcel is undeveloped and has no history of building permits on file.**

j) Whether there are other existing or changing conditions affecting the use or development of the property which give supporting grounds for either approval or disapproval of the zoning proposal; **Staff is not aware of any changing conditions affecting the use or development of the property.**

k) Whether the change would create an isolated district unrelated to the surrounding districts; **The proposed Residential Mixed (R-X) zoning is a new zoning district effective November 14, 2024. Previously, this type of development would have been proposed under the Planned Residential Development (PRD) district, which has since been discontinued. The subject property is adjacent to a mixed-use Planned Commercial Development (PCD) and several Planned Residential Developments (PRD) across Ridge Road and along Friendship Road that share a similar residential character. Therefore, the proposed zoning change would not create an isolated zoning district or a pattern inconsistent with surrounding development.**

l) Whether the present zoning district boundaries are illogically drawn in relation to existing conditions in the area; **There is no evidence that the present zoning district boundaries are illogically drawn.**

m) Whether the change requested is out of scale with the needs of the county as a whole or the immediate neighborhood; **The proposed development does not appear to be out of scale with the needs of the county as a whole, as there is a need for additional housing to support population growth.**

n) Whether it is impossible to find adequate sites for the proposed use in districts permitting such use and already appropriately zoned; **There are no other zoning districts that permit the mix of residential uses, density and lot sizes proposed in this subdivision. Because the R-X district is newly established, an appropriately zoned site for this residential pattern is not yet available elsewhere.**

o) Whether the need for rezoning could be handled instead by a variance request to the Planning Commission; **The request could not be handled alternatively as a variance.**

p) Whether there would be an ecological or pollution impact resulting from major modifications to the land if the request is granted; **Any land disturbance activities on the property shall be required to go through the land development permitting process, and as a result are subject to local, state, and federal regulations. As a result, there are no anticipated ecological or pollution impacts resulting from any modification to the land if the request is granted.**

q) Whether there is reasonable evidence based upon existing and anticipated land use that would indicate a mistake was made in the original zoning of the property; **There is no indication that a mistake was made in the original zoning.**

**(B) and (C) Zoning Analysis – Variances**

The Commission may grant variances in individual cases of unnecessary hardship upon a finding of the board that:

a) There are extraordinary and exceptional conditions pertaining to the lot in question because of its size, shape, or topography (the hardship must relate to the physical character of the lot and not to a personal or economic hardship); **The subject property has extraordinary conditions related to its topography. As noted in the provided exhibits, the stream bisecting the property creates significant elevation and slope. This hardship stems from the physical characteristics of the property, not from any personal or economic circumstance.**

b) The application of the requirements of this UDC to this particular piece of property would create an unusual hardship; **The application of the requirements of the UDC create an unusual hardship based on the conditions related to topography and the stream bisecting the property.**

c) Such conditions are peculiar to the particular piece of property involved and are not common to other properties in the neighborhood; **The conditions are unique to this property. The subject property is bisected by a stream impacting the topography of the lot. Additionally, the site is uniquely positioned between several sites that would mitigate the proposed deviations from the UDC as outlined on pages 3 and 4 of this report.**

d) Such conditions are not the result of any actions of the property owner**; The size, shape, and topography of the lot are not the result of any actions of the property owner.**

**e)** Relief, if granted, would not cause substantial detriment to the public good or impair the purposes and intent of this UDC; provided, however, that no variance may be granted for a use of land or building or structure that is prohibited by this UDC or for a Conditional Use Permit which has been denied by the Planning Commission; **Relief, if granted, will not impair the purposes and intent of the Unified Development Code of Hall County. The reduction of the required buffers and setbacks are well justified through submitted exhibits from the applicant and further analyzed by staff. Due to the surrounding property's zoning and development, the relief requested would not impair the purpose of the UDC would still uphold the intent of the required Buffers and Setbacks.**

**Development Support and Constraints**

**Hall County Environmental Health**
In a memorandum dated October 19, 2026, the Hall County Environmental Health Department stated, "No comment. Public Sewer."

**Georgia Department of Transportation**
In an email dated October 7, 2026, Christopher Hash, D1 Traffic Operations Supervisor, stated, "Off-system. Impacts expected to the State Highway System. Applicant to submit TIS to GDOT District 1 for review. Potential improvements for SR 347 and Ridge Rd may be needed."

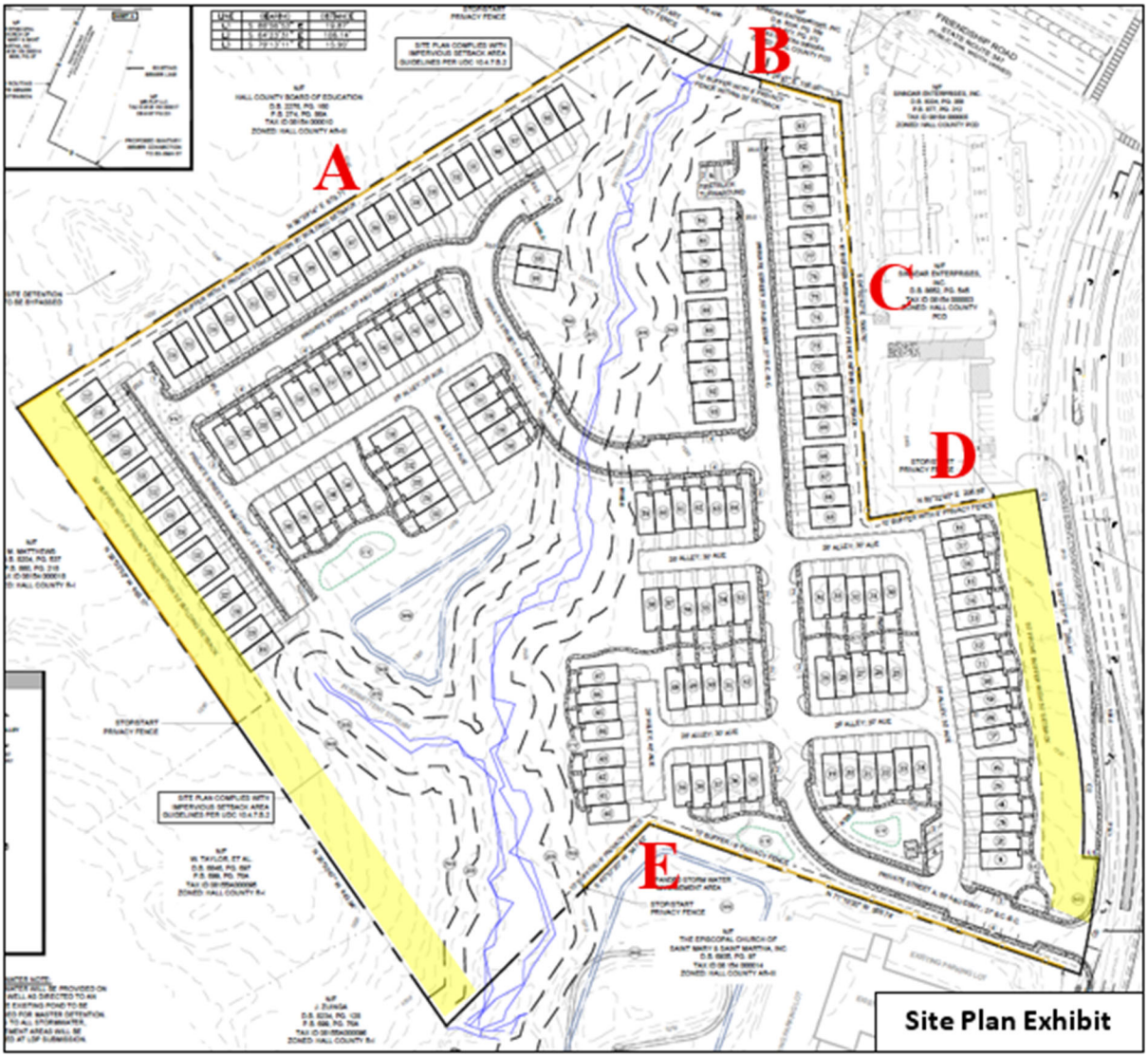
**Hall County Public Works and Utilities**
In a memorandum dated October 19, 2026, Jorge Gomez, Director of Public Works and Utilities, provided the following comments:

**Engineering:**
This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
Show stream buffer and impervious setback from wrested vegetation not centerline of stream.

**Traffic:**
The provided Traffic Impact Study (TIS) has not been approved at this time. Any recommended improvements identified in the approved TIS must be incorporated in the LDP.

**Utilities**
Property is in the Buford service district, but an IGA between Buford and Hall County has been obtained.

**Hall County Fire Marshal**
In a memorandum October 6, 2026, the Hall County Fire Marshal's Office stated, "The Hall County Fire Marshal's Office has no comments as proposed."


A
B
C
D
E
Site Plan Exhibit

**PLANNING AND ZONING DEPARTMENT**
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
T: 770-531-6809 I Email: planning@hallcounty.org

HALL COUNTY
We have it all in Hall

# ZONING APPLICATION

**Applicant (Name & Mailing Address)**

bSide Oakwood, LLC
4640 Valais Court, Suite 200
Johns Creek, GA 30022
Phone [redacted]
Email stephen@bsidepartners.com

**Property Owner (Name & Mailing Address)**

bSide Oakwood, LLC
4640 Valais Court, Suite 200
Johns Creek, GA 30022
Phone [redacted]
Email stephen@bsidepartners.com

**Contact Person (Name & Mailing Address)**

Stephen Klee
4640 Valais Court, Suite 200
Johns Creek, GA 30022
Phone [redacted]
Email stephen@bsidepartners.com

**Status of Applicant**

- ☑ Owner
- ☐ Option to Purchase
- ☐ Area Resident
- ☐ Other: _____

**Requested Action**

Current Zoning: AR-1
Rezone to: R-X

**Property Information**

Location Address(es): 0 Ridge Road, Buford, GA 30519
Tax Parcel Number(s): 08154 000016
Acreage: 20.85 +/-
Existing Use(s): Vacant Agricultural Land
Proposed Use(s): Townhomes and Duplexes

**I hereby certify that the above information and all attached information are true and correct.**

Applicant Name Printed: Stephen Klee
Applicant Signature: Steph P Klee
Date: 9/10/2026

***Applicant must complete all required information above. Incomplete applications will not be accepted. The Planning Department has 15 days after application deadline to review each submittal and will assign scheduling dates during that review period. If an application is determined to be insufficient, no agenda date will be set until all required information has been provided.***

---

**Application Withdrawal:** I hereby **withdraw** the application.

Applicant Signature: _____
Date: _____

**PLANNING AND ZONING DEPARTMENT**
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE, GA 30503
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HALL COUNTY
GEORGIA
*We have it all in Hall*

# VARIANCE APPLICATION

**Applicant (Name & Mailing Address)**
bSide Oakwood, LLC
4640 Valais Court, Suite 200
Johns Creek, GA 30022
Phone [redacted]
Email stephen@bsidepartners.com

**Property Owner (Name & Mailing Address)**
bSide Oakwood, LLC
4640 Valais Court Suite 200
Johns Creek GA 30022
Phone [redacted]
Email stephen@bsidepartners.com

**Contact Person (Name & Mailing Address)**
Stephen Klee
4640 Valais Court, Suite 200
Johns Creek, GA 30022
Phone [redacted]
Email stephen@bsidepartners.com

**Status of Applicant**
☑ Owner ☐ Area Resident
☐ Option to Purchase ☐ Other: _____

**Property Information**
Location Address(es): 0, Ridge Road, Buford, GA 30519
Tax Parcel Number(s): 08154 00001b Acreage: 20.85 +/-
Existing Use(s): Vacant Agricultural Land Zoning: AR-1

**Type of Variance**

| | | | |
|---|---|---|---|
| ☐ Setback | ☐ Front Yard | From 50 ft. | To 10 ft. |
| ☐ Road Frontage | ☑ Right Side Yard | From 50 ft. | To 10 ft. |
| ☐ Sign | ☑ Left Side Yard | From 50 ft. | To 10 ft. |
| ☐ GCOD | ☑ Rear Yard | From 50 ft. | To 10 ft. |
| ☑ Other Buffer | ☐ Sign Height | From ____ ft. | To ____ ft. |
| _____ | ☐ Sign Area | From ____ sf. | To ____ sf. |

**I hereby certify that the above information and all attached information are true and correct.**
Applicant Name Printed: Stephen P. Klee
Applicant Signature: Steph P Klee Date: 10-28-2026

***Applicant must complete all required information above. Incomplete applications will not be accepted. The Planning Department has 15 days after application deadline to review each submittal and will assign scheduling dates during that review period. If an application is determined to be insufficient, no agenda date will be set until all required information has been provided.***

**Application Withdrawal: I hereby withdraw the application.**
Applicant Signature: _____ Date: _____

**PLANNING AND ZONING DEPARTMENT**
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
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HALL COUNTY
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# VARIANCE APPLICATION

**Applicant (Name & Mailing Address)**

bSide Oakwood, LLC
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Email stephen@bsidepartners.com

**Contact Person (Name & Mailing Address)**

Stephen Klee
4640 Valais Court, suite 200
Johns Creek, GA 30022
Phone [redacted]
Email stephen@bsidepartners.com

**Status of Applicant**

☑ Owner ☐ Area Resident
☐ Option to Purchase ☐ Other: _____

**Property Information**

Location Address(es): 0 Ridge Rd, Buford, GA 30519
Tax Parcel Number(s): 08154 000016 Acreage: 20.85 +/-
Existing Use(s): vacant Zoning: Proposed R-X

**Type of Variance**

| | | | |
|---|---|---|---|
| ☒ Setback | ☐ Front Yard | From 50 ft. | To 20 ft. ± |
| ☐ Road Frontage | ☑ Right Side Yard | From 50 ft. | To 20 ft. ± |
| ☐ Sign | ☐ Left Side Yard | From 50 ft. | To 20 ft. ± |
| ☐ GCOD | ☑ Rear Yard | From 50 ft. | To 10 ft. ± |
| ☐ Other _____ | ☐ Sign Height | From ____ ft. | To ____ ft. |
| _____ | ☐ Sign Area | From ____ sf. | To ____ sf. |

**I hereby certify that the above information and all attached information are true and correct.**

Applicant Name Printed: Stephen P. Klee
Applicant Signature: Steph P Klee Date: 10-28-2026

***Applicant must complete all required information above. Incomplete applications will not be accepted. The Planning Department has 15 days after application deadline to review each submittal and will assign scheduling dates during that review period. If an application is determined to be insufficient, no agenda date will be set until all required information has been provided.***

**Application Withdrawal: I hereby withdraw the application.**

Applicant Signature: _____ Date: _____

**BSIDE OAKWOOD, LLC**

a Georgia limited liability company

# SECOND AMENDED & RESTATED OPERATING AGREEMENT

**Effective as of February 28, 2025**

**THESE SECURITIES HAVE NOT BEEN REGISTERED UNDER THE GEORGIA SECURITIES ACT OF 1973, AS AMENDED, IN RELIANCE UPON THE EXEMPTION FROM REGISTRATION SET FORTH IN SECTION 10-5-11(14) OF SUCH ACT. IN ADDITION, THESE SECURITIES HAVE NOT BEEN REGISTERED WITH THE UNITED STATES SECURITIES AND EXCHANGE COMMISSION IN RELIANCE UPON AN EXEMPTION FROM SUCH REGISTRATION SET FORTH IN THE SECURITIES ACT OF 1933 PROVIDED BY SECTION 3(a)(11) or 4(2) THEREOF, NOR HAVE THEY BEEN REGISTERED WITH THE SECURITIES AND EXCHANGE COMMISSION OF ANY OTHER APPLICABLE STATES IN RELIANCE UPON CERTAIN SIMILAR EXEMPTIONS FROM REGISTRATION. THESE SECURITIES HAVE BEEN ACQUIRED FOR INVESTMENT PURPOSES ONLY AND MAY NOT BE OFFERED FOR SALE, PLEDGED, HYPOTHECATED, SOLD OR TRANSFERRED EXCEPT IN COMPLIANCE WITH THE TERMS AND CONDITIONS OF THIS OPERATING AGREEMENT AND IN A TRANSACTION WHICH IS EITHER EXEMPT FROM REGISTRATION UNDER SUCH ACTS OR PURSUANT TO AN EFFECTIVE REGISTRATION STATEMENT UNDER SUCH ACTS.**

**SECOND AMENDED & RESTATED OPERATING AGREEMENT**
**OF**
**BSIDE OAKWOOD, LLC**

THIS SECOND AMENDED & RESTATED OPERATING AGREEMENT (this "**Operating Agreement**") of bSide Oakwood, LLC, a Georgia limited liability company (the "**Company**"), is made and entered into effective the 28th day of February, 2025 (the "**Effective Date**"), by and among bSide Partners, LLC, a Georgia limited liability company (the "**Manager**"), and the members set forth on Exhibit A, attached hereto and incorporated herein by reference (each a "**Member**" and collectively the "**Members**").

Recitals

WHEREAS, the Company was formed by filing its Articles of Organization with the Secretary of State of Georgia on September 11, 2020;

WHEREAS, the Company was previously governed by that certain Operating Agreement of the Company dated October 30, 2020, as amended by that certain first Amended and Restated Operating Agreement of the Company dated November 7, 2023 (together with all amendments, collectively the "**Initial Operating Agreement**"); and

WHEREAS, due to the passage of time and occurrence of certain transactions in accordance with the Initial Operating Agreement, the Manager and Members desire to amend and fully restate the Initial Operating Agreement as more particularly set forth below.

NOW, THEREFORE, in consideration of the promises and the mutual covenants of the parties herein contained, the parties do hereby agree as follows:

## ARTICLE I
Defined Terms

The following terms used in this Operating Agreement shall have the following meanings unless otherwise expressly provided herein:

**1031 Exchange.** Each 1031 like-kind exchange the Company may participate in or avail itself of, in connection with the sale of a Property.

**Affiliate**. As to any Person, any other Person that, directly or indirectly, is in Control of, is Controlled by or is under common Control with such Person or is a manager, director or officer of such Person or of an Affiliate of such Person.

**Articles of Organization**. The Articles of Organization of the Company, as filed with the Secretary of State of Georgia on September 11, 2020, as the same may be amended from time to time.

5.2 **Number, Tenure and Qualifications**

The Company shall initially have one (1) Manager: the Initial Manager. The number of Managers of the Company shall be fixed from time to time by the affirmative vote of Voting Members holding at least a Supermajority Interest, but in no instance shall there be less than one (1) Manager. Each Manager shall hold office until he/she/it has resigned or been removed in accordance with *Section 5.8* or *5.9*, respectively. Subsequent Managers shall be elected by the affirmative vote of Voting Members holding at least a Majority Interest. Managers need not be residents of the State of Georgia, nor Members of the Company.

5.3 Certain Powers of Manager

(a) Without limiting the generality of *Section 5.1*, the Manager shall have the power and authority, on behalf of the Company:

(i) To purchase liability and other insurance to protect the Company's property and business;

(ii) To invest any Company funds temporarily (by way of example but not limitation) in time deposits, short-term governmental obligations, commercial paper or other similar investments;

(iii) To employ accountants, legal counsel, managing agents or other experts to perform services for the Company and to compensate them from Company funds;

(iv) To enter into any and all other agreements on behalf of the Company, with any other Person for any purpose, in such forms as the Manager may approve;

(v) To execute on behalf of the Company all instruments and documents, including, without limitation, checks; drafts; notes and other negotiable instruments; mortgages; security deeds or deeds of trust; security agreements; financing statements; documents providing for the acquisition, mortgage or disposition of the Company's property; deeds; assignments; bills of sale; leases; and any other instruments or documents necessary, in the opinion of the Manager, to do the business of the Company;

(vi) To physically access each Property as appropriate;

(vii) To authorize the sale or disposition of all or substantially all of the assets of any Property Owner as part of a single transaction or plan. The affirmative vote of the Members shall not be required with respect to any sale or disposition of any Property Owner's assets in the ordinary course of the Company's business;

(viii) Sell or otherwise dispose of all or substantially all of the assets of the Company as part of a single transaction or plan. The affirmative vote of the Members shall not be required with respect to any sale or disposition of the Company's assets in the ordinary course of the Company's business; and

IN WITNESS WHEREOF, the Members and Manager have executed this Operating Agreement, as of the Effective Date.

**MANAGER:**

**BSIDE PARTNERS, LLC**,
a Georgia limited liability company

By: Medallion Consulting, Inc., a Georgia corporation

By: _____(SEAL)
Name: Stephen Klee
Title: Chief Executive Officer

(**SIGNATURES CONTINUE ON FOLLOWING PAGE)**

**(MEMBER SIGNATURES CONTINUED FROM PRIOR PAGE)**

**MEMBERS:**

**BSIDE PARTNERS, LLC**,
a Georgia limited liability company

By: Medallion Consulting, Inc.,
a Georgia corporation
Its: Manager

By: _____
Name: Stephen Klee
Title: Chief Executive Officer

By: _____
Jason Mendel

**BSIDE ACQUISITION & DEVELOPMENT FUND III, LLC**, a Georgia limited liability company

By: bSide Partners, LLC,
a Georgia limited liability company
Its: Manager

By: Medallion Consulting, Inc.,
a Georgia corporation
Its: Manager

By: _____
Name: Stephen Klee
Title: Chief Executive Officer

**(END OF SIGNATURES)**

**PLANNING AND ZONING DEPARTMENT**
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
T: 770-531-6809 I Email: planning@hallcounty.org

HALL COUNTY
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# CAMPAIGN CONTRIBUTIONS DISCLOSURE FORM

This form must be completed by the applicant and property owner, or person representing the property owner, for all zoning actions.

OCGA § 36-67A-3: Disclosure of Campaign Contributions:

(a) When any applicant for rezoning action has made, within two years immediately preceding the filing of that applicant's application for the rezoning action, campaign contributions aggregating $250.00 or more to a local government official who will consider the application, it shall be the duty of the applicant to file a disclosure report with the governing authority of the respective local government showing:

(1) The name and official position of the local government official to whom the campaign contribution was made; and

(2) The dollar amount and description of each campaign contribution made by the applicant to the local government official during the two years immediately preceding the filing of the application for the rezoning action and the date of each such contribution.

(b) The disclosures required by subsection (a) of this Code section shall be filed within ten days after the application for the zoning action is first filed.

Code OCGA 1981, § 36-67A-3, enacted by Ga L. 1986, page 1269, § 1; Ga L. 1991, page 1365, § 1; Ga L. 1993, page 91, § 36).

---

**I hereby certify that I have read the above and that:**

I have**__X__ I have not____

within the two years immediately preceding this date, made any contribution(s) aggregating $250.00 or more to any local government official involved in the review or consideration of this application.

**If you have made such contribution(s), you must provide the data required below within ten (10) days of filing this application.

Name of Official(s): Kathy Cooper Office: District 1 Commissioner

Dollar Amount: $1800 Date of Contribution: 04/28/2026

Applicant's/Owner's Name Printed: Stephen Klee

Applicant's/Owner's Signature: Steph P Klee Date: 9/9/2026

# Project Narrative for
# Ridge Road Rezoning – 20.85 +/- Acres

**September 11, 2026**

**LOCATION –** Ridge Road, Buford, Georgia 30519 (Tax Parcel 08154 000016)

**APPLICANT –** bSide Oakwood, LLC

**CURRENT ZONING –** AR-1

**PROPOSED ZONING –** R-X

**ACRES –** 20.85 +/- Acres

## SUMMARY

The accompanying application requests rezoning of approximately 20.85 acres of undeveloped property located on Ridge Road in Buford, Hall County, Georgia, from Agricultural Residential-1 (AR-1) to Residential Mixed (R-X). The proposed community will contain approximately 128 rental townhome units, representing 80% of the dwelling units, and approximately 32 rental duplex units, representing 20% of the dwelling units. The townhomes are proposed as both 22'x50' rear entry and 24'x50' front entry residential product with only the rear entry facades facing the public road where the property abuts Ridge Road. The community will also include approximately 8.05 acres, or 38.6% of the site, as proposed open space. Based on the final confirmed dwelling-unit count, the proposed density is approximately 7.67 dwelling units per acre.

The proposed development advances Hall County's planning objectives through an appropriately located residential community served by public water and sewer. The plan preserves the central Ivy Creek corridor, incorporates transportation improvements identified through the traffic-review process, and provides appropriate buffers and fences for adjoining properties.

Private streets, common areas, amenities, landscaping, fencing, and stormwater facilities serving the development will be maintained by the property owner or an associated management entity.

## Consistency with the Comprehensive Plan and Surrounding Area

The property is located within the Business Nodes and Corridors designation and the Gateway Corridor Overlay District under the Hall County 2045 Comprehensive Plan Update. A commercially operated residential development at this location supports the planned character and continued evolution of the corridor by locating housing near existing commercial services, institutional uses, and transportation infrastructure. Residential Mixed (R-X) is an appropriate zoning classification for the proposed mix of attached residential housing and allows the development to serve as a transition between the more intensive commercial and institutional properties to the north and east and the lower-density residential properties to the west.

Although the Business Nodes and Corridors designation generally recommend commercial and higher-intensity uses, the physical conditions of this property differ from a typical business-node site. Commercial access from Friendship Road is unfeasible due to the intervening property, large box culvert, steep grade, and required curb-cut spacing requirements. In fact, the property

has no direct access to Friendship Road. Access will instead be provided from Ridge Road, which primarily serves residential neighborhoods.

A mixed-use development has already been approved across the street (parcel 08154 000017) and will serve as a primary commercial and mixed-use node for this area. The proposed residential community will support that node by placing residents near its planned commercial and institutional services without creating duplicative commercial space in a less visible location.

The proposed mix of attached residential housing meets the intent of the Hall County 2045 Comprehensive Plan Update by maintaining an appropriate residential character along Ridge Road while providing a transition between the more intensive commercial and institutional uses to the north and east and the lower-density residential neighborhoods to the west.

While the applicant evaluated the potential of Mixed-Use (M-U) zoning in coordination with County staff, the property's limited commercial visibility, lack of direct Friendship Road access, topography, drainage conditions, and location behind the new BP station and across the street from the approved mixed-use development make the required nonresidential component impractical. The requested R-X zoning provides a more appropriate use of the property while supporting the County's housing objectives and the existing Ridge Road and Friendship Road mixed-use node.

The proposed density is also important to the project's ability to provide attainable affordable housing for Hall County residents. Per the Hall County 2045 Comprehensive Plan Update, the optimal site plan for affordable and attainable homes is to maximize the shared greenspace on a parcel. This plan follows the "Best" practices recommendation by proposing large greenspaces and density of approximately 7.67 units per acre which supports the County's housing-attainability goals while remaining below the eight-unit-per-acre maximum established for R-X development.




*Comprehensive Plan p. 137*

Surrounding zoning and land uses are varied. AR-1 property lies generally to the northwest (Friendship Elementary School) and south (Saint Mary & Saint Martha Episcopal Church), PCD properties lies to the northeast (BP Station) and east across Ridge Road (mixed use), and R-1 property lies to the west. The Site Plan responds to the conditions along each property boundary through site-specific combinations of setbacks, buffers, preserved vegetation, fencing, grade separation, and other screening measures, as more particularly described in Exhibit 1 and shown on Exhibit 2. On every property line, our proposed Site Plan is compliant with the Buffer standards of UDC §8.2.4 and thus no variances are requested herein, but Exhibit 2 has been

prepared for greater Staff and Board understanding of how each portion of our site is code compliant.

## SITE DESCRIPTION

The 20.85-acre undeveloped site contains an irregular boundary, varying topography, Ivy Creek and associated stream buffers, and stormwater constraints that materially influence the placement of buildings, roads, utilities, open space, and the principal entrance. The Site Plan preserves the central stream corridor, maintains the full 50-foot undisturbed stream buffer while utilizing the setback-reduction provision of UDC §10.4.7.B.2 & §10.4.7.C for portions of the additional impervious setback as shown in Exhibit 3.

The Site Plan identifies approximately 8.05 acres, or 38.6% of the site, as proposed open space.

Water will be provided by the City of Gainesville, and sewer will be provided by Hall County. Will-serve and capacity confirmation letters from each provider are included in this application. Internal streets, private alleys, and driveways will be designed and constructed in accordance with the applicable Hall County standards, with minimum 20' driveway lengths from the streets (and sidewalks where applicable) to the face of the garage. Access will be provided from Ridge Road as shown within the 55' Access & Utility Easements as noted on the Site Plan with widened 27' roads designed to the standards required by the Hall County Fire Marshall.

Stormwater management for the development will include on-site facilities and the use and expansion of the existing detention facility located on the adjoining church property. The Applicant has secured the necessary drainage and access rights for the off-site facility. The applicable drainage and access easement documentation is not required for approval of this rezoning application, but it has already been recorded and will be included with the Land Development Permit submittal, as required for final engineering review.

## PROJECT DIMENSIONAL STANDARDS

| | |
|---|---|
| **Parcel Size** | 20.85 +/- acres |
| **Proposed Number of Units** | 128 Townhomes / 32 Duplexes Units |
| **Proposed Density** | 7.67 U/A |
| **Proposed Open Space** | 38.6% (8.05 acres) |
| **Streets** | Private |
| **Water and Sewer Provider** | City of Gainesville Water and Hall County Sewer |
| **Amenities** | Mail Kiosk, Courtyards, and Dog Park |
| **Storm Water Management Areas** | One on-site, plus access to the expanded Church facility |

| | |
|---|---|
| **Building Setbacks** | 50-foot minimum front, side, and rear yards, except for any boundary-specific setbacks approved through the Site Plan, Exhibit 2, and conditions of zoning |
| **Perimeter Buffers and Screening** | As shown on the Site Plan and shown in Exhibit 1 and 2 |
| **Maximum Building Height** | 35ft maximum |
| **Sidewalks** | 5ft |
| **Stream Protections** | 25-foot state stream buffer, 50-foot undisturbed county stream buffer, and impervious setback proposed is cumulatively greater than the 75' requirement, as shown on the Site Plan |
| **Mail Kiosk (CBU)** | 1 CBU with 3 parking spaces |
| **Resident Parking Spaces** | Two exterior spaces per dwelling |
| **Guest Parking Spaces** | 60 On-Street parking spaces |
| **Comprehensive Plan Designation** | Business Nodes and Corridor |
| **Overlay** | Gateway Corridor Overlay |

## ARCHITECTURAL MATERIALS & SITE IMPROVEMENTS

All facades of all residences shall be finished with masonry (brick or stone), wood, stucco or fiber cement/Hardi-plank type siding. In this application, we have attached renderings that are conceptual in nature and subject to modifications. The builder intends to build:

- Single Family attached townhomes and two-unit dwellings. The units will be either rear entry or front entry dwellings with two-car garages. Only rear entry will be used along Ridge Road
- Front facades with a combination of masonry, stucco and fiber cement siding materials
- Side and rear facades with a combination of masonry, stucco, fiber cement siding, or shake siding
- All buildings contain no more than six units. In accordance with Section §7.3.1, Townhouse Use Standards, all buildings containing more than three attached units will be designed so that the facades and roofs are staggered or offset by at least three feet for every grouping of two units.

## BUFFERS

The 2026 adopted UDC requires a 50-foot perimeter buffer. Due to the site's significant stream corridor, associated environmental buffers, irregular geometry, varying topography, stormwater requirements, and access constraints, the Site Plan proposes site-specific perimeter treatments rather than one uniform treatment around the entire property.

Full-width separation, stream and impervious buffers, or substantially enlarged building setbacks are maintained along several portions of the property. Reduced widths are proposed where solid

privacy fencing, existing grade separation, preserved vegetation, stormwater facilities, environmental corridors, enlarged building setbacks, or the nature of the adjoining use provide effective separation and screening. The proposed treatments therefore evaluate each boundary according to the actual adjoining use and physical conditions while continuing to meet the buffer standard's purpose of separation, privacy, screening, and compatibility.

The requested widths, fences, setbacks, supporting conditions, and boundary-specific justifications are shown on the Site Plan and described in detail in Exhibit 1, Perimeter Buffer Modification Request, which is incorporated into this narrative. Exhibit 2 shall control the approved treatment for each boundary segment. The Applicant will implement and maintain the approved fencing, landscaping, vegetation, and other screening measures through the final site and landscape plans.

## INTERNAL SIGNAGE

The development will include permanent directional signs and monuments within the Community to direct traffic to any recreation centers and groupings of addresses.

## TRAFFIC IMPACT STUDY

The Traffic Impact Study recommends a minor-street stop-controlled driveway, a northbound left-turn lane, and a southbound right-turn lane on Ridge Road. Final access design and roadway improvements will be coordinated with Hall County and GDOT, as applicable.

The proposed residential use will generate residential rather than high-intensity commercial traffic. The project will be served by existing and planned water, sewer, and transportation infrastructure, as supported by the utility availability and capacity documentation included with the application.

## SITE PLAN

The Site Plan attached illustrates the proposed layout and overall development concept for the community. As the project proceeds through engineering and land development review, the Developer may refine the locations and arrangement of buildings, roads, parking, amenities, stormwater facilities, open space, and other improvements to address final engineering, utility, grading, environmental, and regulatory requirements. Such refinements are intended to preserve the general character of the community and remain consistent with the approved zoning, Site Plan, and conditions of approval.

## REQUIRED CONSTITUTIONAL AND ANTE LITEM NOTICE

Georgia law and the procedures of Hall County requires the Applicant to raise Federal and State constitutional objections during the R-X master plan application process. While the Applicant anticipates a smooth application process, failure to raise constitutional objections at this stage may mean that the Applicant will be barred from raising important legal claims later in the process. Accordingly, the following constitutional objections are stated:

The portions of the Hall County Development Code, facially and as applied to the Property, which restrict the Property to any uses, conditions, land use designations, development standards, or to any zoning district other than that proposed by the Applicant are unconstitutional in that

they would destroy the Applicant's property rights without first paying fair, adequate and just compensation for such rights, in violation of Article I, Section I, Paragraph I and Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

The application of the Hall County Development Code, facially and as applied to the Property, which restricts the Property to any uses, conditions, land use designations, development standards, or to any zoning district other than in accordance with the application as proposed by the Applicant is unconstitutional, illegal, null and void, constituting a taking of Applicant's Property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States; Article I, Section I, Paragraph I, and Section III, Paragraph I of the Constitution of the State of Georgia of 1983; and the Equal Protection and Due Process Clauses of the Fourteenth Amendment to the Constitution of the United States denying the Applicant an economically viable use of its land while not substantially advancing legitimate state interests.

A denial of this Application would be unconstitutional under the Takings Clause of the Fifth Amendment to the Constitution of the United States and the Just Compensation Clause of Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983. A refusal by the Hall County Board of Commissioners to approve the zoning conditions as requested would constitute a taking of the Applicant's property.

A denial of this Application would constitute an arbitrary and capricious act by the Hall County Board of Commissioners without any rational basis therefore constituting an abuse of discretion in violation of Article I, Section I, Paragraph I and Section III, Paragraph I of the Constitution of the State of Georgia of 1983, and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States. A refusal to grant the R-X zoning request would lack objective justification and would result only from neighborhood opposition, which would constitute an unlawful delegation of the zoning power to non-legislative bodies in violation of the Georgia Constitution, Article IX, Section II, Paragraph 4.

A refusal by the Hall County Board of Commissioners to approve this Application for the Property in accordance with the criteria as requested by the Applicant would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and owners of the similarly situated property in violation of Article I, Section I, Paragraph II of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States. Any rezoning of the Property subject to conditions which are different from the conditions requested by the Applicant, to the extent such different conditions would have the effect of further restricting Applicant's utilization of the Property, would also constitute an arbitrary, capricious and discriminatory act in zoning the Property to a unconstitutional classification and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove.

Applicant reserves all due process rights granted to them under O.C.G.A. 36-66-5.1. et. seq, to petition the courts for review of a local government’s exercise of zoning, administrative, or quasi-judicial powers, as set forth in those code sections and statutes.

**Conclusion**

For the foregoing reasons, the Applicant respectfully requests approval of the rezoning of the Property from Agricultural Residential-1 (AR-1) to Residential Mixed (R-X), in accordance with the Site Plan, the perimeter treatments described in Exhibit 1 and 2, the proposed development standards contained in this narrative, and the conditions approved by the Hall County Board of Commissioners.

**Applicant**

bSide Oakwood, LLC
Attn: Stephen Klee
4640 Valais Court, Suite 200
Johns Creek, GA, 30022
[redacted]
stephen@bsidepartners.com

**Exhibit 1**

***Note each letter referenced in Black & Yellow corresponds with the Property Boundary as labeled on Exhibit 2 attached.***

**The Request**

Under UDC § 8.2.3, a 50-foot perimeter buffer is required along the full boundary of the property. We are requesting approval from the Hall County Director along five limited segments of the perimeter, pursuant to UDC § 8.2.4.G.1.

Two of the eight segments **(D & G)** which have stream intersecting them will have a buffer greater than 50 feet from one end of the 75' wide stream buffer to the other 75' wide stream buffer across the creek, and no fence is proposed within those stream buffers. For one additional segment **(A)**, we are proposing building setbacks of 50' or greater with no fence required. At the locations of five of the eight segments **(B,C,E,F & H)** propose a solid 6-foot wooden privacy fence in place of part of the buffer, consistent with the structural buffer substitution already recognized at UDC § 8.2.4.B.4.

**Why a Hardship Exists on This Site**

This property contains a significant stream corridor and associated environmental buffers running through the center of the site as Ivy Creek begins on our land and requires all the same stream buffers as elsewhere despite the fact that there is little to no water flow that occurs on our portion of the creek.

Expanded Ivy Creek stream buffer and stormwater management requirements and access spacing requirements from the Sinndar gas station. Together, these constraints remove a substantial portion of the buildable area before streets or homes are even considered. The irregular shape of the parcel, its varying topography, and our efforts to limit stream crossings further limit how streets, utilities, open space, and buildings can be arranged.

Applying the full 50-foot buffer along the entire perimeter, on top of these existing constraints, would leave us with only 13 developable acres from the 20.85 acres that we purchased from the neighboring church, reduced substantially relative to a typically-configured parcel of similar size. This is a reduction of land value not generally shared by other neighbors in South Hall County.

The requested modifications are narrowly tailored. We are not requesting a reduction around the entire perimeter — only along the specified segments below, each of which we believe continues to meet the underlying purpose of the buffer even at varying reduced widths.

**Why Certain Buffers are Not Necessary as The Intent of the Buffer Standard Continues to Be Met**

- **(A) Ridge Road Frontage**— 50-foot building setback, landscaping in buffer, no reduction requested

  **(B) Southern Boundary, Church Property Parking Lot—** requesting 10 feet (40-foot reduction from the 50-foot standard); solid 6-foot wooden fence along the church-adjacent

portion. The church-adjacent portion relies on the structural substitution recognized at UDC §8.2.4.B.4. This would allow the entrance of the community to align with potential proposed entrance of the mixed-use development across Ridge Road. Additionally, this segment abuts the church's parking lot and does not impact the church.

- **(C) Southern Boundary, Church Property Stormwater Facility—** requesting 10 feet (40-foot reduction from the 50-foot standard) on these segments, adding a solid 6-foot wooden fence along the stormwater-adjacent portion. The stormwater-adjacent portion of this segment qualifies under UDC §8.2.4.B.4. A portion of the adjoining church property is already occupied by a to-be-shared stormwater facility, which provides additional separation beyond the buffer itself.

- **(D) Western Boundary, Parcels 08155A000095 and 08155A000096—** No buffer reduction, no fence.

  A 300-foot building setback maintained from the Church-Adjacent segment north to a parallel point no less than 300 ft. instead, and a 300-foot building setback maintained from these two parcels east to a parallel point no less than 300 ft. instead. See Exhibit 2 where this expansive natural undisturbed buffer will remain.

- **(E) Western Boundary, Parcel 08154000018**— 40 foot buffer (10-foot reduction from the 50-foot standard), with a solid 6-foot wooden privacy fence, **within a 50-foot building setback.**

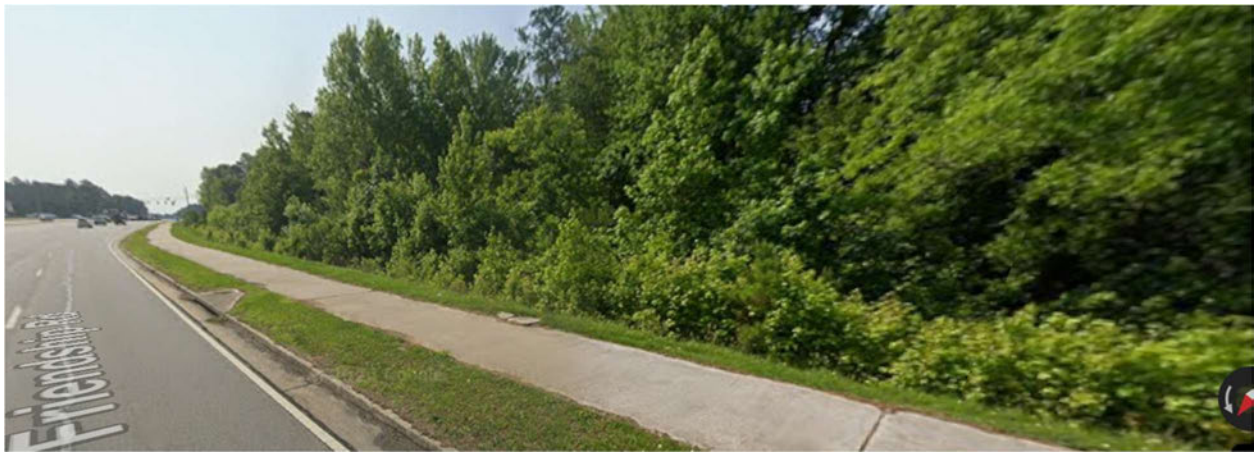
  This segment also relies on the structural substitution recognized at UDC §8.2.4.B.4. Given the modest size of the requested reduction, the fact that our property sits well below this neighboring parcel, plus the expanded 300' setback offered above at location **(D)**, we believe the modification request for this portion of the property is reasonable.

- **(F) Hall County Board of Education, Parcel 08154000010**— requesting 10 feet (40-foot reduction from the 50-foot standard), with a solid 6-foot wooden privacy fence, within a 20-foot building setback.

  The northern portion of the property adjoins Hall County Board of Education property rather than existing residential lots. Conflicting uses are not anticipated. According to the Hall County Tax Assessor's website, the Hall County Board of Education has recently completed further stormwater management improvements in 2025 on this 4-acre parcel of land in between our parcel and Friendship Elementary. The remaining portion of the boundary is a septic drain field and a reserve septic drain field. Therefore, the intent of the code having an appropriately screened buffer is met.

- **(G) Northeastern Boundary**— 50-foot standard buffer from one end of the 75' wide stream buffer to the other 75' wide stream buffer across the creek, and no fence is proposed within those impervious stream buffers.

  This segment is taken up by the stream that pushes the nearest proposed unit back further than 50 feet. Below is a street view of this side of our property from Friendship Rd. **No Buildings would be placed within 150' of this sidewalk shown in the foreground.**



- **(H) Commercial/Sinndar Boundary—** requesting 10 feet (40-foot reduction from the 50-foot standard), with a solid 8-foot shared privacy fence required to be installed by Sinndar.

  This segment qualifies for structural substitution under UDC § 8.2.4.B.4. The site's constraints, described above, leave limited area available along this boundary. As supporting facts, we note that Sinndar Enterprises is separately obligated to install an 8-foot fence along this shared boundary under Condition #6 of their PCD zoning approval. We'd further note that Parcel 0815400000A is a part of the Sinndar PCD that was purchased to allow him an entrance/curb-cut to the gas station, but there is no approved plan nor room between that entrance and the Ivy Creek stream buffer for any further development. We offer this as evidence that the buffer's intent of separation and screening continues to be met, not as an independent basis for the reduction.

  The property sits well below Friendship Road, limiting visibility from that corridor regardless of buffer width. Where our development is visible from Ridge Road, preserved open space, enhanced landscaping, and building design are intended to provide the visual softening the buffer standard is meant to achieve. Combined with the topography, existing vegetation, and adjacent land uses described above, we believe the requested modifications allow the development to meet the purpose of UDC § 8.2 even where the physical buffer width is reduced.

**PLANNING AND ZONING DEPARTMENT**
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
T: 770-531-6809 I Email: planning@hallcounty.org

HALL COUNTY
GEORGIA
*We have it all in Hall*

# STATEMENT OF HARDSHIP

The Hall County Planning Commission and/or Board of Commissioners has the authority, in specific cases, to grant variances from the terms of the Zoning Regulations when such variances are not contrary to the public interest and when, due to special conditions, strict application of the Zoning Regulations would result in an unnecessary hardship. This authority is exercised to ensure that the intent of the regulations are upheld, that public safety and welfare are protected, and that substantial justice is served. Variances may only be granted when a hardship is clearly demonstrated as required by the Zoning Regulations.

For all residential variance requests, a plat or survey of the property prepared by a registered surveyor, architect, or engineer is required. For all commercial or industrial variance requests, a site plan of the property prepared by a registered surveyor, architect, or engineer is required. Variances may be granted only upon a finding by the Board that:

**HARDSHIP EXPLANATION: <u>Describe how each situation below relates to your application:</u>**

**1. Unusual Physical Features of the Property:** Explain how there are extraordinary and exceptional conditions pertaining to the particular lot in question because of its size, shape or topography (the hardship must relate to the physical character of the lot and not to a personal or economic hardship);
Response: For setback and buffer reduction request, please see Exhibits 1 & 2

**2. Hardship Created by Applying Zoning Requirements:** Explain how the application of the requirements of this UDC to this particular piece of property would create an unusual hardship.
Response: _____

**3. Conditions Unique to This Property:** Explain how such conditions are particular to the property involved and are not common to other properties in the neighborhood.
Response: _____

**4. Hardship Not Caused by Property Owner:** Confirm that such conditions are not the result of any actions of the property owner.
Response: _____

**5. Impact on the Public and Zoning Intent:** Relief, if granted, would not cause substantial detriment to the public good or impair the purposes and intent of this UDC; provided, however, that no variance may be granted for a use of land or building or structure that is prohibited by this UDC or for a Conditional Use Permit which has been denied.
Response: _____

***I hereby certify that the above information and all attached information is true and correct.***

Applicant Signature: Steph P Klee Date: 10-28-2026

Property Address: 0 Ridge Rd, Buford, GA 30519

# Exhibit 2

Buffer Exhibit (Site Plan for Ridge Road Tract)

10' Buffer & 6' Privacy Fence

No Fence, see street-view photo in Narrative

10' Buffer
8' Privacy Fence by Sinndar to run to stream buffer edge

Septic drain field and Reserve septic drain field

50' Buffer & 6' Privacy Fence

Developer to add 10' Buffer to the 10' Buffer & 8' Privacy Fence required by BP Station

No Fence, but 300' Building Setback

10' Buffer
6' Privacy Fence

N/F
M. MATTHEWS
D.B. 8204, PG. 537
P.B. 860, PG. 218
TAX ID 08154 000018
ZONED: HALL COUNTY R-

N/F
W. TAYLOR, ET AL
D.B. 6846, PG. 697
P.B. 699, PG. 76A
TAX ID 08155A000095
ZONED: HALL COUNTY R-I

N/F
J. ZUINGA
D.B. 8234, PG. 128
P.B. 699, PG. 76A
TAX ID 08155A000096
ZONED: HALL COUNTY R-I

N/F
SINNDAR ENTERPRISES, INC.
D.B. 8334, PG. 358
P.B. 877, PG. 312
TAX ID 08154 000005
ZONED: HALL COUNTY PCD

N/F
SINNDAR ENTERPRISES, INC.
D.B. 8334, PG. 358
P.B. 877, PG. 312
TAX ID 08154 000005
ZONED: HALL COUNTY PCD

N/F
SINNDAR ENTERPRISES, INC.
D.B. 865
TAX ID 08
ZONED: HA
P

N/F
THE EPISCOPAL CHURC
SAINT MARY & SAINT MAR
D.B. 6935, PG. 97
TAX ID 08 154 000014
ZONED: HALL COUNTY AR-III

RIDGE ROAD
A.K.A. HOG MOUNTAIN ROAD
(PUBLIC R/W, WIDTH VARIES)

50' FRONT BUFFER WITH 50' SETBACK

10' BUFFER WITH 8' PRIVACY FENCE WITHIN 20' SETBACK

50' BUFFER WITH PARKING SETBACK WITHIN 6' CLOSE STAKE

10' BUFFER W/ PRIVACY FENCE

300'-0"

300'-0"

INTERMITTENT STREAM

EXISTING BUILDING

EXISTING PARKING LOT

SWCB

F

G

H

A

B

C

D

E

| NO. | DATE | DESCRIPTION | BY | CHK. | APV. |
|---|---|---|---|---|---|
| | | | | | |

NOT RELEASED FOR CONSTRUCTION

LJA
299 S. MAIN STREET
ALPHARETTA, GA 30009
770-225-4730

SidePartners
24 HR CONTACT: STEPHEN KLEE
PHONE: 770-500-0000
WWW.BSIDEPARTNERS.COM

SITE PLAN FOR
RIDGE ROAD TRACT

BUFORD, GA 30519
HALL COUNTY
L.L. 154 ~ DISTRICT 8TH
PARCEL # 08154 000016

NORTH

SCALE: 1"= 60'
0 60

PROJECT NUMBER
GA4119-2601

SHEET TITLE
BUFFER EXHIBIT
BY OTHERS

SHEET NUMBER
9.03.26

# Exhibit 3

Impervious Stream Setback Exhibit

## SITE LEGEND

- (25) 25' STATE STREAM BUFFER
- (50) 50' COUNTY STREAM BUFFER
- (75) UNIFORM DISTANCE OF 25' FROM THE 50' COUNTY STREAM BUFFER
- (S) VARIABLE 75' BUFFER (SUBTRACTED AREA)
- (A) VARIABLE 75' BUFFER (ADDED AREA)
- (SWM) PROPOSED STORMWATER MANAGEMENT

VARIABLE IMPERVIOUS SETBACK NOTE:
THIS PLAN IS CONCEPTUAL IN NATURE. THE VARIABLE IMPERVIOUS SETBACKS SHOWN ARE SUBJECT TO CHANGES UPON PROGRESSION OF DESIGN DEVELOPMENT AND ENGINEERING DRAWINGS. ANY SITE PLAN CHANGES WILL COMPLY WITH IMPERVIOUS STREAM SETBACK AREA GUIDELINES PER UDC 10.4.7.B.2

UDC 10.4.7.B (STREAM IMPERVIOUS SETBACK REQUIREMENTS)
AN ADDITIONAL SETBACK SHALL BE MAINTANED BEYOND THE NATURAL VEGETATIVE BUFFER IN WHICH ALL IMPERVIOUS COVER SHALL BE PROHIBITED. STORMWATER MANAGEMENT STRUCTURES SHALL BE ALLOWED WITHIN THIS SETBACK HOWEVER, ALL OTHER GRADING, FILLING AND EARTHWMOVING SHALL BE MINIMIZED. THE SETBACK SHALL BE EITHER OF THE FOLLOWING DIMENSIONS:

1. FOR A UNIFORM DISTANCE OF 25 FEET, MEASURED HORIZONTALLY, FROM THE UNDISTURBED NATURAL VEGETATIVE BOUNDARY
2. FOR A VARIABLE DISTANCE, MEASURED HORIZONTALLY, FROM THE UNDISTURBED NATURAL VEGETATIVE BUFFER BOUNDARY, PROVIDED THAT THE TOTAL AREA ENCOMPASSED BY THIS IMPERVIOUS SETBACK ON THE LAND DEVELOPMENT ACTIVITY IS EQUAL TO, OR GREATER THAN THE TOTAL AREA THAT WOULD BE ENCOMPASSED BY THE UNIFORM DISTANCE OF 25 FEET

THIS SITE PLAN COMPLIES WITH IMPERVIOUS STREAM SETBACK AREA GUIDELINES PER UDC 10.4.7.B.2

| VARIABLE STREAM IMPERVIOUS SETBACK CALCULATIONS PER UDC 10.4.7.B.2 | | | | |
|---|---|---|---|---|
| LEGEND | AREA DESCRIPTION | APPROXIMATE AREA (S.F.) | AREA OPERATION | APPOXIMATE AREA AFTER VARIABLE SETBACK AREA OPERATION (S.F.) |
| 75 | TOTAL AREA ENCOMPASSED FROM THE UNIFORM DISTANCE OF 25' FROM THE 50' STREAM BUFFER | 69,789 | TOTAL EQUALS | 69,789 |
| | VARIABLE 75' BUFFER (SUBTRACTED AREA) | 15,808 | SUBTRACTED | 53,981 |
| | VARIABLE 75' BUFFER (ADDED AREA) | 19,451 | ADDED | 73,432 |

THIS CALCULATION SHOWS THE TOTAL AREA ENCOMPASSED BY THE VARIABLE IMPERVIOUS SETBACK (73,432 S.F.) IS GREATER THAN THE TOTAL AREA THAT WOULD BE ENCOMPASSED BY THE UNIFORM DISTANCE OF 25 FEET FROM THE 50 FOOT STREAM BUFFER (69,789 S.F.).

SITE PLAN COMPLIES WITH IMPERVIOUS SETBACK AREA GUIDELINES PER UDC 10.4.7.B.2

N/F
HALL COUNTY BOARD OF EDUCATION
D.B. 2276, PG. 160
P.B. 274, PG. 86A
TAX ID 08154 000010
ZONED: HALL COUNTY AR-III

OWNERSHIP UNKNOWN
NOT SHOWN AS A TAX PARCEL
ON HALL COUNTY PROPERTY WEB APP

N/F
SINNDAR ENTERPRISES, INC.
D.B. 8334, PG. 359
P.B. 877, PG. 312
TAX ID 08154 000005A
ZONED: HALL COUNTY PCD

FRIENDSHIP ROAD
STATE ROUTE 347
(PUBLIC R/W, WIDTH VARIES)

N/F
SINNDAR ENTERPRISES, INC.
D.B. 8334, PG. 358
P.B. 877, PG. 312
TAX ID 08154 000005
ZONED: HALL COUNTY PCD

N/F
SINNDAR ENTERPRISES, INC.
D.B. 8652, PG. 545
TAX ID 08154 000003
ZONED: HALL COUNTY PCD

N/F
M. MATTHEWS
D.B. 8204, PG. 537
P.B. 860, PG. 218
TAX ID 08154 000018
ZONED: HALL COUNTY R-I

N/F
W. TAYLOR, ET AL.
D.B. 6846, PG. 697
P.B. 699, PG. 76A
TAX ID 08155A000095
ZONED: HALL COUNTY R-I

N/F
J. ZUINGA
D.B. 8234, PG. 128
P.B. 699, PG. 76A
TAX ID 08155A000096
ZONED: HALL COUNTY R-I

N/F
THE EPISCOPAL CHURCH OF
SAINT MARY & SAINT MARTHA, INC
D.B. 6935, PG. 97
TAX ID 08 154 000014
ZONED: HALL COUNTY AR-III

10' BUFFER WITH 8' PRIVACY FENCE WITHIN 20' BUILDING SETBACK
50' BUFFER WITH 6' PRIVACY FENCE WITHIN 50' BUILDING SETBACK
10' BUFFER WITH 8' PRIVACY FENCE WITHIN 20' SETBACK
10' BUFFER WITH 8' PRIVACY FENCE
50' FRONT BUFFER WITH 50' SETBACK
10' BUFFER / 6' PRIVACY FENCE
INTERMITTENT STREAM
EXPANDED STORM WATER MANAGEMENT AREA
EXISTING PARKING LOT
EXISTING BUILDING
RIDGE ROAD
A.K.A. HOG MOUNTAIN ROAD
(PUBLIC R/W, WIDTH VARIES)
SWCB
ASPHALT

NOT RELEASED FOR CONSTRUCTION

LJA
299 S. MAIN STREET
ALPHARETTA, GA 30009
770-225-4730

SIDE PARTNERS
24 HR CONTACT: STEPHEN KLEE
770-962-5500
WWW.BSIDEPARNERS.COM

# SITE PLAN FOR RIDGE ROAD TRACT

BUFORD, GA 30519
HALL COUNTY
L.L. 154 ~ DISTRICT 8TH
PARCEL # 08154 000016

NORTH

SCALE: 1"= 60'
0 60

PROJECT NUMBER
GA4119-2601

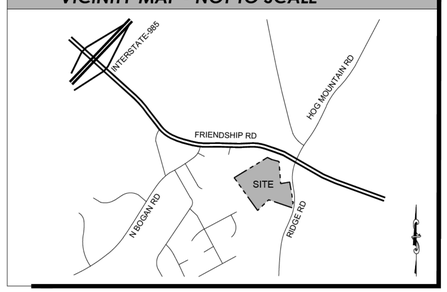
SHEET TITLE
IMPERVIOUS STREAM SETBACK EXHIBIT

SHEET NUMBER
9.10.26

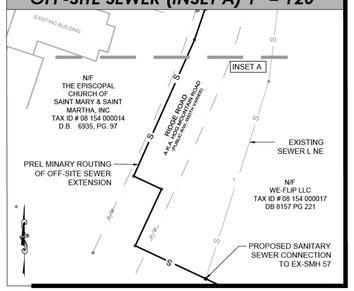
| NO. | DATE | DESCRIPTION | BY | CHK | APV |
|---|---|---|---|---|---|

File Location: s:\sedfp\projects\ga4119-2601 - ridge road\02-design\drawings\01-concept\zoning 8.24.26_r09.dwg\new2

## VICINITY MAP - NOT TO SCALE




## OFF-SITE SEWER (INSET A) 1" = 120'



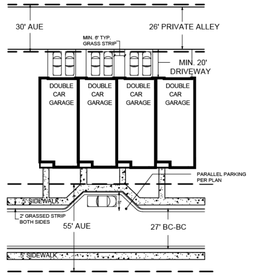

## R-X SITE DATA - HALL COUNTY

| | |
|---|---|
| **GROSS ACREAGE:** | **20.854 ACRES** |
| EXISTING ZONING: | AR-I (HALL COUNTY) |
| PROPOSED ZONING: | R-X (HALL COUNTY) |
| OVERLAY: | GATEWAY CORRIDOR OVERLAY |
| **PROPOSED USES:** | **160 TOTAL RESIDENTIAL UNITS**<br>94 REAR ENTRY TOWNHOMES (1 - 64 & 131- 160)<br>34 FRONT ENTRY TOWNHOMES (65 - 98)<br>32 DUPLEX UNITS (99 - 130) |
| **GROSS DENSITY:** | **7.67 U/A** |
| **SETBACKS AND BUFFERS:** | |
| FRONT: | PER PLAN |
| SIDE: | PER PLAN |
| REAR: | PER PLAN |
| DISTANCE BETWEEN BUILDINGS: | 10' MINIMUM |
| **OPEN SPACE REQUIREMENTS:** | |
| 30% OF THE GROSS LOT AREA | REQUIRED: 6.255 ACRES<br>PROVIDED: 38.6% OR 8.05 ACRES |
| **PARKING REQUIREMENTS:** | |
| 2 SPACES PER DWELLING UNIT PLUS 1 GUEST SPACE PER 4 DWELLING UNITS | |
| 160 UNITS X 2.25 = **360 SPACES REQUIRED** | |
| PROPOSED UNITS: | 160 |
| PROVIDED GARAGE SPACES: | 320 |
| PROVIDED DRIVEWAY SPACES: | 320 |
| PROVIDED GUEST SPACES: | 60 GUEST PARKING SPACES + 3 CBU SPACES |
| TOTAL SPACES PROVIDED: | 703 SPACES |

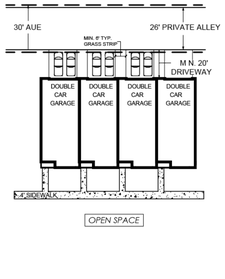
## SITE LEGEND

- (25) 25' STATE STREAM BUFFER
- (50) 50' STREAM BUFFER
- (CT) COURTYARD OR COMMUNITY GREEN
- (LG) LINEAR GREEN ALONG RIDGE ROAD
- (MK) MAIL KIOSK / CBU UNITS
- (MS) MONUMENT SIGN
- (SWE) EXISTING STORMWATER MANAGEMENT
- (SWM) PROPOSED STORMWATER MANAGEMENT
- (W) WETLAND (POTENTIALLY ISOLATED)

## TYPICAL REAR ENTRY TOWNHOME LAYOUT




*TYPICAL REAR ENTRY TOWNHOME FRONTING ONTO STREET (WITH ON STREET PARKING)(DETAIL NTS)*




*TYPICAL REAR ENTRY TOWNHOME FRONTING ONTO OPEN SPACE (DETAIL NTS)*

| CURVE | ARC LENGTH | RADIUS | CHORD LENGTH | CHORD BEARING |
|---|---|---|---|---|
| C1 | 11.44' | 720.00' | 11.44' | S 09°10'20" E |
| C2 | 152.68' | 690.00' | 152.37' | S 03°17'14" E |
| C3 | 140.89' | 953.18' | 140.76' | S 09°36'41" W |

| LINE | BEARING | DISTANCE |
|---|---|---|
| L1 | S 86°56'53" E | 19.87' |
| L2 | S 64°23'31" E | 106.14' |
| L3 | S 79°13'11" E | 15.90' |

SITE PLAN COMPLIES WITH IMPERVIOUS SETBACK AREA GUIDELINES PER UDC 10.4.7.B.2

N/F
HALL COUNTY BOARD OF EDUCATION
D.B. 2276, PG. 160
P.B. 274, PG. 86A
TAX ID 08154 000010
ZONED: HALL COUNTY AR-III

OWNERSHIP UNKNOWN
NOT SHOWN AS A TAX PARCEL
ON HALL COUNTY PROPERTY WEB APP

STOP/START PRIVACY FENCE

N/F
SINNDAR ENTERPRISES, INC.
D.B. 8334, PG. 359
P.B. 877, PG. 312
TAX ID 08154 000005A
ZONED: HALL COUNTY PCD

S 74°24'41" E 155.95'

10' BUFFER WITH 8' PRIVACY FENCE WITHIN 20' SETBACK

FRIENDSHIP ROAD
STATE ROUTE 347
(PUBLIC R/W, WIDTH VARIES)

N/F
SINNDAR ENTERPRISES, INC.
D.B. 8334, PG. 358
P.B. 877, PG. 312
TAX ID 08154 000005
ZONED: HALL COUNTY PCD

N/F
SINNDAR ENTERPRISES,
INC.
D.B. 8652, PG. 545
TAX ID 08154 000003
ZONED: HALL COUNTY
PCD

S 04°02'42" E 500.76'

10' BUFFER WITH 8' PRIVACY FENCE WITHIN 20' SETBACK

N 80°32'40" E 208.56'

10' BUFFER WITH 8' PRIVACY FENCE

S 09°37'37" E 280.41'

50' FRONT BUFFER WITH 50' SETBACK

CONCEPTUAL ROAD RE-DESIGN SHOWN.

RIDGE ROAD
A.K.A. HOG MOUNTAIN ROAD
(PUBLIC R/W, WIDTH VARIES)

N 58°39'14" E 679.71'

10' BUFFER WITH 8' PRIVACY FENCE WITHIN 20' BUILDING SETBACK

OFF SITE DETENTION TO BE BYPASSED

PRIVATE STREET: 50' A&U ESMT.; 27' B.C.-B.C.

PRIVATE STREET: 55' A&U ESMT.; 27' B.C.-B.C.

PRIVATE STREET A: 55' A&U ESMT.; 27' B.C.-B.C.

26' ALLEY; 30' AUE

26' ALLEY; 40' AUE

INTERMITTENT STREAM

DITCH

FIRETRUCK TURNAROUND

N/F
M. MATTHEWS
D.B. 8204, PG. 537
P.B. 860, PG. 218
TAX ID 08154 000018
ZONED: HALL COUNTY R-I

N 35°30'52" W 465.17'

50' BUFFER WITH 6' PRIVACY FENCE WITHIN 50' BUILDING SETBACK

STOP/START PRIVACY FENCE

SITE PLAN COMPLIES WITH IMPERVIOUS SETBACK AREA GUIDELINES PER UDC 10.4.7.B.2

N/F
W. TAYLOR, ET AL.
D.B. 6846, PG. 697
P.B. 699, PG. 76A
TAX ID 08155A000095
ZONED: HALL COUNTY R-I

N 35°30'47" W 443.64'

10' BUFFER / 6' PRIVACY FENCE

S 45°57'20" W 347.42'

10' BUFFER / 6' PRIVACY FENCE

EXPANDED STORM WATER MANAGEMENT AREA

STOP/START PRIVACY FENCE

N 71°15'20" W 559.74'

N/F
THE EPISCOPAL CHURCH OF
SAINT MARY & SAINT MARTHA, INC
D.B. 6935, PG. 97
TAX ID 08 154 000014
ZONED: HALL COUNTY AR-III

N/F
J. ZUINGA
D.B. 8234, PG. 128
P.B. 699, PG. 76A
TAX ID 08155A000096
ZONED: HALL COUNTY R-I

EXISTING PARKING LOT

EXISTING BUILDING

STOP/START PRIVACY FENCE

PRELIMINARY ROUTING OF OFF-SITE SEWER EXTENSION

PROPOSED FULL ACCESS

DEDICATED LEFT TURN LANE

INSET A

PROPERTY ADDRESS:
RIDGE ROAD
BUFORD, GA 30519

PROPERTY OWNERS:
PID 08154 000016 - BSIDE
OAKWOOD LLC

WATER NOTE:
WATER PROVIDED BY HALL COUNTY

FEMA NOTE:
ACCORDING TO FIRM NUMBER 13139C0289G DATED 4/4/2018 AND 13139C0293H DATED 12/1/2022 FOR HALL COUNTY GEORGIA, THE PROPERTY SHOWN DOES NOT LIE WITHIN A SPECIAL FLOOD HAZARD AREA.

SEWER NOTE:
SEWER PROVIDED BY HALL COUNTY.
POSSIBLE GRAVITY SEWER CONNECTION LOCATION TO EX-SMH 57 IS ON TAX ID: 08154 000017

STORMWATER NOTE:
STORMWATER WILL BE PROVIDED ON SITE AS WELL AS DIRECTED TO AN OFF-SITE EXISTING POND TO BE EXPANDED FOR MASTER DETENTION. ACCESS TO ALL STORMWATER, MANAGEMENT AREAS WILL BE PROVIDED AT LDP SUBMISSION.

| NO. | DATE | DESCRIPTION | BY | CHK. | APV. |
|---|---|---|---|---|---|

NOT RELEASED FOR CONSTRUCTION


LJA
299 S. MAIN STREET
ALPHARETTA, GA 30009
770-225-4730

BSide Partners
24 HR CONTACT: STEPHEN KLEE
770-841-1000
WWW.BSIDEPARTNERS.COM


SITE PLAN FOR
RIDGE ROAD TRACT

BUFORD, GA 30519
HALL COUNTY
L.L. 154 ~ DISTRICT 8TH
PARCEL # 08154 000016

NORTH

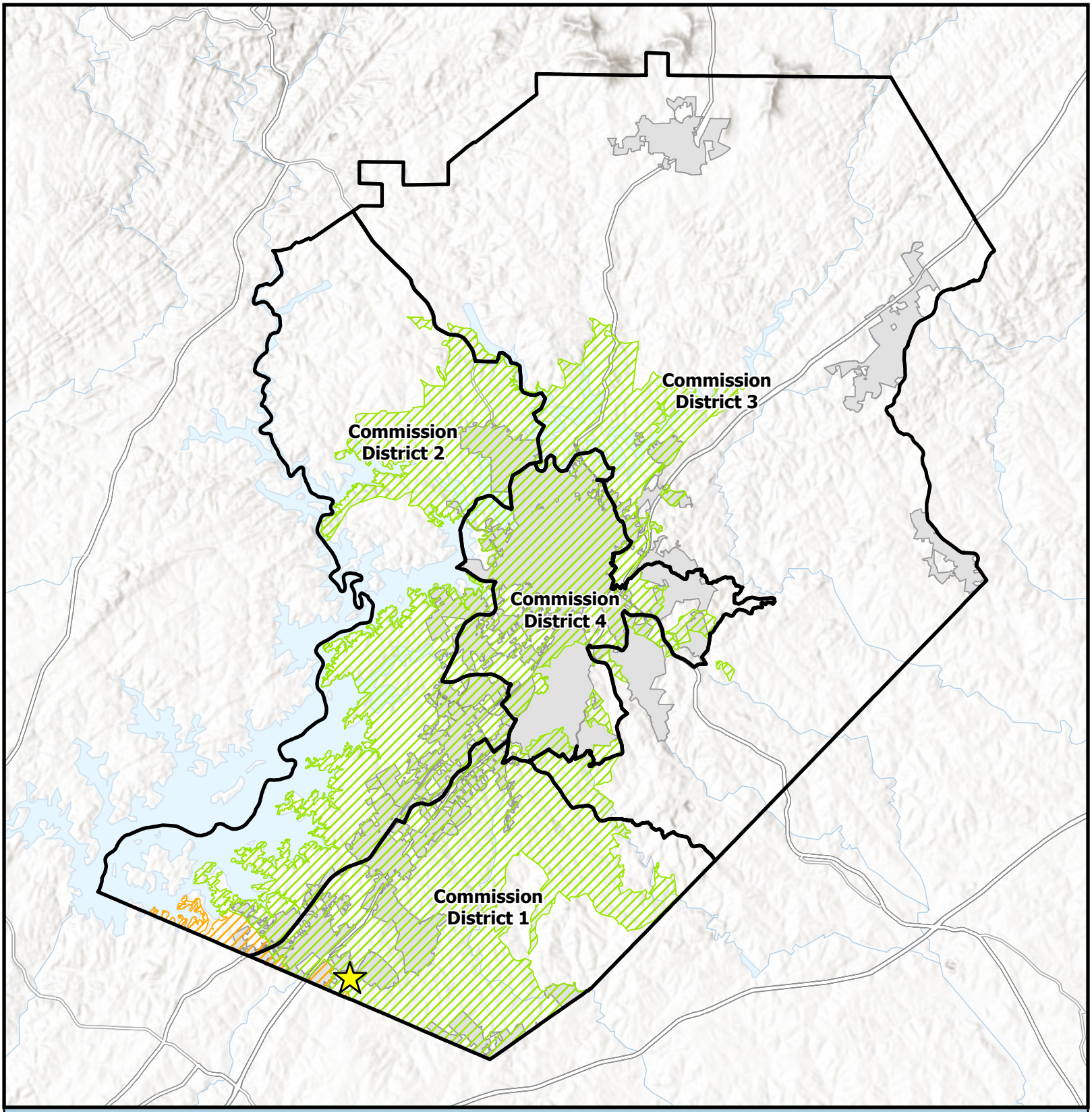
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PROJECT NUMBER
GA4119-2601

SHEET TITLE
ZONING PLAN

SHEET NUMBER
9.03.26

File Location: s:\ses5\projects\ga4119-2601 - ridge road\02-design\drawings\01-concept\zoning 8.24.26_dblaspher2




# Overview Map

Subject Area
Commision Districts
City Limits

Urbanized Zone Areas

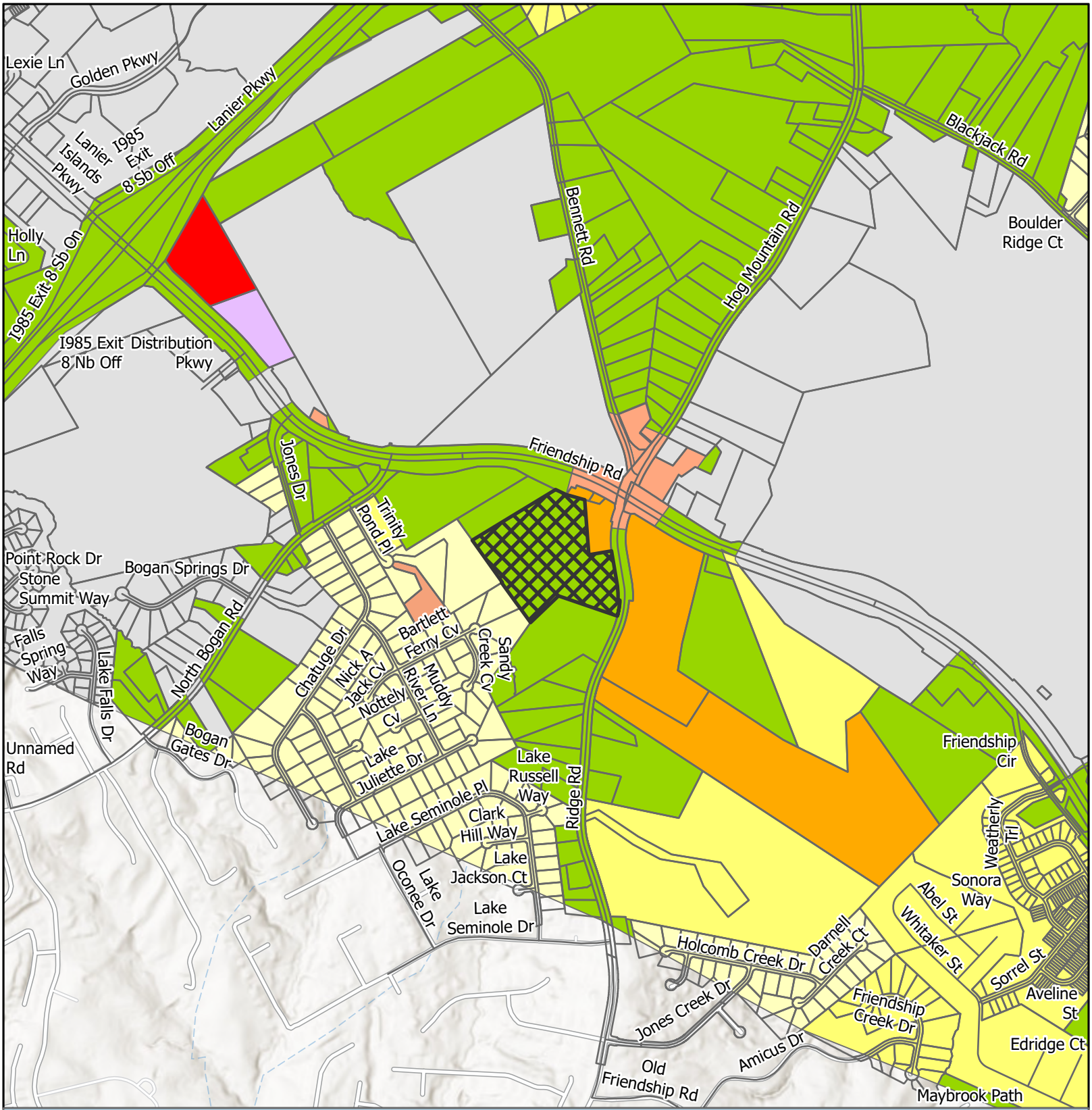
Atlanta, GA
Gainesville, GA

Subject Area Location

Applicant: bSide Oakwood, LLC
Tax Parcel #: 08154 000016
Location: 0 Ridge Road
Commission District: 1

HALL COUNTY
GEORGIA
*We have it all in Hall*

Date Prepared: 10/12/2026




# Zoning Map

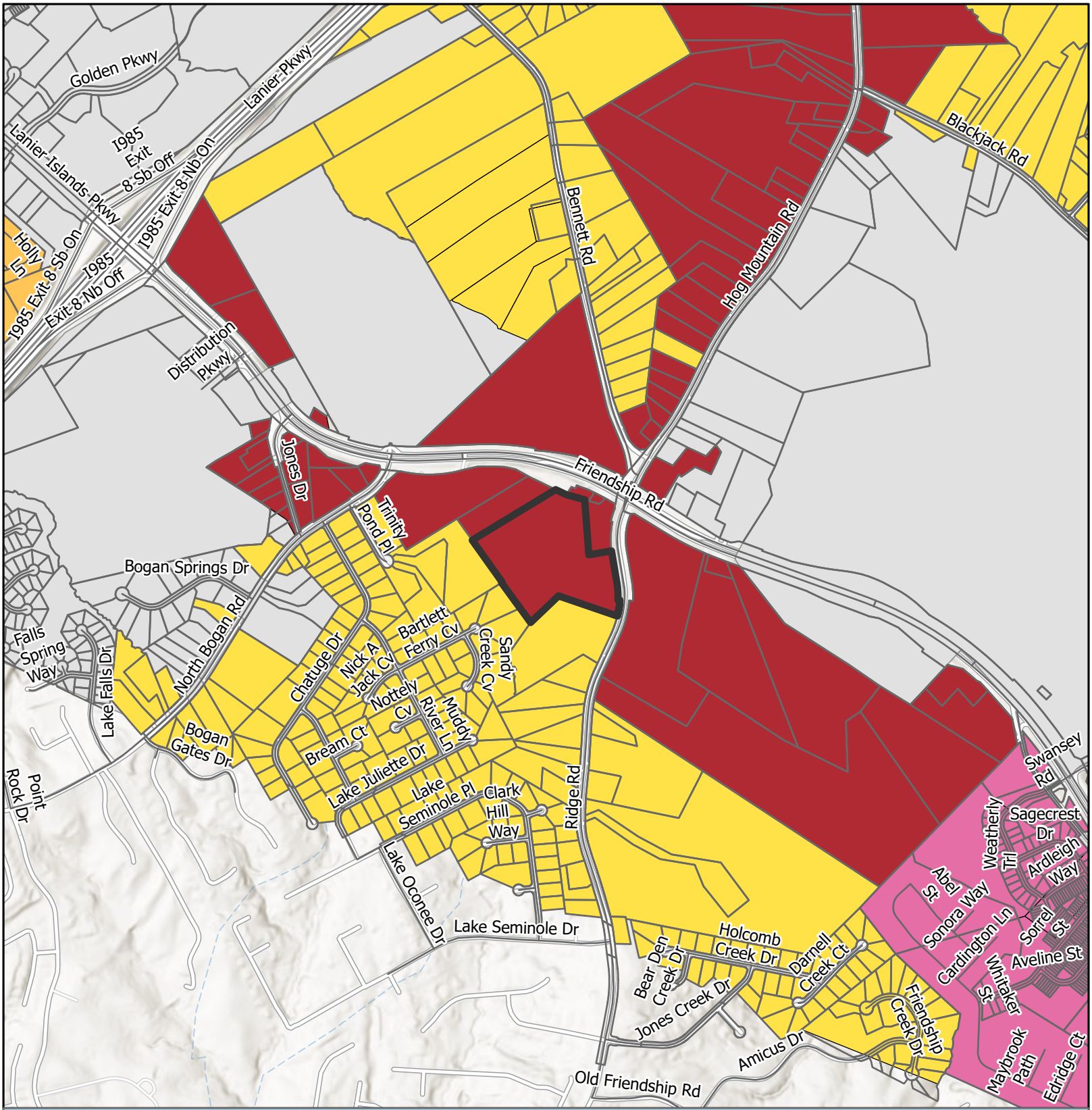
Subject Area
City Limits

Zoning
AR-1
H-B
I-1
PCD
POD
PRD
R-1
S-S

Applicant: bSide Oakwood, LLC
Tax Parcel #: 08154 000016
Location: 0 Ridge Road
Commission District 1

HALL COUNTY
GEORGIA
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Date Prepared: 10/13/2026




# Future Land Use Map

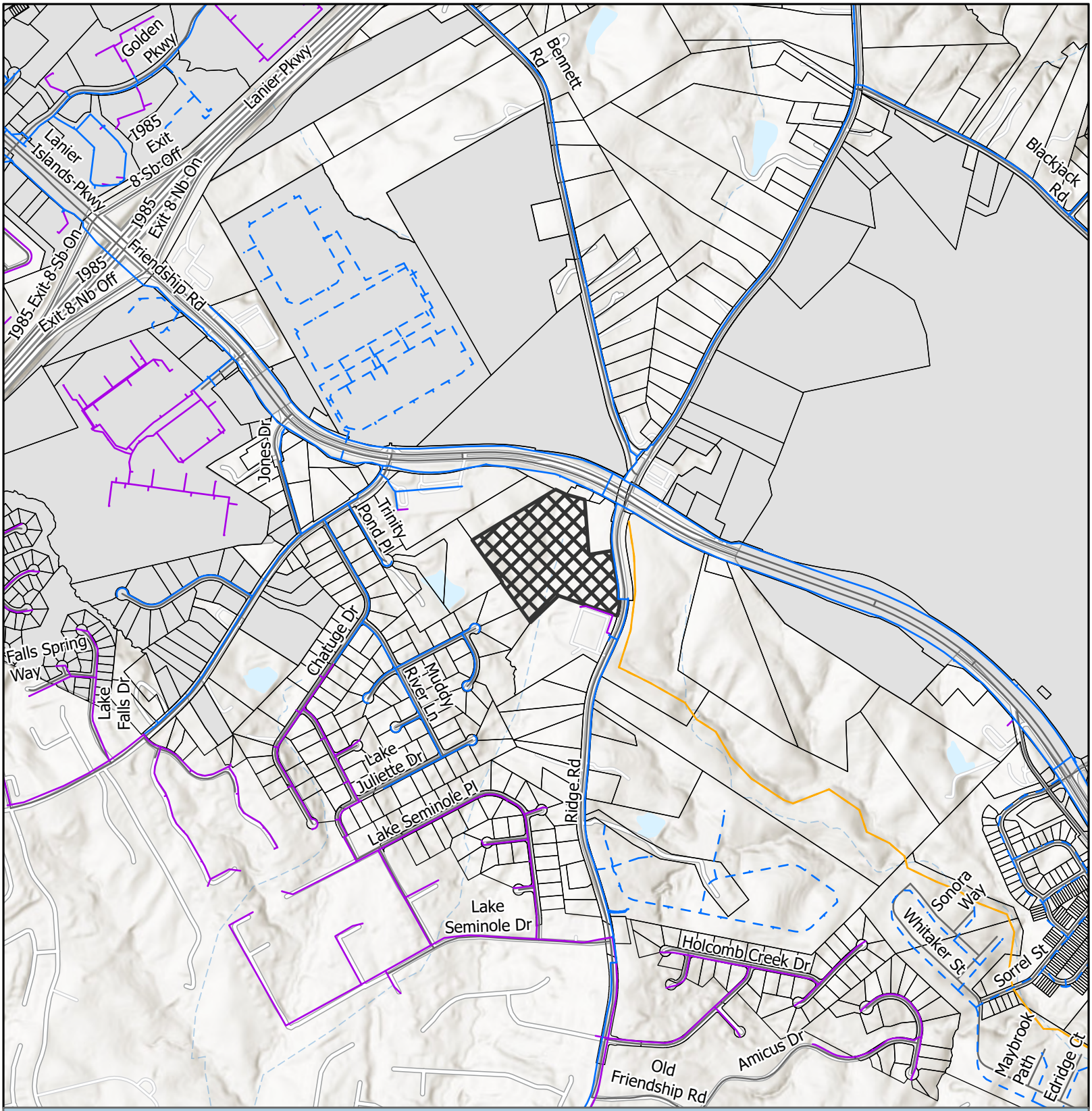
Subject Area
City Limits

FLU
- Business Corridors
- Regional Activity Center
- Suburban Neighborhood, Low-Density
- Suburban Neighborhood, Medium-Density

Applicant: bSide Oakwood, LLC
Tax Parcel #: 08154 000016
Location: 0 Ridge Road
Commission District: 1

HALL COUNTY
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Date Prepared: 10/13/2026




# Utilities Map

- Private of Other System
- Waterline
- Preliminary Waterline
- County Existing Sewerline
- County Proposed Sewerline
- Subject Area
- City Limits

Applicant: bSide Oakwood, LLC
Tax Parcel #: 08154 000016
Location: 0 Ridge Road
Commission District 1

HALL COUNTY
GEORGIA
We have it all in Hall

Date Prepared: 10/13/2026




# Site Plan & Aerial Map

Subject Area

parcel

Applicant: bSide Oakwood, LLC
Tax Parcel #: 08154 000016
Location: 0 Ridge Road
Commission District 1

HALL COUNTY
GEORGIA
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Date Prepared: 10/13/2026









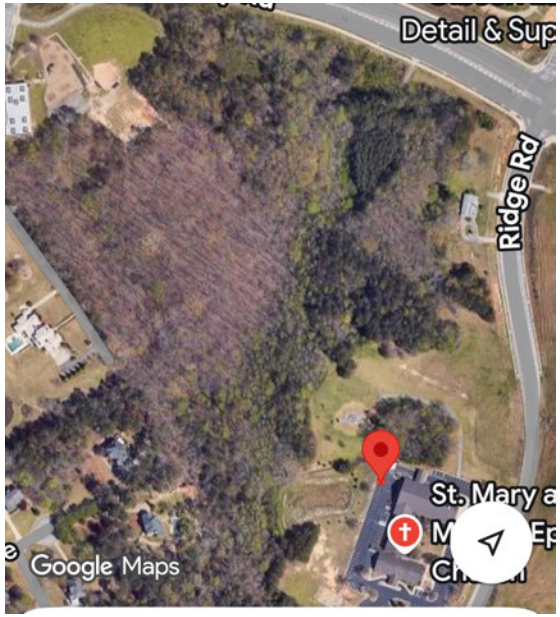




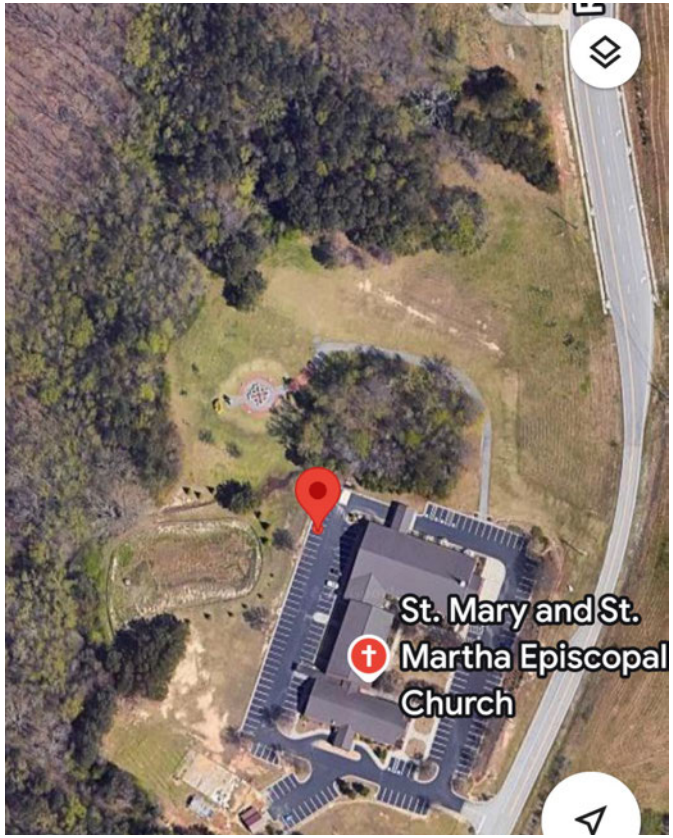




Site Photos




Site Aerial




Existing detention pond behind Church.



View of property from Board of Education

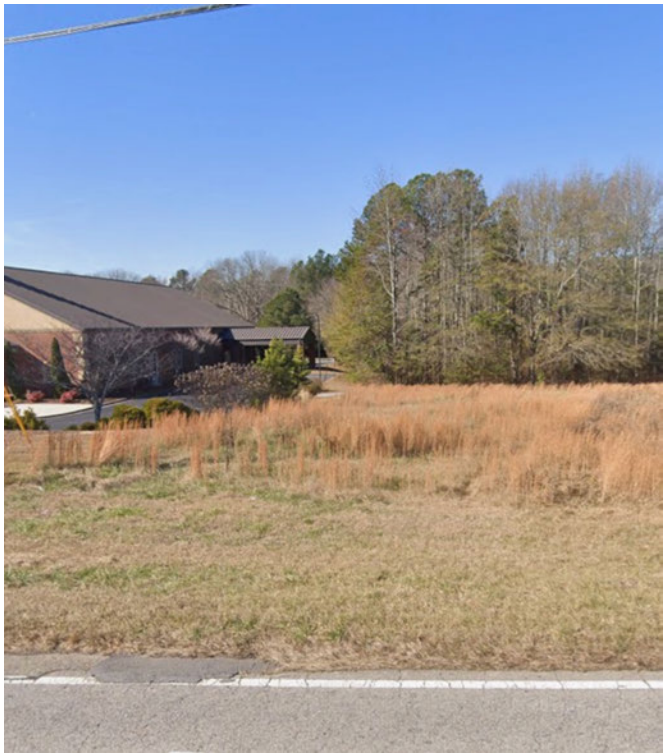
Site Photos



Site from Ridge Road facing South. Church in background.



Site facing North. Taken from front of Church.



Entrance Location

**eFiled and eRecorded**
**DATE: 06/05/2024**
**TIME: 5:18 PM**
**DEED BOOK: 9485**
**PAGE: 587 - 592**
**FILING FEES: $25.00**
**TRANSFER TAX: $2,000.00**
**PARTICIPANT ID: 5577924662**
**PARTICIPANT ID: 7067927936**
**PT61: 069-2024-003796**
**RECORDED BY: TH**
**CLERK: Charles Baker, C.S.C**
**Hall County, GA**

*After recording, return to*:
Schulten Ward Turner & Weiss, LLP
260 Peachtree Street NW, Suite 2700
Atlanta, GA 30303
Attn: Aimee LaTourette
SWTW file no. 5070.029

Tax Parcel No. 08154 000016

STATE OF GEORGIA
COUNTY OF HALL

## LIMITED WARRANTY DEED

THIS INDENTURE is made as of this 14th day of June, 2024, by and between **THE EPISCOPAL CHURCH OF SAINT MARY & SAINT MARTHA OF BETHANY, INC.**, a Georgia nonprofit corporation (hereinafter referred to as *"Grantor"*) and **BSIDE OAKWOOD, LLC**, a Georgia limited liability company (hereinafter referred to as *"Grantee"*) (*"Grantor"* and *"Grantee"* to include their respective successors, legal representatives and assigns where the context requires or permits).

**W I T N E S S E T H:**

GRANTOR, in consideration of the sum of Ten and No/100 Dollars ($10.00) and other valuable consideration, the receipt and sufficiency whereof are hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and does hereby grant, bargain, sell, alien, convey and confirm unto Grantee:

> ALL THAT TRACT OR PARCEL OF LAND lying and being in Land Lot 154, 8th District, Hall County, Georgia, and being more particularly described on Exhibit "A" attached hereto and made a part hereof by reference (hereinafter referred to as the *"Land"*).

TOGETHER WITH all buildings and improvements thereon (the *"Improvements"*), and all appurtenances thereof, including easements and rights-of-way relating thereto, and without warranty, all right, title and interest, if any, of Seller in and to the land lying within any street or roadway adjoining the real property and any vacated or

hereafter vacated street or valley adjoining the real property (the foregoing, together with the Land, are herein referred to as the *"Property"*).

This conveyance is made subject to all covenants, conditions, liens, restrictions, reservations and easements of record, as more particularly described on Exhibit "B" attached hereto and by this reference made a part hereof (*"Permitted Encumbrances"*).

TO HAVE AND TO HOLD the Property, together with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of Grantee forever in FEE SIMPLE.

AND GRANTOR WILL WARRANT and forever defend the right and title to the Property unto Grantee, its successors and assigns, against the claims of all persons claiming by, through, or under Grantor, but not otherwise.

[Signatures appear on the following page]

IN WITNESS WHEREOF, Grantor has hereunto caused this Deed to be executed under seal effective as of the date and year first above written.

Signed, sealed and delivered in the presence of:

**GRANTOR:**

**THE EPISCOPAL CHURCH OF SAINT MARY & SAINT MARTHA OF BETHANY, INC.,**
a Georgia nonprofit corporation

By: _____
Name: Reverend Laura J. Masterson
Title: Priest-in-Charge

_____
Unofficial Witness

_____
Notary Public

Commission Expiration Date: 7/22/25

[NOTARIAL SEAL]

JENNIFER MASSEY
NOTARY PUBLIC
My Commission Expires
07-22-2025
HALL COUNTY, GEORGIA

# EXHIBIT "A"
# LEGAL DESCRIPTION

All that tract or parcel of land lying and being in Land Lot 154, 8th Land District, Hall County, Georgia, containing 33.56 acres, more or less, as shown on plat of survey for J. C. Pirkle by Patton-Patton, Inc., Surveyors, dated November 25, 1994, being more particularly described as follows:

To locate the point of beginning, begin at the intersection of the southerly right of-way of Friendship Road with the westerly right-of-way of Ridge Road, and run thence in a southerly direction along the westerly right-of-way of Ridge Road and following the curvature thereof the following courses and distances: South 15 degrees 04 minutes 37 seconds West 136.44 feet; South 07 degrees 43 minutes 56 seconds West 70.61 feet; South 03 degrees 32 minutes 12 seconds West 54.29 feet; South 00 degrees 08 minutes 43 seconds East 51.83 feet; South 01 degrees 57 minutes 38 seconds East 50.98 feet; South 03 degrees 25 minutes 02 seconds East 30.01 feet; and South 03 degrees 58 minutes 10 seconds East 190.44 feet to an iron pin corner, being corner with property of now or formerly Reed, which is the POINT OF BEGINNING; and running thence in a southerly direction along the westerly right-of-way of Ridge Road and following the curvature thereof the following courses and distances: South 04 degrees 10 minutes 11 seconds East 198.58 feet; South 04 degrees 01 minutes 49 seconds East 51.16 feet; South 03 degrees 21 minutes 21 seconds East 47.60 feet; South 01 degrees 35 minutes 41 seconds East 48.12 feet; South 00 degrees 13 minutes 56 seconds West 54.54 feet; South 02 degrees 39 minutes 30 seconds West 47.77 feet; South 05 degrees 21 minutes 42 seconds West 45.36 feet; South 08 degrees 50 minutes 07 seconds West 46.22 feet; South 12 degrees 21 minutes 17 seconds West 44.87 feet; South 16 degrees 14 minutes 31 seconds West 46.43 feet; South 19 degrees 26 minutes 35 seconds West 47.96 feet; South 21 degrees 36 minutes 07 seconds West 48.82 feet; South 23 degrees 24 minutes 40 seconds West 47.60 feet; South 24 degrees 31 minutes 04 seconds West 93.39 feet; and South 25 degrees 37 minutes 03 seconds West 183.03 feet to an iron pin corner; thence leaving said right-of-way and running North 58 degrees 20 minutes 49 seconds West 150.00 feet to an iron pin; thence South 59 degrees 15 minutes 44 seconds West 912.44 feet to an iron pin; thence North 26 degrees 25 minutes 38 seconds West along property of now or formerly Painter 215.18 feet to an iron pin corner; thence North 35 degrees 57 minutes 59 seconds East along property of now or formerly Painter 696.74 feet to an iron pin corner; thence North 34 degrees 54 minutes 15 seconds West along property of now or formerly Painter and property of now or formerly Gallup 908.83 feet to an iron pin corner; thence North 59 degrees 16 minutes 09 seconds East along property of now or formerly Hall County Board of Commissioners 879.84 feet to an iron pin corner; thence South 63 degrees 45 minutes 02 seconds East 106.00 feet to an iron pin; thence South 73 degrees 52 minutes 01 seconds East 156.09 feet; thence South 73 degrees 27 minutes 47 seconds East 15.75 feet to an iron pin corner; thence South 03 degrees 31 minutes 52 seconds East along property of now or formerly Reed 499.38 feet to an iron pin corner; thence North 81 degrees 11 minutes 09 seconds East along property of now or formerly Reed 259.39 feet to an iron pin on the westerly right-of-way of Ridge Road, which is the POINT OF BEGINNING.

LESS AND EXCEPT from the above-described property is that tract of 12.37 acres which was previously conveyed by the Estate of J.C. Pirkle to Friendship Baptist Church of Buford, Inc. by Executor's Deed dated January 17, 2002, recorded in Deed Book 4104, page 93, et seq., Hall County, Georgia Records.

Subject to areas within the right-of-way of Ridge Road and all easements, restrictions, and encumbrances of record

LESS AND EXCEPT that certain property described in that Warranty Deed between Friendship Baptist Church of Buford, Inc. and Edgar C. Williams and Carolyn H. Williams dated February 11, 2005, recorded in Deed Book 5227, pages 180-181, Hall County, Georgia Records.

LESS AND EXCEPT from the above-described property:

| | |
|---|---|
| PROJECT NO.: | STP-2984(1) Hall County |
| P.I. No.: | 162430 |
| PARCEL NO.: | 31 |
| DATE OF R/W PLANS: | April 04, 2007 |
| REVISION DATE: | Sheet 20 January 31, 2011; Sheet 22, August 12, 2010 |

**000101**

All that tract or parcel of land lying and being in Land Lot 154 of the 8th Land District and/or 1419th Georgia Militia District of Hall County, Georgia, being more particularly described as follows:

Beginning at a point 60 feet right of and opposite Station 24+91.41 on the construction centerline of Hog Mountain Road on Georgia Highway Project No. STP-2984(1); running thence N 80°43'37.2" E a distance of 51.78 feet to a point 8.22 feet right of and opposite Station 24+90.78 on said construction centerline laid out for HOG MTN RD; thence S 4°47'56.7" E a distance of 313.22 feet to a point 34.21 feet right of and opposite Station 28+03.62 on said construction centerline laid out for HOG MTN RD; thence southeasterly 139.185 feet along the arc of a curve (said curve having a radius of 851.054 feet and a chord distance of 139.030 feet on a bearing of S 0°06'37.1" E) to the point 40.13 feet right of and opposite Station 29+50.00 on said construction centerline laid out for HOG MTN RD; thence N 86°56'52.1" W a distance of 19.87 feet to a point 60.00 feet right of and opposite Station 29+50.00 on said construction centerline laid out for HOG MTN RD; thence northwesterly 152.683 feet along the arc of a curve (said curve having a radius of 690.000 feet and a chord distance of 152.372 feet on a bearing of N 3°17'13.3" W) to the point 60.00 feet right of and opposite Station 27+84.04 on said construction centerline laid out for HOG MTN RD; thence N 9°37'34.3" W a distance of 280.41 feet to a point 60.00 feet right of and opposite Station 25+03.63 on said construction centerline laid out for HOG MTN RD; thence northwesterly 13.330 feet along the arc of a curve (said curve having a radius of 720.000 feet and a chord distance of 13.330 feet on a bearing of N 9°05'46.1" W) back to the point of beginning. Containing 0.348 acres more or less.

**EXHIBIT "B"**
**PERMITTED ENCUMBRANCES**

1. All taxes and assessments for the year 2024 and subsequent years not yet due and payable.

2. Riparian rights incident to the premises.

3. Easements as conveyed in Right of Way Deed from John A. Bradford, et al. to Hall County, a political subdivision of the State of Georgia, undated, filed for record November 3, 1958, and recorded in Deed Book 195, Page 177, Hall County, Georgia records.

4. Easements as conveyed in Right of Way Deed from F.C. Carter, J.C. Pirkle, et al. to Hall County, a political subdivision of the State of Georgia, dated December 13, 1958, filed for record November 8, 1961, and recorded in Deed Book 240, Page 544, aforesaid records.

5. Easements as conveyed in Rural Post Roads Right of Way Deed from G.W. Bailey, J.C. Pirkle, et al. to Hall County, a political subdivision of the State of Georgia, dated September 5, 1962, filed for record September 11, 1962, and recorded in Deed Book 253, Page 593, aforesaid records.

6. Right-of-Way Easement from J.C. Pirkle to Jackson Electric Membership Corporation dated September 4, 1986, filed for record October 24, 1986, and recorded in Deed Book 1036, Page 128, aforesaid records.

   Note: By Containment letter dated November 10, 2023, from Jackson Electric Membership Corporation, Jackson Electric Membership Corporation claims no further interest in the above mentioned easement, except the right to operate, maintain, rebuild and renew its existing facilities under the terms and conditions of said easement within its presently maintained location.

7. Water Facilities Dedication from Friendship Baptist Church to the City of Gainesville, Georgia, dated October 30, 2006, filed for record July 25, 2008, and recorded in Deed Book 6385, Page 479, aforesaid records.

8. Conveyance of access rights as contained in that certain Right-of-Way Deed from Friendship Baptist Church of Buford, Inc., also known as Friendship Baptist Church, to Georgia Department of Transportation, dated April 28, 2011, filed for record May 6, 2011, and recorded in Deed Book 6835, Page 676, aforesaid records.

9. All matters as shown on that certain plat recorded in Plat Book 845, Page 1, aforesaid records.

10. All matters as shown on that certain plat recorded in Plat Book 852, Page 138, aforesaid records.

11. Those matters shown on that ALTA/NSPS Land Title Survey for BSIDE OAKWOOD, LLC, prepared by LandPro Surveying and Mapping , bearing the seal and certification of James H Rader, G.R.L.S. No. 3033, dated October 30, 2023, and designated as Project No. 20231030, including:
    a) guy wire 19.3 feet west of the right-of-way of Ridge Road on the eastern boundary;
    b) asphalt path located on the southeastern corner of subject property;
    c) stream entering the southwestern corner of subject property;
    d) fence running along the southwestern boundary line of subject property; and
    e) stream entering the northern side of subject property.

# TRAFFIC IMPACT STUDY

## FOR

## RIDGE ROAD TRACT DEVELOPMENT

## HALL COUNTY, GA

Prepared By:

SOUTHEASTERN ENGINEERING, INC.

2470 Sandy Plains Road
Marietta, GA 30066

August 28, 2025

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## EXECUTIVE SUMMARY

The proposed residential development at Ridge Road Tract is located in the southwest corner of the intersection of SR 347/Friendship Road and Hog Mountain Road/Ridge Road in Hall County, Georgia. This development will include 144 townhomes, which will be accessed via one Site Driveway on Ridge Road. The proposed driveway will align with the Emergency Driveway of Ridgeview Estates, a mixed-use development located on the east side on Ridge Road. The full build-out of the development is anticipated to be completed by 2028. This study analyzed the peak hour traffic operations and capacity analysis for the study intersection to determine if recommendations to the existing roadway network should be made to accommodate the new traffic and determine the intersection control for the proposed driveway.

This study analyzed the impacts the additional development's generated trips are expected to have on the surrounding roadway network and study intersections. The study intersections are listed below:

1. SR 347/Friendship Road at Hog Mountain Road/Ridge Road
2. Ridge Road at Site Driveway/Ridgeview Emergency Driveway

The ITE *Trip Generation Manual*, was referenced to estimate the trips generated by the residential development. The expected trips were added to the future traffic volumes to analyze the delay and level of service at the study intersections in build condition and compared with the existing and no-build conditions.

Under existing conditions, the southbound approach on the intersection of SR 347/Friendship Road at Ridge Road/Hog Mountain Road is operating unacceptably at LOS F during both peak hours. The intersection is also operating at an overall unacceptable level of service during the AM peak hour but operates acceptably in the PM peak hour. It is expected to continue operating at same levels of service as existing year in the future no-build conditions with future background traffic and trips generated from the adjacent development of Ridgeview Estates.

In the build scenario, with future year traffic volumes and added traffic from the Ridge Road Tract development, the Site Driveway on Ridge Road is expected to operated acceptably, as minor-street stop controlled with left and right turn lanes provided along Ridge Road to access the development. The existing intersection of SR 347/Friendship Road at Ridge Road/Hog Mountain Road is expected to operate at the same levels of service, in the build condition as in the existing and no-build conditions, with slightly higher delays. The southbound approach is expected to operate unacceptably at LOS F during both peak hours and the intersection is expected to continue operating at an overall unacceptable level of service during the AM peak.

The recommended driveway configuration and control type for the development are listed below:

<u>Ridge Road at Site Driveway/Ridgeview Emergency Driveway</u>

- Driveway should be minor-street stop-controlled.
- Provide a northbound left turn lane on Ridge Road, per GDOT minimum standards.
- Provide a southbound right turn lane on Ridge Road, per GDOT minimum standards.

The southbound approach at the intersection of SR 347/Friendship Road at Ridge Road/Hog Mountain Road is operating at LOS F in all scenarios. Therefore, additional operational analysis was conducted to evaluate the impact of providing overlapping right turn phase for the southbound right turn corresponding with the eastbound left turn. It is expected that this modification will reduce southbound delays by 1,305 seconds (91%) during the AM peak hour, and will have it operating with a 122-second delay and LOS F. For the PM peak hour, the southbound delay reduces by 93.1 seconds (77%), resulting in a 27.4-second delay with LOS C. The intersection is expected to operate more efficiently, with a delay reduction of 244.8 seconds (an 85% improvement) during AM peak hours and a 13.2-second decrease (a 38% reduction) during PM peak hours.

## INTRODUCTION

Southeastern Engineering, Inc. conducted a traffic impact study for Ridge Road Tract residential development in Hall County, Georgia. The development will be built on an undeveloped site located in the southwest corner of the intersection of SR 347/Friendship Road at Hog Mountain Road/Ridge Road. The development will include 144 townhome units and will be accessed via on site driveway along Ridge Road. The full build-out of the development is planned for 2028. A location map of the area near the site is shown in **Figure 1**.

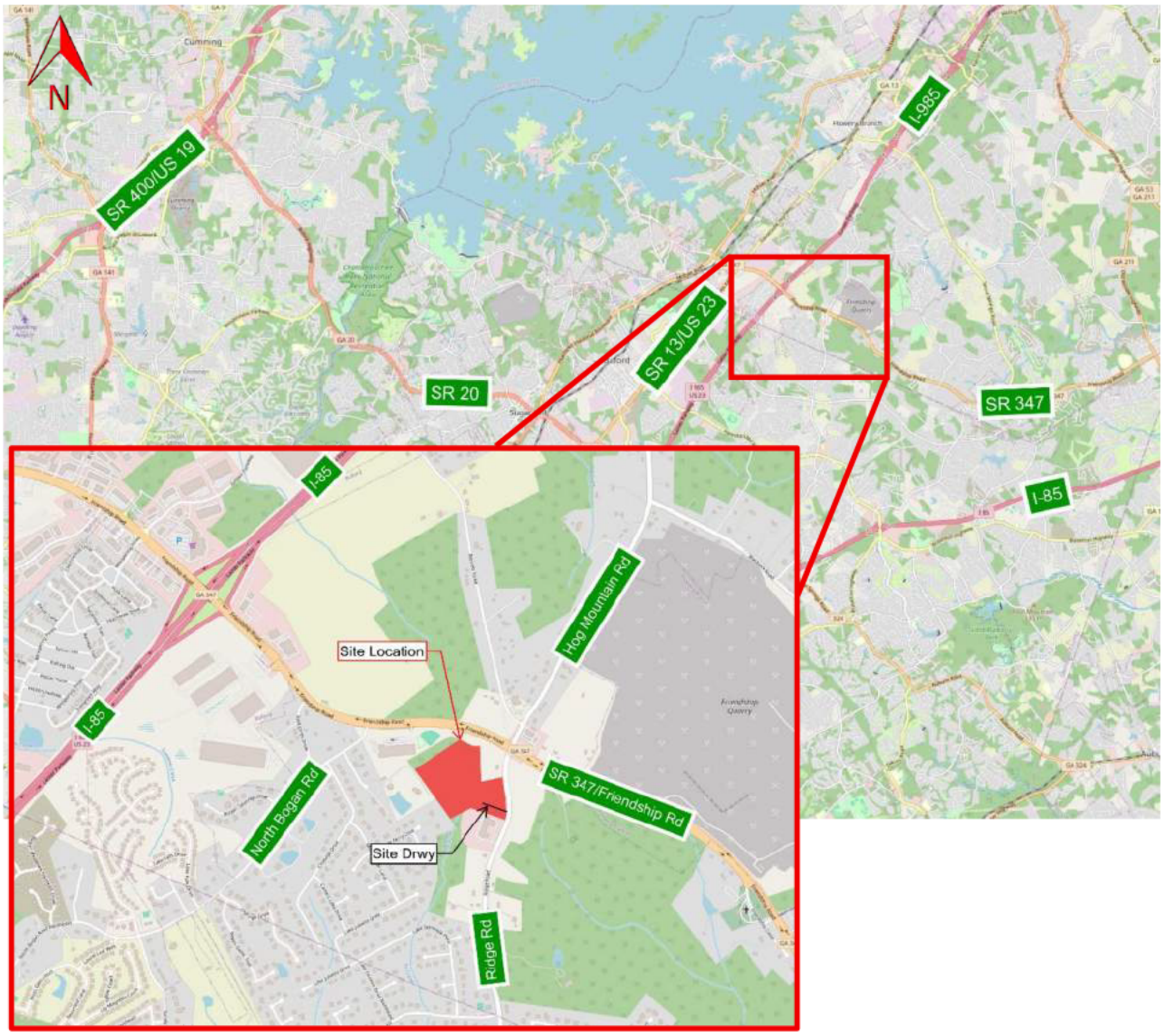



**Figure 1: Location Map**

This study will identify the potential impacts of the proposed development traffic on the surrounding roadway network. The study includes the existing and future peak hour traffic operations and capacity analysis for the surrounding roadway network and development driveways. As necessary, operational improvements will be identified and analyzed to mitigate the traffic impacts caused by the development. Based on the results of the analysis for the study intersections, recommendations will be made for intersection geometry and control methods.

## PROJECT DESCRIPTION

The proposed residential development of Ridge Road Tract will be located in the southwest corner of the intersection of SR 347/Friendship Road and Hog Mountain Road/Ridge Road in Hall County, Georgia. The development includes 144 townhomes that will be accessed via one Site Driveway, Street A on the site plan, on Ridge Road. The proposed Site Driveway will align with the Emergency Driveway of Ridgeview Estates, a mixed-use development located on the east side of Ridge Road. Per the site plan, the development driveway is currently proposed to be controlled as a minor street stop control and will have a right turn lane provided along Ridge Road to access it. The full build-out of the development is planned for 2028. The site plans for both developments are attached in **Appendix A**.

### Study Network

The traffic study analyzes traffic operations for the study intersections in the vicinity of the development. Capacity analysis and level of service evaluations of the study intersections were conducted for the existing, no-build and build scenarios. The intersections studied in this report are listed below, and **Figure 2** provides an aerial view of the study area, including the intersections analyzed.

1. SR 347/Friendship Road at Hog Mountain Road/Ridge Road – Traffic Signal
2. Ridge Road at Site Driveway/Ridgeview Emergency Driveway – Minor-Street Stop-Control




**Figure 2: Aerial of Study Area**

## Roadway Conditions

The roadway network adjacent to the development was examined for the existing roadway characteristics.

SR 347/Friendship Road

SR 347/Friendship is a six-lane divided roadway. It is classified as a minor arterial with a posted speed limit of 45 mph. It connects to I-985 to the east and to Spout Springs Road to the west. Curb, gutter, and sidewalks are present along the entire roadway in the study area.

Hog Mountain Road

Hog Mountain Road is a two-lane undivided roadway. It is classified as a major collector with a posted speed limit of 45 mph. It connects to Spout Springs Road to the north and SR 347/Friendship Road to the south. Curb, gutter, and sidewalks are present along the roadway for the first 650 ft to the north of SR 347/Friendship Road.

Ridge Road

Ridge Road is a two-lane undivided roadway. It is classified as a major collector with a posted speed limit of 45 mph. It connects to SR 347/Friendship Road to the north and Thompson Mill Road to the south. Curb, gutter, and sidewalks are present along the roadway for the first 650 ft to the north of SR 347/Friendship Road.

# EXISTING TRAFFIC CONDITIONS

The traffic impact study analyzes the current traffic operations of the study network. Capacity analysis and level of service evaluations of the study intersections were conducted for the existing and future conditions with and without the proposed development to determine the impacts of the development traffic on the network.

## Existing Traffic Volumes

The traffic volumes used in the traffic impact study for the adjacent Ridgeview Development were collected on Thursday, February 15, 2024, and were utilized to analyze the impact of the proposed Ridge Road Tract development. Detailed traffic counts are attached in **Appendix B**. The existing AM and PM peak hour turning movement volumes for the study area are shown in **Figure 3.** For operational analysis, the peak hours were identified as 7:15-8:15 AM for the AM peak hour and 5:00-6:00 PM for the PM peak hour.

## Level of Service Methodology

Intersection capacity analyses were performed using the methodology outlined in the *Highway Capacity Manual, 7th Edition* (HCM). This methodology is the industry standard for the evaluation of intersection capacity and delay. To facilitate the analysis, computer software Synchro 12. This software conforms to the methodology of the HCM.

An analysis of peak hour traffic conditions was performed to determine the level of service (LOS) at the study intersections. LOS for an intersection is based on vehicular delay at the intersection and is a typical measure of effectiveness used to evaluate intersection operations. The HCM provides ranges of delay for each LOS definition, spanning from very minimal delays (LOS A) to high delays (LOS F). LOS F is considered unacceptable for most drivers.

For unsignalized intersections, where a stop sign controls side streets or minor streets, the criterion for evaluating traffic operations is the LOS for the controlled turning movements at the intersection. Methodology from the HCM to determine the delay and LOS for these turning movements is based on input data including intersection geometry, lane configuration, and turning movement volumes.

For the signalized intersections, LOS is based on input data including intersection geometry, lane configuration, turning movement volumes, traffic signal timing.

**Table 1** below indicates the relationship between delay and LOS for unsignalized and signalized intersections.

| Table 1: Level of Service Standards | | |
|---|---|---|
| Level of Service | Control Delay Per Vehicle (sec) | |
| | Unsignalized Intersection | Signalized Intersection |
| A | ≤10 | ≤10 |
| B | >10 and ≤15 | >10 and ≤20 |
| C | >15 and ≤25 | >20 and ≤35 |
| D | >25 and ≤35 | >35 and ≤55 |
| E | >35 and ≤50 | >55 and ≤80 |
| F | >50 | >80 |

## Existing Conditions Levels of Service

The existing geometric configuration and intersection controls were used to analyze the intersection for the existing conditions operational analysis. The signal timing for the intersection was obtained from GDOT's Automated Traffic Signal Performance Measures (ATSPM). The intersection of SR 347/Friendship Road at Ridge Road/Hog Mountain Road is the only existing intersection the other intersection does not exist in the year 2024. Based on the operational analysis, the southbound approach of Hog Mountain Road is operating unacceptably at LOS F during both peak hours. The intersection operates at an overall unacceptable level of service in the AM peak hour but operates acceptably in the PM peak hour. The results of the existing intersection operational analysis are summarized in **Table 2** and detailed Synchro reports are attached in **Appendix C**.

| Table 2: Level of Service and Delay for Existing Year (2024) | | | | |
|---|---|---|---|---|
| Intersection | Control | Approach | Delay (LOS) | |
| | | | AM | PM |
| SR 374/Friendship Road at Ridge Road/Hog Mountain Road | Signalized | EB | 12.9 (B) | 12.7 (B) |
| | | WB | 25.9 (C) | 26.9 (C) |
| | | NB | 26.1 (C) | 24.5 (C) |
| | | SB | **1227.1 (F)** | **111.8 (F)** |
| | | Overall | **250.2 (F)** | 30.8 (C) |

## FUTURE CONDITIONS – WITHOUT THE PROPOSED DEVELOPMENT (NO-BUILD)

The impact of the proposed development on the roadway network was analyzed and evaluated in the future year (2028) without the proposed development (No-Build) to compare the future conditions with the proposed fully constructed development (Build).

### Growth Rate

The growth rate for the study area was calculated using different sources, including the annual volume statistics from GDOT's Traffic Analysis & Data Application (TADA), employment and population projections for the county from Regional Economic Models, Inc. (REMI), population projections for the county from the Governor's Office of Planning and Budget (OPB), and county census data from the US Census Bureau. Data and calculations from the sources are attached in **Appendix D**.

TADA traffic volume data between March 2020 and July 2022 has been excluded from the growth rate calculations due to potential COVID-19 impacts. As a result, the latest count data available before 2020 was used to calculate the 5-year growth rate. The growth rate calculated using the GDOT's Historical traffic data is summarized in **Table 3**.

| Table 3: GDOT Historical Growth Rate | | | | |
|---|---|---|---|---|
| **Station ID** | **Location** | **5-Year** | **10-Year** | **15-Year** |
| 139-0487 | SR 347/Friendship Road west of Bogan Road | 5.4% | 7.2% | 6.2% |
| 139-7382 | Ridge Road south of SR 347/Friendship Road | 5.9% | 3.3% | 4.4% |
| 139-7380 | Bogan Road south of SR 347/Friendship Road | 0.0% | 0.9% | 5.4% |
| 135-7359 | Ridge Road south of Thompson Mill Road | 0.0% | 3.2% | - |
| 5-,10- and 15-Year Average | | 3.77% | 2.8% | 3.6% |
| **Average Growth Rate** | | 3.9% | | |

Population and employment projections from REMI were utilized in determining growth rates for the county. This data was used to calculate the growth rate for completion year 2028. **Table 4** summarizes the growth rate calculated using REMI's projections.

| Table 4: Growth Rate Based on Regional Economic Models, Inc's Projections | |
|---|---|
| **Projection Type** | **2024-2028** |
| Employment Projection | **0.6%** |
| Population Projection | **1.0%** |

The population projection data for the county was obtained from the Georgia Governor's OPB. This data was used to calculate the growth rate for completion year 2028. Growth rate calculated using projections from OPB are summarized in **Table 5**.

| Table 5: Georgia Governor's Office of Planning and Budget Annual Population Estimates | | |
|---|---|---|
| **Year** | **Hall County Population** | **Growth Rate** |
| 2024 | 220,128 | |
| 2028 | 231,217 | **1.2%** |

Census data from the U.S. Census Bureau was used to calculate a growth rate for the county. Growth rate calculated using the U.S. Census Bureau data is shown **Table 6**.

| Table 6: U.S. Census Bureau Annual Estimates of the Resident Population | | | |
|---|---|---|---|
| **Geographic Area** | **2010 Census** | **2020 Census** | **2010 to 2020 Growth Rate** |
| Hall County | 179,684 | 203,136 | 1.2% |

A weighted growth rate was established for the study area using engineering judgment. Since the census data, model population, and employment figures are countywide, they were assigned a lower weight. In contrast, GDOT's TADA Historical Data, which reflects the growth recorded in the area, was given a higher weight compared to the other sources. **Table 7** Shows the growth rate values for each source and weight factor. A growth rate of 2.8% was calculated for the study area based on the weighted average of growth rates from different sources.

| Table 7: Weighted Growth Rate Calculation | | |
|---|---|---|
| **Data Source** | **Weight Factor** | **Growth Rate** |
| GDOT's TADA Historical Data | 0.6 | 3.9% |
| REMI's Employment Projection | 0.1 | 0.6% |
| REMI's Population Projection | 0.1 | 1.0% |
| Georgia Governor's OPB Population Projections | 0.1 | 1.2% |
| U.S. Census Bureau | 0.1 | 1.2% |
| **Average** | | **2.8%** |

## Adjacent Projects

The adjacent development of Ridgeview Estates is proposed to be built in the southeast corner of the intersection of SR 347/Friendship Road and Hog Mountain Road/Ridge Road, across from the proposed development. The Ridgeview Estates will be a mixed-use development with four driveways to access the site, with one being an Emergency Driveway, which is proposed to be aligned with the proposed development driveway. From the development's traffic impoact study it had an expected completion year of 2025, so trips generated from this development were included in the future no-build and build analysis of this study. The site plan, trip generation, and distribution for this development are attached in **Appendix A**.

## Future No-Build Traffic Volumes

The future background volumes for 2028 were calculated by applying the annual exponential growth rate over four (4) years to the existing 2024 background volumes and adding the trips generated from Ridgeview Estates development. Future 2028 background volumes are shown in **Figure 3**.

## Future No-Build Conditions Level of Service

The future no-build intersection operational analysis was conducted for the study network, with existing geometric configuration and intersection control. Similar to the existing conditions the southbound approach at the intersection of SR 347/Friendship Road at Ridge Road/Hog Mountain Road is expected to operate at LOS F during both peak hours and during the AM peak hour the intersection is operating at an overall LOS F as well. The results of the intersection operational analysis are summarized in **Table 8**, and detailed Synchro reports are attached in **Appendix C**.

| Table 8: Level of Service and Delay for No-Build Year (2028) | | | | |
|---|---|---|---|---|
| **Intersection** | **Control** | **Approach** | **Delay (LOS)** | |
| | | | **AM** | **PM** |
| SR 374/Friendship Road at Ridge Road/Hog Mountain Road | Signalized | EB | 14.9 (B) | 14.2 (B) |
| | | WB | 28.9 (C) | 30.1 (C) |
| | | NB | 31.6 (C) | 27.6 (C) |
| | | SB | **1417.4 (F)** | **132.7 (F)** |
| | | Overall | **288.2 (F)** | 35.6 (D) |

## PROPOSED DEVELOPMENT

The proposed development will be built in the southwest corner of the intersection of SR 347/Friendship Road and Hog Mountain Road/Ridge Road in Hall County, Georgia. The development will include 144 townhomes that will be accessed via one Site Driveway on Ridge Road. The proposed Site Driveway will align with the Emergency Driveway of Ridgeview Estates, a mixed-use development located across on Ridge Road. Per the site plan, the development driveway is currently proposed to be controlled as a minor street stop control and will have a right turn lane provided along Ridge Road to access it. The full build-out of the development is planned for 2028.

### Trip Generation

The number of trips expected to be generated from the proposed development were estimated based on the method defined in the ITE *Trip Generation Manual, 11th Edition*. Due to the nature of land use of the development, no pass-by trip reductions are anticipated for the trips generated from the development. The trip generation for the proposed development is summarized in **Table 9**, and the trip generation reports are attached in **Appendix E**.

**Table 9: Proposed Site Trip Generation**

| Land Use (ITE Code) | Unit of Measure | Daily Traffic | | | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Enter | Exit | Total | Enter | Exit | Total | Enter | Exit | Total |
| Single-Family Attached Housing (215) | 144 | 523 | 524 | 1047 | 17 | 52 | 69 | 49 | 33 | 82 |

### Trip Distribution and Assignment

The trips expected to be generated from the proposed development were distributed on the roadway network in the study area. The proposed distribution is based on historical counts and observed traffic patterns in the area. Trips generated by the development assigned to the study network are shown in **Figure 3**.

### Auxiliary Lane Analysis

The need for auxiliary lanes on Ridge Road at the development driveway was evaluated based on the guidelines from GDOT's *Regulations for Driveway and Encroachment Control* manual. Auxiliary lanes are recommended on approaches to intersections when the daily turning traffic volumes meet or exceed volume thresholds defined in the GDOT manual.

Based on the GDOT manual, a left-turn lane is recommended at an intersection if the threshold values as shown in **Table 10** are met or exceeded.

**Table 10: Left-Turn Lane Requirements**

| 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 |

Based on the GDOT manual, a right-turn lane is recommended at an intersection if the threshold values as shown in **Table 11** are met or exceeded.

| Table 11: Right-Turn Lane Requirements | | | | |
|---|---|---|---|---|
| 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 | 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 |

Ridge Road is a two-lane roadway with a speed limit of 45 mph. Based on GDOT's TADA station #139-7282, Ridge Road has an average daily traffic (ADT) of approximately 9,393 vehicles per day (vpd) exceeding 6,000 vpd. Therefore, the threshold for a left-turn lane is set at 175 LTV per day and the threshold for a right-turn lane is set at 75 RTV per day. Based on the expected daily trip distribution, auxiliary lanes are warranted on Ridge Road into the Site Driveway. The results for the auxiliary lane analysis are shown in **Table 12**. The build analysis for Site Driveway intersection was carried out with a left and right turn lanes modeled along Ridge Road.

| Table 12: Results for Auxiliary Lane Analysis | | | | |
|---|---|---|---|---|
| Intersection | Turning Movement Thresholds (vpd) | | Expected Turning Volumes (vpd) | |
| | LTV | RTV | LTV | RTV |
| Ridge Road at Site Driveway | 175 | 75 | 284 (Yes) | 239 (Yes) |

## FUTURE CONDITIONS- WITH THE PROPOSED DEVELOPMENT (BUILD)

To assess the traffic impact of the development, the site-generated trips were added to the future background traffic (2028), and the combined volumes were analyzed.

### Future Build Traffic Volumes

The future build analysis was conducted to determine any impacts to the study intersections resulting from the traffic generated by the full build-out of the development. The site-generated trips assigned to the adjacent roadway network were added to the background traffic volumes and are presented in **Figure 3**.

### Future Build Level of Service

The level of service criteria discussed in the prior sections was applied to the study intersections to determine the impacts of 2028 background traffic volumes plus total site-generated volumes and the addition of the proposed Site Driveway. The future build operational analysis was conducted to determine any impacts to the study intersections resulting from traffic generated after the full build-out of the proposed development.

The future build intersection operational analysis was conducted for the study network, with existing geometric configuration and intersection controls with the addition of the Ridge Road Tract development traffic and new Site Driveway. For the intersection of SR 374/Friendship Road at Ridge Road/Hog Mountain Road, similarly to the existing and no-build conditions the southbound approach is expected to operate at LOS F during both peak hours and during the AM peak hour the intersection is expected to operate at an overall LOS F. The Site Driveway, the one access for the proposed development, on Ridge Road is expected to operated acceptably, with minor-street stop-control and

left and right turn lanes along Ridge Road. The Ridgeview Estates Emergency Driveway is intended solely for emergency access, so no peak-hour or daily traffic volumes have been assigned to it. The results of the intersection capacity analysis are summarized in **Table 13**, and detailed Synchro reports are attached in **Appendix C**.

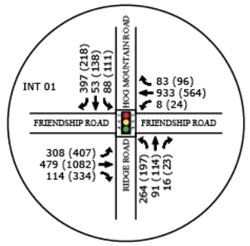
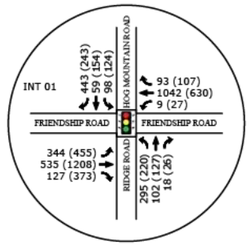
| Table 13: Level of Service and Delay for Build Year (2028) | | | | |
|---|---|---|---|---|
| Intersection | Control | Approach | Delay (LOS) | |
| | | | AM | PM |
| SR 374/Friendship Road at Ridge Road/Hog Mountain Road | Signalized | EB | 15.8 (B) | 14.7 (B) |
| | | WB | 30.2 (C) | 30.7 (C) |
| | | NB | 33.7 (C) | 27.9 (C) |
| | | SB | **1427.0 (F)** | **120.5 (F)** |
| | | Overall | **288.2 (F)** | 34.3 (C) |
| Ridge Road at Site Driveway/Ridgeview Emergency Driveway | Minor-Street Stop-Control | EB | 14.4 (B) | 17.9 (C) |
| | | WB | 0.0 (A) | 0.0 (A) |

## Level of Service Comparison

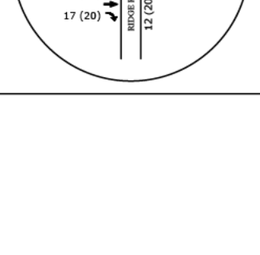
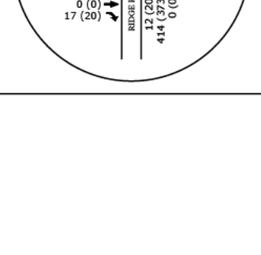
The results of the intersection capacity analysis for the existing, no-build and build conditions are compared in **Table 14**. The development traffic has minimal impact on the adjacent roadway network in the build year (2028). The addition of the development traffic does not result in a decreased level of service for any of the intersections approaches or overall intersection operations.

| Table 14: Level of Service Comparison | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Intersection | Control | Approach | Existing | | No-Build | | Build | |
| | | | Delay (LOS) | | Delay (LOS) | | Delay (LOS) | |
| | | | AM | PM | AM | PM | AM | PM |
| SR 374/Friendship Road at Ridge Road/Hog Mountain Road | Signalized | EB | 12.9 (B) | 12.7 (B) | 14.9 (B) | 14.2 (B) | 15.8 (B) | 14.7 (B) |
| | | WB | 25.9 (C) | 26.9 (C) | 28.9 (C) | 30.1 (C) | 30.2 (C) | 30.7 (C) |
| | | NB | 26.1 (C) | 24.5 (C) | 31.6 (C) | 27.6 (C) | 33.7 (C) | 27.9 (C) |
| | | SB | **1227.1 (F)** | **111.8 (F)** | **1417.4 (F)** | **132.7 (F)** | **1427.0 (F)** | **120.5 (F)** |
| | | Overall | **250.2 (F)** | 30.8 (C) | **288.2 (F)** | 35.6 (D) | **288.2 (F)** | 34.3 (C) |
| Ridge Road at Site Driveway/Ridgeview Emergency Driveway | Minor-Street Stop-Control | EB | | | | | 14.4 (B) | 17.9 (C) |
| | | WB | | | | | 0.0 (A) | 0.0 (A) |

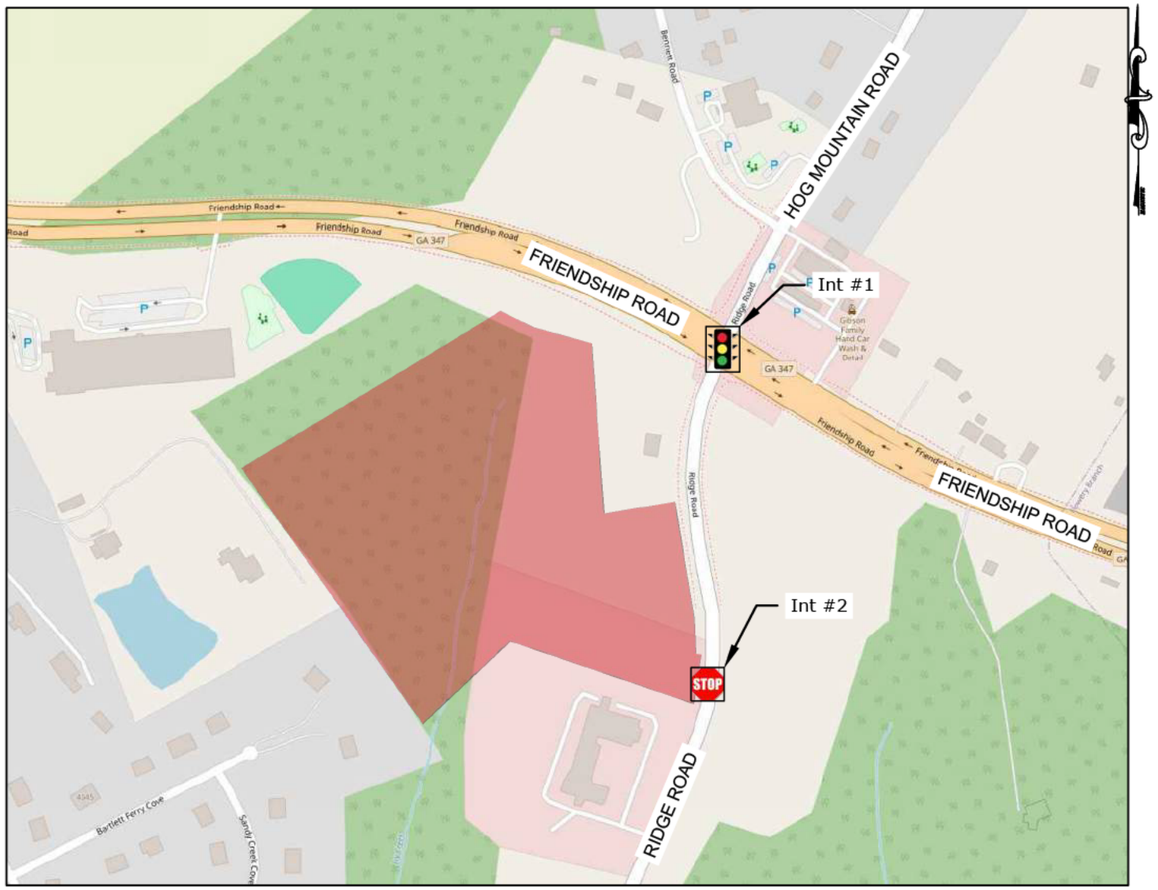
| JURISDICTION | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| HALL COUNTY | 1423-25-128 | | |

| EXISTING 2025 | NO BUILD 2028 |
|---|---|
|  |  |



| SITE GENERATED | BUILD 2028 |
|---|---|
|  |  |






LEGEND

00 AM DHV

(00) (PM) DHV

FIGURE 3

SOUTHEASTERN ENGINEERING, INC.

2470 Sandy Plains Road
Marietta, Georgia 30066
tel: 770-971-5956
www.seengineering.com

PEAK HOUR VOLUMES

| REVISION DATES | | |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

DATE:

RIDGE ROAD TRACT

DRAWING NAME: I:\1423 LJA Engineering, Inc\1423-25-128 Ridge Road - Buford GA\Traffic\DWG\Figures.dwg
PLOT DATE - TIME: Aug. 14, 2025 - 4:09 PM
PRINTED BY: HAEMO KU

## Additional Analysis

The intersection of SR 374/Friendship Road at Ridge Road/Hog Mountain Road is operating at unacceptable level of service during the AM peak hour and the southbound approach of Hog Mountain Road is operating at LOS F during both peak hours. It is expected to continue operating at same levels of service in the future no-build and build conditions. The development has minimal impact on the intersection operations.

Additional analysis was performed to determine the impact of providing and overlapping right turn phase for the southbound right turn corresponding with the eastbound left turn. The results of the intersection operations with the overlap are summarized in **Table 15**, and detailed Synchro reports are attached in **Appendix C**. The modification is expected to reduce the southbound delay by 1305.0 seconds (91%) during the AM peak hour and by 93.1 seconds (77%) during the PM peak hour. Similarly, the intersection is expected to operate acceptably during the AM peak with delay reduced by 244.8 seconds (85%) and the delay also improves during the PM peak reducing the delay by 13.2 seconds (38%).

**Table 15: Level of Service and Delay for Build and Build with Improvements**

| Intersection | Control | Approach | Build | | Build with Improvement | |
|---|---|---|---|---|---|---|
| | | | Delay (LOS) | | Delay (LOS) | |
| | | | AM | PM | AM | PM |
| SR 374/Friendship Road at Ridge Road/Hog Mountain Road | Signalized | EB | 15.8 (B) | 14.7 (B) | 15.8 (B) | 14.7 (B) |
| | | WB | 30.2 (C) | 30.7 (C) | 30.2 (C) | 30.7 (C) |
| | | NB | 33.7 (C) | 27.9 (C) | 33.7 (C) | 27.9 (C) |
| | | SB | **1427.0 (F)** | **120.5 (F)** | **122.0 (F)** | 27.4 (C) |
| | | Overall | **288.2 (F)** | 34.3 (C) | 43.4 (D) | 21.1 (C) |

## CONCLUSION AND RECOMMENDATIONS

The proposed Ridge Road Tract will be built along the west side of Ridge Road to the south of SR 347/Friendship Road in Hall County, Georgia. The development will include 144 townhomes with a new Site Driveway along Ridge Road. The proposed Site Driveway will align with the Emergency Driveway for Ridgeview Estates, a mixed-use development on the east side of Ridge Road. The full build-out of the development is planned for 2028. This study analyzed the peak hour traffic operations and capacity analysis for the study intersections to determine if recommendations to the existing roadway network should be made to accommodate the new traffic and determine the intersection control for the Site Driveway.

Under existing conditions, the southbound approach on the intersection of SR 347/Friendship Road at Ridge Road/Hog Mountain Road is operating unacceptably at LOS F during both peak hours. The intersection is also operating at an overall unacceptable level of service during the AM peak hour but operates acceptably in the PM peak hour. It is expected to continue operating at same levels of service as existing year in the future no-build conditions with future background traffic and trips generated from the adjacent development of Ridgeview Estates.

In the build scenario, with future year traffic volumes and added traffic from the Ridge Road Tract development, the Site Driveway on Ridge Road is expected to operated acceptably, as minor-street stop controlled with left and right turn lanes provided along Ridge Road to access the development. The existing intersection of SR 347/Friendship Road at Ridge Road/Hog Mountain Road is expected to operate at the same levels of service, in the build condition as in the existing and no-build conditions, with slightly higher delays. The southbound approach is expected to operate unacceptably at LOS F during both peak hours and the intersection is expected to continue operating at an overall unacceptable level of service during the AM peak.

The recommended driveway configuration and control type for the development are listed below:

<u>Ridge Road at Site Driveway/Ridgeview Emergency Driveway</u>

- Driveway should be minor-street stop-controlled.
- Provide a northbound left turn lane on Ridge Road, per GDOT minimum standards.
- Provide a southbound right turn lane on Ridge Road, per GDOT minimum standards.

The southbound approach at the intersection of SR 347/Friendship Road at Ridge Road/Hog Mountain Road is operating at LOS F in all scenarios. Therefore, additional operational analysis was conducted to evaluate the impact of providing overlapping right turn phase for the southbound right turn corresponding with the eastbound left turn. It is expected that this modification will reduce southbound delays by 1,305 seconds (91%) during the AM peak hour, and will have it operating with a 122-second delay and LOS F. For the PM peak hour, the southbound delay reduces by 93.1 seconds (77%), resulting in a 27.4-second delay with LOS C. The intersection is expected to operate more efficiently, with a delay reduction of 244.8 seconds (an 85% improvement) during AM peak hours and a 13.2-second decrease (a 38% reduction) during PM peak hours.

# APPENDICES

- **Appendix A**
  - Site Plan
- **Appendix B**
  - Background Traffic Data
- **Appendix C**
  - Synchro Reports
- **Appendix D**
  - Growth Rate Data
- **Appendix E**
  - Trip Generation Report

# Appendix A
# Site Plan

## R-MF SITE DATA - HALL COUNTY

| | |
|---|---|
| GROSS ACREAGE: | 20.85 ACRES |
| EXISTING ZONING: | AR-III (HALL COUNTY) |
| PROPOSED ZONING: | R-MF (HALL COUNTY) |
| PROPOSED USES: | ATTACHED RESIDENTIAL TOWNHOMES |
| OVERLAY: | GATEWAY CORRIDOR OVERLAY |
| TOTAL UNITS: | 144 (22' WIDE, REAR ENTRY) |
| GROSS DENSITY: | 6.90 U/A |

**SETBACKS:**

| | |
|---|---|
| FRONT: | 40 FT. MIN. |
| SIDE: | 10 FT. MIN. |
| REAR: | 20 FT. MIN. |
| MAX HEIGHT: | 75 FT. MAX. |

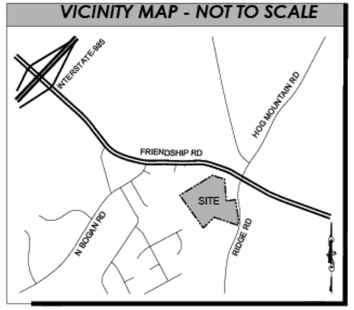
**OPEN SPACE REQUIREMENTS:**

| | |
|---|---|
| 30% OF THE GROSS LOT AREA | REQUIRED: 6.255 ACRES<br>PROVIDED: +/- 40% |

**PARKING REQUIREMENTS:**
2 SPACES PER DWELLING UNIT PLUS 1 GUEST SPACE PER 4 DWELLING UNITS
144 UNITS X 2.25 = **324 SPACES REQUIRED**

| | |
|---|---|
| PROPOSED UNITS: | 144 |
| PROVIDED GARAGE SPACES: | 288 |
| PROVIDED DRIVEWAY SPACES: | 288 |
| PROVIDED GUEST SPACES: | 43 ON-STREET SPACES |
| TOTAL SPACES PROVIDED: | 619 SPACES |

## VICINITY MAP - NOT TO SCALE




## SITE LEGEND

| | |
|---|---|
| 25 | 25' STATE STREAM BUFFER |
| 50 | 50' STREAM BUFFER |
| 75 | 75' IMPERVIOUS SETBACK |
| CT | COURTYARD OR COMMUNITY GREEN |
| LP | LINEAR PARK |
| MK | MAIL KIOSK |
| PF | PLAY FIELD |
| PG | PLAYGROUND |
| CH | CLUBHOUSE |
| SWE | EXISTING STORMWATER MANAGEMENT |
| SWM | PROPOSED STORMWATER MANAGEMENT |
| W | WETLAND (POTENTIALLY ISOLATED) |

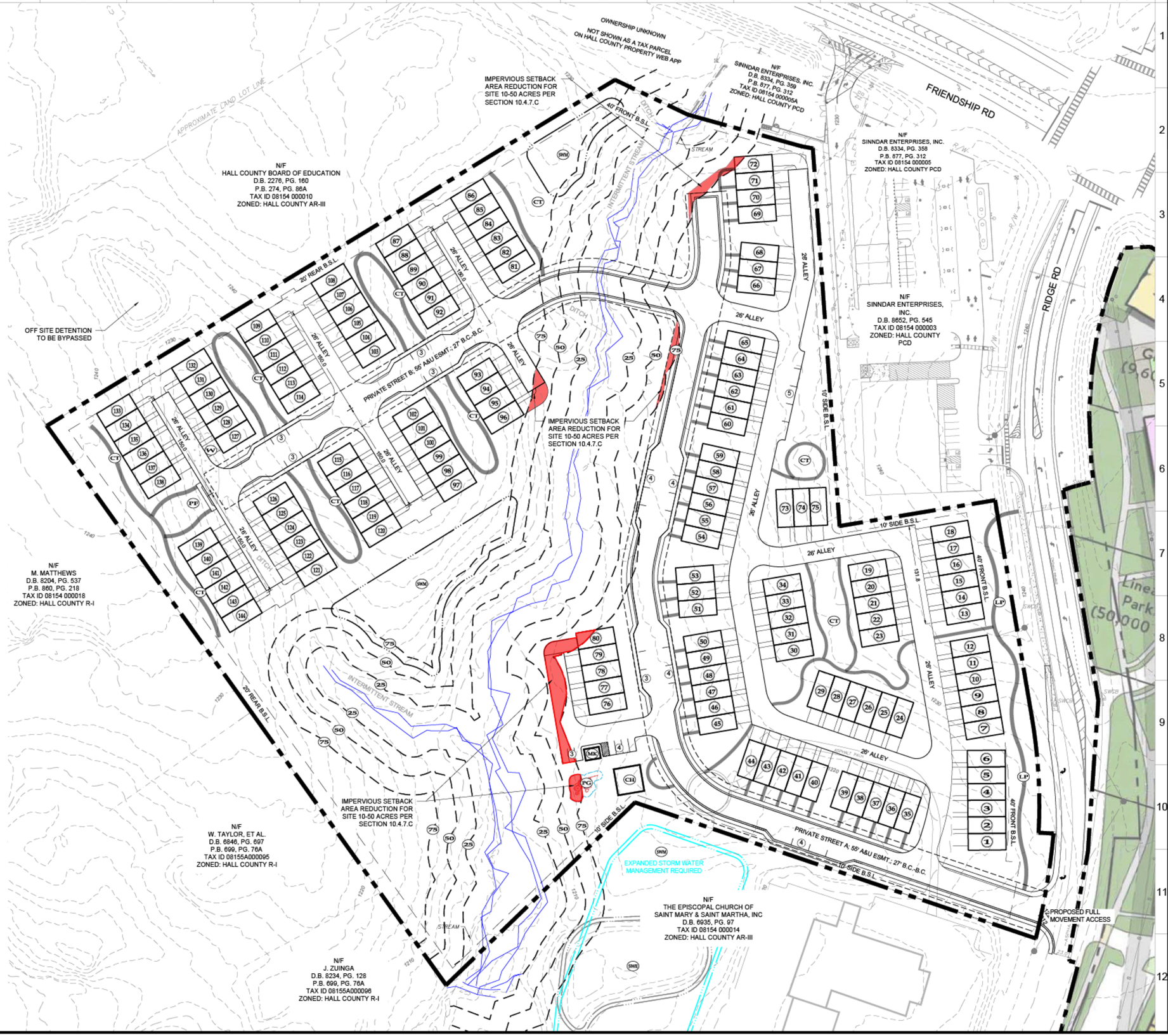
PROPERTY ADDRESS:
RIDGE ROAD
BUFORD, GA 30519

PROPERTY OWNERS:
PID 08154 000016 - BSIDE OAKWOOD LLC

STORMWATER NOTE:
STORMWATER WILL BE PROVIDED ON SITE AS WELL AS DIRECTED TO AN OFF-SITE EXISTING POND TO BE EXPANDED FOR MASTER DETENTION

PLAN NOTE:
THIS PLAN IS CONCEPTUAL IN NATURE AND IS NOT INTENDED FOR CONSTRUCTION OR DEVELOPMENT.

VARIANCE:
1.) ALLOW GUEST PARKING TO BE PROVIDED ON-STREET. (SEC. 8.1.2.A.2)




| NO. | DATE | DESCRIPTION | BY | CHK. | APV. |
|---|---|---|---|---|---|
| | | | | | |

NOT RELEASED FOR CONSTRUCTION


LJA
299 S. MAIN STREET
ALPHARETTA, GA 30009
770-225-4730

LASETER DEVELOPMENT GROUP
24 HR CONTACT: EMILY WYCHE
PHONE: 678.313.3312
EWYCHE@LASETERDEVELOPMENT.COM


SITE CONCEPT PLAN FOR RIDGE ROAD TRACT

NORTH

SCALE: 1"= 60'
0 60

PROJECT NUMBER
GA6864-2501

SHEET TITLE
CONCEPT PLAN

SHEET NUMBER
7.26.25

File Location: s:\sel\projects\ga6864-2501 - ridge road - buford, ga\02 design\cad\drawings\01 concept\concept 7.26.25.dp

# Appendix A
# Adjacent Development

Note: Red dashed line indicates potential future development with future development to the east property.

Pipe easement (30')

Linear park space along Ridge Road connecting retail village to residential community and trail network

Hotel, 110 rms, 5 story

Central plaza framed by retail/restaurant space and upper-level residential

Multi-family residential, 251 un, 3/4 split and 4 story

Gated emergency access only

Left and right (decel) turn lanes to be provided at access points along Ridge Road, per engineer

Residential amenity area connecting to trail system

Creek buffer with mulch trails connecting neighborhoods to shared green spaces and amenities

Single-family residential neighborhood with detached and attached product integrated with a series of park spaces

Cluster mailbox unit, 103 mailboxes, 5 sp (minimum per code)

Single-family lots, 50' width minimum, 8,000 sf minimum

Residential 50' ROW with 3' landscape strip minimum, 5' sidewalk, and 20' driveway from back of sidewalk

Front-loaded townhomes

Common access driveway or easement, 30', 150' maximum length

Rear-loaded (stacked) townhomes fronting green space with pedestrian connection to trail system

Cluster mailbox unit, 183 mailboxes, 8 sp (minimum per code)

Impervious setback area reduction for site >50 acres - 50' undisturbed buffer not altered (typical)

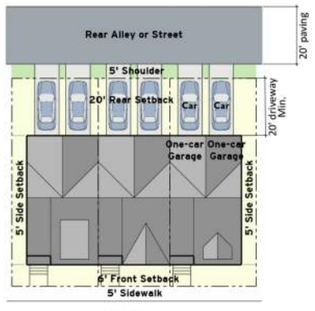
Front-load and rear-load townhome products with 20' driveways (typical)

Stormwater management - detention ponds - #4, #5, #6, #7

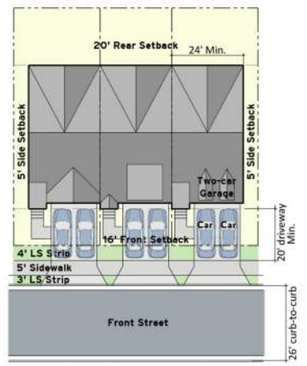
Secondary fire safety access from adjacent community (future development)

## Lot Diagrams (scale 1"=25')

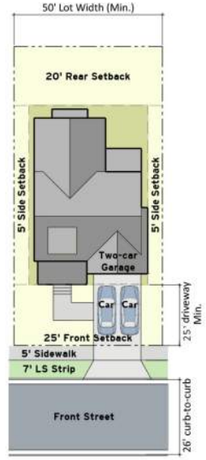
Car size shown as typical 18' x 6'




Rear Loaded Townhomes




Front Loaded Townhomes




Front Loaded Lots

## Development Summary

| | | |
|---|---|---|
| **Current Zoning** | **ARIII and S-S** | |
| **Proposed Zoning** | **PCD and GCOD** | |
| **Existing Site Acreage** | **74.38 ac** | |
| | | |
| **Land Uses** | | **Parking Provided** |
| **Comm./Retail/Rest.*** | **39,000 sf** | **273 sp (7/1000)** |
| **Hotel** | **110 rms** | **55 sp (1/2 rms)** |
| **Multi-family** | **251 un** | **377 sp (1.5/un)** |
| **Parking Total*** | | **705 sp** |
| **Parking Provided** | | **671 sp** |
| | | |
| **Townhomes** | **209 un** | |
| *Front-loaded* | *115 un* | *460 sp (4/un)* |
| *Rear-loaded (stacked)* | *94 un* | *229 sp (2.4/un)* |
| **Single-family Detached** | **65 lots** | **130 sp (2/un)** |
| | | |
| **Residential Density** | **525 un** | **7.05 un/ac** |
| **Single-family Density** | **274 un** | **3.68 un/ac** |
| | | |
| **Open Space** | **28.3 ac (1,234,020 sf) - 38.0%** | |
| *Conservation Area* | *1,027,890 sf* | |
| *Passive Area* | *102,480 sf* | |
| *Active Area* | *92,150 sf - 7.5%* | |
| | | |
| **Impervious Setback and Stream Buffer** | | |
| *Existing* | *18.37 ac (800,068 sf) - 24.7%* | |
| *Non-impacted* | *17.51 ac (762,975 sf) - 23.5%* | |

**NOTE: With future development on adjacent property, commercial/retail/restaurant may increase with additional parking. Comm./retail/restaurant not to exceed 65,000 sf.*

NORTH

0 37.5 75 150 300 750

26 FEBRUARY 2025

NELSON

RIDGE ROAD
HALL COUNTY | GEORGIA
ZP 15

# III. Methodology

## A. BASE ASSUMPTIONS

Intersection capacity analysis was conducted using Synchro v11.0. Trip generation was calculated using the 11th edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. Right-turn and left-turn lanes were examined using Hall County Access Regulations on Ridge Road.

## B. BACKGROUND GROWTH

The average annual background growth rate is calculated using historical AADT volumes. Calculations show that the background growth in the study area is 9.12% per year. These calculations can be found in the Appendix. Existing volumes were increased by 9% to estimate background growth for Full Build 2025 conditions.

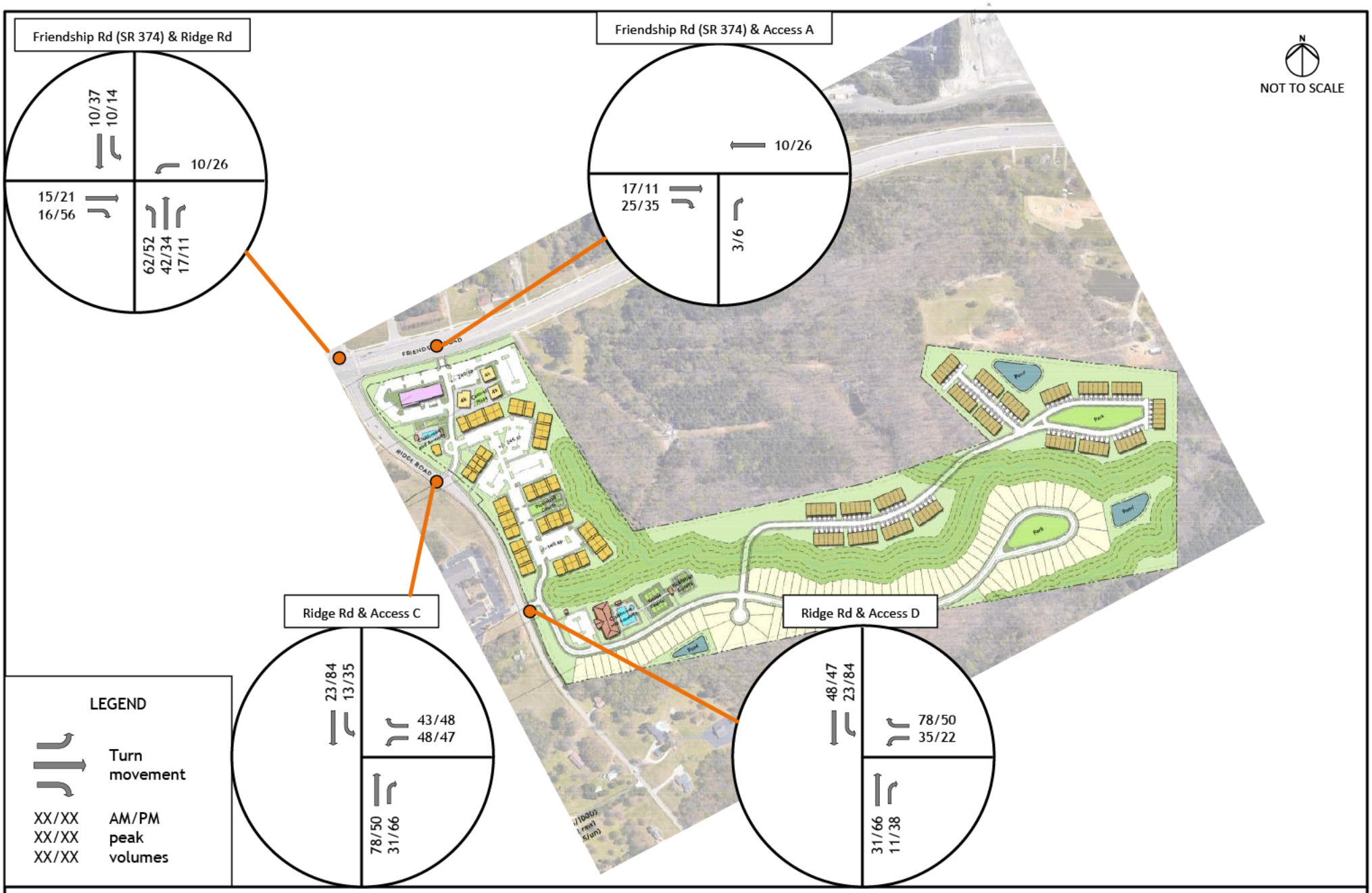
## C. TRIP GENERATION

The new site plan shows 16,000 SF of retail space, a 110-room hotel, 481 units of multi-family and townhome units, and 74 single-family homes. The *ITE Trip Generation Manual, 11th Edition* was used to estimate the projected trips by this development. Table 3.1 contains the summary of the land uses and sizes used for trip generation estimates.

**Table 3.1 - ITE Trip Generation**

| Average Weekday Driveway Volumes | | | | | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|---|---|---|---|
| **Land Use** | **ITE Code** | **Size** | | **Daily Trips** | **Enter** | **Exit** | **Enter** | **Exit** |
| Single-Family Detached Housing | 210 | 74 | Dwelling Units | 765 | 14 | 43 | 47 | 28 |
| Multifamily Housing (Low-Rise) | 220 | 481 | Dwelling Units | 3242 | 41 | 131 | 154 | 91 |
| Hotel | 310 | 110 | Rooms | 879 | 27 | 21 | 28 | 26 |
| Strip Retail Plaza (<40k) | 822 | 16 | Th.Sq.Ft. GFA | 871 | 23 | 15 | 55 | 54 |
| **Unadjusted Peak Hour Trips** | | | | **5757** | **105** | **210** | **284** | **199** |
| Internal Capture Reduction - from NCHRP No 684 | | | | | | | | |
| Internal Capture Reduction | | *Retail* | | | *-3* | *-1* | *-7* | *-17* |
| | | *Residential* | | | *-1* | *-2* | *-14* | *-9* |
| | | *Hotel* | | | *0* | *-1* | *-6* | *-1* |
| **Total New Peak Hour Trips to Adjacent Network** | | | | | **101** | **206** | **257** | **172** |

This retail/service development generates "internal capture" trips summarized in the table above. Internal capture trip reduction is a method to estimate interaction between different uses within the same development. While each land use in a development generates vehicle trips, some people will visit more than one land use within the development. This phenomenon of multiple land uses adjacent to each other ultimately results in fewer vehicle trips to the external road network, and less impact, than free-standing retail, office, or residential areas.




Site Trips

Figure 6

Ridgeview Estates - Hall County

Date: 16 August 2024

TRAFFIC IMPACT GROUP, LLC

# Appendix B
# Background Traffic Data

Prepared by National Data & Surveying Services

# Ridge Rd & Holiday Rd/Friendship Rd/SR 347

## Peak Hour Turning Movement Count

**ID:** 24-180045-001
**City:** Buford

**Day:** Thursday
**Date:** 02/15/2024

**PEAK HOURS**

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 05:00 PM - 06:00 PM

**COUNT PERIODS**

AM: 7:00 AM - 09:00 AM
NOON: NONE
PM: 4:00 PM - 06:00 PM

**CONTROL:** Signalized

| | AM | NOON | PM |
|---|---|---|---|
| TEV | 2834 | 0 | 3308 |
| PHF | 0.92 | | 0.95 |

### SOUTHBOUND (Ridge Rd)

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 397 | 53 | 88 | 0 | 475 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 218 | 138 | 111 | 0 | 616 | PM |
| | 1 | 1 | 1 | 0 | | |

### EASTBOUND (Holiday Rd/Friendship Rd/SR 347)

| AM | NOON | PM | | |
|---|---|---|---|---|
| 1601 | 0 | 980 | | |
| 7 | 0 | 1 | 0 | |
| 301 | 0 | 406 | 1 | |
| 479 | 0 | 1082 | 3 | |
| 114 | 0 | 334 | 1 | |
| AM | NOON | PM | | |

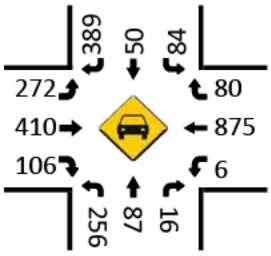
### WESTBOUND (Holiday Rd/Friendship Rd/SR 347)

| PM | NOON | AM | | |
|---|---|---|---|---|
| 96 | 0 | 83 | 1 | |
| 564 | 0 | 933 | 3 | |
| 23 | 0 | 6 | 1 | |
| 1 | 0 | 2 | 0 | |
| 1217 | 0 | 585 | | |
| PM | NOON | AM | | |

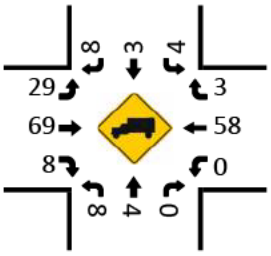
### NORTHBOUND (Ridge Rd)

| | | | | | | |
|---|---|---|---|---|---|---|
| | 0 | 1 | 1 | 1 | | |
| PM | 495 | 0 | 197 | 114 | 23 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 173 | 0 | 264 | 91 | 16 | AM |

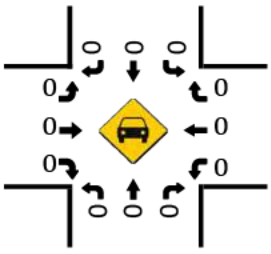
Cars (AM)



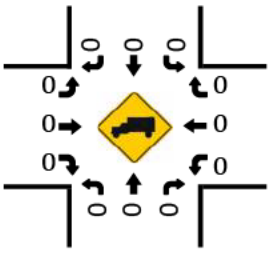

HT (AM)



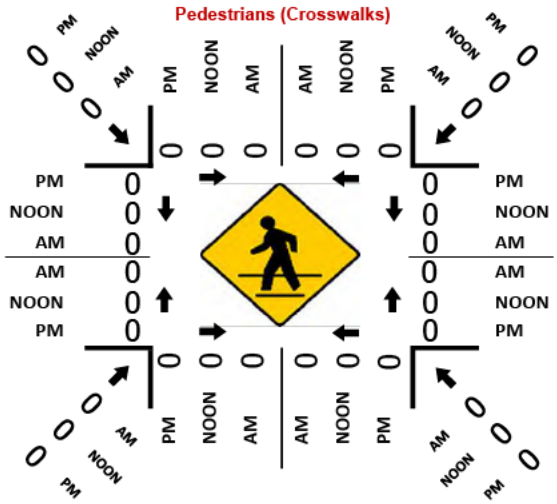

Cars (NOON)



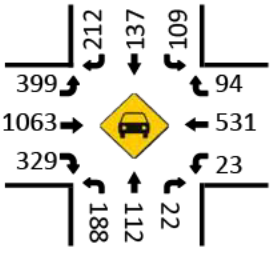

HT (NOON)



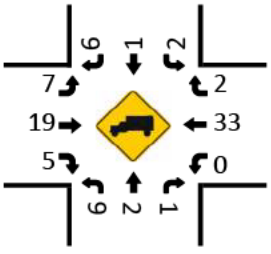

Pedestrians (Crosswalks)




Cars (PM)

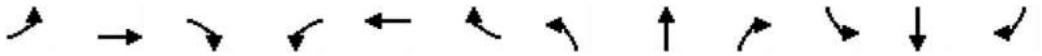



HT (PM)



# Appendix C
# Synchro Reports

# Existing - 2024



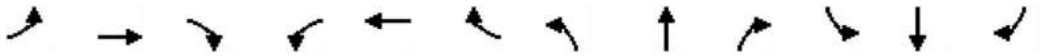
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 308 | 479 | 114 | 8 | 933 | 83 | 264 | 91 | 16 | 88 | 53 | 397 |
| Future Volume (veh/h) | 308 | 479 | 114 | 8 | 933 | 83 | 264 | 91 | 16 | 88 | 53 | 397 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1767 | 1693 | 1796 | 1870 | 1811 | 1841 | 1856 | 1841 | 1870 | 1826 | 1811 | 1870 |
| Adj Flow Rate, veh/h | 335 | 521 | 124 | 9 | 1014 | 90 | 287 | 99 | 17 | 96 | 58 | 432 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 9 | 14 | 7 | 2 | 6 | 4 | 3 | 4 | 2 | 5 | 6 | 2 |
| Cap, veh/h | 428 | 2396 | 790 | 303 | 1292 | 408 | 436 | 308 | 265 | 293 | 108 | 95 |
| Arrive On Green | 0.18 | 0.52 | 0.52 | 0.26 | 0.26 | 0.26 | 0.18 | 0.17 | 0.17 | 0.07 | 0.06 | 0.06 |
| Sat Flow, veh/h | 1682 | 4621 | 1522 | 785 | 4944 | 1560 | 1767 | 1841 | 1585 | 1739 | 1811 | 1585 |
| Grp Volume(v), veh/h | 335 | 521 | 124 | 9 | 1014 | 90 | 287 | 99 | 17 | 96 | 58 | 432 |
| Grp Sat Flow(s),veh/h/ln | 1682 | 1540 | 1522 | 785 | 1648 | 1560 | 1767 | 1841 | 1585 | 1739 | 1811 | 1585 |
| Q Serve(g_s), s | 9.8 | 4.5 | 3.1 | 0.6 | 14.0 | 3.3 | 10.5 | 3.5 | 0.7 | 3.7 | 2.3 | 4.4 |
| Cycle Q Clear(g_c), s | 9.8 | 4.5 | 3.1 | 0.6 | 14.0 | 3.3 | 10.5 | 3.5 | 0.7 | 3.7 | 2.3 | 4.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 428 | 2396 | 790 | 303 | 1292 | 408 | 436 | 308 | 265 | 293 | 108 | 95 |
| V/C Ratio(X) | 0.78 | 0.22 | 0.16 | 0.03 | 0.78 | 0.22 | 0.66 | 0.32 | 0.06 | 0.33 | 0.54 | 4.56 |
| Avail Cap(c_a), veh/h | 910 | 6223 | 2050 | 728 | 3969 | 1252 | 581 | 601 | 518 | 622 | 591 | 518 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 16.0 | 9.6 | 9.3 | 20.3 | 25.2 | 21.3 | 24.0 | 26.9 | 25.8 | 29.5 | 33.6 | 34.6 |
| Incr Delay (d2), s/veh | 3.2 | 0.0 | 0.1 | 0.0 | 1.1 | 0.3 | 1.7 | 0.6 | 0.1 | 0.6 | 4.1 | 1618.3 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.4 | 1.2 | 0.9 | 0.1 | 5.0 | 1.1 | 4.1 | 1.5 | 0.2 | 1.5 | 1.1 | 44.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 19.1 | 9.6 | 9.4 | 20.3 | 26.3 | 21.6 | 25.7 | 27.5 | 25.9 | 30.1 | 37.6 | 1652.9 |
| LnGrp LOS | B | A | A | C | C | C | C | C | C | C | D | F |
| Approach Vol, veh/h | | 980 | | | 1113 | | | 403 | | | 586 | |
| Approach Delay, s/veh | | 12.9 | | | 25.9 | | | 26.1 | | | 1227.1 | |
| Approach LOS | | B | | | C | | | C | | | F | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 18.9 | 25.2 | 11.1 | 18.3 | | 44.1 | 19.0 | 10.4 | | | | |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | | | |
| Max Green Setting (Gmax), s | 34.0 | 59.0 | 19.0 | 24.0 | | 99.0 | 19.0 | 24.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 11.8 | 16.0 | 5.7 | 5.5 | | 6.5 | 12.5 | 4.3 | | | | |
| Green Ext Time (p_c), s | 1.1 | 3.2 | 0.2 | 0.2 | | 1.2 | 0.5 | 0.1 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 7th Control Delay, s/veh | | | 250.2 | | | | | | | | | |
| HCM 7th LOS | | | F | | | | | | | | | |

**Notes**

User approved pedestrian interval to be less than phase max green.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 407 | 1082 | 334 | 24 | 564 | 96 | 197 | 114 | 23 | 111 | 138 | 218 |
| Future Volume (veh/h) | 407 | 1082 | 334 | 24 | 564 | 96 | 197 | 114 | 23 | 111 | 138 | 218 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1811 | 1870 | 1826 | 1870 | 1841 | 1870 | 1870 | 1856 |
| Adj Flow Rate, veh/h | 428 | 1139 | 352 | 25 | 594 | 101 | 207 | 120 | 24 | 117 | 145 | 229 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 6 | 2 | 5 | 2 | 4 | 2 | 2 | 3 |
| Cap, veh/h | 563 | 2513 | 780 | 168 | 849 | 272 | 370 | 300 | 250 | 377 | 199 | 167 |
| Arrive On Green | 0.23 | 0.49 | 0.49 | 0.17 | 0.17 | 0.17 | 0.13 | 0.16 | 0.16 | 0.08 | 0.11 | 0.11 |
| Sat Flow, veh/h | 1781 | 5106 | 1585 | 353 | 4944 | 1585 | 1739 | 1870 | 1560 | 1781 | 1870 | 1572 |
| Grp Volume(v), veh/h | 428 | 1139 | 352 | 25 | 594 | 101 | 207 | 120 | 24 | 117 | 145 | 229 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1702 | 1585 | 353 | 1648 | 1585 | 1739 | 1870 | 1560 | 1781 | 1870 | 1572 |
| Q Serve(g_s), s | 12.1 | 9.8 | 9.7 | 4.2 | 7.6 | 3.8 | 6.9 | 3.9 | 0.9 | 3.8 | 5.0 | 7.1 |
| Cycle Q Clear(g_c), s | 12.1 | 9.8 | 9.7 | 4.2 | 7.6 | 3.8 | 6.9 | 3.9 | 0.9 | 3.8 | 5.0 | 7.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 563 | 2513 | 780 | 168 | 849 | 272 | 370 | 300 | 250 | 377 | 199 | 167 |
| V/C Ratio(X) | 0.76 | 0.45 | 0.45 | 0.15 | 0.70 | 0.37 | 0.56 | 0.40 | 0.10 | 0.31 | 0.73 | 1.37 |
| Avail Cap(c_a), veh/h | 1052 | 8664 | 2689 | 496 | 5446 | 1746 | 500 | 807 | 673 | 606 | 807 | 679 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 15.4 | 11.2 | 11.1 | 24.8 | 26.2 | 24.6 | 22.3 | 25.3 | 24.1 | 23.8 | 29.1 | 30.0 |
| Incr Delay (d2), s/veh | 2.1 | 0.1 | 0.4 | 0.4 | 1.1 | 0.8 | 1.3 | 0.9 | 0.2 | 0.5 | 5.1 | 175.5 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.3 | 2.9 | 2.8 | 0.3 | 2.8 | 1.3 | 2.6 | 1.6 | 0.3 | 1.5 | 2.3 | 10.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 17.5 | 11.3 | 11.5 | 25.2 | 27.3 | 25.5 | 23.6 | 26.2 | 24.2 | 24.3 | 34.2 | 205.5 |
| LnGrp LOS | B | B | B | C | C | C | C | C | C | C | C | F |
| Approach Vol, veh/h | | 1919 | | | 720 | | | 351 | | | 491 | |
| Approach Delay, s/veh | | 12.7 | | | 26.9 | | | 24.5 | | | 111.8 | |
| Approach LOS | | B | | | C | | | C | | | F | |

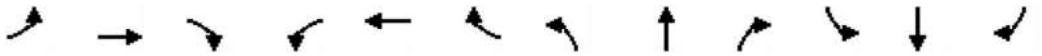
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 21.5 | 17.5 | 11.3 | 16.8 | | 39.1 | 15.0 | 13.1 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 34.0 | 74.0 | 14.0 | 29.0 | | 114.0 | 14.0 | 29.0 |
| Max Q Clear Time (g_c+I1), s | 14.1 | 9.6 | 5.8 | 5.9 | | 11.8 | 8.9 | 7.0 |
| Green Ext Time (p_c), s | 1.5 | 1.9 | 0.2 | 0.3 | | 2.7 | 0.3 | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 30.8 |
| HCM 7th LOS | C |

**Notes**

User approved pedestrian interval to be less than phase max green.

# No-Build - 2028



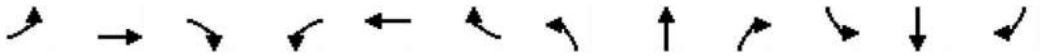
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 344 | 535 | 127 | 9 | 1042 | 93 | 295 | 102 | 18 | 98 | 59 | 443 |
| Future Volume (veh/h) | 344 | 535 | 127 | 9 | 1042 | 93 | 295 | 102 | 18 | 98 | 59 | 443 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1767 | 1693 | 1796 | 1870 | 1811 | 1841 | 1856 | 1841 | 1870 | 1826 | 1811 | 1870 |
| Adj Flow Rate, veh/h | 374 | 582 | 138 | 10 | 1133 | 101 | 321 | 111 | 20 | 107 | 64 | 482 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 9 | 14 | 7 | 2 | 6 | 4 | 3 | 4 | 2 | 5 | 6 | 2 |
| Cap, veh/h | 425 | 2482 | 818 | 291 | 1390 | 439 | 442 | 319 | 274 | 291 | 108 | 95 |
| Arrive On Green | 0.18 | 0.54 | 0.54 | 0.28 | 0.28 | 0.28 | 0.19 | 0.17 | 0.17 | 0.08 | 0.06 | 0.06 |
| Sat Flow, veh/h | 1682 | 4621 | 1522 | 732 | 4944 | 1560 | 1767 | 1841 | 1585 | 1739 | 1811 | 1585 |
| Grp Volume(v), veh/h | 374 | 582 | 138 | 10 | 1133 | 101 | 321 | 111 | 20 | 107 | 64 | 482 |
| Grp Sat Flow(s),veh/h/ln | 1682 | 1540 | 1522 | 732 | 1648 | 1560 | 1767 | 1841 | 1585 | 1739 | 1811 | 1585 |
| Q Serve(g_s), s | 12.3 | 5.6 | 3.9 | 0.8 | 18.0 | 4.2 | 13.6 | 4.5 | 0.9 | 4.8 | 2.9 | 5.0 |
| Cycle Q Clear(g_c), s | 12.3 | 5.6 | 3.9 | 0.8 | 18.0 | 4.2 | 13.6 | 4.5 | 0.9 | 4.8 | 2.9 | 5.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 425 | 2482 | 818 | 291 | 1390 | 439 | 442 | 319 | 274 | 291 | 108 | 95 |
| V/C Ratio(X) | 0.88 | 0.23 | 0.17 | 0.03 | 0.82 | 0.23 | 0.73 | 0.35 | 0.07 | 0.37 | 0.59 | 5.10 |
| Avail Cap(c_a), veh/h | 794 | 5432 | 1790 | 599 | 3464 | 1093 | 506 | 525 | 452 | 551 | 516 | 452 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 17.8 | 10.3 | 9.9 | 22.1 | 28.2 | 23.3 | 27.4 | 30.6 | 29.2 | 33.5 | 38.6 | 39.6 |
| Incr Delay (d2), s/veh | 6.0 | 0.0 | 0.1 | 0.0 | 1.2 | 0.3 | 4.5 | 0.7 | 0.1 | 0.8 | 5.1 | 1867.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.7 | 1.6 | 1.1 | 0.1 | 6.7 | 1.5 | 5.8 | 1.9 | 0.3 | 2.0 | 1.4 | 50.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 23.8 | 10.4 | 10.0 | 22.1 | 29.4 | 23.5 | 31.9 | 31.3 | 29.3 | 34.3 | 43.7 | 1906.8 |
| LnGrp LOS | C | B | B | C | C | C | C | C | C | C | D | F |
| Approach Vol, veh/h | | 1094 | | | 1244 | | | 452 | | | 653 | |
| Approach Delay, s/veh | | 14.9 | | | 28.9 | | | 31.6 | | | 1417.4 | |
| Approach LOS | | B | | | C | | | C | | | F | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 21.6 | 29.7 | 12.4 | 20.6 | | 51.2 | 22.0 | 11.0 | | | | |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | | | |
| Max Green Setting (Gmax), s | 34.0 | 59.0 | 19.0 | 24.0 | | 99.0 | 19.0 | 24.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 14.3 | 20.0 | 6.8 | 6.5 | | 7.6 | 15.6 | 4.9 | | | | |
| Green Ext Time (p_c), s | 1.3 | 3.7 | 0.2 | 0.2 | | 1.4 | 0.4 | 0.1 | | | | |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 288.2 |
| HCM 7th LOS | F |

**Notes**

User approved pedestrian interval to be less than phase max green.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 455 | 1208 | 373 | 27 | 630 | 107 | 220 | 127 | 26 | 124 | 154 | 243 |
| Future Volume (veh/h) | 455 | 1208 | 373 | 27 | 630 | 107 | 220 | 127 | 26 | 124 | 154 | 243 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1811 | 1870 | 1826 | 1870 | 1841 | 1870 | 1870 | 1856 |
| Adj Flow Rate, veh/h | 479 | 1272 | 393 | 28 | 663 | 113 | 232 | 134 | 27 | 131 | 162 | 256 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 6 | 2 | 5 | 2 | 4 | 2 | 2 | 3 |
| Cap, veh/h | 575 | 2600 | 807 | 149 | 904 | 290 | 369 | 314 | 262 | 376 | 209 | 176 |
| Arrive On Green | 0.25 | 0.51 | 0.51 | 0.18 | 0.18 | 0.18 | 0.14 | 0.17 | 0.17 | 0.09 | 0.11 | 0.11 |
| Sat Flow, veh/h | 1781 | 5106 | 1585 | 298 | 4944 | 1585 | 1739 | 1870 | 1560 | 1781 | 1870 | 1572 |
| Grp Volume(v), veh/h | 479 | 1272 | 393 | 28 | 663 | 113 | 232 | 134 | 27 | 131 | 162 | 256 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1702 | 1585 | 298 | 1648 | 1585 | 1739 | 1870 | 1560 | 1781 | 1870 | 1572 |
| Q Serve(g_s), s | 15.2 | 12.4 | 12.3 | 6.4 | 9.6 | 4.8 | 8.7 | 4.9 | 1.1 | 4.8 | 6.4 | 8.5 |
| Cycle Q Clear(g_c), s | 15.2 | 12.4 | 12.3 | 6.4 | 9.6 | 4.8 | 8.7 | 4.9 | 1.1 | 4.8 | 6.4 | 8.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 575 | 2600 | 807 | 149 | 904 | 290 | 369 | 314 | 262 | 376 | 209 | 176 |
| V/C Ratio(X) | 0.83 | 0.49 | 0.49 | 0.19 | 0.73 | 0.39 | 0.63 | 0.43 | 0.10 | 0.35 | 0.78 | 1.46 |
| Avail Cap(c_a), veh/h | 929 | 7648 | 2374 | 385 | 4807 | 1541 | 440 | 713 | 594 | 549 | 713 | 599 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 16.9 | 12.2 | 12.2 | 28.0 | 29.4 | 27.4 | 24.6 | 28.4 | 26.8 | 26.4 | 32.9 | 33.8 |
| Incr Delay (d2), s/veh | 3.6 | 0.1 | 0.5 | 0.6 | 1.2 | 0.9 | 2.1 | 0.9 | 0.2 | 0.6 | 6.0 | 212.4 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 5.7 | 3.9 | 3.7 | 0.4 | 3.6 | 1.7 | 3.5 | 2.1 | 0.4 | 1.9 | 3.1 | 13.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 20.5 | 12.4 | 12.6 | 28.6 | 30.5 | 28.2 | 26.7 | 29.3 | 27.0 | 27.0 | 38.9 | 246.2 |
| LnGrp LOS | C | B | B | C | C | C | C | C | C | C | D | F |
| Approach Vol, veh/h | | 2144 | | | 804 | | | 393 | | | 549 | |
| Approach Delay, s/veh | | 14.2 | | | 30.1 | | | 27.6 | | | 132.7 | |
| Approach LOS | | B | | | C | | | C | | | F | |

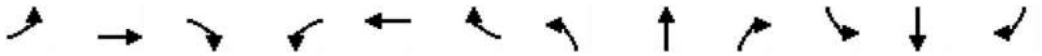
| Timer - Assigned Phs | 1 | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 24.8 | 19.9 | 12.6 | 18.8 | | 44.8 | 16.9 | 14.5 | | | | |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | | | |
| Max Green Setting (Gmax), s | 34.0 | 74.0 | 14.0 | 29.0 | | 114.0 | 14.0 | 29.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 17.2 | 11.6 | 6.8 | 6.9 | | 14.4 | 10.7 | 8.4 | | | | |
| Green Ext Time (p_c), s | 1.6 | 2.3 | 0.2 | 0.3 | | 3.1 | 0.2 | 0.1 | | | | |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 35.6 |
| HCM 7th LOS | D |

**Notes**

User approved pedestrian interval to be less than phase max green.

# Build - 2028



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 344 | 535 | 131 | 9 | 1042 | 93 | 320 | 111 | 19 | 98 | 60 | 443 |
| Future Volume (veh/h) | 344 | 535 | 131 | 9 | 1042 | 93 | 320 | 111 | 19 | 98 | 60 | 443 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1767 | 1693 | 1796 | 1870 | 1811 | 1841 | 1856 | 1841 | 1870 | 1826 | 1811 | 1870 |
| Adj Flow Rate, veh/h | 374 | 582 | 142 | 10 | 1133 | 101 | 348 | 121 | 21 | 107 | 65 | 482 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 9 | 14 | 7 | 2 | 6 | 4 | 3 | 4 | 2 | 5 | 6 | 2 |
| Cap, veh/h | 423 | 2466 | 812 | 286 | 1380 | 436 | 459 | 340 | 293 | 286 | 107 | 94 |
| Arrive On Green | 0.19 | 0.53 | 0.53 | 0.28 | 0.28 | 0.28 | 0.20 | 0.18 | 0.18 | 0.08 | 0.06 | 0.06 |
| Sat Flow, veh/h | 1682 | 4621 | 1522 | 730 | 4944 | 1560 | 1767 | 1841 | 1585 | 1739 | 1811 | 1585 |
| Grp Volume(v), veh/h | 374 | 582 | 142 | 10 | 1133 | 101 | 348 | 121 | 21 | 107 | 65 | 482 |
| Grp Sat Flow(s),veh/h/ln | 1682 | 1540 | 1522 | 730 | 1648 | 1560 | 1767 | 1841 | 1585 | 1739 | 1811 | 1585 |
| Q Serve(g_s), s | 13.0 | 5.9 | 4.2 | 0.9 | 18.7 | 4.4 | 15.4 | 5.0 | 1.0 | 5.0 | 3.1 | 5.2 |
| Cycle Q Clear(g_c), s | 13.0 | 5.9 | 4.2 | 0.9 | 18.7 | 4.4 | 15.4 | 5.0 | 1.0 | 5.0 | 3.1 | 5.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 423 | 2466 | 812 | 286 | 1380 | 436 | 459 | 340 | 293 | 286 | 107 | 94 |
| V/C Ratio(X) | 0.88 | 0.24 | 0.17 | 0.03 | 0.82 | 0.23 | 0.76 | 0.36 | 0.07 | 0.37 | 0.61 | 5.13 |
| Avail Cap(c_a), veh/h | 764 | 5232 | 1724 | 575 | 3337 | 1053 | 487 | 505 | 435 | 532 | 497 | 435 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 19.0 | 10.9 | 10.5 | 23.0 | 29.5 | 24.3 | 28.2 | 31.1 | 29.5 | 34.8 | 40.1 | 41.1 |
| Incr Delay (d2), s/veh | 6.3 | 0.0 | 0.1 | 0.0 | 1.3 | 0.3 | 6.4 | 0.6 | 0.1 | 0.8 | 5.4 | 1881.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 5.1 | 1.7 | 1.2 | 0.1 | 7.0 | 1.5 | 6.8 | 2.2 | 0.4 | 2.0 | 1.5 | 51.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 25.3 | 10.9 | 10.6 | 23.1 | 30.7 | 24.6 | 34.6 | 31.7 | 29.6 | 35.6 | 45.5 | 1922.2 |
| LnGrp LOS | C | B | B | C | C | C | C | C | C | D | D | F |
| Approach Vol, veh/h | | 1098 | | | 1244 | | | 490 | | | 654 | |
| Approach Delay, s/veh | | 15.8 | | | 30.2 | | | 33.7 | | | 1427.0 | |
| Approach LOS | | B | | | C | | | C | | | F | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 22.2 | 30.4 | 12.6 | 22.1 | | 52.7 | 23.6 | 11.2 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 34.0 | 59.0 | 19.0 | 24.0 | | 99.0 | 19.0 | 24.0 |
| Max Q Clear Time (g_c+I1), s | 15.0 | 20.7 | 7.0 | 7.0 | | 7.9 | 17.4 | 5.1 |
| Green Ext Time (p_c), s | 1.3 | 3.7 | 0.2 | 0.2 | | 1.4 | 0.2 | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 288.2 |
| HCM 7th LOS | F |

**Notes**

User approved pedestrian interval to be less than phase max green.

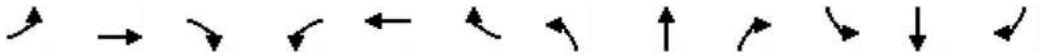
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 35 | 0 | 17 | 0 | 0 | 0 | 12 | 414 | 0 | 0 | 193 | 5 |
| Future Vol, veh/h | 35 | 0 | 17 | 0 | 0 | 0 | 12 | 414 | 0 | 0 | 193 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 235 | - | - | - | - | 225 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 6 | 6 | 6 |
| Mvmt Flow | 38 | 0 | 18 | 0 | 0 | 0 | 13 | 450 | 0 | 0 | 210 | 5 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 686 | 686 | 210 | 686 | 691 | 450 | 215 | 0 | 0 | 450 | 0 | 0 |
| Stage 1 | 210 | 210 | - | 476 | 476 | - | - | - | - | - | - | - |
| Stage 2 | 476 | 476 | - | 210 | 215 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.13 | - | - | 4.16 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.227 | - | - | 2.254 | - | - |
| Pot Cap-1 Maneuver | 362 | 370 | 830 | 362 | 368 | 609 | 1349 | - | - | 1090 | - | - |
| Stage 1 | 792 | 729 | - | 570 | 557 | - | - | - | - | - | - | - |
| Stage 2 | 570 | 557 | - | 792 | 725 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 358 | 367 | 830 | 350 | 364 | 609 | 1349 | - | - | 1090 | - | - |
| Mov Cap-2 Maneuver | 358 | 367 | - | 350 | 364 | - | - | - | - | - | - | - |
| Stage 1 | 792 | 729 | - | 564 | 551 | - | - | - | - | - | - | - |
| Stage 2 | 564 | 551 | - | 775 | 725 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 14.38 | 0 | 0.22 | 0 |
| HCM LOS | B | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1349 | - | - | 440 | - | 1090 | - | - |
| HCM Lane V/C Ratio | 0.01 | - | - | 0.128 | - | - | - | - |
| HCM Ctrl Dly (s/v) | 7.7 | - | - | 14.4 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | B | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.4 | - | 0 | - | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 455 | 1208 | 393 | 28 | 630 | 107 | 228 | 131 | 27 | 124 | 162 | 243 |
| Future Volume (veh/h) | 455 | 1208 | 393 | 28 | 630 | 107 | 228 | 131 | 27 | 124 | 162 | 243 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1811 | 1870 | 1826 | 1870 | 1841 | 1870 | 1870 | 1856 |
| Adj Flow Rate, veh/h | 479 | 1272 | 414 | 29 | 663 | 113 | 240 | 138 | 28 | 131 | 171 | 256 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 6 | 2 | 5 | 2 | 4 | 2 | 2 | 3 |
| Cap, veh/h | 572 | 2588 | 803 | 146 | 901 | 289 | 370 | 327 | 273 | 379 | 217 | 183 |
| Arrive On Green | 0.25 | 0.51 | 0.51 | 0.18 | 0.18 | 0.18 | 0.14 | 0.18 | 0.18 | 0.09 | 0.12 | 0.12 |
| Sat Flow, veh/h | 1781 | 5106 | 1585 | 292 | 4944 | 1585 | 1739 | 1870 | 1560 | 1781 | 1870 | 1572 |
| Grp Volume(v), veh/h | 479 | 1272 | 414 | 29 | 663 | 113 | 240 | 138 | 28 | 131 | 171 | 256 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1702 | 1585 | 292 | 1648 | 1585 | 1739 | 1870 | 1560 | 1781 | 1870 | 1572 |
| Q Serve(g_s), s | 15.5 | 12.7 | 13.5 | 7.0 | 9.8 | 4.9 | 9.1 | 5.1 | 1.2 | 4.9 | 6.9 | 9.0 |
| Cycle Q Clear(g_c), s | 15.5 | 12.7 | 13.5 | 7.0 | 9.8 | 4.9 | 9.1 | 5.1 | 1.2 | 4.9 | 6.9 | 9.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 572 | 2588 | 803 | 146 | 901 | 289 | 370 | 327 | 273 | 379 | 217 | 183 |
| V/C Ratio(X) | 0.84 | 0.49 | 0.52 | 0.20 | 0.74 | 0.39 | 0.65 | 0.42 | 0.10 | 0.35 | 0.79 | 1.40 |
| Avail Cap(c_a), veh/h | 913 | 7507 | 2330 | 372 | 4718 | 1513 | 432 | 699 | 583 | 548 | 699 | 588 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 17.2 | 12.6 | 12.8 | 28.8 | 29.9 | 27.9 | 24.6 | 28.5 | 26.9 | 26.6 | 33.3 | 34.3 |
| Incr Delay (d2), s/veh | 3.9 | 0.1 | 0.5 | 0.7 | 1.2 | 0.9 | 2.7 | 0.9 | 0.2 | 0.5 | 6.2 | 188.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 5.9 | 4.0 | 4.1 | 0.5 | 3.7 | 1.8 | 3.7 | 2.2 | 0.4 | 2.0 | 3.3 | 12.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 21.2 | 12.7 | 13.3 | 29.4 | 31.1 | 28.8 | 27.2 | 29.4 | 27.0 | 27.2 | 39.6 | 222.2 |
| LnGrp LOS | C | B | B | C | C | C | C | C | C | C | D | F |
| Approach Vol, veh/h | | 2165 | | | 805 | | | 406 | | | 558 | |
| Approach Delay, s/veh | | 14.7 | | | 30.7 | | | 27.9 | | | 120.5 | |
| Approach LOS | | B | | | C | | | C | | | F | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 25.2 | 20.1 | 12.7 | 19.6 | | 45.3 | 17.2 | 15.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 34.0 | 74.0 | 14.0 | 29.0 | | 114.0 | 14.0 | 29.0 |
| Max Q Clear Time (g_c+I1), s | 17.5 | 11.8 | 6.9 | 7.1 | | 14.7 | 11.1 | 8.9 |
| Green Ext Time (p_c), s | 1.6 | 2.3 | 0.2 | 0.3 | | 3.0 | 0.2 | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 34.3 |
| HCM 7th LOS | C |

**Notes**

User approved pedestrian interval to be less than phase max green.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

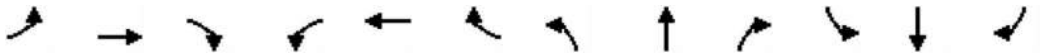
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 13 | 0 | 20 | 0 | 0 | 0 | 20 | 373 | 0 | 0 | 553 | 29 |
| Future Vol, veh/h | 13 | 0 | 20 | 0 | 0 | 0 | 20 | 373 | 0 | 0 | 553 | 29 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 235 | - | - | - | - | 225 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 4 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 14 | 0 | 22 | 0 | 0 | 0 | 22 | 405 | 0 | 0 | 601 | 32 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1050 | 1050 | 601 | 1050 | 1082 | 405 | 633 | 0 | 0 | 405 | 0 | 0 |
| Stage 1 | 601 | 601 | - | 449 | 449 | - | - | - | - | - | - | - |
| Stage 2 | 449 | 449 | - | 601 | 633 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 205 | 227 | 500 | 205 | 218 | 645 | 950 | - | - | 1153 | - | - |
| Stage 1 | 487 | 489 | - | 589 | 572 | - | - | - | - | - | - | - |
| Stage 2 | 589 | 572 | - | 487 | 474 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 200 | 222 | 500 | 192 | 213 | 645 | 950 | - | - | 1153 | - | - |
| Mov Cap-2 Maneuver | 200 | 222 | - | 192 | 213 | - | - | - | - | - | - | - |
| Stage 1 | 487 | 489 | - | 576 | 559 | - | - | - | - | - | - | - |
| Stage 2 | 576 | 559 | - | 466 | 474 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 17.9 | 0 | 0.45 | 0 |
| HCM LOS | C | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 950 | - | - | 315 | - | 1153 | - | - |
| HCM Lane V/C Ratio | 0.023 | - | - | 0.114 | - | - | - | - |
| HCM Ctrl Dly (s/v) | 8.9 | - | - | 17.9 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | C | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.4 | - | 0 | - | - |

# Build w/Improvements - 2028



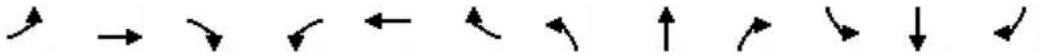
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 344 | 535 | 131 | 9 | 1042 | 93 | 320 | 111 | 19 | 98 | 60 | 443 |
| Future Volume (veh/h) | 344 | 535 | 131 | 9 | 1042 | 93 | 320 | 111 | 19 | 98 | 60 | 443 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1767 | 1693 | 1796 | 1870 | 1811 | 1841 | 1856 | 1841 | 1870 | 1826 | 1811 | 1870 |
| Adj Flow Rate, veh/h | 374 | 582 | 142 | 10 | 1133 | 101 | 348 | 121 | 21 | 107 | 65 | 482 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 9 | 14 | 7 | 2 | 6 | 4 | 3 | 4 | 2 | 5 | 6 | 2 |
| Cap, veh/h | 423 | 2466 | 812 | 286 | 1380 | 436 | 459 | 340 | 293 | 286 | 107 | 389 |
| Arrive On Green | 0.19 | 0.53 | 0.53 | 0.28 | 0.28 | 0.28 | 0.20 | 0.18 | 0.18 | 0.08 | 0.06 | 0.06 |
| Sat Flow, veh/h | 1682 | 4621 | 1522 | 730 | 4944 | 1560 | 1767 | 1841 | 1585 | 1739 | 1811 | 1585 |
| Grp Volume(v), veh/h | 374 | 582 | 142 | 10 | 1133 | 101 | 348 | 121 | 21 | 107 | 65 | 482 |
| Grp Sat Flow(s),veh/h/ln | 1682 | 1540 | 1522 | 730 | 1648 | 1560 | 1767 | 1841 | 1585 | 1739 | 1811 | 1585 |
| Q Serve(g_s), s | 13.0 | 5.9 | 4.2 | 0.9 | 18.7 | 4.4 | 15.4 | 5.0 | 1.0 | 5.0 | 3.1 | 5.2 |
| Cycle Q Clear(g_c), s | 13.0 | 5.9 | 4.2 | 0.9 | 18.7 | 4.4 | 15.4 | 5.0 | 1.0 | 5.0 | 3.1 | 5.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 423 | 2466 | 812 | 286 | 1380 | 436 | 459 | 340 | 293 | 286 | 107 | 389 |
| V/C Ratio(X) | 0.88 | 0.24 | 0.17 | 0.03 | 0.82 | 0.23 | 0.76 | 0.36 | 0.07 | 0.37 | 0.61 | 1.24 |
| Avail Cap(c_a), veh/h | 764 | 5232 | 1724 | 575 | 3337 | 1053 | 487 | 505 | 435 | 532 | 497 | 730 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 19.0 | 10.9 | 10.5 | 23.0 | 29.5 | 24.3 | 28.2 | 31.1 | 29.5 | 34.8 | 40.1 | 33.0 |
| Incr Delay (d2), s/veh | 6.3 | 0.0 | 0.1 | 0.0 | 1.3 | 0.3 | 6.4 | 0.6 | 0.1 | 0.8 | 5.4 | 118.4 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 5.1 | 1.7 | 1.2 | 0.1 | 7.0 | 1.5 | 6.8 | 2.2 | 0.4 | 2.0 | 1.5 | 20.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 25.3 | 10.9 | 10.6 | 23.1 | 30.7 | 24.6 | 34.6 | 31.7 | 29.6 | 35.6 | 45.5 | 151.4 |
| LnGrp LOS | C | B | B | C | C | C | C | C | C | D | D | F |
| Approach Vol, veh/h | | 1098 | | | 1244 | | | 490 | | | 654 | |
| Approach Delay, s/veh | | 15.8 | | | 30.2 | | | 33.7 | | | 122.0 | |
| Approach LOS | | B | | | C | | | C | | | F | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 22.2 | 30.4 | 12.6 | 22.1 | | 52.7 | 23.6 | 11.2 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 |
| Max Green Setting (Gmax), s | 34.0 | 59.0 | 19.0 | 24.0 | | 99.0 | 19.0 | 24.0 |
| Max Q Clear Time (g_c+I1), s | 15.0 | 20.7 | 7.0 | 7.0 | | 7.9 | 17.4 | 5.1 |
| Green Ext Time (p_c), s | 1.3 | 3.7 | 0.2 | 0.2 | | 1.4 | 0.2 | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 43.4 |
| HCM 7th LOS | D |

**Notes**

User approved pedestrian interval to be less than phase max green.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 455 | 1208 | 393 | 28 | 630 | 107 | 228 | 131 | 27 | 124 | 162 | 243 |
| Future Volume (veh/h) | 455 | 1208 | 393 | 28 | 630 | 107 | 228 | 131 | 27 | 124 | 162 | 243 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1811 | 1870 | 1826 | 1870 | 1841 | 1870 | 1870 | 1856 |
| Adj Flow Rate, veh/h | 479 | 1272 | 414 | 29 | 663 | 113 | 240 | 138 | 28 | 131 | 171 | 256 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 6 | 2 | 5 | 2 | 4 | 2 | 2 | 3 |
| Cap, veh/h | 572 | 2588 | 803 | 146 | 901 | 289 | 370 | 327 | 273 | 379 | 217 | 571 |
| Arrive On Green | 0.25 | 0.51 | 0.51 | 0.18 | 0.18 | 0.18 | 0.14 | 0.18 | 0.18 | 0.09 | 0.12 | 0.12 |
| Sat Flow, veh/h | 1781 | 5106 | 1585 | 292 | 4944 | 1585 | 1739 | 1870 | 1560 | 1781 | 1870 | 1572 |
| Grp Volume(v), veh/h | 479 | 1272 | 414 | 29 | 663 | 113 | 240 | 138 | 28 | 131 | 171 | 256 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1702 | 1585 | 292 | 1648 | 1585 | 1739 | 1870 | 1560 | 1781 | 1870 | 1572 |
| Q Serve(g_s), s | 15.5 | 12.7 | 13.5 | 7.0 | 9.8 | 4.9 | 9.1 | 5.1 | 1.2 | 4.9 | 6.9 | 9.0 |
| Cycle Q Clear(g_c), s | 15.5 | 12.7 | 13.5 | 7.0 | 9.8 | 4.9 | 9.1 | 5.1 | 1.2 | 4.9 | 6.9 | 9.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 572 | 2588 | 803 | 146 | 901 | 289 | 370 | 327 | 273 | 379 | 217 | 571 |
| V/C Ratio(X) | 0.84 | 0.49 | 0.52 | 0.20 | 0.74 | 0.39 | 0.65 | 0.42 | 0.10 | 0.35 | 0.79 | 0.45 |
| Avail Cap(c_a), veh/h | 913 | 7507 | 2330 | 372 | 4718 | 1513 | 432 | 699 | 583 | 548 | 699 | 977 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 17.2 | 12.6 | 12.8 | 28.8 | 29.9 | 27.9 | 24.6 | 28.5 | 26.9 | 26.6 | 33.3 | 18.8 |
| Incr Delay (d2), s/veh | 3.9 | 0.1 | 0.5 | 0.7 | 1.2 | 0.9 | 2.7 | 0.9 | 0.2 | 0.5 | 6.2 | 0.6 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 5.9 | 4.0 | 4.1 | 0.5 | 3.7 | 1.8 | 3.7 | 2.2 | 0.4 | 2.0 | 3.3 | 3.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 21.2 | 12.7 | 13.3 | 29.4 | 31.1 | 28.8 | 27.2 | 29.4 | 27.0 | 27.2 | 39.6 | 19.3 |
| LnGrp LOS | C | B | B | C | C | C | C | C | C | C | D | B |
| Approach Vol, veh/h | | 2165 | | | 805 | | | 406 | | | 558 | |
| Approach Delay, s/veh | | 14.7 | | | 30.7 | | | 27.9 | | | 27.4 | |
| Approach LOS | | B | | | C | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | | 6 | 7 | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 25.2 | 20.1 | 12.7 | 19.6 | | 45.3 | 17.2 | 15.0 | | | | |
| Change Period (Y+Rc), s | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | | | | |
| Max Green Setting (Gmax), s | 34.0 | 74.0 | 14.0 | 29.0 | | 114.0 | 14.0 | 29.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 17.5 | 11.8 | 6.9 | 7.1 | | 14.7 | 11.1 | 8.9 | | | | |
| Green Ext Time (p_c), s | 1.6 | 2.3 | 0.2 | 0.3 | | 3.0 | 0.2 | 0.1 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 7th Control Delay, s/veh | | | 21.1 | | | | | | | | | |
| HCM 7th LOS | | | C | | | | | | | | | |

**Notes**

User approved pedestrian interval to be less than phase max green.

# Appendix D
# Growth Rate Data

| Growth Rate Based on U.S Census Bureau | | | |
|---|---|---|---|
| Geographic Area | 2010 Census | 2020 Census | 2010-2020 Population % Change |
| **Hall County** | 179,684 | 203,136 | 1.2% |
| **Average** | | | 1.2% |

| GDOT Historical Growth Rate | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Location | Station ID | 2025 | 2024 | 2023 | 2022 | 2021 | 2020 | 2019 | 2018 | 2017 | 2016 | 2015 | 2014 | 2013 | 2012 | 2011 | 5 year | 10 year | 15 year |
| SR 347/Friendship Road west of Bogan Road | 139-0487 | - | - | 26925 | - | 26025 | - | 21825 | - | - | - | 15450 | - | 13825 | - | 13125 | 5.4% | 7.2% | 6.2% |
| Ridge Road south of SR 347/Friendship Road | 139-7382 | 8825 | - | - | 7425 | - | - | - | 7050 | - | - | 5850 | - | - | - | 4800 | 5.9% | 3.3% | 4.4% |
| Bogan Road south of SR 347/Friendship Road | 139-7380 | 5900 | - | 5900 | - | - | - | 5600 | - | - | 4000 | - | - | - | 2975 | - | 0.0% | 0.9% | 5.4% |
| Ridge Road south of Thompson Mill Road | 135-7359 | 0 | - | - | 9950 | - | - | - | 9950 | - | - | - | 7750 | - | - | - | 0.0% | 3.2% | - |
| **5 & 10 - Year Average** | | | | | | | | | | | | | | | | | 2.8% | 3.6% | 5.3% |
| **Weighted Average** | | | | | | | | | | | | | | | | | | 3.9% | |

Due to COVID-19, the growth rate calculations did not consider data from March 2020 to July 2022. Instead, the latest count data available before 2020 was used to calculate the 5-year growth rate.

| Growth Rate Based on Georgia Governor's Office of Planning and Budget Annual Population Projections | | |
|---|---|---|
| Year | County Population | Growth Rate |
| **2024** | 220128 | |
| **2028** | 231217 | 1.2% |

| Growth Rate Based on Regional Economic Models, Inc. Employment Projections | | |
|---|---|---|
| Year | County Population | Growth Rate |
| **2024** | 132387 | |
| **2028** | 135565 | 0.6% |

| Growth Rate Based on Regional Economic Models, Inc. Population Projections | | |
|---|---|---|
| Year | County Population | Growth Rate |
| **2024** | 217169 | |
| **2028** | 226297 | 1.0% |

# Appendix E
# Trip Generation Reports

# Single-Family Attached Housing
(215)

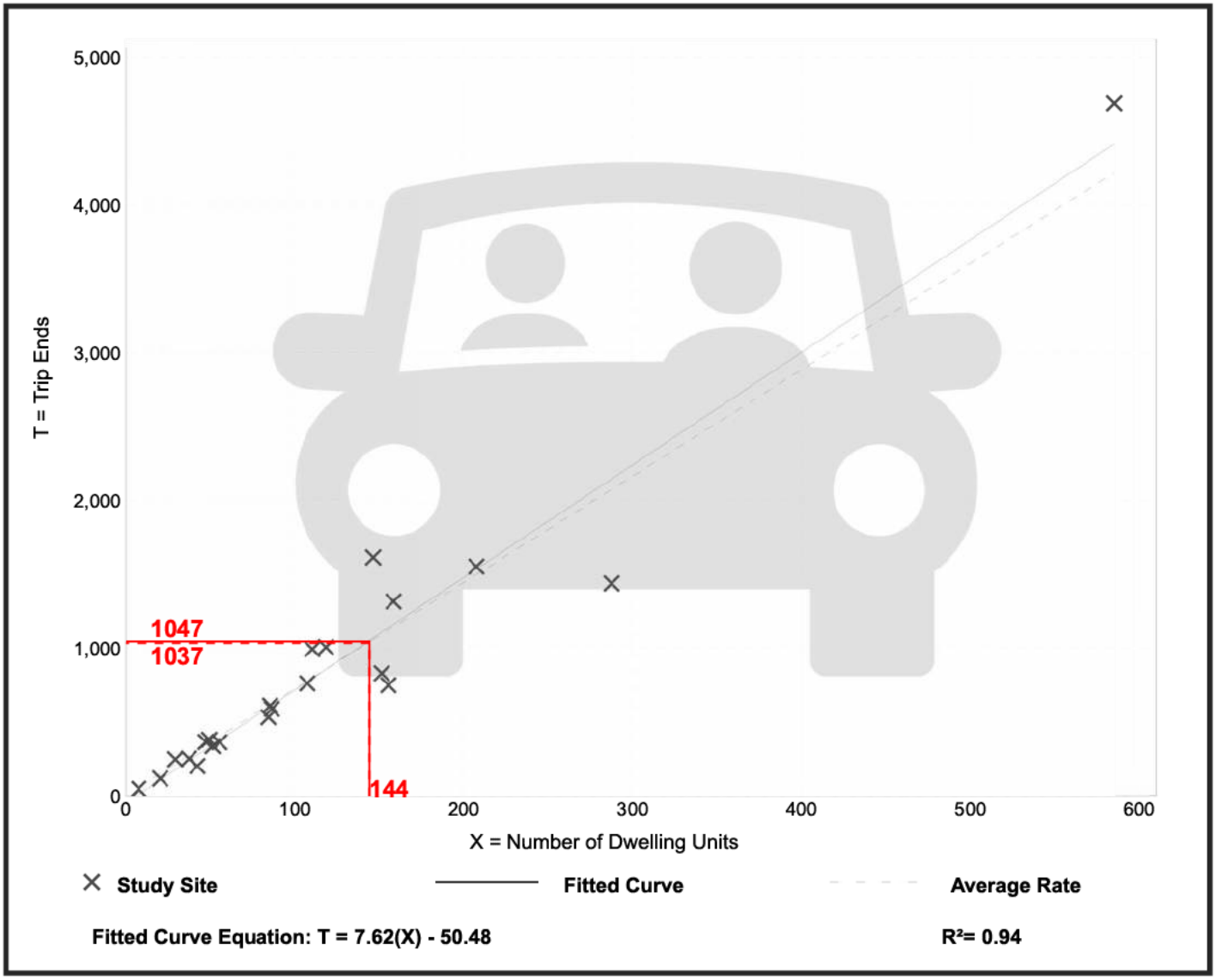
**Vehicle Trip Ends vs:** **Dwelling Units**
**On a:** **Weekday**

**Setting/Location:** **General Urban/Suburban**
Number of Studies: 22
Avg. Num. of Dwelling Units: 120
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 7.20 | 4.70 - 10.97 | 1.61 |

## Data Plot and Equation



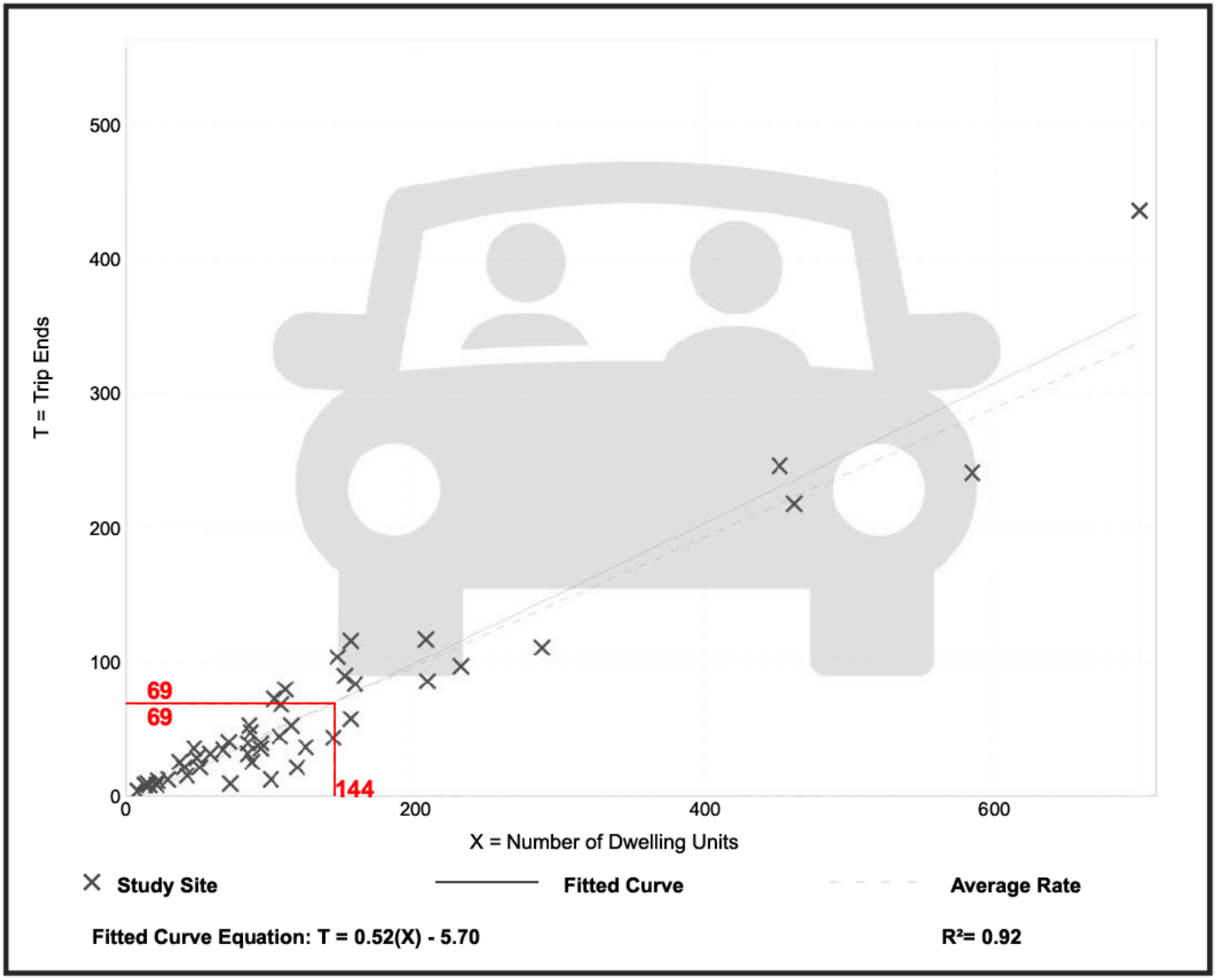
# Single-Family Attached Housing
(215)

| | |
|---|---|
| **Vehicle Trip Ends vs:** | **Dwelling Units** |
| **On a:** | **Weekday,** |
| | **Peak Hour of Adjacent Street Traffic,** |
| | **One Hour Between 7 and 9 a.m.** |
| **Setting/Location:** | **General Urban/Suburban** |
| Number of Studies: | 46 |
| Avg. Num. of Dwelling Units: | 135 |
| Directional Distribution: | 25% entering, 75% exiting |

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.48 | 0.12 - 0.74 | 0.14 |

## Data Plot and Equation



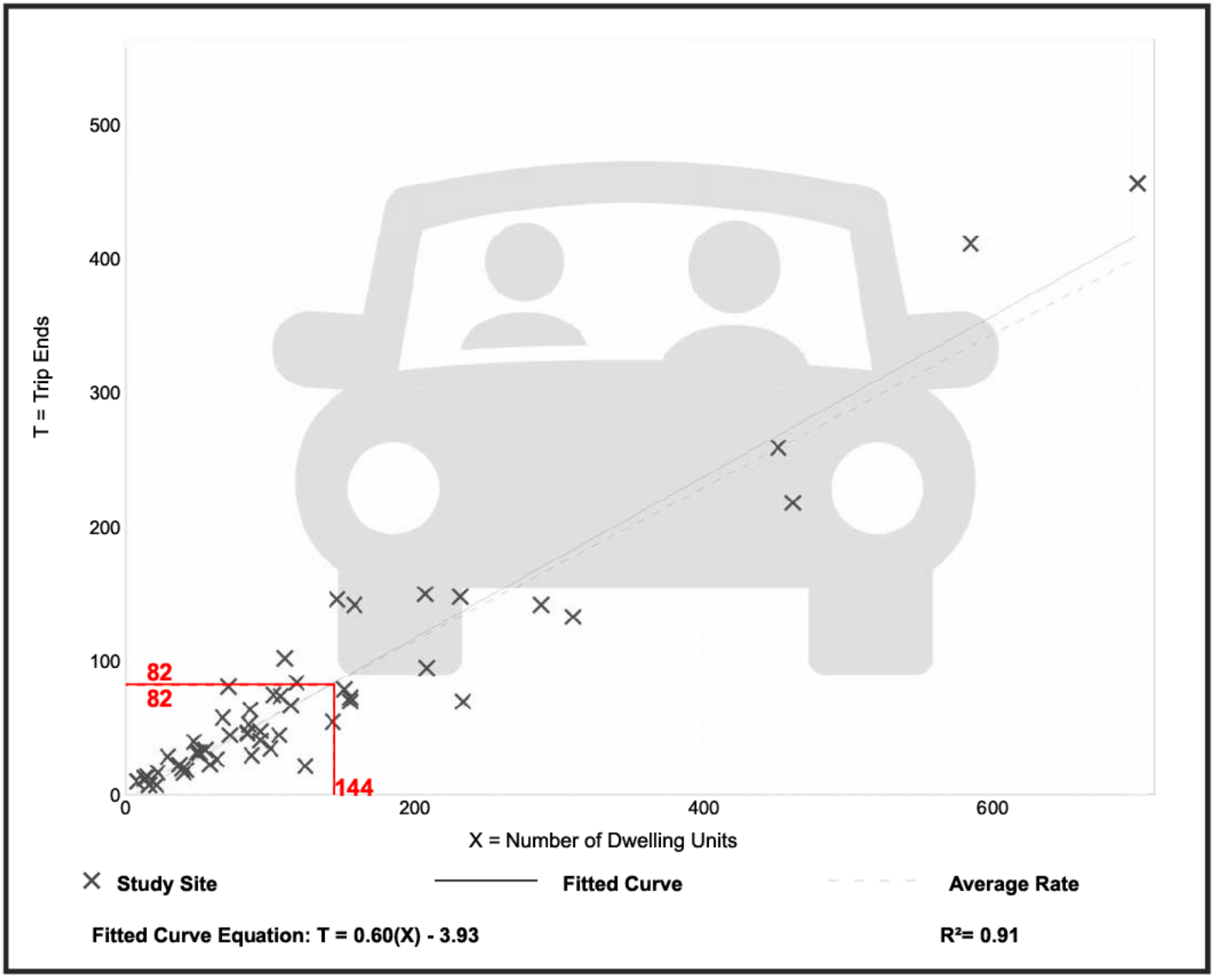
# Single-Family Attached Housing
(215)

| | |
|---|---|
| **Vehicle Trip Ends vs:** | **Dwelling Units** |
| **On a:** | **Weekday,** |
| | **Peak Hour of Adjacent Street Traffic,** |
| | **One Hour Between 4 and 6 p.m.** |
| **Setting/Location:** | **General Urban/Suburban** |
| Number of Studies: | 51 |
| Avg. Num. of Dwelling Units: | 136 |
| Directional Distribution: | 59% entering, 41% exiting |

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.57 | 0.17 - 1.25 | 0.18 |

## Data Plot and Equation



CITY OF
GAINESVILLE

WATER RESOURCES

August 27, 2026

bSide Oakwood, LLC
Attn: Jason Mendel
4640 Valais Court, Suite 200
Alpharetta, GA 30022

Re: Water Availability
Proposed 165-Unit Residential Townhome Development
0 Ridge Road
PIN: 08154 000016

Dear Mr. Mendel,

The purpose of this letter is to confirm the availability of water service to the above-referenced property.

The City of Gainesville owns and operates an existing 12-inch DIP water main in the right-of-way of Ridge Road, as well as a 16-inch DIP water main in the right-of-way of Friendship Road.

Currently, the City has adequate domestic water capacity to serve your proposed 165-unit, residential townhome development. Do not exceed the 165-unit development.

This confirmation of water availability is good for one year from the date of this letter at which time, it will become null and void unless engineered plans have been submitted for issuance of a development permit.

Please call me at (770) 538-2452 should you have any questions.

Sincerely,

Ben Smith
Civil Engineer I

cc: Tracy Robar, P.E., Engineering and Construction Div. Manager
Nick Swafford Permitting Services and GIS Manager

# Hall County Government
PUBLIC WORKS AND UTILITIES

HALL COUNTY
GEORGIA

POST OFFICE DRAWER 1435

GAINESVILLE, GA 30503

t: 770.531.6800 | f: 770.531.3945

Jorge Gomez, P.E.

**Director**

Jason E. Skarda, PLS

**Assistant Director**

September 9, 2026

bSide Oakwood, LLC
4640 Valais Court, Suite 200
Alpharetta, A 30022

Subject: Sanitary Sewer Letter of Availability
0 Ridge Road
Parcel Id No.: 08154 000016
Flowery Branch, GA 30519

Dear Stephen Klee,

In response to your request, this letter will serve as confirmation that Hall County has sufficient volume to serve 0 Ridge Road for a proposed 140 townhomes (estimated average daily flow of 40,000 GPD) at this time. The nearest sanitary sewer main to this address is located on Friendship Road.

Any required easements or permissions from neighboring properties to connect to Hall County Sewer infrastructure, shall be the responsibility of the applicant / owner.

Sanitary sewer capacity allocation is available on a first come, first serve basis by purchasing the sewer taps. As such, this "availability" letter does not guarantee capacity. Additionally, this letter is non-transferable. If the project design changes, this letter is void and a new "availability" letter must be obtained.

If you have any questions or need more information, please call the Hall County Public Works and Utilities Department at 770-531-6800.

Sincerely,

Jason E. Skarda, PLS

# Application for Sewer Availability Letter

Date: 9/1/26

Name of Applicant: bSide Oakwood, LLC Contact Number: [redacted]

Address of Applicant: 4640 Valais Court, Suite 200

City: Alpharetta State: GA Zip: 30022 E-mail: stephen@bsidepartners.com

Name of Agent: Stephen Klee Contact Number: (770) 652-5103

Address of Agent: 4640 Valais Court, Suite 200

City: Alpharetta State: GA Zip: 30022 E-mail: stephen@bsidepartners.com

**THE APPLICANT NAMED ABOVE AFFIRMS THAT THEY ARE THE OWNER OR AGENT FOR THE OWNER OF THE PROPERTY DESCRIBED BELOW AND REQUESTS:** (Please check the purpose of letter request and fill in all applicable information legibly and completely.)

**AVAILABILITY:** ☐ General Availability ☑ Rezoning ☐ Conditional Use Permit

Availability letters will require a minimum of one week from the date of application submittal.

Request from AR-I (Present Zoning) to R-X (Requested Zoning)

For the Purpose of ATTACHED RESIDENTIAL TOWNHOMES (Type of Development)

Address of Property: RIDGE ROAD BUFORD, GA 30519

Nearest Intersection to Property: FRIENDSHIP ROAD, HOG MOUNTAIN ROAD, AND RIDGE ROAD

Size of Tract: +/-20.85 acre(s), Lane Lot Number(s): 154, District(s): 8

Development Estimate Average Daily Sewer Flow (GPD): 40,000

Property Tax Parcel Number: 08154 000016 Proposed number of Lots: 160

**(Below: For properties within protected watershed districts only)**

Gross Density: _____ units per acre Net Density: _____ units per acre

Estimated amount of impervious surface: _____ Minimum Lot Size: _____

Aline S. da S. de Farias
Notary

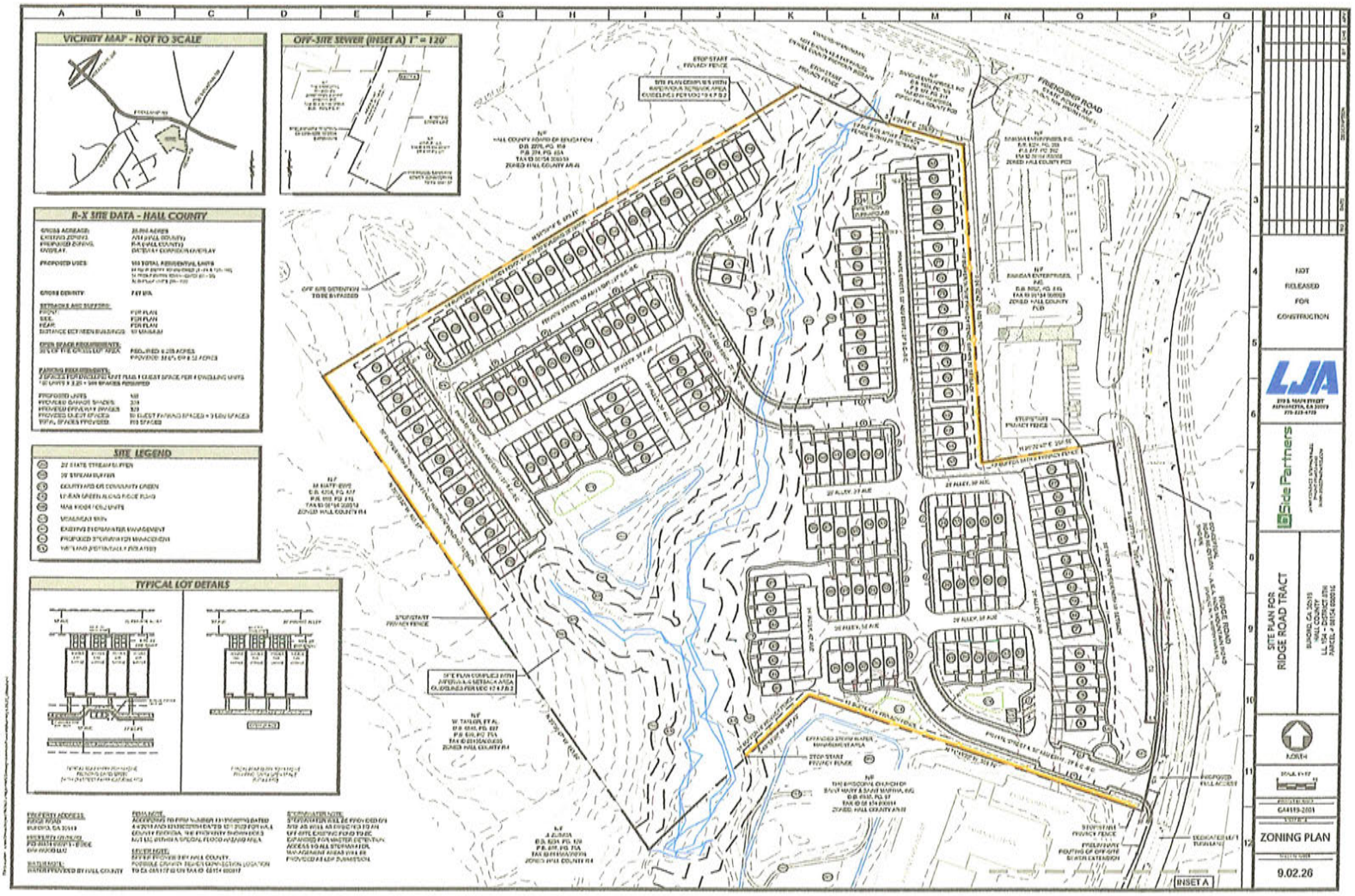
Stephen P Klee
Signature of Owner(s)/Agent(s)

Stephen Klee
Printed Name of Owner(s)/Agent(s)

MANAGER
Title of Agent

Notary Seal

ALINE S DAS DE FARIAS NOTARY PUBLIC FULTON COUNTY GEORGIA EXPIRES 09/21/2027


VICINITY MAP - NOT TO SCALE
OFF-SITE SEWER (INSET A) 1" = 120'
R-X SITE DATA - HALL COUNTY
SITE LEGEND
TYPICAL LOT DETAILS
NOT RELEASED FOR CONSTRUCTION
LJA
SideParners
SITE PLAN FOR RIDGE ROAD TRACT
NORTH
ZONING PLAN
9.02.26
INSET A

770.225.4730
www.LJA.com
299 South Main Street, Suite A, Alpharetta, Georgia 30009

September 1, 2026

To whom it may concern:

The property located on Ridge Road, parcel number 08154 000016, is planned to be rezoned from AR-I to R-X. The intent of this project is to develop a residential attached home subdivision consisting of 160 townhome units with an estimated average daily sewer flow of 40,000 GPD. This development will take approximately 18 months to complete.

Sincerely,

Tyler Marchman, PE



GEORGIA DEPARTMENT OF PUBLIC HEALTH
District 2 Public Health

# Hall County Environmental Health

Location: 2875 Browns Bridge Road, Gainesville, GA 30504
Mailing Address: P. O. Box 5901, Gainesville, GA 30504
PH: 770-531-3973 • www.phdistrict2.org

Banks, Dawson, Forsyth, Franklin, Habersham, Hall, Hart, Lumpkin, Rabun, Stephens, Towns, Union and White Counties

To: Katie Ahmed, Director of Planning and Zoning

From: Hall County Environmental Health Department

Date: October 19, 2026

Subject: November 16, 2026 Hall County Planning Commission Meeting – Planning Items

Environmental Health has reviewed the Planning items listed below for the above referenced meeting. Please be advised that Environmental Health comments are based upon information provided by the applicant and current regulations and policies. If the information, site conditions, regulations, and/or policies, etc. change after comments are provided, these recommendations/comments will be invalidated. The comments provided are not considered approval. Furthermore, Board of Commissioners approval does not constitute Environmental Health approval.

* 3411 Springdale Forrest Circle, KD South, LLC: All proposed lots must meet Hall County Board of Health Lot Size Resolution requirements. Please note that BOC approval does not imply approval from other county departments. Further determination will be made during the plat review process. All proposed plats must be submitted to the Hall County Plat Review Team for review and approval prior to submittal to Clerk of Courts for recordation.

* Item 2A/B, 1646 Candler Road, Patton: No comment.

* 3054/3056/3060/0 Poplar Springs Church Rd, Cook Communities: Public Sewer. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

* 1646 March Drive, Calderon: Must meet all residential permitting requirements. Original copy of Level 3 soil evaluation and copy of recorded plat will be required at time of septic permit application.

* 0 Ridge Road, bSide Oakwood: No comment. Public Sewer.

* 6651 Spout Springs Rd, DCCM: Public Sewer. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

* 5300/5334/5348/5372/0 Ponderosa Farm Rd, CKK: Public Sewer. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

* 6337 Lanier Islands Pkwy/6330/6450 Old Lanier Island Drvie, DCCM: All proposed lots must meet Hall County Board of Health Lot Size Resolution requirements. Please note that BOC approval does not imply approval from other county departments. Further determination will be made during the plat review process. All proposed plats must be submitted to the Hall County Plat Review Team for review and approval prior to submittal to Clerk of Courts for recordation.

  Must meet all Environmental Health commercial septic system permitting requirements. Further determination will be made during the civil plan review process. A detailed business plan must be submitted to Hall County Environmental Health for review. Additional items, including, but not limited to: recorded plat, soil evaluation, and septic system installation/modification may be required after review of business plan.

* 0 Cagle Road, DCCM, Habitat for Humanity: Public sewer. Community septic systems and/or community wells to be permitted by EPD.

Outlook

## RE: Tentative Planning Commission Agenda November 16, 2026

**From** Hash, Christopher M <CHash@dot.ga.gov>
**Date** Wed 10/7/2026 7:54 AM
**To** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Cc** Dorminey, Madison N <mdorminey@dot.ga.gov>; Lynn Taylor (Planning) <ltaylor@hallcounty.org>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Kaitlyn,

Please see the below responses in red from our office.

If you have any questions, please let me know.

Thanks,

**Christopher Hash, P.E.**
*D1 Traffic Operations Supervisor*

GDOT Georgia Department of Transportation

A1, A4 Access and Operations
1475 Jesse Jewell Pkwy
Suite 100
Gainesville, GA, 30501
470.201.8029 cell

---

**From:** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Sent:** Tuesday, October 6, 2026 4:05 PM
**Subject:** Tentative Planning Commission Agenda November 16, 2026

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Please see the Tentative Agenda and Maps for the Monday, November 16, 2026 Hall County Planning Commission Meeting below. Use the links to review the documents and submit any comments in the form of a memorandum to Hall County Planning and Zoning. When providing comments, include the applicant's name and the property address associated with each comment. Failure to submit comments in a timely manner may result in the information being omitted from the staff report.

**PLEASE NOTE: These items will be discussed in next week's Development Review meeting.**

Comments are due by **Monday, October 19, 2026.** (The due dates have changed as we are now operating on a Planning Commission schedule.) Email comments to Lynn (ltaylor@hallcounty.org) and Kaitlyn (kelliott@hallcounty.org).

Link 1 & Link 2

1. **3411 Springdale Forrest Circle | Special Use |** for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 **| Proposed Use:** 2-lot subdivision **|** ** Commission District 2 **| KD South, LLC, applicant**

   Off-system. No impacts expected to the State Highway System.

2. **(A) 1646 Candler Road | Rezone** | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

   **(B) 1646 Candler Road** | **Variance to Section 8.2** | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

   Since access will be from Calvary Church Rd. The access's on SR 60 should be removed.

3. **(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Rezone** | from Planned Development (PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

   **(B) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Special Use** | for a subdivision, residential | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

   Off-system. Impacts expected to the State Highway System. Applicant to submit TIS to GDOT District 1 for review. Potential improvements for SR 332 and Poplar Springs Church Rd and SR 332 and Gilleland Cir may be needed.

4. **1646 March Drive | Rezone** | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 **| Proposed Use: Single-family dwelling** | ** Commission District 4 **| Udis Calderon, applicant**

   Off-system. No impacts expected to the State Highway System.

5. **0 Ridge Road | Rezone** | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development** | ** Commission District 1 **| bSide Oakwood, LLC, applicant**

   Off-system. Impacts expected to the State Highway System. Applicant to submit TIS to GDOT District 1 for review. Potential improvements for SR 347 and Ridge Rd may be needed.

6. **(A) 6651 Spout Springs Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle **|** Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development | ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

   **(B) 6651 Spout Springs Road | Special Use** | for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development |** ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

   Off-system. No impacts expected to the State Highway System.

7. **(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Rezone** | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development** | ** Commission District 1 **| CKK Development Services, LLC, applicant**

   **(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Special Use** | for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development |** ** Commission District 1 **| CKK Development Services, LLC, applicant**

   Off-system. Impacts expected to the State Highway System. Applicant to submit TIS to GDOT District 1 for review. Potential improvements for SR 211 and Ponderosa Farm Rd may be needed.

8. **(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Rezone** | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 **| Proposed Use: To recognize & allow expansion of boat sales & repair** | ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

   **(B) 6337 Lanier Islands Parkway and 6330, 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Special Use |** to allow boat sales & repair within the GCOD | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 | **Proposed Use: To recognize & allow expansion of boat sales & repair |** ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

   On System, coordination required for potential improvements of existing commercial driveway access's.

*The Planning Commission's decision will be the final action taken unless appealed to the Board of Commissioners. To do so, file an application with the Planning Department within 30 days of the Planning Commission's decision. The Hall County Board of Commissioners will hear appeals at a public hearing **Thursday, December 10, 2026,** at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.
**The Planning Commission's recommendation will be forwarded to the Board of Commissioners for final action at a public hearing on **Thursday, December 10, 2026**. The Board will meet at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.

Thank you,

**Kaitlyn Elliott**
**Planning Commission Clerk**
**Planning and Zoning**
(770) 531-6810
kelliott@hallcounty.org
www.hallcounty.org

HALL COUNTY
GEORGIA
*We have it **all** in Hall*

**Effective July 1, 2026, all open records requests should be submitted through Hall County's Next Request Portal (https://hallcountyga.nextrequest.com).**

## Hall County Planning and Zoning does NOT accept wire transfers.

**All payments must be made through the Accela Portal or in person. If you receive any request for a wire transfer, please contact our office immediately—it may be fraudulent.**

---

Human trafficking impacts every corner of the globe, including our state and local communities. Georgia DOT is committed to end human trafficking in Georgia through education enabling its employees and the public to recognize the signs of human trafficking and how to react in order to help make a change. To learn more about the warning signs of human trafficking, visit https://doas.ga.gov/human-resources-administration/human-trafficking-awareness/trafficking-in-georgia. To report any suspicious activity, call the Georgia Human Trafficking Hotline at 866-363-4842. Let's band together to end human trafficking in Georgia.

Outlook

## Tentative Planning Commission Agenda November 16, 2026

**From** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Date** Mon 10/19/2026 8:43 AM
**To** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

**From:** Hash, Christopher M <CHash@dot.ga.gov>
**Sent:** Monday, October 19, 2026 8:41 AM
**To:** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Subject:** RE: Tentative Planning Commission Agenda November 16, 2026

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Kaitlyn,

Please see the below response in red.

**Christopher Hash, P.E.**
*D1 Traffic Operations Supervisor*

GDOT Georgia Department of Transportation

A1, A4 Access and Operations
1475 Jesse Jewell Pkwy
Suite 100
Gainesville, GA, 30501
470.201.8029 cell

**From:** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Sent:** Thursday, October 15, 2026 12:26 PM
**Subject:** Re: Tentative Planning Commission Agenda November 16, 2026
**Importance:** High

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Please see the attached tentative packet and provide your comments by **Monday, October 19, 2026**. If you have already submitted comments, please send us a new or updated memorandum with your comments on this application. There may be a minor change to the narrative and site plan, which we will send later to determine whether it affects your comments.

Thank you for working with us on this tight turnaround.

**0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

Off-system, no impacts expected to the State Highway system.

Thank you,

**Kaitlyn Elliott**
**Planning Commission Clerk**
**Planning and Zoning**
(770) 531-6810
kelliott@hallcounty.org
www.hallcounty.org

HALL COUNTY
GEORGIA
*We have it **all** in Hall*

**Effective July 1, 2026, all open records requests should be submitted through Hall County's Next Request Portal (https://hallcountyga.nextrequest.com).**

## Hall County Planning and Zoning does NOT accept wire transfers.

**All payments must be made through the Accela Portal or in person. If you receive any request for a wire transfer, please contact our office immediately—it may be fraudulent.**

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DIRECTOR
**Jorge Gomez, P.E.**

# Hall County Government
## COMMUNITY DEVELOPMENT AND INFRASTRUCTURE
## PUBLIC WORKS AND UTILITIES

**M E M O R A N D U M**

**To:** Katie Ahmed, Planning and Zoning Director

**From:** Jorge Gomez, Director of Public Works and Utilities

**Date:** October 19, 2026

**Subject:** November 16, 2026
Planning Commission Meeting

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Please be advised that our office has reviewed the Hall County Planning Commission agenda for the November 16, 2026, meeting. Upon review, we provide the following comments.

- **3411 Springdale Forrest Circle | Special Use |** for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 **| Proposed Use:** 2-lot subdivision **|** ** Commission District 2 **| KD South, LLC, applicant**

  - **Engineering**: No comment
  - **Traffic:** Ther are no traffic concerns with the proposed SFR use. Any proposed driveways must be located to maximize intersection sight distance.
  - **Utilities:** Property is in the Gainesville-Hall County service district, but sewer infrastructure is not near this location.

- **(A) 1646 Candler Road** | Rezone | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 | Proposed Use: Storage lot | ** Commission District 4 | Chris Patton, applicant

**(B) 1646 Candler Road** | Variance to Section 8.2 | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 | Proposed Use: Storage lot | ** Commission District 4 | Chris Patton, applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.

Show FEMA and Hall County studied Flood plains that are present on site.
Show stream buffer and impervious setback from wrested vegetation not centerline of stream

- **Traffic:** Public Works agrees with the findings of the traffic assessment/Trip generation memo. The driveway will be included in the LDP and must meet all applicable design criteria.
- **Utilities:** Property is in the Gainesville service district.

- **(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension** | Rezone | from Planned Development (PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; | Proposed Use: 234-unit mixed residential development | ** Commission District 3 | Cook Communities, applicant

  **(B) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension** | Special Use | for a subdivision, residential | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; | Proposed Use: 234-unit mixed residential development | ** Commission District 3 | Cook Communities, applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
    Show FEMA and Hall County studied Flood plains that are present on site.
    Show stream buffer and impervious setback from wrested vegetation not centerline of stream
  - **Traffic:** Traffic impact study TIS under review. All recommended improvements from the approved TIS will be required in the LDP.
  - **Utilities:** Property is in the Gainesville service district.

- **1646 March Drive** | Rezone | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 | Proposed Use: Single-family dwelling | ** Commission District 4 | Udis Calderon, applicant

  - **Engineering**: No comment
  - **Traffic:** there are no traffic issues with the proposed SRF use. Any proposed driveways must be located to maximize intersection sight distance.
  - **Utilities:** Property is in the Gainesville service district.

- **0 Ridge Road** | Rezone | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 | Proposed Use: 160-unit mixed residential development | ** Commission District 1 | bSide Oakwood, LLC, applicant

    - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
      Show stream buffer and impervious setback from wrested vegetation not centerline of stream.
    - **Traffic:** The provided Traffic Impact Study (TIS) has not been approved at this time. Any recommended improvements identified in the approved TIS must be incorporated in the LDP.
    - **Utilities:** Property is in the Buford service district, but an IGA between Buford and Hall County has been obtained.

- **(A) 6651 Spout Springs Road** | Rezone | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 | Proposed Use: 119-unit mixed residential development | ** Commission District 1 | DCCM Infrastructure, Inc., applicant

  **(B) 6651 Spout Springs Road** | Special Use | for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 | Proposed Use: 119-unit mixed residential development | ** Commission District 1 | DCCM Infrastructure, Inc., applicant

    - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
      Show FEMA and Hall County studied Flood plains that are present on site.
      Show stream buffer and impervious setback from wrested vegetation not centerline of stream
    - **Traffic:** The driveway labeled Road A is too close to Spout Springs Road. It must be relocated further away. The traffic impact (TIS) is under review. All improvements in the TIS will be included in the LDP. A traffic engineering (TE) report /warrant analysis and signal design will be part of the LDP review process. The traffic signal shall be installed within 120 days of the issuance of the LDP.
    - **Utilities**: Property is in the Hall County service district and will to connect to Hall County sewer. Any easements or improvements required for connection / system upgrades shall be obtained and funded by the developer / development owner.

- **(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road** | Rezone | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A | Proposed Use: 146-unit residential development | ** Commission District 1 | CKK Development Services, LLC, applicant

  **(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road** | Special Use | for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A | Proposed Use: 146-unit residential development | ** Commission District 1 | CKK Development Services, LLC, applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
    Show FEMA and Hall County studied Flood plains that are present on site.
    Show stream buffer and impervious setback from wrested vegetation not centerline of stream
  - **Traffic:** The Traffic Impact Study (TIS) is under review and is not approved. All improvements in the approved TIS will be included in the LDP.
  - **Utilities:** Property is in the Hall County service district and will to connect to Hall County sewer. Any easements or improvements required for connection / system upgrades shall be obtained and funded by the developer / development owner.

- **(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way** | Rezone | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 | Proposed Use: To recognize & allow expansion of boat sales & repair | ** Commission District 2 | DCCM Infrastructure, Inc., applicant

  **(B) 6337 Lanier Islands Parkway and 6330, 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way** | Special Use | to allow boat sales & repair within the GCOD | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 | Proposed Use: To recognize & allow expansion of boat sales & repair | ** Commission District 2 | DCCM Infrastructure, Inc., applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
  - **Traffic:** There are no traffic concerns with the required use. Public Works does support the request to abandon Old Lanier Island Drive.
  - **Utilities:** Property is in the Buford service district.

**0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

- **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
  Show stream buffer and impervious setback from wrested vegetation not centerline of stream.
- **Traffic:** A Traffic Impact Study (TIS) will be required. The improvements recommended in the approval TIS will be included in the LDP.
- **Utilities:** Property is in the Hall County service district and will to connect to Hall County sewer. Any easements or improvements required for connection / system upgrades shall be obtained and funded by the developer / development owner.

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FIRE CHIEF
**Jerry Smith**

# Hall County Government
FIRE RESCUE

**To:** Katie Ahmed, Director of Planning and Zoning
**From: Hall County Fire Marshal's Office**
**Date: 10/6/26**
**Subject:** Date Hall County Board of Commissioners meeting – Planning Items – 11/16/2026
Please be advised that Hall County Fire Marshal's Office has reviewed the Planning items forwarded to the Hall County Board of Commissioners for consideration at the 11/16/26 meeting. Upon review, we provide the following comments.

1. **3411 Springdale Forrest Circle | Special Use |** for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 **| Proposed Use:** 2-lot subdivision **|** ** Commission District 2 **| KD South, LLC, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

2. **(A) 1646 Candler Road | Rezone** | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

**(B) 1646 Candler Road | Variance to Section 8.2** | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

3. **(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Rezone** | from Planned Development

(PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

**(B) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Special Use** | for a subdivision, residential | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

4. **1646 March Drive | Rezone** | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 **| Proposed Use: Single-family dwelling** | ** Commission District 4 **| Udis Calderon, applicant**

   **The Hall County Fire Marshal's Office has no comments as proposed.**

5. **0 Ridge Road | Rezone** | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development** | ** Commission District 1 **| bSide Oakwood, LLC, applicant**

   **The Hall County Fire Marshal's Office has no comments as proposed.**

6. **(A) 6651 Spout Springs Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle **|** Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development | ** Commission District 1 | DCCM Infrastructure, Inc., applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

**(B) 6651 Spout Springs Road | Special Use** | for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development |** ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

7. **(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Rezone** | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development** | ** Commission District 1 **| CKK Development Services, LLC, applicant**

**The proposed concept plan shows both ingress / egress locations on Ponderosa Farm Road too close together. Below is the fire code standard used to determine the distance between two access road ingress/egress locations.**

**International Fire Code 2024 Edition**

**D107.2 Remoteness.**

Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

The secondary fire access road cannot be installed because of location on the property, topography, waterways, nonnegotiable grades or other similar conditions. Per Fire Marshal Vieira the applicant can use the state adopted alternative to increase the road width to 26' the increased road width will eliminate the requirement for a secondary emergency access.

**(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Special Use** | for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132,

000107 & 000107A | **Proposed Use: 146-unit residential development** | ** Commission District 1 | **CKK Development Services, LLC, applicant**

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The secondary fire access road cannot be installed because of location on the property, topography, waterways, nonnegotiable grades or other similar conditions. Per Fire Marshal Vieira the applicant can use the state adopted alternative to increase the road width to 26' the increased road width will eliminate the requirement for a secondary emergency access.

8. **(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Rezone** | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 **| Proposed Use: To recognize & allow expansion of boat sales & repair** | ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

**The Hall County Fire Marshal's Office considers the plan conceptual and if approved the site plan may require modifications during the development review to meet Life Safety and International Fire Code requirements including any applicable state modifications.**

**(B) 6337 Lanier Islands Parkway and 6330, 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Special Use |** to allow boat sales & repair within the GCOD | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east

of its intersection with Merritts Drive | Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 | **Proposed Use: To recognize & allow expansion of boat sales & repair |** ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

**The Hall County Fire Marshal's Office considers the plan conceptual and if approved the site plan may require modifications during the development review to meet Life Safety and International Fire Code requirements including any applicable state modifications.**

**0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

**A 48-unit residential development will require fire hydrants to be installed for potential fire suppression needs. Currently the nearest fire hydrant is located over 1 mile south at Cagel and Buffington Farm Road. See Code requirement below.**

## International Fire Code 2024 Edition 507.5.1 Where required.

Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 500 feet from a hydrant on a fire apparatus access road, as measured by an *approved* route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the *fire code official*.

Regards,

**John Hornick, NPQ Fire Service Plans Examiner 1**

**Lieutenant, Hall County Fire Rescue**

**Hall County Government**

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Website: www.Hallcounty.org

HALL COUNTY

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# Hall County Government

COMMUNITY DEVELOPMENT & INFRASTRUCTURE
BUILDING INSPECTIONS DIVISION

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INTERIM DEVELOPMENT SERVICES DIRECTOR
**Barry Shaw**

INTERIM CHIEF BUILDING OFFICIAL
**Cody Edwards**

**To:** Katie Ahmed, Director of Planning and Zoning

**From:** Barry Shaw, Interim Director of Development Services

**Date:** October 19, 2026

**Subject:** November 16, 2026

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**3411 Springdale Forrest Circle | Special Use | for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 | Proposed Use: 2-lot subdivision | ** Commission District 2 | KD South, LLC, applicant**

- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures. All structures were built prior to 1980 and will require asbestos inspections and reports by a state licensed asbestos Inspector.

**(A) 1646 Candler Road | Rezone** | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**
**(B) 1646 Candler Road** | **Variance to Section 8.2** | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures. All structures were built prior to 1980 and will require asbestos inspections and reports by a state licensed asbestos Inspector.

**(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Rezone** | from Planned Development (PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of

Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

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- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures apart from 2 structures all were built prior to 1980 and will require asbestos inspections and reports by a state licensed asbestos Inspector. 3060 Poplar Springs Church Road and 3549 Gilleland Extension were both built in 1980 and will not require asbestos inspections and reports before demolition.

**1646 March Drive | Rezone** | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 **| Proposed Use: Single-family dwelling** | ** Commission District 4 **| Udis Calderon, applicant**

- NO COMMENT

**0 Ridge Road | Rezone** | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development** | ** Commission District 1 **| bSide Oakwood, LLC, applicant**

- NO COMMENT

**(A) 6651 Spout Springs Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle **|** Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development | ****** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

**(B) 6651 Spout Springs Road | Special Use** | for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development |** ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures. All structures that were built prior to 1980 will require asbestos inspections and reports by a state licensed asbestos inspector. The single-family residence at this location was built in 1998 and will not require asbestos inspections and reports before demolition.

**(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Rezone** | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development** | ** Commission District 1 **| CKK Development Services, LLC, applicant**
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- Applicants would be required to get demo permits for all structures from Building Inspections before building new structures. All structures that were built prior to 1980 will require asbestos inspections and reports by a state licensed asbestos inspector. 5372 Ponderosa Farm Road currently has a parcel tag dated 03.23.2022 and placed by Planning and Zoning referencing a demo of a pole barn and is no longer relevant should proposed development be granted.

**(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Rezone** | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 **| Proposed Use: To recognize & allow expansion of boat sales & repair** | ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**
**(B) 6337 Lanier Islands Parkway and 6330, 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Special Use |** to allow boat sales & repair within the GCOD | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 | **Proposed Use: To recognize & allow expansion of boat sales & repair |** ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

- NO COMMENT

**0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

- NO COMMENT

Print

## Planning Commission Comments - November 16, 2026 - Submission #155135

**Date Submitted: 11/2/2026**

Comments completed in the form below will be submitted into the record for the November 16, 2026 meeting of the Hall County Planning Commission.

**First Name***

William

**Last Name***

Taylor

**Address1***

4071 Bartlett Ferry Cv

**Address2**

**City***

Buford

**State***

GA

**Zip***

30519-1888

Zoning Item for Comment*

Other Business

Select from the list below which zoning item you would like to register a comment on. Items are listed in the order in which they appear on the agenda.

Your Comments*

FORMAL OBJECTION TO REZONING APPLICATION
Proposed 160-Unit Mixed Residential Development — Ridge Road, Hall County, Georgia

To: Hall County Planning Commission and Hall County Board of Commissioners
Re: Opposition to rezoning from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X)
Property: Approximately 20.854 acres on Ridge Road, approximately 500 feet south of Friendship Road
Tax Parcel: 08154 000016
Proposed Use: 160-unit mixed residential development

Dear Members of the Hall County Planning Commission and Board of Commissioners:

I am writing to formally oppose the proposed rezoning of approximately 20.854 acres from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) for the construction of a 160-unit residential development on Ridge Road, approximately 500 feet south of Friendship Road.

As a property owner in the Buford area, I am concerned about the long-term effects this proposed development could have on the character, safety, infrastructure, and residential quality of our community. I respectfully request that Hall County deny this rezoning application unless the applicant can demonstrate that the proposed development is appropriate for the surrounding area and that its impacts can be adequately addressed.

1. Incompatibility with the Existing Residential Character

The proposed rezoning represents a substantial change in the permitted use and intensity of development on this tract. Increasing residential density on approximately 20.85 acres to accommodate 160 units could fundamentally change the character of the surrounding area.

Hall County should carefully consider whether this density is compatible with existing homes, established neighborhoods, surrounding land uses, and the long-term development pattern intended for this area. A rezoning decision should protect the interests of existing residents as well as accommodate future growth.

2. Increased Traffic and Road Safety Concerns

The proposed development could generate substantial additional vehicle trips on Ridge Road, Friendship Road, and connecting roads. Before approving this application, the County should require a comprehensive traffic impact study that evaluates peak-hour congestion, intersection capacity, turning movements, sight distances, emergency vehicle access, and pedestrian safety.

The County should not approve a development of this scale without credible evidence that the surrounding road network can safely accommodate the additional traffic and that necessary improvements will be funded and completed.

3. Strain on Public Infrastructure and Services

The County should determine whether existing water and sewer systems, stormwater infrastructure, schools, fire protection, emergency medical services, and other public facilities can adequately support the proposed development.

Any deficiencies should be identified before rezoning approval, with enforceable commitments to address them. Existing residents should not be left to bear the consequences of inadequate infrastructure planning.

4. Stormwater Runoff, Drainage, and Environmental Impacts

Developing approximately 20.85 acres can substantially increase impervious surfaces, including rooftops, driveways, parking areas, and internal roads. These changes may affect stormwater runoff, drainage patterns, erosion, and downstream properties.

I request that the County carefully review the proposed stormwater management plan, downstream drainage capacity, flood risks, tree preservation, and the potential effects on neighboring properties before making a decision.

5. Protection of Existing Property Values and Residential Quality

Homeowners make significant financial investments in their properties with reasonable expectations that surrounding land-use decisions will be made through careful, responsible planning.

A development that introduces excessive density, traffic, noise, lighting, reduced privacy, or an incompatible development pattern could negatively affect the desirability of nearby homes. Although the precise financial impact cannot be determined without further evidence, the County should consider these potential consequences as part of its review.

6. Request for Full Review Before Any Approval

I respectfully request that Hall County require the applicant to provide and publicly present:

* A complete site plan showing building locations, density, entrances, buffers, setbacks, and internal roads.
* A comprehensive traffic impact study and documented plans for any necessary road improvements.
* Evidence of adequate water, sewer, stormwater, and emergency-service capacity.
* A drainage and environmental impact assessment.
* Appropriate setbacks, landscaping, tree preservation, and screening to protect existing homes.
* A clear explanation of why the proposed R-X zoning is appropriate for this specific location and consistent with the County's long-term land-use planning objectives.

If the applicant cannot demonstrate that the proposed development is compatible with the surrounding community and that its impacts can be adequately mitigated, the application should be denied.

Formal Request

For these reasons, I respectfully urge the Hall County Planning Commission to recommend denial of the requested rezoning from AR-1 to R-X and urge the Hall County Board of Commissioners to deny the application.

Responsible growth should not come at the expense of existing residents, neighborhood character, public safety, or adequate infrastructure. Decisions of this magnitude deserve a thorough and transparent review that gives appropriate consideration to the people who already live and own property in the area.

Thank you for your consideration of my concerns and for your responsibility to protect the long-term interests of Hall County residents.

Respectfully,

A Concerned Hall County Property Owner
Please write your comments in the box above.

File Upload

Choose File No file chosen

If you have files, such as photos, videos or text documents to include with your comments, upload them in the box above.

Would you like follow-up communication?

Yes

Please leave an email address and/or phone number if you would like a Hall County staff member to follow-up with you.

PLANNING AND DEVELOPMENT DEPARTMENT
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
t: 770-531-6809 I f: 770-531-3902

HALL COUNTY
GEORGIA
*We have it all in Hall*

## PUBLIC NOTICE REQUIREMENTS

Zoning regulations require that public notice must be given prior to all zoning hearings as follows:

1. The Planning Department shall publish a legal advertisement no less than fifteen (15) days and no more than forty-five (45) days prior to the public hearing.

2. The Planning Department shall send notification by letter of all other property owners within a 500-foot radius of the applicant's property, which is standard administrative policy of the Planning Department.

3. The applicant/property owner shall place the public notice sign in a conspicuous location on the property not less than fifteen (15) days and not more than forty-five (45) days prior to the public hearing.

**The Planning Department shall post the legal advertisement and notify property owners within a 500ft radius to the subject property.**

**The applicant is required to post the public notice sign not less than fifteen (15) days and no more than forty-five (45) days prior to the public hearing. A photo of the sign placed at the location is required and must be sent to the Planning Department.**

Multiple sign postings on a site may be required as determined by the Planning Department. The sign must be in a location where it is clearly visible from the roadway. The sign cannot be obstructed in any manner, placed too far from the road, or placed in such manner as would cause it to blend into the landscape.

Should you find the sign missing or vandalized in any manner, contact the Planning Department for a replacement sign. When the proceeding is complete and final Board action has occurred, the sign shall then be removed from the property by the applicant.

**THE ZONING SIGN MUST BE POSTED NO EARLIER THAN October 21, 2026 AND NO LATER THAN October 21, 2026.**

**THE ORGINAL SIGNED AFFIDAVIT MUST BE RETURNED TO THE PLANNING DEPARTMENT NO LATER THAN October 25, 2026 ALONG WITH A MINIMUM OF ONE PHOTO SHOWING THE SIGN POSTED AT THE SUBJECT PROPERTY.**

**Failure to comply will result in a delay of the application.**

---

## AFFIDAVIT

**By my signature, I,** Stephen Klee (Please Print Name) **, hereby acknowledge that I have read and understand the sign posting requirements. I further certify that the required public notice sign was posted on** 10-21-2026 (Date) for bSide Oakwood, LLC (Name application filed as).

**Signature** Steph P Klee

(The original document is required)

Revised September 2021

Outlook

## 0 Ridge Rd Notice Sign

**From** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Date** Thu 10/29/2026 3:17 PM
**To** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

3 attachments (8 MB)
IMG_2649.jpeg; IMG_2650.jpeg; IMG_2651.jpeg;

**From:** Colton Brown (Marshals) <cabrown@hallcounty.org>
**Sent:** Thursday, October 29, 2026 3:11 PM
**To:** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>; Amanda M. Reagan (Marshals) <areagan@hallcounty.org>; Richard Ellis (Marshals) <rellis@hallcounty.org>
**Cc:** Lynn Taylor (Planning) <ltaylor@hallcounty.org>; Katie G. Ahmed (Planning) <kahmed@hallcounty.org>
**Subject:** Re: 0 Ridge Rd Notice Sign

Good Afternoon,

I was able to pick up remade rezoning sign and post it on the property alongside the variance sign posted earlier this date. Please see photos attached. Please let me know if there is anything else I can do to assist!

**Thank you,**
**Officer C. Brown**
**Marshal's Office**
**Hall County Community Development and Infrastructure**
770-531-6762 | www.hallcounty.org

HALL COUNTY
GEORGIA
*We have it **all** in Hall*

# ZONING NOTICE

AN APPLICATION HAS BEEN FILED WITH HALL COUNTY IN REGARD TO THE ZONING REGULATIONS AS THEY APPLY TO THIS PROPERTY

APPLICANT: BSIDE OAKWOOD, LLC

REQUEST: REZONE FROM AR-1 TO R-X FOR A 160-UNIT MIXED RESIDENTIAL DEVELOPMENT

PUBLIC HEARINGS WILL BE HELD ON:

PLANNING COMMISSION

Date: NOV 16, 2026

Time: 5:15 P.M.

&

COUNTY COMMISSION

Date: DEC 10, 2026

Time: 6:00 P.M.

HALL COUNTY GOVERNMENT CENTER, 2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA

FOR MORE INFORMATION CALL: (770) 531-6809

04-2024

# ZONING NOTICE

AN APPLICATION HAS BEEN FILED WITH HALL COUNTY IN REGARD TO THE ZONING REGULATIONS AS THEY APPLY TO THIS PROPERTY

APPLICANT: BSIDE OAKWOOD, LLC

REQUEST: REZONE FROM AR-1 TO RX FOR A 160-UNIT MIXED RESIDENTIAL DEVELOPMENT

PUBLIC HEARINGS WILL BE HELD ON:

PLANNING COMMISSION
Date: NOV 16, 2026
Time: 5:15 P.M.

&

COUNTY COMMISSION
Date: DEC 10, 2026
Time: 6:00 P.M.

HALL COUNTY GOVERNMENT CENTER, 2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA

FOR MORE INFORMATION CALL: (770) 531-6809

# ZONING NOTICE

AN APPLICATION HAS BEEN FILED WITH HALL COUNTY IN REGARD TO THE ZONING REGULATIONS AS THEY APPLY TO THIS PROPERTY

APPLICANT: BSIDE OAKWOOD, LLC

REQUEST: VARY ARTICLE 4 TO REDUCE SETBACKS & ARTICLE 8 TO REDUCE BUFFER STANDARDS

PUBLIC HEARINGS WILL BE HELD ON:

PLANNING COMMISSION
Date: NOV 16, 2026
Time: 5:15 P.M.

&

COUNTY COMMISSION
Date: DEC 10, 2026
Time: 6:00 P.M.

HALL COUNTY GOVERNMENT CENTER, 2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA

FOR MORE INFORMATION CALL: (770) 531-6809


ZONING NOTICE
AN APPLICATION HAS BEEN FILED WITH HALL COUNTY IN REGARD TO THE ZONING REGULATIONS AS THEY APPLY TO THIS PROPERTY
APPLICANT: BSIDE OAKWOOD, LLC
REQUEST: REZONE FROM AR-1 TO R-X FOR A
160-UNIT MIXED RESIDENTIAL DEVELOPMENT
PUBLIC HEARINGS WILL BE HELD ON:
PLANNING COMMISSION
Date: NOV 16 2026
Time: 5:15 PM
&
COUNTY COMMISSION
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&
COUNTY COMMISSION
Date: DEC 10, 2026
Time: 6:00 P.M.
HALL COUNTY GOVERNMENT CENTER, 2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA
FOR MORE INFORMATION CALL: (770) 531-6809

# AGENDA ITEM

## New Business

**REPORT TO:** **Planning Commission Meeting (11/16/26)**

**ITEM NO:** 771/2026

**SUBJECT:** **(B) 0 Ridge Road | Variance to section 4.7 |** overall development standards | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development |** ** Commission District 1 **| bSide Oakwood, LLC, applicant**

## Meetings:

**Voting Meeting Date:** 11/16/26

## Executive Summary:

**Presenter:** LT

**Recommendation:**

(B) Denial, as the variances rely on approval of the associated rezoning. However, if the Planning Commission chooses to recommend approval, staff recommends the following conditions:

1. The property shall be developed in accordance with the site plan received September 3, 2026, and as described in the project narrative dated September 11, 2026, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.
2. The development shall be limited to a total of 160 units with no less than 20% of the development being either duplex or townhomes units.
3. Access to the development shall be subject to approval by the Hall County Public Works Department. Following review and acceptance of the Traffic Impact Study (TIS) by Public Works, all required improvements shall be incorporated into the development plans for review and approval. Any costs associated with these improvements shall be the responsibility of the developer.
4. The buffers and setbacks may be reduced as follows with labels referencing the "Site Plan Exhibit":
    - Buffers: A – Reduction from 50 feet to 10 feet with a 6-foot privacy fence, B – Reduction from 50 feet to 10 feet, C – Reduction from 50 feet to 10 feet with an 8-foot privacy fence, D - Reduction from 50 feet to 10 feet with a 6-foot privacy fence, & E - Reduction from 50 feet to 10 feet with a 6-foot privacy fence.
    - Setbacks: A - Reduction from 50 feet to 20 feet, B - Reduction from 50 feet to 20 feet, C - Reduction from 50 feet to 20 feet, D - Reduction from 50 feet to 15 feet, & E - Reduction from 50 feet to 20 feet.
5. All buffers surrounding the development shall meet the definition of a "Buffer, natural" or "Buffer, landscaped" as defined in the Hall County UDC. Where the undisturbed or provided buffer does not meet this definition, the Director of Planning and Zoning, or their designee, may require supplemental plantings or other improvements necessary to ensure the buffer achieves the intent and performance standards intended.
6. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval.
7. All conditions of zoning shall be made part of any plats created for the property.

**Purpose of Request:** **History:**

**(B) 0 Ridge Road | Variance to section 4.7 |** overall development standards | Zoned AR-1; Tax Parcel 08154 000016 | **Proposed Use: 160-unit mixed residential development |** ** Commission District 1 | **bSide Oakwood, LLC, applicant**

**Facts and Issues:**

**Options:**

**Approvals:**

| Submit | Review |
|---|---|
| KE | LT |

**Attachments:**

See Rezone Application for all other items

**Due to file sizes, materials for the following applications have been combined. See the highlighted agenda item for all materials related to the following applications:**

**(A) 0 Ridge Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development |** Commission District 1 **| bSide Oakwood, LLC, applicant**

**(B) 0 Ridge Road | Variance to section 4.7 |** overall development standards | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development |** Commission District 1 **| bSide Oakwood, LLC, applicant**

**(C) 0 Ridge Road | Variance to Article 8 |** Site Development | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development |** Commission District 1 **| bSide Oakwood, LLC, applicant**

# AGENDA ITEM

## New Business

**REPORT TO:** **Planning Commission Meeting (11/16/26)**

**ITEM NO:** 772/2026

**SUBJECT:** **(C) 0 Ridge Road | Variance to Article 8 |** Site Development | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development |** ** Commission District 1 **| bSide Oakwood, LLC, applicant**

## Meetings:

**Voting Meeting Date:** 11/16/26

## Executive Summary:

**Presenter:** LT

**Recommendation:**

(C) Denial, as the variances rely on approval of the associated rezoning. However, if the Planning Commission chooses to recommend approval, staff recommends the following conditions:

1. The property shall be developed in accordance with the site plan received September 3, 2026, and as described in the project narrative dated September 11, 2026, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.
2. The development shall be limited to a total of 160 units with no less than 20% of the development being either duplex or townhomes units.
3. Access to the development shall be subject to approval by the Hall County Public Works Department. Following review and acceptance of the Traffic Impact Study (TIS) by Public Works, all required improvements shall be incorporated into the development plans for review and approval. Any costs associated with these improvements shall be the responsibility of the developer.
4. The buffers and setbacks may be reduced as follows with labels referencing the "Site Plan Exhibit":
    - Buffers: A – Reduction from 50 feet to 10 feet with a 6-foot privacy fence, B – Reduction from 50 feet to 10 feet, C – Reduction from 50 feet to 10 feet with an 8-foot privacy fence, D - Reduction from 50 feet to 10 feet with a 6-foot privacy fence, & E - Reduction from 50 feet to 10 feet with a 6-foot privacy fence.
    - Setbacks: A - Reduction from 50 feet to 20 feet, B - Reduction from 50 feet to 20 feet, C - Reduction from 50 feet to 20 feet, D - Reduction from 50 feet to 15 feet, & E - Reduction from 50 feet to 20 feet.
5. All buffers surrounding the development shall meet the definition of a "Buffer, natural" or "Buffer, landscaped" as defined in the Hall County UDC. Where the undisturbed or provided buffer does not meet this definition, the Director of Planning and Zoning, or their designee, may require supplemental plantings or other improvements necessary to ensure the buffer achieves the intent and performance standards intended.
6. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval.
7. All conditions of zoning shall be made part of any plats created for the property.

**Purpose of Request:**

**History:**

**(C) 0 Ridge Road | Variance to Article 8 |** Site Development | Zoned AR-1; Tax Parcel 08154 000016 | **Proposed Use: 160-unit mixed residential development |** ** Commission District 1 | **bSide Oakwood, LLC, applicant**

**Facts and Issues:**

**Options:**

**Approvals:**

| Submit | Review |
|---|---|
| KE | LT |

---

**Attachments:**

See Rezone Application for all other items

**Due to file sizes, materials for the following applications have been combined. See the highlighted agenda item for all materials related to the following applications:**

**(A) 0 Ridge Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development |** Commission District 1 **| bSide Oakwood, LLC, applicant**

**(B) 0 Ridge Road | Variance to section 4.7 |** overall development standards | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development |** Commission District 1 **| bSide Oakwood, LLC, applicant**

**(C) 0 Ridge Road | Variance to Article 8 |** Site Development | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development |** Commission District 1 **| bSide Oakwood, LLC, applicant**

# AGENDA ITEM

## New Business

**REPORT TO:** **Planning Commission Meeting (11/16/26)**

**ITEM NO:** 745/2026

**SUBJECT:** **(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Rezone |** from Planned Commercial Farm District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development |** ** Commission District 1 **| CKK Development Services LLC, applicant**

## Meetings:

**Voting Meeting Date:** 11/16/26

## Executive Summary:

**Presenter:** LT

**Recommendation:**

(A) Approval, with conditions as the proposed development is consistent with the "Suburban Neighborhood, Medium Density" future land use designation within the Comprehensive Plan in the South Hall Character Area.

1. The property shall be developed in accordance with the site plan received October 20, 2026, and as described in the project narrative dated September 16, 2026, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.
2. The development shall be limited to a total of 146 single family detached lots.
3. Access to the development shall be subject to approval by the Hall County Public Works Department. Following review and acceptance of the Traffic Impact Study (TIS) by Public Works, all required improvements shall be incorporated into the development plans for review and approval. Any costs associated with these improvements shall be the responsibility of the developer.
4. The following statement regarding the potential impacts of agricultural operations in the area shall be made a part of any plat recorded on the property:"Owners, occupants, and users of property shown on this plat are hereby informed of the impacts associated with normal farming practices which may take place on adjacent and nearby property including, but not limited to, noise, odors, dust, the operation of machinery of any kind, the storage and disposal of manure, and the application of fertilizers, herbicides, and pesticides. Therefore, owners, occupants, and users of the property shown on this plat should be prepared to expect the effects of such practices."
5. All buffers surrounding the development shall meet the definition of a "Buffer, natural" or "Buffer, landscaped" as defined in the Hall County UDC. Where the undisturbed or provided buffer does not meet this definition, the Director of Planning and Zoning, or their designee, may require supplemental plantings or other improvements necessary to ensure the buffer achieves the intent and performance standards intended.
6. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval.
7. All conditions of zoning shall be made part of any plats created for the property.

**Purpose of Request:**

**(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Rezone** | from Planned Commercial Farm District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A | **Proposed Use: 146-unit residential development** | ** Commission District 1 | **CKK Development Services LLC, applicant**

**History:**

**Facts and Issues:**

**Options:**

**Approvals:**

| Submit | Review |
|---|---|
| KE | LT |

**Attachments:**

Staff Report
Application
Narrative
Site Plan
Plats
Maps
Deeds
Traffic Impact Study
Water Availability
Sewer Availability
Department Comments
Notice Sign

**HALL COUNTY PLANNING COMMISSION**
**STAFF REPORT**

| | |
|---|---|
| **Applicant** | CKK Development Services LLC |
| **Request** | (A) **Rezone** \| from Planned Commercial Farm District (PCFD) and Agricultural Residential 1 (AR-1) to Residential Single-Family Detached (R-SF)<br>(B) **Special Use** \| for a subdivision, residential |
| **Proposed Use** | 146-unit residential development |
| **Size** | 59.16± acres |
| **Zoning** | **Current:** Planned Commercial Farm District (PCFD) and Agricultural Residential 1 (AR-1)<br>**Proposed:** Residential Single-Family Detached (R-SF) |
| **Location** | 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road **\|** Tax Parcels 15028 000120, 000108, 00132, 000107 & 000107A |
| **Commission District** | One |
| **Planning Commission Date** | November 16, 2026 |
| **Staff Recommendation** | (A) **Approval, with conditions** as the proposed development is consistent with the "Suburban Neighborhood, Medium Density" future land use designation within the Comprehensive Plan in the South Hall Character Area.<br>(B) **Approval, with conditions** as the proposed use meets all minimum standards of the Residential Single-Family Detached (R-SF) zoning district. |
| **Record Number(s)** | (A) HZON26-0037<br>(B) HZCU26-0042 |

**(A) & (B) Staff recommends APPROVAL of the applicant's requests with the following conditions:**

1. The property shall be developed in accordance with the site plan received October 20, 2026, and as described in the project narrative dated September 16, 2026, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.

2. The development shall be limited to a total of 146 single family detached lots.

3. Access to the development shall be subject to approval by the Hall County Public Works Department. Following review and acceptance of the Traffic Impact Study (TIS) by Public Works, all required improvements shall be incorporated into the development plans for review and approval. Any costs associated with these improvements shall be the responsibility of the developer.

4. The following statement regarding the potential impacts of agricultural operations in the area shall be made a part of any plat recorded on the property:
"Owners, occupants, and users of property shown on this plat are hereby informed of the impacts associated with normal farming practices which may take place on adjacent and nearby property including, but not limited to, noise, odors, dust, the operation of machinery of any kind, the storage and disposal of manure, and the application of fertilizers, herbicides, and pesticides. Therefore, owners, occupants, and users of the property shown on this plat should be prepared to expect the effects of such practices."

5. All buffers surrounding the development shall meet the definition of a "Buffer, natural" or "Buffer, landscaped" as defined in the Hall County UDC. Where the undisturbed or provided buffer does not meet this definition, the Director of Planning and Zoning, or their designee, may require supplemental plantings or other improvements necessary to ensure the buffer achieves the intent and performance standards intended.

6. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval.

7. All conditions of zoning shall be made part of any plats created for the property.

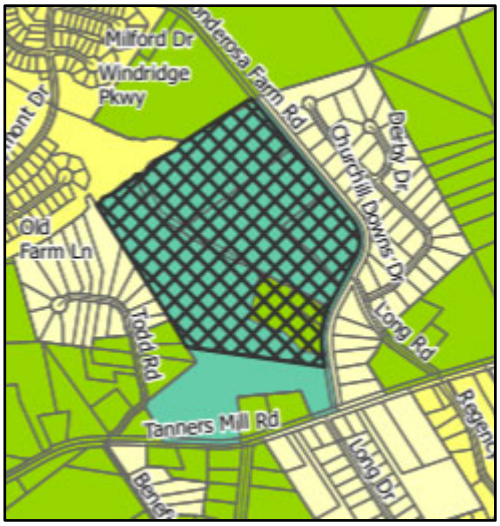
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**Summary Analysis**

The applicant has submitted two concurrent requests on a combined 59.16± acre tract: (A) Rezone from Planned Commercial Farm District (PCFD) and Agricultural Residential 1 (AR-1) to Residential Single-Family Detached (R-SF); and (B) a Special Use for a 146-lot residential development. The proposed development includes 146 single-family detached dwellings and several amenity features with an overall density of 2.47 dwelling units per acre.

Per Tax Assessor records, the subject properties are currently developed with single-family dwellings and accessory structures, all of which will be removed. A stream runs along the northwestern boundary of the site, and this same area lies within FEMA and County-studied flood zones. Surrounding properties are zoned and developed as follows:

**North**: Agricultural Residential 1 (AR-1): single-family residences; Planned Residential District (PRD): Ponderosa Farms subdivision
**East**: Residential 1 (R-1): Churchill Downs subdivision
**South**: Planned Commercial Farm District (PCFD): accessory structures
**West**: Agricultural Residential 1 (AR-1): single-family residences; Residential 1 (R-1): Tuscany Point subdivision; Planned Residential District (PRD): Ponderosa Farms subdivision




Per the submitted narrative, the proposed lots will have a minimum area of 8,000 square feet and a minimum width of 50 feet. Residences will have a minimum heated floor area of 1,600 square feet for one-story homes and 1,850 square feet for two-story homes. Each residence will include a two-car garage and driveway space sufficient to accommodate at least two vehicles. Architectural elevations will consist a combinations of brick, stone, stucco, and cementitious siding, with varied rooflines and enhanced front facades to provide visual interest. A 6.3± acre recreation area is proposed with community amenities to include a swimming pool, cabana, tennis and pickleball courts and associated parking area. Approximately 26.18± acres, or 44% of the site, will remain as undisturbed open space consisting of streams, stream buffers, and wetlands.

Per the submitted site plan, the development will be served by a single access point from Ponderosa Farm Road. The project will include a 50-foot undisturbed buffer along the exterior property boundaries.

Water service will be provided by the City of Gainesville as confirmed in a letter from Nick Swafford, Permitting Services & GIS Manager, dated September 18, 2026. Sanitary sewer service will be provided by Hall County as confirmed in a letter from Jason Skarda, Assistant Public Works Director, dated September 18, 2026.




A Traffic Impact Study (TIS) prepared by Lumin8 Transportation Technologies, dated September 15, 2026, evaluated the original site plan, which proposed two access points from Ponderosa Farm Road. Because these access points did not meet the Hall County Fire Department's required separation distance, the applicant submitted a revised site plan, received October 20, 2026, with a single access point and widened internal roads (26 feet instead of 24 feet) to comply with alternative Fire Department standards. The TIS was based on the original layout and will need to be updated as part of the Land Disturbance Permit (LDP) process.

Based on the original plan, Hall County Public Works commented that "The Traffic Impact Study (TIS) is under review and is not approved. All improvements in the approved TIS will be included in the LDP." The

Georgia Department of Transportation (GDOT) noted that impacts to the State Highway System are anticipated and directed the applicant to submit the TIS to GDOT District 1 for review. GDOT also indicated that potential improvements to SR 211 and Ponderosa Farm Road may be required.

**Development Standards Analysis**

The development standards for the project are summarized in the table below and are compared against the Residential Single-Family Detached (R-SF) district standards and the applicable Article 8 Site Development requirements of the Hall County Unified Development Code (UDC):

| Development Standard (§) | Proposed | UDC Standard | Compliance |
|---|---|---|---|
| Site Area (§4.5) | 59.16± acres | No minimum within urbanized zone | N/A |
| Density (§4.5) | 2.47 U/A | 4 U/A max within urbanized zone | Complies |
| Minimum Lot Area (§4.5) | 8,000 sf min | 8,000 sf min | Complies |
| Minimum Lot Width (§4.5) | 50 feet | 50 feet | Complies |
| Front Yard (§4.5) | 25 feet | 25 feet | Complies |
| Side Yard (§4.5) | 5 feet | 5 feet | Complies |
| Rear Yard (4§.5) | 20 feet | 20 feet | Complies |
| Maximum Building Height (§4.5) | Not specified | 35 feet | Shall comply |
| Minimum Heated Floor Area | 1,600 sf one-story<br>1,850 sf two-story | N/A | N/A |
| Buffers (§8.2.3) | 50 feet undisturbed perimeter buffer | 50 feet undisturbed perimeter buffer | Complies |
| Landscaping (§8.2.4.H.2) | Not specified | 2 trees per lot | Shall comply |
| Frontage Landscape Strip (§8.2.5) | 50 ft undisturbed buffer | 20 feet planted unless 50 ft undisturbed buffer provided | Complies |
| Sidewalks (§8.4, 9.4.8.C) | Not specified | 5 feet wide on both sides of street | Shall comply |
| Open Space (§8.5) | 44% | 30% | Complies |
| Architectural Standards (§8.7) | Shall comply per narrative | Various | Complies |
| Amenities Maintenance (§8.8.5) | HOA | HOA required | Complies |
| Cluster Mailbox Unit (CBU) (§8.10) | Not identified | CBU with parking spaces | Shall comply |

**Comprehensive Plan Analysis**

**Based on the Hall County Comprehensive Plan, staff finds that the requested rezoning to Residential Single-Family Detached (R-SF) *is consistent* with the future land use designation of *Suburban Neighborhood, Medium-Density* within the South Hall Character Area.** This designation supports medium-density single-family housing, either attached or detached, in areas served by existing water and sewer infrastructure or where such infrastructure is planned for future expansion. Future infrastructure

improvements may be guided by the Sewer System Master Plan & Rate Study or may be provided by developers in areas where service is not currently planned.

As the subject property is located within the urbanized portion of the South Hall Character Area, where water and sewer services are available, the Residential Single-Family Detached (R-SF) zoning district allows a maximum density of 4 dwelling units per acre. The proposed development has an overall density of 2.47 dwelling units per acre, which is within the permitted range.

**(A) & (B) Zoning Analysis – Rezone & Special Use**

When considering a zoning amendment to the zoning maps and use subject to approval by the County Commission, the Commission must study the need and justification for the change based on a determination of the facts applicable to the particular case, and the following general lines of inquiry must be considered:

a) Whether the zoning proposal will permit a use that is suitable in view of the use, development and zoning of adjacent and nearby property; **The proposed rezoning and use is suitable in view of the use, development, and zoning of adjacent and nearby properties.**

b) Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property; **The proposed rezoning and use does not appear to adversely affect the existing use or usability of adjacent or nearby properties.**

c) Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned; **The property appears to have reasonable economic use as currently zoned.**

d) Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, schools, police protection, fire protection, public health facilities or emergency medical service; **The proposed rezoning and use are not expected to cause an excessive or burdensome use of existing streets, transportation facilities, utilities, schools, police protection, fire protection public facilities, or emergency medical service. The property will be served by City of Gainesville public water, and sanitary sewer service will be provided by Hall County. Any improvements identified in the final approved Traffic Study and required by Hall County Public Works and/or the Georgia Department of Transportation (GDOT) will be addressed with the Land Disturbance Permit (LDP).**

e) Whether the zoning proposal is in conformity with the policy and intent of the future land use plan for the physical development of the area; **The proposed Residential Single-Family Detached (R-SF) zoning and subdivision design are consistent with the Comprehensive Plan's future land use designation of "Suburban Neighborhood, Medium-Density." As the subject property is located within the urbanized portion of the South Hall Character Area, where water and sewer services are available, the Residential Single-Family Detached (R-SF) zoning district allows a maximum density of 4 dwelling units per acre. The proposed development has an overall density of 2.47 dwelling units per acre, which is within the permitted range.**

f) The extent to which property values are diminished by the existing zoning restrictions; **Staff is unable to determine the extent to which property values are affected by the existing zoning restrictions.**

g) The extent to which the destruction of the subject property's value under the existing zoning promotes the health, safety, morals or general welfare of the public; **Staff is unable to comment on the impact of property values without a full market analysis. Multiple factors impact property value including construction types, proposed uses, and maintenance.**

h) The relative gain to the public as compared to the hardship imposed upon the individual property owner; **Staff has not identified a hardship imposed on the property owner as the property is currently zoned.**

i) The length of time the property has been vacant as zoned considered in the context of land development in the area in the vicinity of the property; **The subject parcels are developed with single-family residences and various accessory structures.**

j) Whether there are other existing or changing conditions affecting the use or development of the property which give supporting grounds for either approval or disapproval of the zoning proposal; **Staff is not aware of any changing conditions affecting the use or development of the property.**

k) Whether the change would create an isolated district unrelated to the surrounding districts; **The proposed Residential Single-Family Detached (R-SF) zoning is a new zoning district effective September 10, 2026. Previously this type of development would have been proposed under the Planned Residential Development (PRD) district which no longer exists. The subject property is adjacent to a Planned Residential Development (PRD), known as the Ponderosa Farms subdivision, which is of similar design and residential character. Therefore, the proposed zoning change would not create an isolated district unrelated to surrounding districts.**

l) Whether the present zoning district boundaries are illogically drawn in relation to existing conditions in the area; **There is no evidence that the present zoning district boundaries are illogically drawn.**

m) Whether the change requested is out of scale with the needs of the county as a whole or the immediate neighborhood; **The proposed development does not appear to be out of scale with the needs of the county as a whole, as there is a need for additional housing to support population growth.**

n) Whether it is impossible to find adequate sites for the proposed use in districts permitting such use and already appropriately zoned; **There are no other zoning districts that would support this development as proposed. Because the R-SF district is newly established, an appropriately zoned site for this residential pattern is not yet available elsewhere.**

o) Whether the need for rezoning could be handled instead by a variance request to the Planning Commission; **The request could not be handled alternatively as a variance.**

p) Whether there would be an ecological or pollution impact resulting from major modifications to the land if the request is granted; **Any land disturbance activities on the property shall be required to go through the land development permitting process, and as a result are subject to local, state, and federal regulations. As a result, there are no anticipated ecological or pollution impacts resulting from any modification to the land if the request is granted.**

q) Whether there is reasonable evidence based upon existing and anticipated land use that would indicate a mistake was made in the original zoning of the property; **There is no indication that a mistake was made in the original zoning.**

**Development Support and Constraints**

**Hall County Environmental Health**
In a memorandum dated October 19, 2026, the Hall County Environmental Health Department stated, "Public Sewer. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled."

**Georgia Department of Transportation**
In an email dated October 7, 2026, Christopher Hash, D1 Traffic Operations Supervisor, stated, "Off-system. Impacts expected to the State Highway System. Applicant to submit TIS to GDOT District 1 for review. Potential improvements for SR211 and Ponderosa Farm Rd may be needed."

**Hall County Public Works and Utilities**
In a memorandum dated October 19, 2026, Jorge Gomez, Director of Public Works and Utilities, provided the following comments:

**Engineering:**
This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
Show FEMA and Hall County studied Flood plains that are present on site.
Show stream buffer and impervious setback from wrested vegetation not centerline of stream.

**Traffic:**
The Traffic Impact Study (TIS) is under review and is not approved. All improvements in the approved TIS will be included in the LDP.

**Utilities**
Property is in the Hall County service district and will connect to Hall County sewer. Any easements or improvements required for connection/system upgrades shall be obtained and funded by the developer/development owner.

**Hall County Fire Marshal**
In a memorandum October 6, 2026, the Hall County Fire Marshal's Office provided the following comments:

The proposed concept plan shows both ingress/egress locations on Ponderosa Farm Road too close together. Below is the fire code standard used to determine the distance between two access road ingress/egress location.

"International Fire Code 2024 Edition
D107.2 Remoteness.

> Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses."

The secondary fire access road cannot be installed because of location on the property, topography, waterways, nonnegotiable grades or other similar conditions. Per Fire Marshal Vieira the applicant can use the state adopted alternative to increase the road width to 26' the increased road width will eliminate the requirement for a secondary emergency access.

**Hall County Tax Assessor**

In a memorandum dated October 6, 2026, the Hall County Tax Assessor's Office provided the following comments:

> The Conservation Division is providing formal notice that the parcels listed below are currently under a Conservation Covenant, effective since 2023, and will incur a breach penalty. The owners have initiated the sale of these properties to CKK Development Services LLC, an unqualified buyer, and for an unqualified use—specifically, the development of a rental residential subdivision, which is prohibited under the terms of the Conservation Covenant.
>
> Parcels in Breach:
>
> 1. Parcel 15028 000107
>    Location: 5372 Ponderosa Farm Road Owners: Hugh & Lynn Stallworth
> 2. Parcel 15028 000120
>    Location: 5348 Ponderosa Farm Road Owners: Michael & Lisa Hardiman
> 3. Parcel 15028 000132
>    Location: 5300 Ponderosa Farm Road Owners: Michael & Lisa Hardiman
>
> The pending sale constitutes a violation due to the transferee being unqualified for the Conservation Use program and the intended land use being incompatible with covenant restrictions. Please update your records accordingly.

**Hall County Building Inspections**

In a memorandum dated October 19, 2026, Barry Shaw, Interim Director of Development Services, provided the following comments:

> Applicants would be required to get demo permits for all structures from Building Inspections before building new structures. All structures that were built prior to 1980 will require asbestos inspections and reports by a state licensed asbestos inspector. 5372 Ponderosa Farm Road
> currently has a parcel tag dated 03.23.2022 and placed by Planning and Zoning referencing a demo of a pole barn and is no longer relevant should proposed development be granted.

**PLANNING AND ZONING DEPARTMENT**
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
T: 770-531-6809 I Email: planning@hallcounty.org

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# ZONING APPLICATION

**Applicant (Name & Mailing Address)**
CKK Dev. Services
270 N. Clayton Street
Lawrenceville, GA 30046
Phone 404.925.1289
Email duncan@ckkdev.com

**Property Owner (Name & Mailing Address)** - See Attached
Donald H. Stallworth
5372 Ponderosa Farm Rd,
Gainesville, GA 30507 :See Attached
Phone [redacted]
Email [redacted]

**Contact Person (Name & Mailing Address)**
Duncan Corley
270 N. Clayton Street
Lawrenceville, GA 30046
Phone 404-925-1289
Email duncan@ckkdev.com

**Status of Applicant**
- ☐ Owner
- ☑ Option to Purchase
- ☐ Area Resident
- ☐ Other: _____

**Requested Action**
Current Zoning: PCFD & AR-1
Rezone to: R-SF

**Property Information** - See Attached
Location Address(es): 0 & 5372 Ponderosa Farm Rd, Gainesville, GA 30507
Tax Parcel Number(s): 15028-000107, 15028 000107A Acreage: 24 +/-, 1 +/-
Existing Use(s): Single Family Residential
Proposed Use(s): R-SF - 146 lot single-family subdivision

**I hereby certify that the above information and all attached information are true and correct.**

Applicant Name Printed: CKK Development Services, LLC
Applicant Signature: _____ Date: 9/10/26

***Applicant must complete all required information above. Incomplete applications will not be accepted. The Planning Department has 15 days after application deadline to review each submittal and will assign scheduling dates during that review period. If an application is determined to be insufficient, no agenda date will be set until all required information has been provided.***

---

**Application Withdrawal:** I hereby withdraw the application.

Applicant Signature: _____ Date: _____

**Property Owner/Information**

Property Owner: Michael Hardiman
Address: 5334 Ponderosa Farm Rd, Gainesville, GA 30507
Phone: [redacted]
Email: mike@hardiman.cc

Location Address: 5300 Ponderosa Farm Rd, Gainesville, GA 30507
Tax Parcel Number: 15028-000120
Existing use: PCFD & AR-1
Proposed use: R-SF
Acreage: 13.43 +/-

Location Address: 5348 Ponderosa Farm Rd, Gainesville, GA 30507
Tax Parcel Number: 15028-000132
Existing use: PCFD & AR-1
Proposed use: R-SF
Acreage: 15.05 +/-

Location Address: 5334 Ponderosa Farm Rd, Gainesville, GA 30507
Tax Parcel Number: 15028-000108
Existing use: PCFD & AR-1
Proposed use: R-SF
Acreage: 5.12 +/-

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# SPECIAL/CONDITIONAL USE APPLICATION

**Applicant (Name & Mailing Address)**
CKK Development Services
270 N. Clayton Street
Lawrenceville, GA 30046
Phone 404-925-1289
Email duncan@ckkdev.com

**Property Owner (Name & Mailing Address)** See Attached
Donald H. Stallworth
5372 Ponderosa Farm Rd.
Gainesville, GA 30507
Phone [redacted]
Email [redacted]

**Contact Person (Name & Mailing Address)**
Joshua (Duncan) Corley
270 N. Clayton Street
Lawrenceville, GA 30046
Phone 404-925-1289
Email duncan@ckkdev.com

**Status of Applicant**
- ☐ Owner
- ☑ Option to Purchase
- ☐ Area Resident
- ☐ Other: _____

**Requested Action**
- ☐ Special Use
- ☑ Conditional Use

**Property Information**
Location Address(es): 5300, 5348, 5334, 5372 Ponderosa Farm Rd. Gainesville, GA 30507 & 0
Tax Parcel Number(s): See attached
Acreage: 59.16
Existing Use(s): PCFD + AR-1
Zoning: PCFD + AR-1
Proposed Use(s): R-SF

**I hereby certify that the above information and all attached information are true and correct.**

Applicant Name Printed: Joshua (Duncan) Corley
Applicant Signature: _____ Date: 9/17/26

***Applicant must complete all required information above. Incomplete applications will not be accepted. The Planning Department has 15 days after application deadline to review each submittal and will assign scheduling dates during that review period. If an application is determined to be insufficient, no agenda date will be set until all required information has been provided.***

---

**Application Withdrawal:** I hereby **withdraw** the application.

Applicant Signature: _____ Date: _____

**Property Owner/Information**

Property Owner: Michael Hardiman
Address: 5334 Ponderosa Farm Rd, Gainesville, GA 30507
Phone: [redacted]
Email: mike@hardiman.cc

**Property Tax Parcel Numbers:** 15028-00017, 15028-000107A, 15028-000120, 15028-000132, 15028-000108

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# PROPERTY OWNER AUTHORIZATION

* Note: If the applicant is the property owner, disregard this form.

Name of Property Owner as shown on deed: Hugh Donald Stallworth and Lynn Marie Stallworth

Name of Authorized Agent (if owner is a company): _____

Address: 5372 Ponderosa Farm Rd. Gainesville, GA 30507

Phone: [redacted]

Email: [redacted]

Name of Applicant: CKK Development Services

Name of Authorized Agent (if applicant is a company): Joshua (Duncan) Corley

Address: 270 N. Clayton Street
Lawrenceville, GA 30046

Phone: 404-925-1289

Email: duncan@ckkdev.com

Application Address & Description: 0 & 5372 Ponderosa Farm Rd. Gainesville, GA 30507
Rezone from PCFD + AR-1 to R-SF

☐ I have attached proof of Authorized Agent (if applicable)

---

*I hereby swear that I am the owner of the property which is the subject matter of the attached applications as shown in the records of Hall County, Georgia. I authorize the person named above to act as applicant in the pursuit of a rezoning, special/conditional use or variance of this property.*

Hugh Stallworth
Owner Signature

Hugh Donald Stallworth and Lynn Marie Stallworth
Owner Printed Name

Personally appeared before me on 9-16-26 who swears that the information
DATE
contained in this authorization is true and correct to the best of his/her knowledge and belief.

Jeff Nash
Notary Printed Name

Notary Public Signature

9-16-26
Date

JEFF NASH
NOTARY PUBLIC
GWINNETT COUNTY GEORGIA
JULY 13, 2030

8.3.2026

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# PROPERTY OWNER AUTHORIZATION

* Note: If the applicant is the property owner, disregard this form.

Name of Property Owner as shown on deed: Michael D. & Lisa L HARDIMAN

Name of Authorized Agent (if owner is a company): _____

Address: 5334 & 5348 & 5300 Ponderosa Farm Rd
Gainesville GA 30507

Phone: 678-617-0612

Email: mike@HARDIMAN.cc

Name of Applicant: CKK Development Services

Name of Authorized Agent (if applicant is a company): Joshua (Duncan) Corley

Address: 270 N. Clayton Street, Lawrenceville, GA 30046

Phone: 404-925-1289

Email: duncan@ckkdev.com

Application Address & Description: 0 & 5334 & 5348 & 5300 Ponderosa Farm Rd. Gainesville, GA 30507
Rezone from PCFR + AR-1 to R-SF

☐ I have attached proof of Authorized Agent (if applicable)

---

*I hereby swear that I am the owner of the property which is the subject matter of the attached applications as shown in the records of Hall County, Georgia. I authorize the person named above to act as applicant in the pursuit of a rezoning, special/conditional use or variance of this property.*

Lisa L Hardiman
Michael D Hardiman
Owner Signature

LISA L. HARDIMAN
MICHAEL D. HARDIMAN
Owner Printed Name

Personally appeared before me on 9-16-26 (DATE) who swears that the information contained in this authorization is true and correct to the best of his/her knowledge and belief.

Jeff Nash
Notary Printed Name

Jeff Nash
Notary Public Signature

9-16-26
Date

JEFF NASH
NOTARY PUBLIC
GWINNETT COUNTY, GEORGIA
MY COMMISSION EXPIRES JULY 13, 2030

8.3.2026

# STATE OF GEORGIA

## Secretary of State

**Corporations Division**
**313 West Tower**
**2 Martin Luther King, Jr. Dr.**
**Atlanta, Georgia 30334-1530**

**ANNUAL REGISTRATION**

*Electronically Filed*
Secretary of State
Filing Date: 3/16/2025 10:08:38 AM

| BUSINESS INFORMATION | |
|---|---|
| **CONTROL NUMBER** | 09006164 |
| **BUSINESS NAME** | C K K DEVELOPMENT SERVICES LLC |
| **BUSINESS TYPE** | Domestic Limited Liability Company |
| **EFFECTIVE DATE** | 03/16/2025 |
| **ANNUAL REGISTRATION PERIOD** | 2025, 2026, 2027 |

| PRINCIPAL OFFICE ADDRESS | |
|---|---|
| **ADDRESS** | 270 North Clayton Street, Lawrenceville, GA, 30046, USA |

| REGISTERED AGENT | | |
|---|---|---|
| **NAME** | **ADDRESS** | **COUNTY** |
| Corley, Joshua | 2264 Granite Path Ct, Bethlehem, GA, 30620, USA | Gwinnett |

| AUTHORIZER INFORMATION | |
|---|---|
| **AUTHORIZER SIGNATURE** | Joshua Corley |
| **AUTHORIZER TITLE** | Manager |

**PLANNING AND ZONING DEPARTMENT**
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# CAMPAIGN CONTRIBUTIONS DISCLOSURE FORM

This form must be completed by the applicant and property owner, or person representing the property owner, for all zoning actions.

OCGA § 36-67A-3: Disclosure of Campaign Contributions:

(a) When any applicant for rezoning action has made, within two years immediately preceding the filing of that applicant's application for the rezoning action, campaign contributions aggregating $250.00 or more to a local government official who will consider the application, it shall be the duty of the applicant to file a disclosure report with the governing authority of the respective local government showing:

(1) The name and official position of the local government official to whom the campaign contribution was made; and

(2) The dollar amount and description of each campaign contribution made by the applicant to the local government official during the two years immediately preceding the filing of the application for the rezoning action and the date of each such contribution.

(b) The disclosures required by subsection (a) of this Code section shall be filed within ten days after the application for the zoning action is first filed.

Code OCGA 1981, § 36-67A-3, enacted by Ga L. 1986, page 1269, § 1; Ga L. 1991, page 1365, § 1; Ga L. 1993, page 91, § 36).

---

**I hereby certify that I have read the above and that:**

I have**____ I have not X

within the two years immediately preceding this date, made any contribution(s) aggregating $250.00 or more to any local government official involved in the review or consideration of this application.

**If you have made such contribution(s), you must provide the data required below within ten (10) days of filing this application.

Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Name Printed: Hugh Donald Stallworth and Lynn Marie Stallworth

Applicant's/Owner's Signature: Lynn Stallworth Date: 9-16-26

**PLANNING AND ZONING DEPARTMENT**
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(1) The name and official position of the local government official to whom the campaign contribution was made; and

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---

**I hereby certify that I have read the above and that:**

I have**____ I have not ✓

within the two years immediately preceding this date, made any contribution(s) aggregating $250.00 or more to any local government official involved in the review or consideration of this application.

**If you have made such contribution(s), you must provide the data required below within ten (10) days of filing this application.

Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Name Printed: Michael D. Hardiman Lisa L. Hardiman

Applicant's/Owner's Signature: Michael D. Hardiman Date: 9/15/2026

Lisa L. Hardiman 9/15/2026

**PLANNING AND ZONING DEPARTMENT**
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This form must be completed by the applicant and property owner, or person representing the property owner, for all zoning actions.

OCGA § 36-67A-3: Disclosure of Campaign Contributions:

(a) When any applicant for rezoning action has made, within two years immediately preceding the filing of that applicant's application for the rezoning action, campaign contributions aggregating $250.00 or more to a local government official who will consider the application, it shall be the duty of the applicant to file a disclosure report with the governing authority of the respective local government showing:

(1) The name and official position of the local government official to whom the campaign contribution was made; and

(2) The dollar amount and description of each campaign contribution made by the applicant to the local government official during the two years immediately preceding the filing of the application for the rezoning action and the date of each such contribution.

(b) The disclosures required by subsection (a) of this Code section shall be filed within ten days after the application for the zoning action is first filed.

Code OCGA 1981, § 36-67A-3, enacted by Ga L. 1986, page 1269, § 1; Ga L. 1991, page 1365, § 1; Ga L. 1993, page 91, § 36).

---

**I hereby certify that I have read the above and that:**

I have**____ I have not ✓

within the two years immediately preceding this date, made any contribution(s) aggregating $250.00 or more to any local government official involved in the review or consideration of this application.

**If you have made such contribution(s), you must provide the data required below within ten (10) days of filing this application.

Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Name Printed: Joshua (Duncan) Corley

Applicant's/Owner's Signature: _____ Date: 9/16/26

Applicant's Letter of Intent
Hall County, Georgia
Rezoning Request – PCFD & AR-1 to R-SF

September 16, 2026

5300, 5348, 5334, 5372 Ponderosa Farm Rd, Gainesville, GA 30507

CKK Development, LLC (the "Applicant") respectfully submits this Letter of Intent in support of its request to rezone approximately 59.16 acres located on Ponderosa Farm Road in Hall County, Georgia, from AR-1 (Agricultural Residential) and PCFD (Planned Commercial Farm District) to R-SF (Residential Single-Family Detached).

The subject property is strategically located within one of Hall County's most active growth corridors, and is located within the urbanized zone district. It is well positioned to accommodate thoughtfully planned residential development. The property enjoys convenient access to the Town of Braselton, Interstate 85, Georgia Highway 53, and the numerous employment centers, commercial services, educational facilities, and recreational opportunities that serve this portion of Hall County.

The Applicant proposes the development of a high-quality single-family residential community consisting of 146 detached homes at an overall density of approximately 2.47 dwelling units per acre, which falls well below the allowable 4.0 units per acre permitted in the urbanized zone district. The development will feature homes situated on a minimum lot width of 50 feet and minimum lot areas of 8,000 square feet. The community has been carefully designed to provide desirable housing opportunities while maintaining an attractive and cohesive neighborhood character.

The proposed homes will utilize high-quality architectural materials and design elements, including combinations of brick, stone, stucco, and cementitious siding. Architectural elevations will incorporate varied rooflines, enhanced front facades, and complementary building materials to create visual interest throughout the community. Residences will contain a minimum heated floor area of 1,600 square feet for one-story homes and 1,850 square feet for two-story homes. Each residence will include a minimum two-car garage and driveway parking sufficient to accommodate at least two additional vehicles, resulting in a minimum of four off-street parking spaces per home.

A defining characteristic of the proposed development is its emphasis on environmental stewardship and open space preservation. Approximately 26.18 acres, or 44% will remain protected as conservation area consisting of streams, stream buffers, wetlands, and other environmentally sensitive features. These areas will remain undisturbed to the greatest extent practical and will provide long-term environmental benefits while preserving the natural character of the property.

The community will provide a comprehensive amenity package designed to encourage recreation, social interaction, and outdoor enjoyment. Planned amenities include a minimum 6.3-acre recreation area featuring a swimming pool, cabana, tennis and pickleball courts, gathering areas, walking opportunities, and associated parking facilities. These amenities will serve as focal points within the neighborhood and provide significant benefits to future residents.

To ensure compatibility with adjacent land uses, the development will incorporate a 50-foot undisturbed transitional buffer along all property lines and road frontage. This buffer will provide visual screening, maintain separation from adjoining properties, and create an appropriate transition between

existing and future development. Additional landscaping and architectural standards will further enhance compatibility with surrounding properties.

Primary access to the community will be provided via Ponderosa Farm Road through a proposed public entrance designed to safely accommodate residential traffic and emergency access needs. The entrance will be constructed with enhanced landscaping and community entry features that establish a high-quality identity for the neighborhood. Internal streets will be publicly dedicated and constructed in accordance with Hall County standards. The proposed street network has been designed to promote connectivity, facilitate emergency access, and minimize unnecessary curb cuts along surrounding roadways.

Water and sanitary sewer service will be provided by Hall County utilities. Stormwater management facilities will be designed and constructed in accordance with all applicable local, state, and federal regulations and generally as depicted on the submitted concept plan.

The proposed rezoning is consistent with the goals and objectives of the Hall County Comprehensive Plan. The Comprehensive Plan encourages well-designed residential growth in areas served by existing infrastructure and located near major transportation corridors, employment centers, and commercial services. The subject property's location, combined with its accessibility to regional transportation facilities and public utilities, makes it particularly suitable for residential development.

The surrounding area consists of a mixture of rural residential properties, agricultural uses, and existing and planned residential communities. As development continues throughout the Braselton and Highway 53 corridors, the subject property represents a logical and appropriate location for residential growth. The proposed development provides an orderly transition from agricultural land uses to a thoughtfully planned residential community while preserving substantial open space and environmental features.

For the foregoing reasons, CKK Development, LLC respectfully requests approval of the rezoning of approximately 59.16 acres located on Ponderosa Farm Road from AR-1 and PCFD to R-SF.

The Applicant further reserves all rights afforded under the Constitution and laws of the United States and the State of Georgia, including, without limitation, rights related to the reasonable use of private property.

Respectfully submitted,

CKK Development, LLC

Duncan Corley

# TOTAL AREA: 59.16± ACRES

TOTAL OPENSPACE 26.18 ACRES
TOTAL NUMBER OF LOTS 146
MINIMUM LOT SIZE=8,000 SQ. FT.
THIS PROPERTY IS LOCATED IN AN URBANIZED ZONE

RECEIVED
10-20-2026

**LEGEND :**

| | |
|---|---|
| POB | POINT OF BEGINNING |
| LLL | LAND LOT LINE |
| R/W | RIGHT OF WAY |
| N/F | NOW OR FORMERLY |
| CTF | CRIMP TOP FOUND |
| RBF | REBAR FOUND |
| OTF | OPEN TOP FOUND |
| RBS | REBAR SET |
| CMP | CORRUGATED METAL PIPE |
| RCP | REINFORCED CONCRETE PIPE |
| DIP | DUCTILE IRON PIPE |
| PVC | POLYVINYLCHLORIDE PIPE |
| SWCB | SINGLE WING CATCH BASIN |
| DWCB | DOUBLE WING CATCH BASIN |
| CI | CURB INLET |
| DI | DROP INLET |
| OCS | OUTLET CONTROL SYSTEM |
| JB | JUNCTION BOX |
| FES | FLARED END SECTION |
| HW | HEAD WALL |
| WI | WIER INLET |
| SSMH | SANITARY SEWER MANHOLE |
| CO | CLEAN OUT |
| INV | INVERT |
| -OHP- | OVERHEAD POWER LINE |
| -OTL- | OVERHEAD TELEPHONE LINE |
| -UT- | UNDERGROUND TELEPHONE LINE |
| EO | ELECTRIC OUTLET |
| | UTILITY POLE |
| -P- | UNDERGROUND POWER LINE |
| <---- | GUY WIRE |
| PP | POWER POLE |
| L/P | LIGHT POLE |
| C/I/T | CABLE/INTERNET/TELEPHONE |
| FH | FIRE HYDRANT |
| -W- | WATER LINE |
| WM | WATER METER |
| WV | WATER VALVE |
| VM | VALVE MARKER |
| SI | SIGN POST |
| BL | BUILDING LINE |
| CL | CENTERLINE |
| EP | EDGE OF PAVEMENT |
| | SAMPLING POINT |
| Mp | MONITORING POINT |
| * | WETLANDS |
| SL | STREET LIGHT |

**GENERAL NOTES:**

1. PROPERTY IS LOCATED AT 5334 AND 5372 PONDEROSA FARM ROAD.
2. TOTAL AREA OF PROPERTY: 59.16 ACRES
3. EXISTING PROPERTY ZONING: PCFD AND AR-1
   PROPOSED PROPERTY ZONING: R-5F
4. PROPERTY INCLUDES MORGAN G.M.D. 385.
5. TOTAL NUMBER OF UNITS: 146 UNITS.
   GROSS DENSITY: 2.42 UNITS PER ACRE.
6. THE MINIMUM HEATED FLOOR AREA PER DWELLING UNIT SHALL BE 1,800 SQUARE FEET FOR ALL DWELLINGS.
7. MINIMUM LOT SIZE: 8,000 SQ. FT.
8. SETBACKS: FRONT: 25' / REAR: 20' / SIDE: 5' / 50' EXTERNAL BUFFER.
9. MAXIMUM BUILDING HEIGHT: 50'
10. WATER SERVICE TO BE PROVIDED BY HALL COUNTY.
11. SANITARY SEWER SERVICE TO BE PROVIDED BY HALL COUNTY.
12. ALL UTILITIES TO BE LOCATED UNDERGROUND.
13. ALL STREETS ARE TO BE PUBLIC STREETS.
14. FIRM PANEL NO. 13139C0031J2, DATED 12/01/2022, INDICATE THAT PORTIONS OF THIS PROPERTY LIES WITHIN A FLOOD HAZARD ZONE A.
15. THERE ARE NO SIGNIFICANT WILDLIFE HABITATS OR SCENIC VISTAS IDENTIFIED BY THE GEORGIA DEPARTMENT OF NATURAL RESOURCES.
16. BUILDING LAYOUT SUBJECT TO CHANGE DURING DESIGN PHASE OF PROJECT.
17. OPEN SPACE REQUIRED: 17.75 ACRES (30% OF 59.16 ACRES)
    OPEN SPACE PROVIDED: 26.18 ACRES (USABLE: ACRE)
18. THE FINAL SITE PLAN AND BUILDING ELEVATIONS ARE TO BE IN COMPLIANCE WITH THE CONDITIONS OF APPROVAL AND THE UNIFIED DEVELOPMENT ORDINANCE AND ARE SUBJECT TO REVIEW AND APPROVAL BY THE DIRECTOR OF PLANNING AND DEVELOPMENT.
19. A MANDATORY HOMEOWNERS ASSOCIATION SHALL BE ESTABLISHED AND SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL COMMON AREAS/FACILITIES, STREET FRONTAGE LANDSCAPING, LAWN, AND ORNAMENTAL PLANTING MAINTENANCE ON INDIVIDUAL LOTS.
20. NATURAL VEGETATION SHALL REMAIN ON THE PROPERTY UNTIL THE ISSUANCE OF A DEVELOPMENT PERMIT.
21. ALL GRASSED AREAS SHALL BE SODDED.
22. STORMWATER BMP FACILITIES SHALL BE SCREENED FROM VIEW OF ADJOINING PROPERTIES AND RIGHTS-OF-WAY BY LANDSCAPING AND/OR DECORATIVE FENCING THAT IS IN COMPLIANCE WITH THE HALL COUNTY STORMWATER MANAGEMENT MANUAL, SUBJECT TO REVIEW AND APPROVAL BY THE DIRECTOR OF PLANNING AND DEVELOPMENT.
23. THE APPLICANT SHALL PROVIDE A FLOOD STUDY PRIOR TO THE ISSUANCE OF A DEVELOPMENT PERMIT.
24. FIRE HYDRANTS SHALL BE LOCATED SUCH THAT ALL PORTIONS OF THE BUILDING CAN BE REACHED BY FIRE HOSE LAYS NOT TO EXCEED 400 FEET.
25. WHERE TWO FIRE APPARATUS ACCESS ROADS ARE REQUIRED, THEY SHALL BE PLACED A DISTANACE APART EQUAL TO NOT LESS THAN ONE HALF OF THE LENGTH OF THE MAXIMUM OVERALL DIAGONAL DIMENSION OF THE LOT OR AREA TO BE SERVED, MEASURED IN A STRAIGHT LINE BETWEEN ACCESSES. (2018 INTERNATIONAL FIRE CODE, APPENDIX D106.3)
26. BOUNDARY INFORMATION FOR THIS PLAN WAS TAKEN FROM A SURVEY FOR MICHAEL & LISA HARDIMAN, DATED 10/29/2018, PREPARED BY FLOYD & ASSOCIATES, INC., AND A SURVEY FOR GILBERT D. MARTIN & VIVIAN S. MARTIN, DATED JULY 12, 2001, PREPARED BY PATTON-BOYER, INC.
27. THIS PROPERTY IS LOCATED IN AN URBANIZED ZONE.

| CURVE | BEARING | DISTANCE |
|---|---|---|
| L1 | N8°35'54"E | 26.73' |
| L2 | N77°59'31"E | 23.68' |
| L3 | N65°02'32"E | 49.22' |
| L4 | N03°56'00"W | 12.72' |
| L5 | N23°01'57"E | 20.25' |
| L6 | N71°17'10"E | 46.13' |
| L7 | N61°71'53"E | 67.28' |
| L8 | N43°36'06"E | 59.85' |
| L9 | N61°12'45"E | 56.90' |
| L10 | N58°51'46"E | 53.04' |
| L11 | N27°36'24"E | 22.16' |
| L12 | N69°16'39"E | 26.40' |
| L13 | N79°15'31"E | 9.00' |
| L14 | N88°55'33"E | 60.11' |
| L15 | N06°33'30"E | 39.39' |
| L16 | N44°27'53"E | 89.91' |
| L17 | S87°59'15"E | 45.58' |
| L18 | N28°22'14"E | 3289' |
| L19 | N67°36'13"E | 65.43' |
| L20 | N43°16'48"E | 99.01' |
| L21 | N60°18'06"E | 43.97' |
| L22 | N69°54'29"E | 32.08' |
| L23 | ARC: 99.71'<br>N60°18'06"E | RAD: 641.00'<br>CHORD: 43.97' |

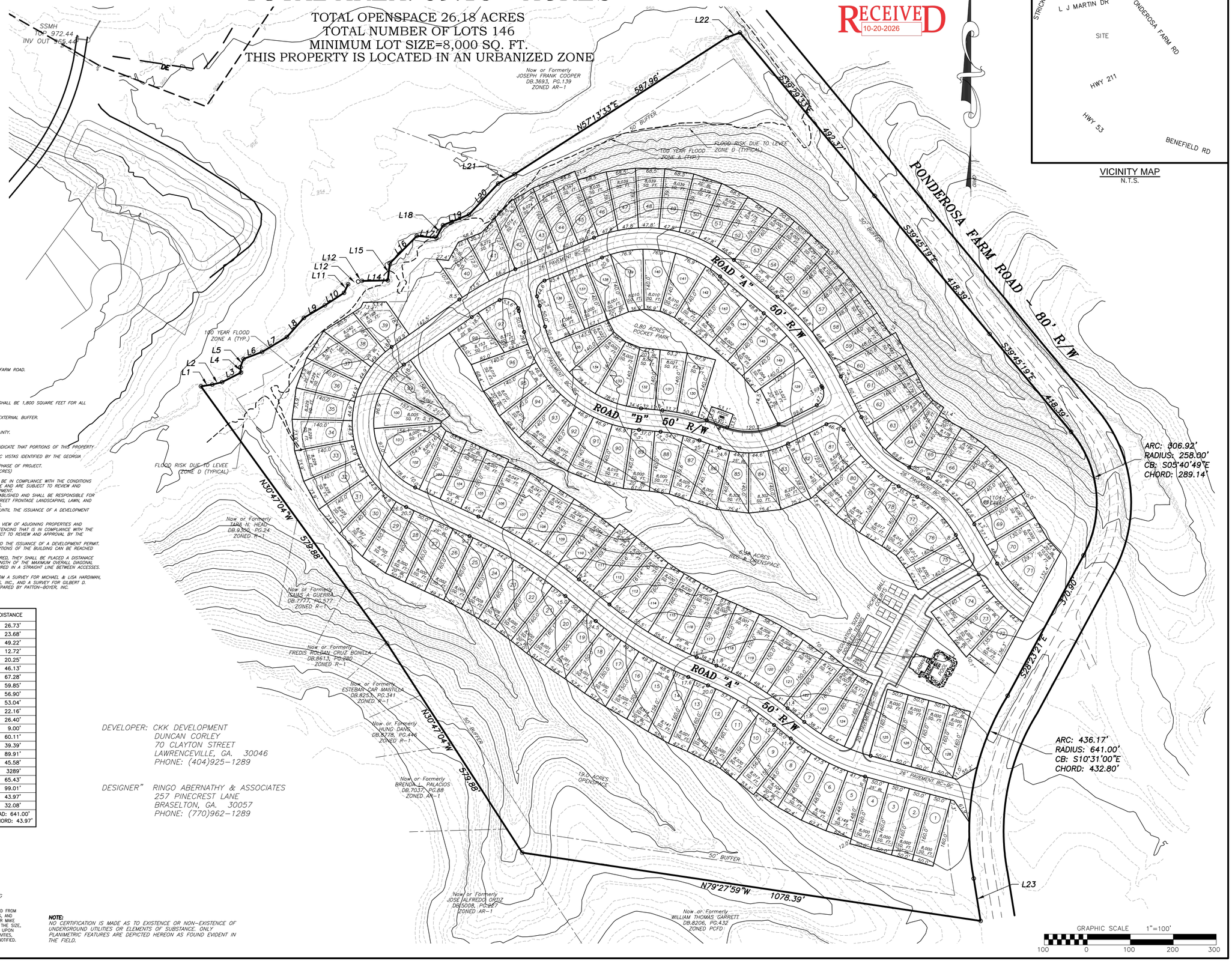
DEVELOPER: CKK DEVELOPMENT
DUNCAN CORLEY
70 CLAYTON STREET
LAWRENCEVILLE, GA. 30046
PHONE: (404)925-1289

DESIGNER" RINGO ABERNATHY & ASSOCIATES
257 PINECREST LANE
BRASELTON, GA. 30057
PHONE: (770)962-1289

811
KNOW WHAT'S BELOW. CALL BEFORE YOU DIG
IF YOU DIG GEORGIA ... CALL FIRST!

THE EXISTING UTILITIES SHOWN ON THIS PLAN WERE OBTAINED FROM VARIOUS UTILITY COMPANIES, VARIOUS GOVERNMENTAL AGENCIES, AND ABOVE GROUND OBSERVATION. THE SURVEYOR AND/OR ENGINEER MAKE NO CLAIM TO THE COMPLETENESS OF THIS INFORMATION. THE SIZE, LOCATION, OR ADDITIONAL UTILITIES MAY BE UNCOVERED UPON EXCAVATION. PRIOR TO BEGINNING ANY EARTH DISTURBING ACTIVITIES, THE UTILITY PROTECTION SERVICE FOR THIS AREA MUST BE NOTIFIED.

**NOTE:**
NO CERTIFICATION IS MADE AS TO EXISTENCE OR NON-EXISTENCE OF UNDERGROUND UTILITIES OR ELEMENTS OF SUBSTANCE. ONLY PLANIMETRIC FEATURES ARE DEPICTED HEREON AS FOUND EVIDENT IN THE FIELD.




GRAPHIC SCALE 1"=100'
100 0 100 200 300




VICINITY MAP
N.T.S.

GEORGIA REGISTERED No. 2276 LAND SURVEYOR KEVIN V. RINGO

THIS SURVEY WAS PREPARED IN CONFORMITY WITH THE TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN CHAPTER 180-7 OF THE RULES OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN THE GEORGIA FLAT ACT O.C.G.A 15-6-67.


CONSULTANTS
SURVEYORS
ENGINEERS
PLANNERS
RINGO ABERNATHY & ASSOCIATES
174 DACULA ROAD - DACULA, GA. 30019
Phone (770) 962-8456 - Fax (770) 277-3981

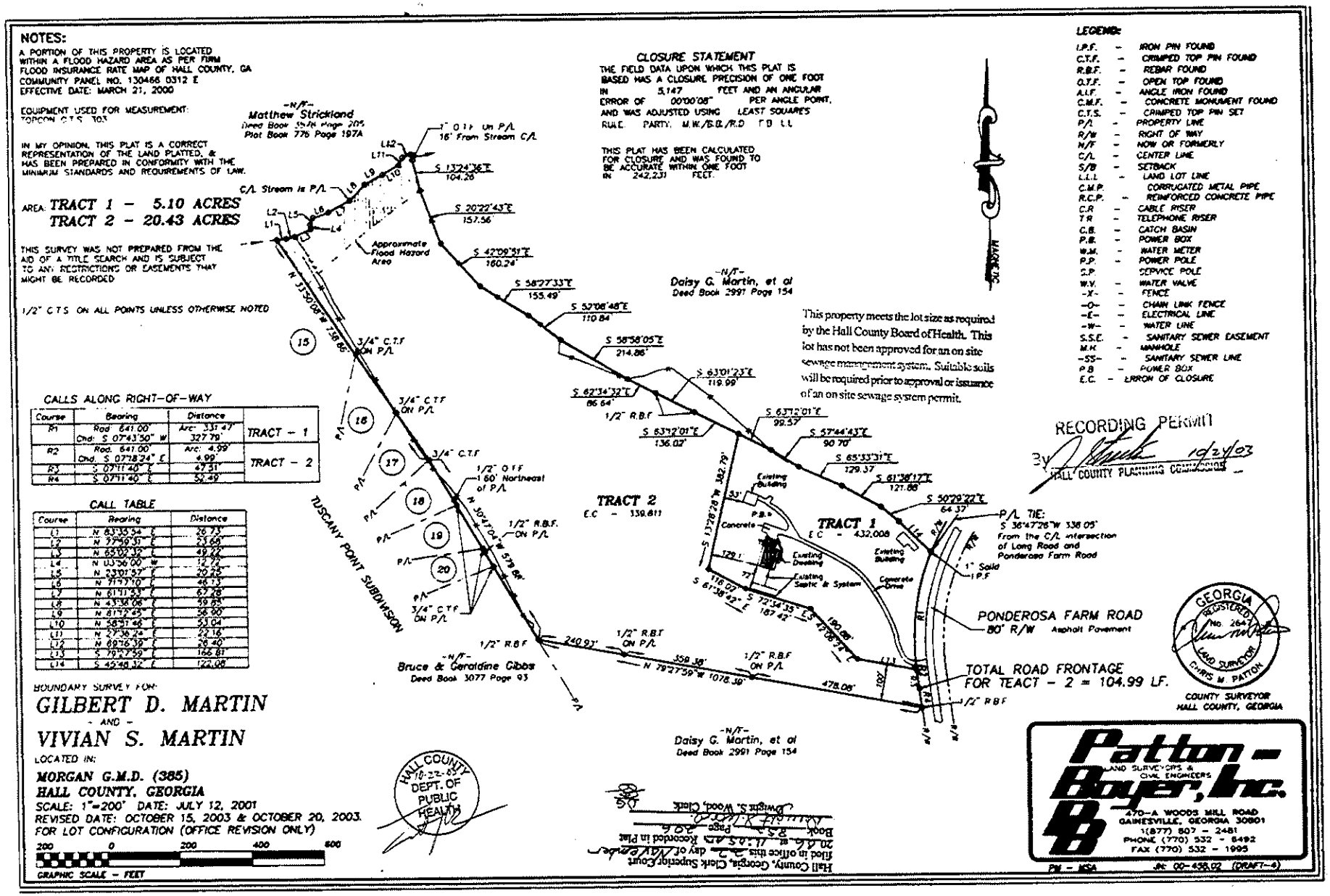

| | |
|---|---|
| COUNTY: | HALL |
| G.M.D.: | MORGAN-385 |
| PARCEL: | 107,107A,120,108,132 |
| DATE: | 06/27/25 |
| SCALE: | 1"=100' |
| JOB NO.: | 24133 |

REZONING PLAN FOR:
# PONDEROSA
# C.K.K. DEVELOPMENT

| REVISIONS | NO. | DATE |
|---|---|---|
| ADDED ZONING NOTE & VICINITY MAP | 1 | 9/17/26 |

SHEET
1
1 OF 1

https://search.gsccca.org/Imaging/HTML5Viewer.aspx?id=2139906&key1=852&key2=2068&county=69&countyname=HALL&userid=6916388&appid=28



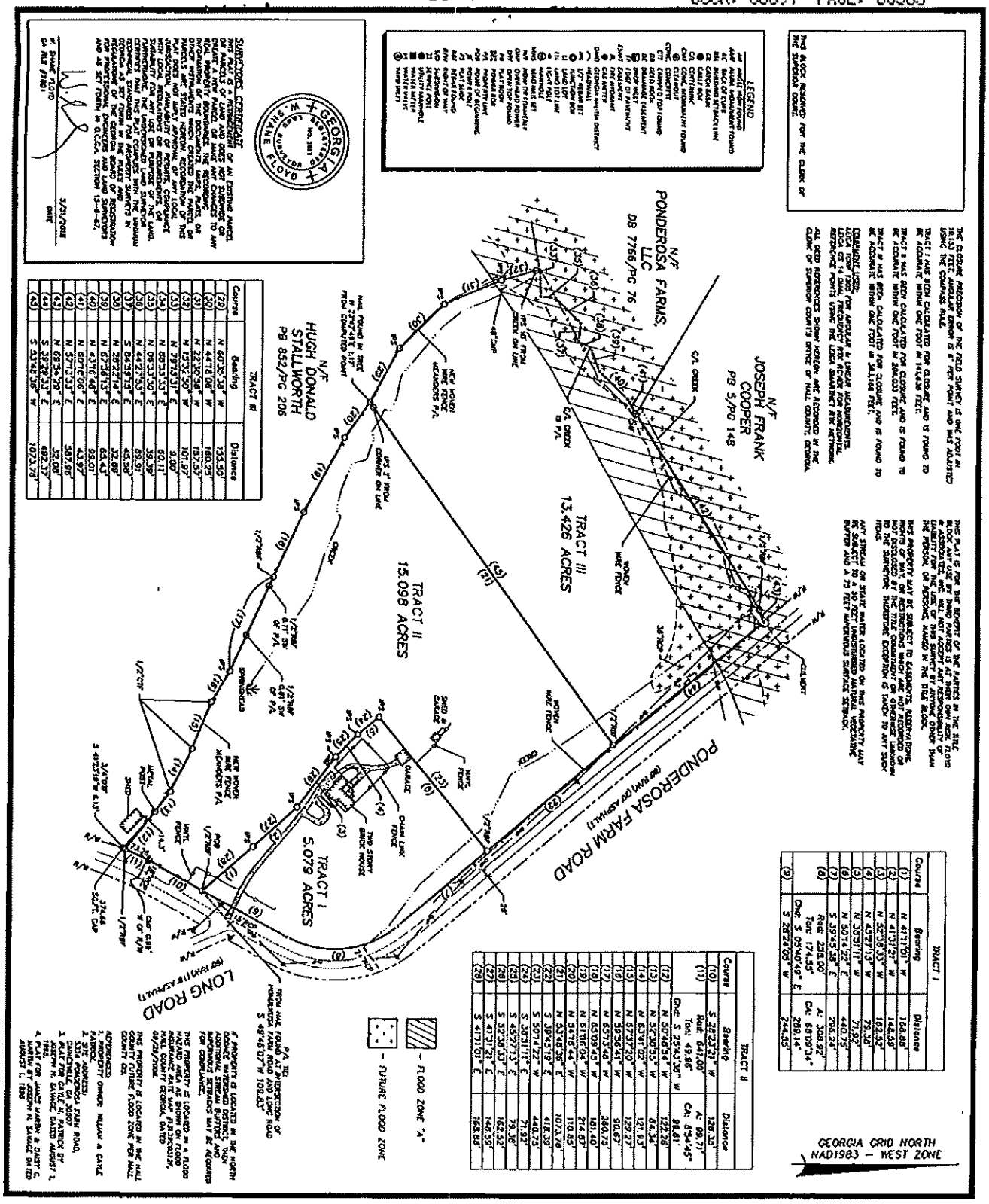

CALLS ALONG RIGHT-OF-WAY

| Course | Bearing | Distance | |
|---|---|---|---|
| R1 | Rad. 641.00' Chd. S 07°43'50" W | Arc 331.47' 327.79' | TRACT - 1 |
| R2 | Rad. 641.00' Chd. S 07°18'24" E | Arc 4.99' 4.99' | TRACT - 2 |
| R3 | S 07°11'46" E | 47.31' | |
| R4 | S 07°11'46" E | 52.49' | |

CALL TABLE

| Course | Bearing | Distance |
|---|---|---|
| L1 | N 63°35'54" E | 26.73' |
| L2 | N 37°59'31" E | 53.68' |
| L3 | N 65°02'32" E | 49.62' |
| L4 | N 03°36'00" W | 12.79' |
| L5 | N 23°01'57" E | 20.25' |
| L6 | N 71°47'10" E | 46.13' |
| L7 | N 61°11'53" E | 67.26' |
| L8 | N 43°36'06" E | 59.85' |
| L9 | N 61°12'45" E | 56.90' |
| L10 | N 58°57'46" E | 53.04' |
| L11 | N 27°36'24" E | 72.16' |
| L12 | N 69°16'39" E | 26.40' |
| L13 | S 79°27'59" E | 166.81' |
| L14 | S 45°48'32" E | 124.08' |

BOUNDARY SURVEY FOR:
GILBERT D. MARTIN
- AND -
VIVIAN S. MARTIN
LOCATED IN:
MORGAN G.M.D. (385)
HALL COUNTY, GEORGIA
SCALE: 1"=200' DATE: JULY 12, 2001
REVISED DATE: OCTOBER 15, 2003 & OCTOBER 20, 2003.
FOR LOT CONFIGURATION (OFFICE REVISION ONLY)
200 0 200 400 600
GRAPHIC SCALE - FEET




| Course | Bearing | Distance |
|---|---|---|
| (1) | N 41°17'01" W | 156.08' |
| (2) | N 41°31'21" W | 146.58' |
| (3) | N 32°05'33" W | 182.52' |
| (4) | N 45°27'13" W | 73.36' |
| (5) | N 39°31'11" W | 71.92' |
| (6) | N 30°17'22" E | 440.75' |
| (7) | S 32°45'38" E | 206.24' |
| (8) | Rad: 2261.00' Tan: 174.55' Chd: S 05°40'49" E 289.14' | A: 308.92' CA: 68°09'34" 244.55' |
| (9) | S 28°26'05" W | |

| TRACT I | | |
|---|---|---|
| Course | Bearing | Distance |
| (10) | S 28°23'21" W | 128.30' |
| (11) | Rad: 641.00' Tan: 49.86' Chd: S 25°43'34" W 98.81' | A: 99.71' CA: 8°54'45" |
| (12) | N 50°48'54" W | 122.26' |
| (13) | N 52°30'35" W | 64.34' |
| (14) | N 63°41'02" W | 121.93' |
| (15) | N 67°37'20" W | 128.27' |
| (16) | N 59°56'41" W | 90.67' |
| (17) | N 65°13'48" W | 280.75' |
| (18) | N 63°09'43" W | 481.40' |
| (19) | N 61°56'04" W | 214.87' |
| (20) | N 34°16'44" W | 110.85' |
| (21) | N 33°45'30" E | 1072.79' |
| (22) | S 39°45'19" E | 418.39' |
| (23) | S 50°14'22" W | 440.75' |
| (24) | S 39°31'11" E | 71.92' |
| (25) | S 45°27'13" E | 73.36' |
| (26) | S 32°05'33" E | 182.52' |
| (27) | S 41°31'21" E | 146.58' |
| (28) | S 41°17'01" E | 156.86' |

| TRACT III | | |
|---|---|---|
| Course | Bearing | Distance |
| (29) | N 60°35'38" W | 155.50' |
| (30) | N 44°16'08" W | 160.23' |
| (31) | N 22°30'58" W | 157.37' |
| (32) | N 13°32'50" W | 101.97' |
| (33) | N 79°13'51" E | 9.00' |
| (34) | N 69°55'51" E | 69.11' |
| (35) | N 09°33'50" E | 39.39' |
| (36) | N 44°27'53" E | 69.97' |
| (37) | S 84°53'13" E | 43.58' |
| (38) | N 28°22'14" E | 32.89' |
| (39) | N 67°36'13" E | 65.43' |
| (40) | N 43°16'48" E | 99.01' |
| (41) | N 60°16'06" E | 43.97' |
| (42) | N 57°13'53" E | 387.66' |
| (43) | N 69°54'28" E | 32.08' |
| (44) | S 39°28'53" E | 682.37' |
| (45) | S 33°40'38" W | 1072.79' |

SURVEYOR'S CERTIFICATE

THIS PLAT IS A RETRACEMENT OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT SUBDIVIDE OR CREATE A NEW PARCEL OR MAKE ANY CHANGES TO ANY REAL PROPERTY BOUNDARIES. THE RECORDING INFORMATION OF THE DOCUMENTS, MAPS, PLATS, OR PLAT DOCS USED TO DETERMINE THE BOUNDARIES OF THE PARCELS ARE STATED HEREON. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION. AVAILABILITY OF PERMITS, COMPLIANCE WITH BUILDING ZONING ORDINANCES, AND SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND SURVEYED ARE NOT IMPLIED. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67.

W. WAYNE FLOYD
GA. REG. 2981

5/21/2018
DATE

GEORGIA REGISTERED W. WAYNE FLOYD NO. 2981

LEGEND

| | |
|---|---|
| ⊙ | MONUMENT FOUND |
| ⊙ | AXLE MONUMENT FOUND |
| ⊙ | RE-BAR CAP SET |
| ⊙ | BACK OF CURB |
| ⊙ | CROSS NOTCH |
| ⊙ | CONTROL ATTACK LINE |
| ⊙ | CABLE BOX |
| ⊙ | CENTERLINE |
| ⊙ | CONC. MONUMENT FOUND |
| ⊙ | CONCRETE |
| ⊙ | CRIMPED TOP FOUND |
| ⊙ | DRIP INLET |
| ⊙ | DRILL HOLE FOUND |
| ⊙ | EASEMENT |
| ⊙ | EDGE OF PAVEMENT |
| ⊙ | FENCE POST |
| ⊙ | FIRE HYDRANT |
| ⊙ | GAS METER |
| ⊙ | GEORGIA POWER DISTRICT |
| ⊙ | HEADWALL |
| ⊙ | IRRIGATION BOX |
| ⊙ | LAND LOT LINE |
| ⊙ | LAND LOT |
| ⊙ | MANHOLE |
| ⊙ | MAG NAIL SET |
| ⊙ | NOT TO SCALE |
| ⊙ | POINT OF BEGINNING |
| ⊙ | POINT OF COMMENCING |
| ⊙ | POWER POLE |
| ⊙ | PLAT DOC |
| ⊙ | PLAT DOCS FOUND |
| ⊙ | PK NAIL |
| ⊙ | PLAT BOOK |
| ⊙ | POINT OF REFERENCE |
| ⊙ | POWER POLE |
| ⊙ | PLAT SIGN |
| ⊙ | RIGHT OF WAY |
| ⊙ | RIGHT OF WAY MONUMENT |
| ⊙ | SERVICE POST |
| ⊙ | SET SPIKE |
| ⊙ | TELEPHONE |
| ⊙ | UTILITY MARKER |
| ⊙ | WATER VALVE |
| ⊙ | YARD INLET |

THIS BLOCK RESERVED FOR THE CLERK OF THE SUPERIOR COURT.

THE COORDINATE PROVIDED OF THE FIELD SURVEY IS ONE FOOT IN 18,153 FEET. ANGULAR ERROR IS 4" PER POINT AND WAS ADJUSTED USING THE COMPASS RULE.

TRACT I HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 146,636 FEET.

TRACT II HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 336,000 FEET.

TRACT III HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 241,166 FEET.

EQUIPMENT USED:
LEICA TS09 PLUS 3" ANGULAR ACCURACY TOTAL STATION
LEICA GS14 DUAL FREQUENCY RTK ROVER FOR HORIZONTAL REFERENCE POINTS USING THE LEICA SMARTNET RTK NETWORK.

ALL DEED REFERENCES SHOWN HEREON ARE RECORDED IN THE CLERK OF SUPERIOR COURT'S OFFICE OF HALL COUNTY, GEORGIA.

THIS PLAT IS FOR THE BENEFIT OF THE PARTIES IN THE TITLE & ASSOCIATES, INC. WILL NOT BE HELD LIABLE OR RESPONSIBLE FOR ANY UNAUTHORIZED USE OF THIS SURVEY BY ANYONE OTHER THAN THE PERSON, OR PERSONS, NAMED IN THE TITLE BLOCK.

THIS PROPERTY MAY BE SUBJECT TO EASEMENTS, RESERVATIONS, RIGHTS OF WAY, OR RESTRICTIONS WHICH ARE NOT RECORDED OR NOT DISCLOSED BY THE TITLE COMMITMENT OR OTHERWISE UNKNOWN TO THE SURVEYOR. INCLUSION OR EXCLUSION IS UNDER TO ANY SUCH ITEMS.

ANY STREAM OR STATE WATER LOCATED ON THIS PROPERTY MAY BE SUBJECT TO STATE AND LOCAL REGULATIVE BUFFER AND A 75 FEET IMPERVIOUS SURFACE SETBACK.

IF PROPERTY IS LOCATED IN THE NORTH GEORGIA WATERSHED DISTRICT, THEN ADDITIONAL STREAM BUFFERS AND IMPERVIOUS SETBACKS MAY BE REQUIRED FOR COMPLIANCE.

THIS PROPERTY IS LOCATED IN A FLOOD HAZARD AREA AS SHOWN ON FLOOD INSURANCE RATE MAP (FIRM) FOR HALL COUNTY, GEORGIA, DATED 08/28/2008.

THIS PROPERTY IS LOCATED IN THE HALL COUNTY FUTURE FLOOD ZONE PER HALL COUNTY GIS.

REFERENCES
1. PROPERTY OWNER: WILLIAM & CAROL PATRICK
2. SURVEY COMPLETED: 5/21/2018
3. PLAT FOR CAROL M. PATRICK BY DANIELSVILLE, GA 30007
4. PLAT FOR JAMES MARTIN & DAISY C. MARTIN BY JOSEPH N. SAVAGE DATED AUGUST 1, 1996

P/K NAIL FOUND AT INTERSECTION OF PONDEROSA FARM ROAD AND LONG ROAD
S 45°46'07"W 109.83'

RETRACEMENT SURVEY FOR:

# MICHAEL & LISA HARDIMAN

G.M.D. 385 - MORGAN DISTRICT
HALL COUNTY, GEORGIA

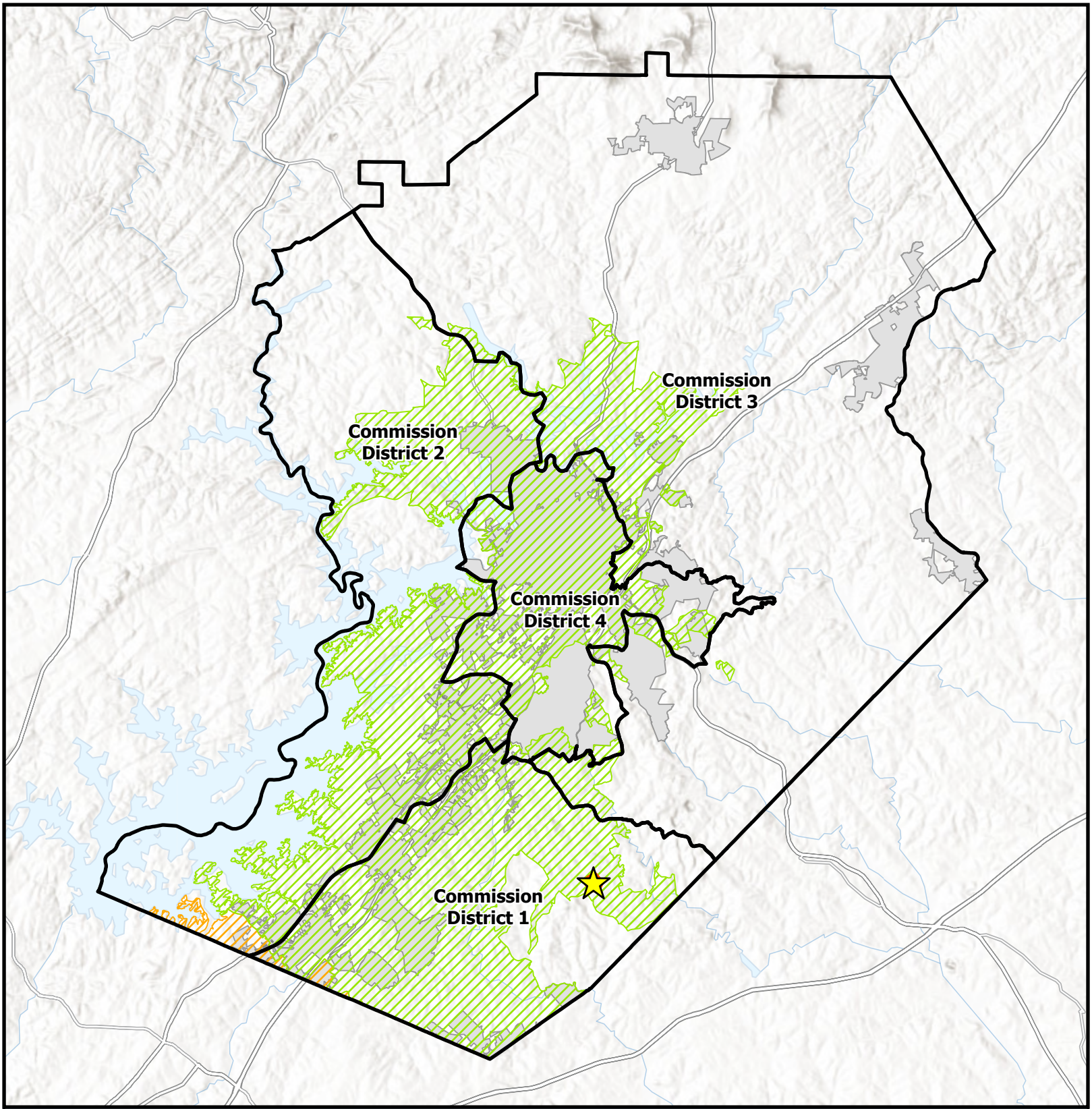
150' 0' 150' 300'
SCALE: 1" = 150FT.

FLOYD & ASSOCIATES, INC.
2060 BUFORD HWY., SUITE 105
BUFORD, GEORGIA 30518
PHONE (770) 531-0900 FAX (770) 531-0915
LAND SURVEYING FIRM #1115

| | |
|---|---|
| JOB NUMBER: JN2018-61 | |
| DATE: 5/31/2018 | |
| FIELD DATE: 5/21/2018 | |
| SCALE: 1"=150FT | |
| DRAWN BY: MCB | |
| CHECKED BY: WGF | |
| REVISIONS | |

SHEET 1 OF 1

https://search.gsccca.org/Imaging/HTML5Viewer.aspx?id=71819065&key1=8097&key2=300&county=69&countyname=HALL&userid=38562&appid=4 4/4




# Overview Map

Subject Area
Commision Districts
City Limits

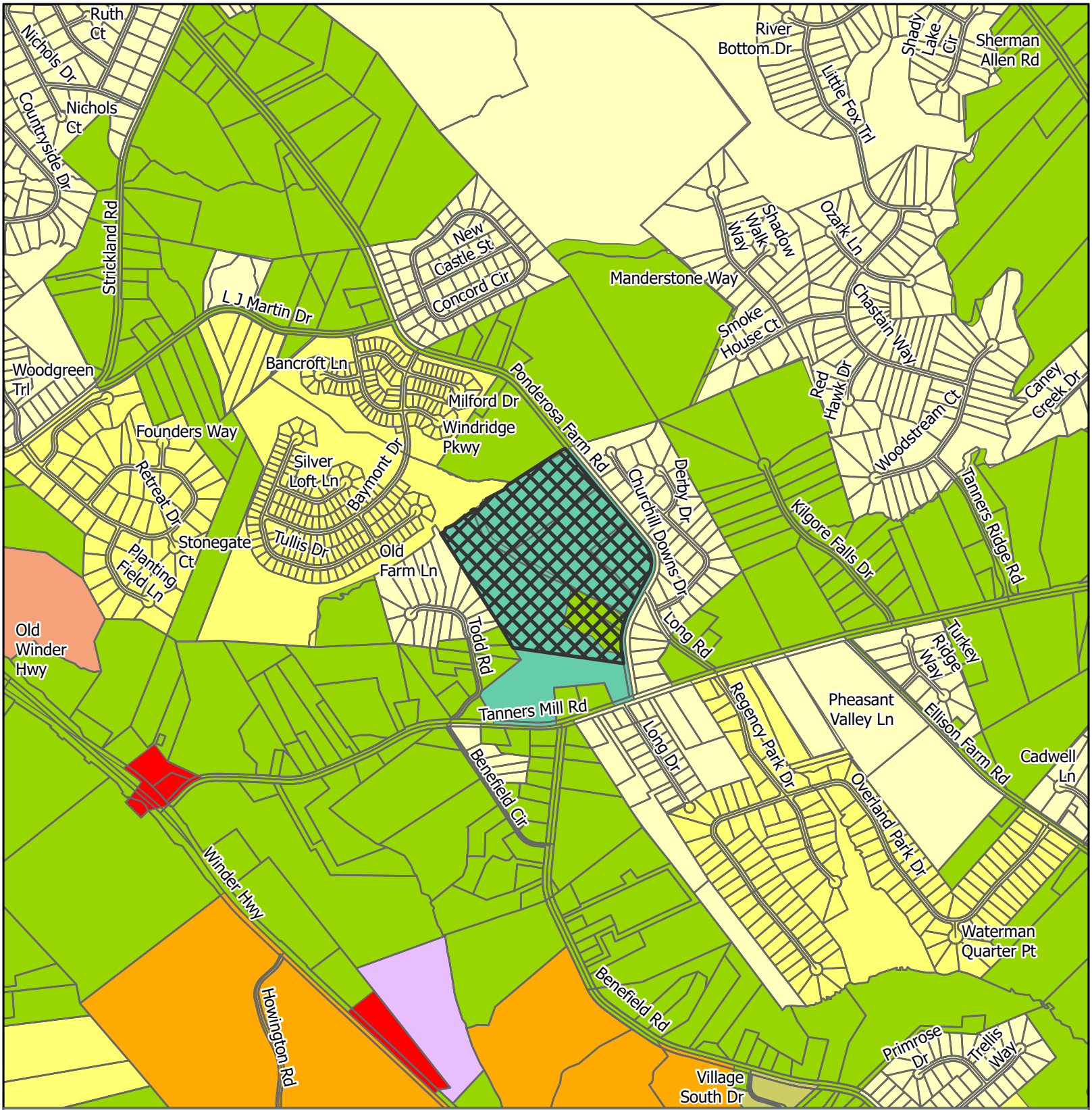
Urbanized Zone Areas
Atlanta, GA
Gainesville, GA

Subject Area Location

Applicant: CKK Development Services, LLC
Tax Parcel #: 15028 000120, 000108, 000132, 000107, & 000107A
Location: 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road
Commission District: 1

HALL COUNTY
GEORGIA
*We have it all in Hall*

Date Prepared: 10/12/2026




# Zoning Map

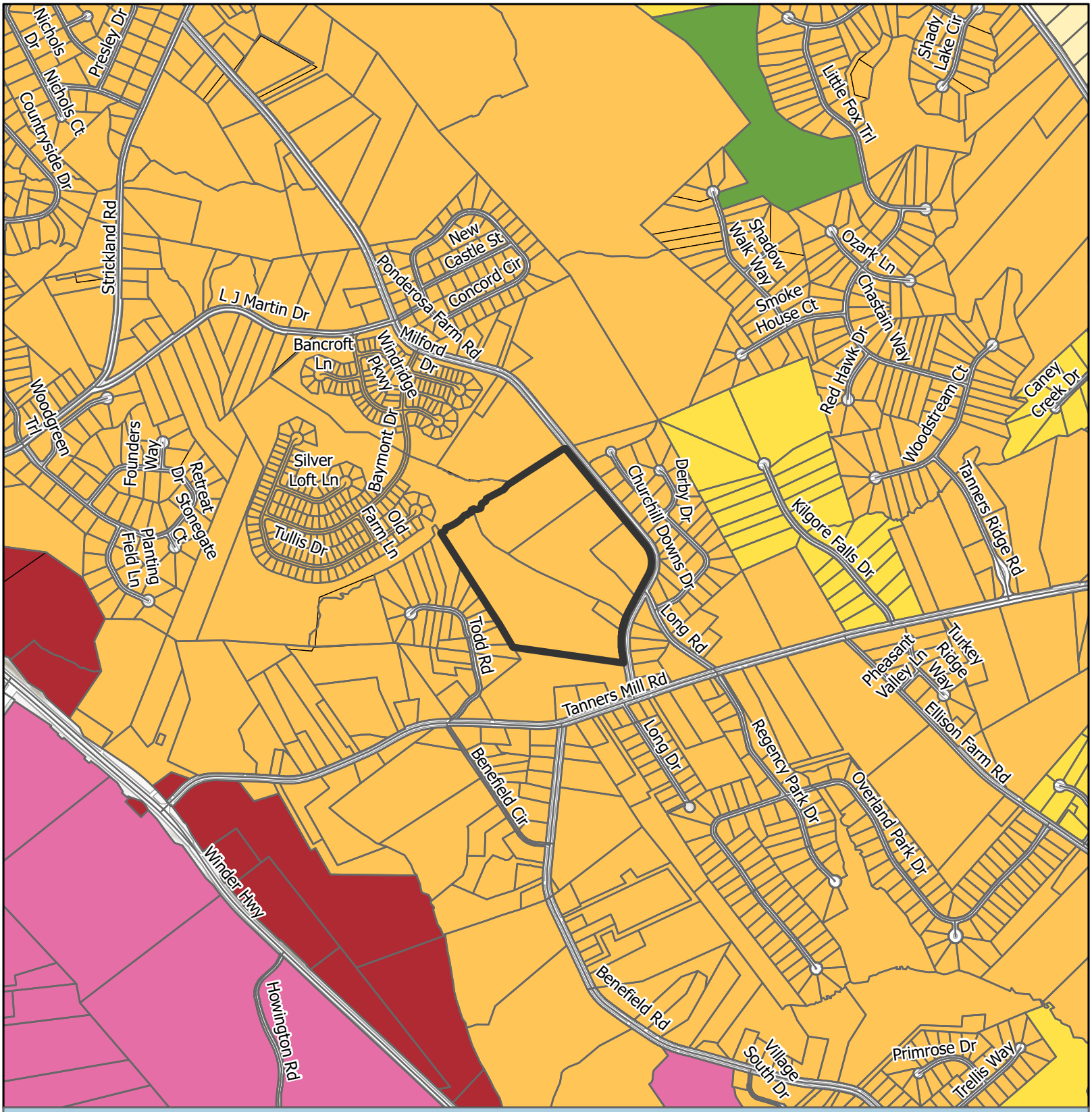
Subject Area
City Limits

Zoning
- AR-1
- H-B
- I-1
- MHP
- PCD
- PCFD
- POD
- PRD
- R-1

Applicant: CKK Development Services, LLC
Tax Parcel #: 15028 000120, 000108, 000132, 000107, & 000107A
Location: 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road
Commission District 1

HALL COUNTY GEORGIA
We have it all in Hall

Date Prepared: 10/13/2026




# Future Land Use Map

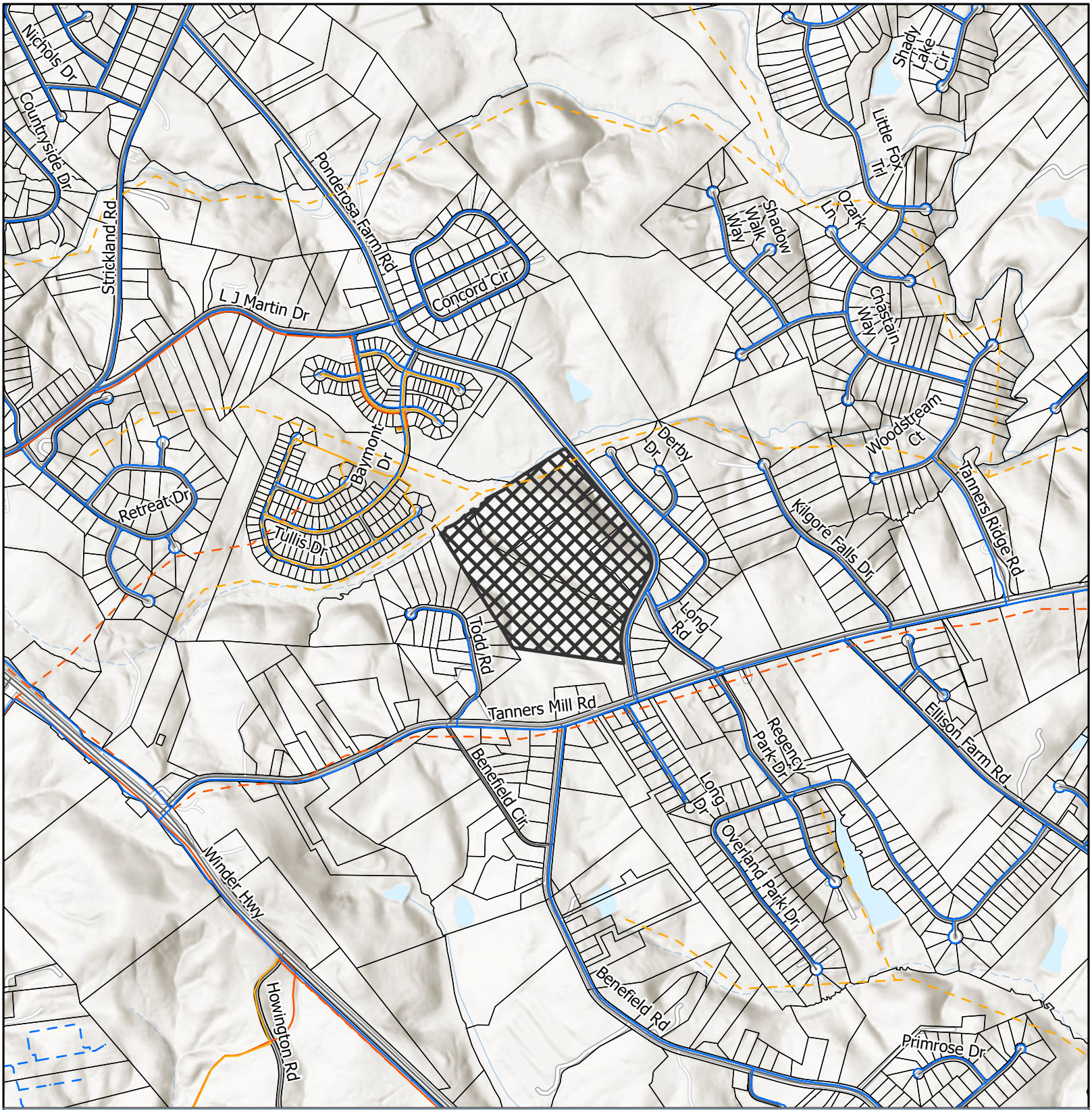
Subject Area
City Limits

FLU
- Business Corridors
- Greenspace - Conservation
- Regional Activity Center
- Rural Neighborhood
- Suburban Neighborhood, Low-Density
- Suburban Neighborhood, Medium-Density

Applicant: CKK Development Services, LLC
Tax Parcel #: 15028 000120, 000108, 000132, 000107, & 000107A
Location: 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road
Commission District: 1

HALL COUNTY
GEORGIA
We have it all in Hall

Date Prepared: 10/13/2026




# Utilities Map

- Waterline
- Preliminary Waterline
- County Existing Sewerline
- County Proposed Sewerline
- County Forcemain
- County Propsed Forcemain
- Subject Area
- City Limits

Applicant: CKK Development Services, LLC
Tax Parcel #: 15028 000120, 000108, 000132, 000107, & 000107A
Location: 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road
Commission District 1

HALL COUNTY
GEORGIA
*We have it all in Hall*

Date Prepared: 10/13/2026




# Site Plan & Aerial Map

Subject Area

parcel

Applicant: CKK Development Services, LLC
Tax Parcel #: 15028 000120, 000108, 000132, 000107, & 000107A
Location: 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road
Commission District 1

HALL COUNTY
GEORGIA
We have it all in Hall

Date Prepared: 10/13/2026

FILED & RECORDED
DATE: 10/28/2019
TIME: 8:15AM
DEED BOOK: 8361
PAGES: 469-471
FILING FEES: $14.00
PT61: 0692019007583
TRANSFER TAX: $.00
Recorded By: ER
Charles Baker, C.S.C.
Hall County, GA

Prepared By: Lionel J. Postic, Esq. – Georgia Bar No.: 585603
145 Towne Lake Parkway, Suite 305, Woodstock, GA 30188

Return to: ~~WFG Lender Services, 2625 Townsgate Rd, Suite 101, Westlake Village, CA 91361~~
→ Visionet Systems- 88 Industry Dr. Pittsburgh PA 15275
Reference Number: 1334482GA | 10858947

Mail Tax Statements to: Hugh Donald Stallworth and Lynn Marie Stallworth
5372 Ponderosa Farm Road, Gainesville, GA 30507

## QUITCLAIM DEED

STATE OF GEORGIA
COUNTY OF Fmn

THIS INDENTURE, Made the 10 day of Oct, 20 19, between HUGH DONALD STALLWORTH, a married man, of the County of Hall, and State of Georgia, as party of the first part, hereinafter called "Grantor", and HUGH DONALD STALLWORTH and LYNN MARIE STALLWORTH, husband and wife, of the County of Hall, and State of Georgia, as party of the second part, hereinafter called "Grantee" (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

WITNESSETH that: Grantor for and in consideration of the sum of Ten and 00/100 Dollars ($10.00), in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, by these presents does hereby remise, convey and forever QUITCLAIM unto the said Grantee, as joint tenants with rights of survivorship, the following property, to-wit:

ALL THAT TRACT O PARCEL OF LAND LYING AND BEING IN MORGAN GMD (385), HALL COUNTY, WITH PROPERTY SHOWN AS TRACT 1, 5 10 ACRES AND TRACT 2, 20 43 ACRES AS SHOWN BY SURVEY FOR GILBERT D MARTIN AND VIVIAN S MARTIN, AS PER PLAT RECORDED AT PLAT BOOK 852. PAGE 206, HALL COUNTY, GEORGIA RECORDS
TOGETHER WITH ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN GMD 385, HALL COUNTY, GEORGIA, AS SHOWN AND DELINEATED AS 0 32 ACRE,

MORE OR LESS, ON PLAT OF SURVEY FOR GILBERT MARTIN BY PATTON-BOYER, INC DATED NOVEMBER 2, 2000, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS.

BEGINNING AT AN IRON PIN AT A POINT NORTH 04 DEGREES 25 MINUTES 32 SECONDS WEST, A DISTANCE OF 1236 61 FEET, FROM THE INTERSECTION OF THE CENTERLINES OF TODD ROAD AND TANNERS MILL ROAD (SAID POINT ALSO BEING THE NORTHEASTERNMOST CORNER OF LOT 18, AND THE SOUTHEASTERNMOST CORNER OF LOT 17, TUSCANY POINT SUBDIVISION, SAID SUBDIVISION PLAT RECORDED IN HALL COUNTY PLAT RECORDS AT PLAT SLIDE 793, PAGE 10A), THENCE RUNNING NORTH 34 DEGREES 41 MINUTES 34 SECONDS WEST ALONG THE EASTERN LINES OF LOTS 17, 16 & 15 OF SAID SUBDIVISION, A DISTANCE OF 738.86 FEET, TO A POINT ON THE CENTERLINE OF A CREEK, THENCE RUNNING EASTERLY ALONG THE CENTERLINE OF SAID CREEK, FOLLOWING THE MEANDERINGS THEREOF, TO A POINT, WHICH POINT IS NORTH 82 DEGREES 32 MINUTES 30 SECONDS EAST, A DISTANCE OF 42 79 FEET, FROM THE PREVIOUS POINT, THENCE RUNNING SOUTH 31 DEGREES 39 MINUTES 54 SECONDS EAST. A DISTANCE OF 720 28 FEET, TO AN IRON PIN, THE PLACE OF POINT OF BEGINNING

SITUATE IN THE COUNTY OF HALL, STATE OF GEORGIA.

Being all of the same Property conveyed to Grantor by virtue of a Limited Warranty Deed recorded June 11, 2016 in Recording No. Book 7639 Page 145 in the Office of the Clerk of the Superior Court of Hall County, Georgia.

Commonly known as: 5372 Ponderosa Farm Road, Gainesville, GA 30507
Parcel No.: 15-028 -000-107

TO HAVE AND TO HOLD the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of the said Grantee forever in FEE SIMPLE.

THIS CONVEYANCE made subject to all easements, and building or use restrictions of record, including, but not limited to, those for public roads and highways, restrictive covenants, utilities, railroads, and pipelines. The conveyance is also subject to all applicable zoning, ordinances, statutes, rules, or regulations, as amended.

**SIGNATURE PAGE TO FOLLOW**

IN WITNESS WHEREOF, Grantor has signed and sealed this deed, the day and year above written.



HUGH DONALD STALLWORTH

Signed, sealed and delivered in the presence of:

Kenneth S Walker KENNETH S WALKER
(Witness)

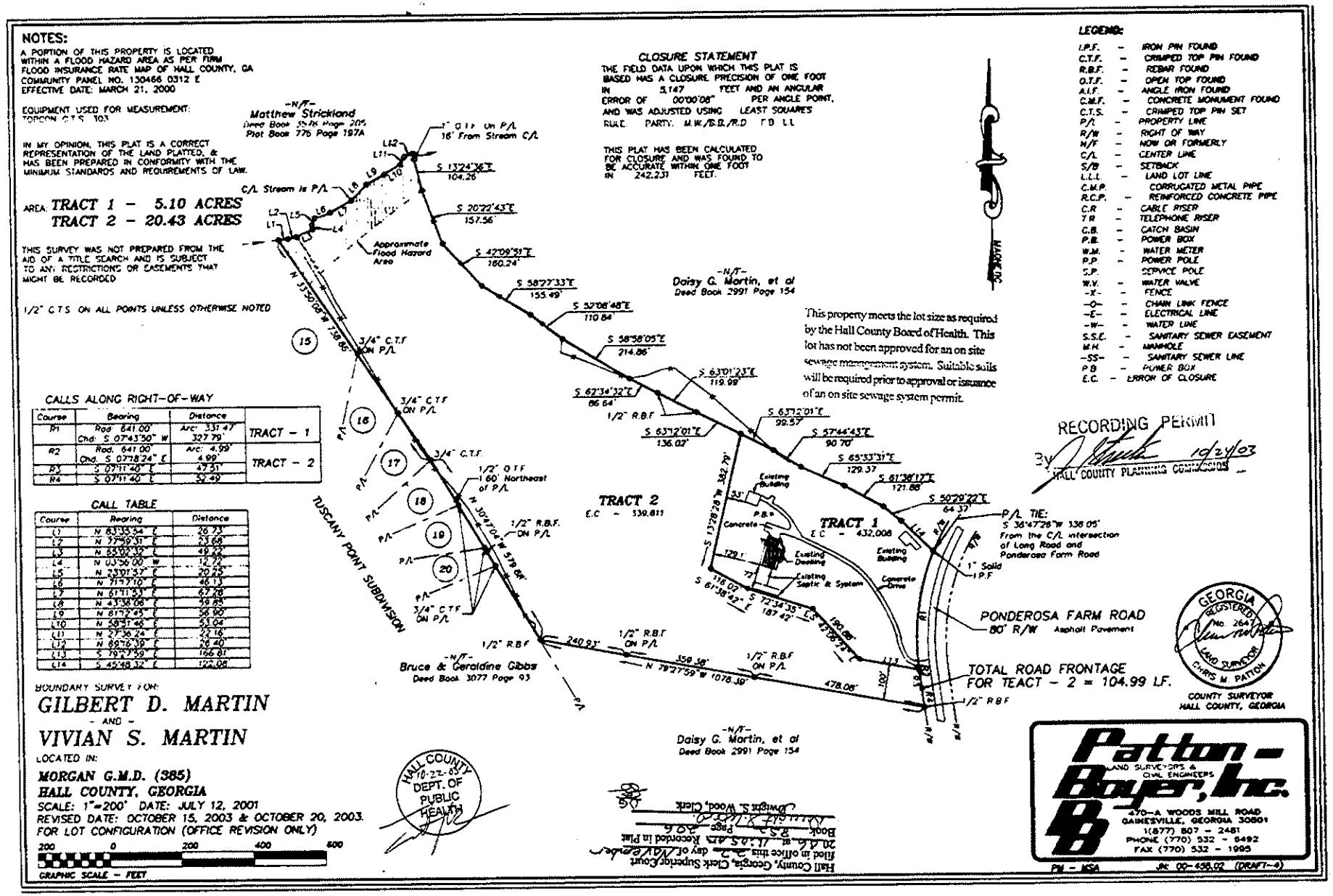
The foregoing document was personally signed by HUGH DONALD STALLWORTH in my presence on 10/10, 2019.

LQ

Notary Public
My Commission expires: 12/5/20



https://search.gsccca.org/Imaging/HTML5Viewer.aspx?id=2139906&key1=852&key2=2068&county=69&countyname=HALL&userid=691638&appid=28




| Course | Bearing | Distance | |
|---|---|---|---|
| R1 | Rad. 641.00' Chd: S 07°43'50" W | Arc: 331.47' 327.79' | TRACT - 1 |
| R2 | Rad. 641.00' Chd. S 07°18'24" E | Arc: 4.99' 4.99' | TRACT - 2 |
| R3 | S 07°11'40" E | 47.31' | |
| R4 | S 07°11'40" E | 52.49' | |

| Course | Bearing | Distance |
|---|---|---|
| L1 | N 83°35'54" E | 26.73' |
| L2 | N 37°59'31" E | 53.68' |
| L3 | N 83°02'32" E | 49.55' |
| L4 | N 03°56'00" W | 12.79' |
| L5 | N 23°01'57" E | 20.25' |
| L6 | N 71°17'10" E | 46.13' |
| L7 | N 61°11'53" E | 67.26' |
| L8 | N 43°38'06" E | 59.85' |
| L9 | N 61°12'45" E | 58.90' |
| L10 | N 58°57'46" E | 53.04' |
| L11 | N 27°36'24" E | 22.16' |
| L12 | N 69°16'39" E | 26.40' |
| L13 | S 79°27'59" E | 166.81' |
| L14 | S 45°48'32" E | 122.08' |

FILED & RECORDED
DATE: 6/4/2018
TIME: 4:05 PM (at
DEED BOOK: 8097
PAGE: 296
FILING FEES: 10.00
TRANSFER TAX: 257.80
0692018003878
Charles Baker, C.S.C.
Hall County, GA

After recording, return to: SCOTT A. BALL
STEWART, MELVIN & FROST, LLP
P.O. BOX 3280,
GAINESVILLE, GA 30503

# LIMITED WARRANTY DEED
## (Survivorship)

THIS INDENTURE is made this 4th day of June, 2018, between

**WILLIAM R. PATRICK and GAYLE M. PATRICK**
(hereinafter referred to as "Grantor")

and

**MICHAEL D. HARDIMAN and LISA L. HARDIMAN**
(hereinafter referred to as "Grantee")

("Grantors" and "Grantees" to include their respective heirs, successors, executors, administrators, legal representatives and assigns where the context requires or permits.)

## WITNESSETH

GRANTORS, in consideration of the sum of TEN AND NO/100 DOLLARS ($10.00) and other valuable considerations, have granted, bargained, sold, aliened, conveyed and confirmed, and does hereby grant, bargain, sell, alien, convey and confirm unto Grantees the following described property, to wit:

**All that tract or parcel of land, together with improvements thereon, lying and being in the Morgan GMD 385, Hall County, Georgia, and being shown and delineated as Tract 1, containing 5.079 acres, as shown on plat of survey prepared by Joseph M. Savage, Georgia Registered Land Surveyor, recorded in Deed Book 6799, Page 105, Hall County, Georgia Deed Records, which plat is incorporated by reference for a more complete legal description. This property is currently designated as 5334 Ponderosa Farm Road and Tax Parcel 15-028-000-108 according to the present system of numbering properties in Hall County, Georgia. Said property is conveyed together with and subject to all easements, covenants, and restrictions of record, if any. This being the same property as conveyed by Quit Claim Deed recorded in Deed Book 4213, Page 539, Hall County, Georgia Deed Records.**

TO HAVE AND TO HOLD the Land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of Grantees forever in FEE SIMPLE as joint tenants with rights of survivorship and not as tenants in common.

AND GRANTORS WILL WARRANT and forever defend the right and title to the Land unto Grantees against the claims of all persons whomsoever claiming by, under, or through said Grantor.

EXECUTED under seal as of the date above.
Signed, sealed, and delivered
in the presence of:

Unofficial Witness

Notary Public

SCOTT A. BALL NOTARY PUBLIC COMMISSION EXPIRES NOV. 13, 2021 HALL COUNTY, GA

WILLIAM R. PATRICK (Seal)

GAYLE M. PATRICK (Seal)

SAB FILE# :78757

FILED & RECORDED
DATE: 6/4/2018
TIME: 4:05 PM (mt
DEED BOOK: 8097
PAGE: 300-303
FILING FEES: 16.00
TRANSFER TAX: 0.00
05920180003898
Charles Baker, C.S.C.
Hall County, GA

File
after recording, return to:
Scott A. Ball
Stewart, Melvin & Frost, LLP
200 Main Street, Suite 600
Gainesville, GA 30501

# QUIT-CLAIM DEED

THIS INDENTURE is made this 4th day of June, 2018, between

**WILLIAM R. PATRICK and GAYLE M. PATRICK**
(hereinafter referred to as "Grantors")

and

**MICHAEL D. HARDIMAN and LISA L. HARDIMAN**
(hereinafter referred to as "Grantee")

("Grantors" and "Grantee" to include their respective heirs, successors, executors, administrators, legal representatives and assigns where the context requires or permits.)

WITNESSETH

GRANTORS, in consideration of the sum of TEN AND NO/100 DOLLARS ($10.00) the receipt whereof is acknowledged, has bargained, sold, and by these presents does remise, convey and forever QUIT-CLAIM to the said Grantee, their heirs and assigns, all the following described property to wit:

**SEE ATTACHED EXHIBITS "A" and "B"**

TO HAVE AND TO HOLD the said described premises to the said Grantee as joint tenants with full rights of survivorship and not as tenants in common, so that neither the said Grantors nor their heirs, nor any other person or persons claiming under Grantors shall at any time, by any means or ways, have, claim, or demand any right or title to the aforesaid described premises or appurtenances, or any rights thereof.

EXECUTED under seal as of the date above.

Signed, sealed, and delivered
in the presence of:

Unofficial Witness

Notary Public
Commission Expiration Date:

SCOTT A. BALL NOTARY PUBLIC COMMISSION EXPIRES NOV. 12, 2021 HALL COUNTY, GA

William R Patrick (Seal)
**WILLIAM R. PATRICK**

Gayle M. Patrick (Seal)
**GAYLE M. PATRICK**

**SMF FILE #: 78757**

EXHIBIT A

*All that tract or parcel of land lying and being located in G.M.D. 385 of Hall County, Georgia and being more particularly described as follows:*

*Beginning at a nail located at the centerline of intersection of Ponderosa Farm Road (80' right-of-way) and Long Road (60' right-of-way), commence South 49 Degrees 46 Minutes 07 Seconds West for a distance of 109.83 feet to a 1/2" rebar found on the western right-of-way of Ponderosa Farm Road (80' right-of-way), which is the TRUE POINT OF BEGINNING.*

*Thence from the TRUE POINT OF BEGINNING continue along the western right-of-way of Ponderosa Farm Road (80' right-of-way) South 28 Degrees 23 Minutes 21 Seconds West for a distance of 126.35 feet to a point;*

*Thence along a curve to the left having a radius of 641.00 feet and an arc length of 99.71 feet, being subtended by a chord of South 25 Degrees 43 Minutes 36 Seconds West for a distance of 99.61 feet to a 1/2" rebar found;*

*Thence leaving said right-of-way North 50 Degrees 48 Minutes 54 Seconds West for a distance of 122.26 feet to a metal post;*

*Thence North 52 Degrees 30 Minutes 55 Seconds West for a distance of 64.34 feet to a 1/2" crimped top pin found;*

*Thence North 63 Degrees 41 Minutes 02 Seconds West for a distance of 121.93 feet to a 1/2" crimped top pin found;*

*Thence North 67 Degrees 37 Minutes 20 Seconds West for a distance of 129.27 feet to a 1/2" crimped top pin found;*

*Thence North 59 Degrees 56 Minutes 41 Seconds West for a distance of 90.67 feet to an IPS (1/2" rebar set);*

*Thence North 65 Degrees 13 Minutes 46 Seconds West for a distance of 260.75 feet to a 1/2" rebar found;*

*Thence North 65 Degrees 09 Minutes 45 Seconds West for a distance of 181.40 feet to an IPS (1/2" rebar set);*

*Thence North 61 Degrees 06 Minutes 04 Seconds West for a distance of 214.87 feet to an IPS (1/2" rebar set);*

*Thence North 54 Degrees 16 Minutes 44 Seconds West for a distance of 110.85 feet to a point in a tree;*

*Thence North 60 Degrees 35 Minutes 38 Seconds West for a distance of 155.50 feet to an IPS (1/2" rebar set);*

*Thence North 44 Degrees 18 Minutes 06 Seconds West for a distance of 160.25 feet to an IPS (1/2" rebar set);*

*Thence North 22 Degrees 30 Minutes 58 Seconds West for a distance of 157.57 feet to an IPS (1/2" rebar set);*

*Thence North 15 Degrees 32 Minutes 50 Seconds West for a distance of 101.97 feet to a point located in the centerline of a creek;*

*Thence along said centerline of creek North 79 Degrees 15 Minutes 31 Seconds East for a distance of 9.00 feet to a point;*

*Thence North 88 Degrees 55 Minutes 33 Seconds East for a distance of 60.11 feet to a point;*

*Thence North 06 Degrees 33 Minutes 30 Seconds East for a distance of 39.39 feet to a point;*

*Thence North 44 Degrees 27 Minutes 53 Seconds East for a distance of 89.91 feet to a point;*

*Thence South 84 Degrees 59 Minutes 15 Seconds East for a distance of 45.58 feet to a point;*

*Thence North 28 Degrees 22 Minutes 14 Seconds East for a distance of 32.89 feet to a point;*

*Thence North 67 Degrees 36 Minutes 13 Seconds East for a distance of 65.43 feet to a point;*

*Thence North 43 Degrees 16 Minutes 48 Seconds East for a distance of 99.01 feet to a point;*

*Thence leaving said centerline of creek North 60 Degrees 18 Minutes 06 Seconds East for a distance of 43.97 feet to a concrete monument found;*

*Thence North 57 Degrees 13 Minutes 33 Seconds East for a distance of 587.96 feet to a 1/2" rebar found;*

*Thence North 69 Degrees 54 Minutes 29 Seconds East for a distance of 32.08 feet to a point located on the western right-of-way of Ponderosa Farm Road (80' right-of-way);*

*Thence along said right-of-way South 39 Degrees 29 Minutes 33 Seconds East for a distance of 492.37 feet to a 1/2" rebar found;*

*Thence South 39 Degrees 45 Minutes 19 Seconds East for a distance of 418.39 feet to a 1/2" rebar found;*

*Thence South 39 Degrees 45 Minutes 38 Seconds East for a distance of 296.24 feet to a point;*

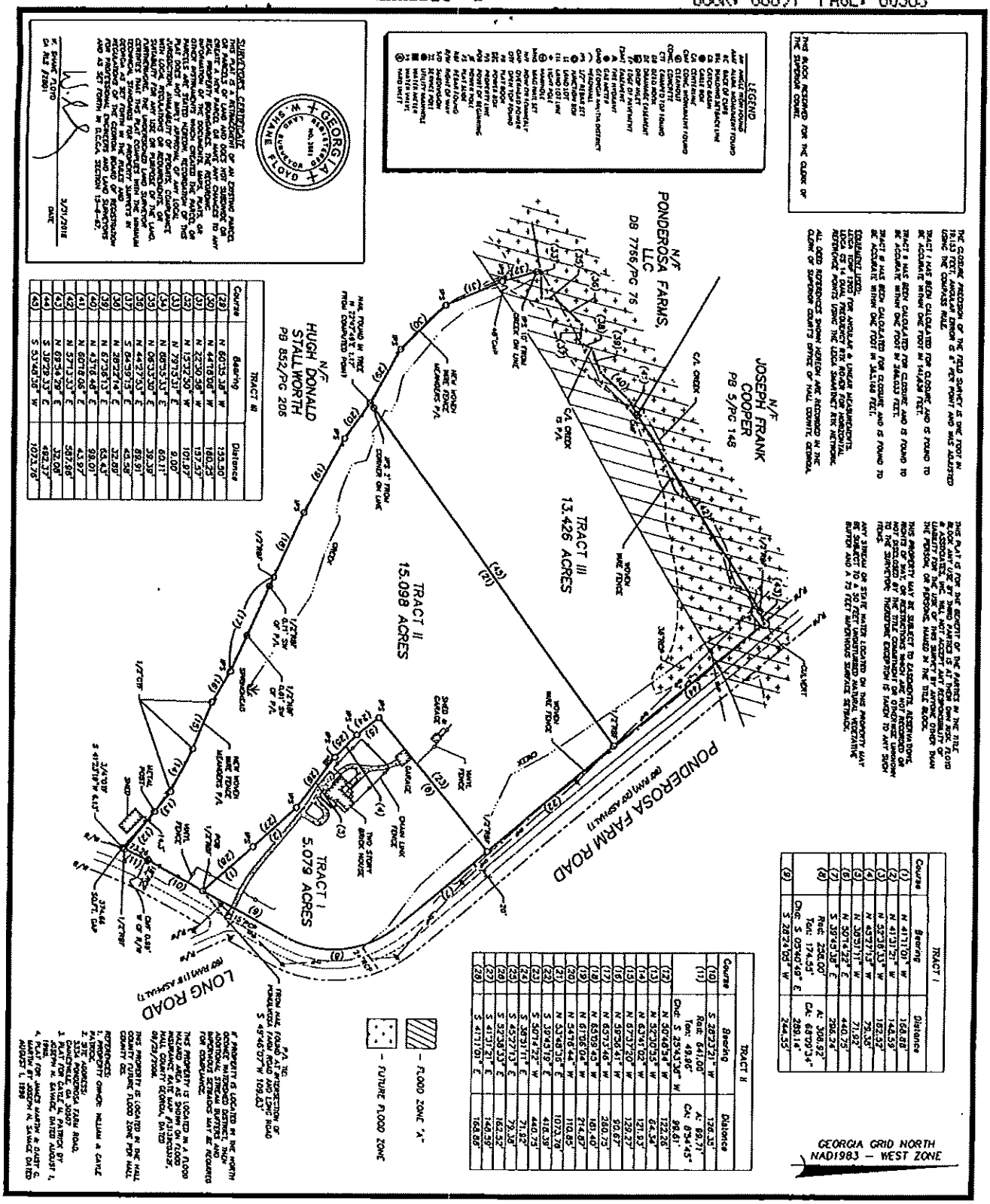
*Thence along a curve to the right having a radius of 258.00 feet and an arc length of 306.92 feet, being subtended by a chord of South 05 Degrees 40 Minutes 49 Seconds East for a distance of 289.14 feet to a point;*

*Thence South 28 Degrees 24 Minutes 05 Seconds West for a distance of 244.55 feet to a 1/2" rebar found, which is the TRUE POINT OF BEGINNING.*

*Said property contains 33.60 Acres more or less.*

"EXHIBIT "B"

BOOK: 08097 PAGE: 00303




THE CLOSURE PRECISION OF THE FIELD SURVEY IS ONE FOOT IN 15,153 FEET AND AN ANGULAR ERROR OF 6" PER POINT AND WAS ADJUSTED USING THE COMPASS RULE.

TRACT I HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 141,434 FEET.

TRACT II HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 244,033 FEET.

TRACT III HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 345,166 FEET.

COORDINATES FOR ANGULAR & LINEAR MEASUREMENTS WERE DERIVED FROM GPS OBSERVATIONS USING THE GEORGIA REFERENCE NETWORK (GAREN). COORDINATES ARE REFERENCED TO NAD 83 (2011) EPOCH 2010 DUAL FREQUENCY RTK, HOWEVER FOR HORIZONTAL CONTROL POINTS USED FOR ANGULAR & LINEAR MEASUREMENTS, LEICA GS 14 DUAL FREQUENCY RTK, HOWEVER FOR HORIZONTAL REFERENCE POINTS USING THE LEICA SMARTNET RTK NETWORK.

ALL DEED REFERENCES SHOWN HEREON ARE RECORDED IN THE CLERK OF SUPERIOR COURT'S OFFICE OF HALL COUNTY, GEORGIA.

THIS BLOCK RESERVED FOR THE CLERK OF THE SUPERIOR COURT.

LEGEND

THIS PLAT IS FOR THE BENEFIT OF THE PARTIES IN THE TITLE & SURVEY CERTIFICATE ONLY AND SURVEYOR IS AT THEIR OWN RISK. FLOYD & ASSOCIATES, INC. AND SURVEYOR SHALL NOT BE LIABLE FOR THE USE OF THIS SURVEY BY ANYONE OTHER THAN THE PERSON, OR PERSONS, NAMED IN THE TITLE BLOCK.

THIS PROPERTY MAY BE SUBJECT TO EASEMENTS, ACCESS RIGHTS, RIGHTS OF WAY OR RESTRICTIONS WHICH ARE NOT RECORDED OR NOT DISCLOSED BY THE TITLE COMMITMENT OR OTHERWISE UNKNOWN TO THE SURVEYOR. THEREFORE, EXCEPTION IS TAKEN TO ANY SUCH ITEMS.

ANY STREAM OR STATE WATER LOCATED ON THIS PROPERTY MAY BE SUBJECT TO A 25 FOOT UNDISTURBED NATURAL VEGETATIVE BUFFER AND A 75 FOOT IMPERVIOUS SURFACE SETBACK.

SURVEYOR'S CERTIFICATE

IT IS HEREBY CERTIFIED THAT THIS PLAT IS A RETRACEMENT OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT SUBDIVIDE OR CREATE A NEW PARCEL OR MAKE ANY CHANGES TO ANY REAL PROPERTY BOUNDARIES. THE RECORDING INFORMATION OF THE DOCUMENTS, MAPS, PLATS, OR DEEDS USED TO DETERMINE THE BOUNDARIES OF THE PARCELS ARE STATED HEREON. RECOMBINATION OF THESE PARCELS MAY REQUIRE APPROVAL OF ANY LOCAL JURISDICTION HAVING AUTHORITY OF PERMITS, COMPLIANCE WITH ZONING ORDINANCES, OR OTHER REGULATIONS. THE SURVEYOR ASSUMES NO RESPONSIBILITY FOR ANY USE OR PURPOSE OF THE LAND CURRENTLY, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM STANDARDS AND REQUIREMENTS FOR LAND SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67.

3/31/2018
DATE

S. WAYNE FLOYD
GA. RLS #3381

GEORGIA
No. 3381
S. WAYNE FLOYD

| Course | Bearing | Distance |
|---|---|---|
| (1) | N 41°17'01" W | 168.88' |
| (2) | N 41°31'21" W | 148.59' |
| (3) | N 32°38'13" W | 182.57' |
| (4) | N 45°27'13" W | 25.30' |
| (5) | N 30°51'11" W | 71.92' |
| (6) | N 30°14'22" E | 440.75' |
| (7) | S 59°45'38" E | 266.24' |
| (8) | Rad: 256.00' Tan: 174.55' Chd: S 05°40'49" E 244.55' | Arc: 308.52' Ch: 289.14' |
| (9) | S 28°24'02" W | |

| Course | Bearing | Distance |
|---|---|---|
| (10) | S 28°23'21" W | 126.35' |
| (11) | Rad: 841.00' Tan: 49.86' Chd: S 25°43'36" W | Arc: 99.71' Ch: 99.65' |
| (12) | N 30°40'54" W | 122.26' |
| (13) | N 32°30'33" W | 64.34' |
| (14) | N 63°41'02" W | 121.53' |
| (15) | N 67°37'20" W | 129.27' |
| (16) | N 30°56'41" W | 99.63' |
| (17) | N 63°43'46" W | 280.73' |
| (18) | N 63°09'04" W | 161.40' |
| (19) | N 61°08'04" W | 214.07' |
| (20) | N 54°10'44" W | 110.85' |
| (21) | N 53°48'36" E | 1073.78' |
| (22) | S 39°43'19" E | 416.38' |
| (23) | S 30°14'22" W | 440.75' |
| (24) | S 59°51'11" E | 71.62' |
| (25) | S 45°27'13" E | 79.38' |
| (26) | S 32°38'33" E | 182.32' |
| (27) | S 41°31'21" E | 148.59' |
| (28) | S 41°17'01" E | 168.88' |

| Course | Bearing | Distance |
|---|---|---|
| (29) | N 60°35'38" W | 135.50' |
| (30) | N 44°18'08" W | 160.23' |
| (31) | N 22°30'38" W | 137.57' |
| (32) | N 15°32'50" W | 101.87' |
| (33) | N 29°15'51" E | 9.00' |
| (34) | N 60°53'51" E | 60.11' |
| (35) | N 04°33'09" E | 39.39' |
| (36) | N 44°27'51" E | 69.91' |
| (37) | S 84°39'15" E | 43.58' |
| (38) | N 38°32'14" E | 32.89' |
| (39) | N 67°36'13" E | 65.43' |
| (40) | N 45°16'48" E | 98.01' |
| (41) | N 60°18'08" E | 43.97' |
| (42) | N 57°13'33" E | 587.98' |
| (43) | N 69°34'28" E | 32.08' |
| (44) | S 30°29'33" E | 482.37' |
| (45) | S 53°48'38" W | 1023.78' |

TRACT III

| Course | Bearing | Distance |
|---|---|---|
| (46) | S 30°14'22" W | 440.75' |
| (47) | S 59°45'38" E | 266.24' |
| (48) | N 30°14'22" E | 440.75' |

TRACT II

| Course | Bearing | Distance |
|---|---|---|
| (49) | N 30°14'22" E | 440.75' |
| (50) | N 59°45'38" W | 266.24' |
| (51) | S 30°14'22" W | 440.75' |

TRACT I

| Course | Bearing | Distance |
|---|---|---|
| (52) | S 59°45'38" E | 266.24' |

P.O.B. TIE TO INTERSECTION OF HONOLULU FARM ROAD AND LONG ROAD

S 49°46'07"W 109.43'

P.O.C. TIE TO INTERSECTION OF PONDEROSA FARM ROAD AND LONG ROAD

S 41°21'19"W 6.13'

3/4"OTP

IF PROPERTY IS LOCATED BY THE NORTH GEORGIA MOUNTAINS REGIONAL PLAN, ADDITIONAL STREAM BUFFERS AND IMPERVIOUS SETBACKS MAY BE REQUIRED FOR COMPLIANCE.

THIS PROPERTY IS LOCATED IN A FLOOD HAZARD AREA AS SHOWN ON FLOOD INSURANCE RATE MAP #13139C0335E, HALL COUNTY, GEORGIA, DATED 08/28/2008.

THIS PROPERTY IS LOCATED IN THE HALL COUNTY FUTURE FLOOD ZONE FOR HALL COUNTY GIS.

REFERENCES:
1. PROPERTY OWNER: WILLIAM A. CATLE PATROL
2. SITE ADDRESS: 2060 BUFORD HWY, FARM ROAD, GUAINCHELLE, GA 30507
3. PLAT FOR CATLE M. PATRICK BY JOSEPH H. SAVAGE, DATED AUGUST 1, 1939
4. PLAT FOR JANICE MARTIN & DARST G. MARTIN BY JOSEPH H. SAVAGE DATED AUGUST 1, 1939

RETRACEMENT SURVEY FOR:

# MICHAEL & LISA HARDIMAN

G.M.D. 385 - MORGAN DISTRICT
HALL COUNTY, GEORGIA

150' 0' 150' 300'
SCALE: 1" = 150FT.


FLOYD
& ASSOCIATES, INC.
2060 BUFORD HWY., SUITE 105
BUFORD, GEORGIA 30518
PHONE (770) 531-0900 FAX (770) 531-0919
LAND SURVEYING FIRM #1155


| | |
|---|---|
| JOB NUMBER: JN2018-61 | |
| DATE: 3/31/2018 | |
| FIELD DATE: 5/21/2018 | |
| SCALE: 1"=150FT | |
| DRAWN BY: MCB | |
| CHECKED BY: WST | |
| REVISIONS | |

SHEET 1 OF 1

https://search.gsccca.org/Imaging/HTML5Viewer.aspx?id=71819065&key1=8097&key2=300&county=69&countyname=HALL&userid=38562&appid=4 4/4

# TRAFFIC IMPACT STUDY

# PONDEROSA RESIDENTIAL
# HALL COUNTY, GA

September 15, 2026

Prepared For
**CKK Development Services**

**Report Submitted: September 15, 2026**

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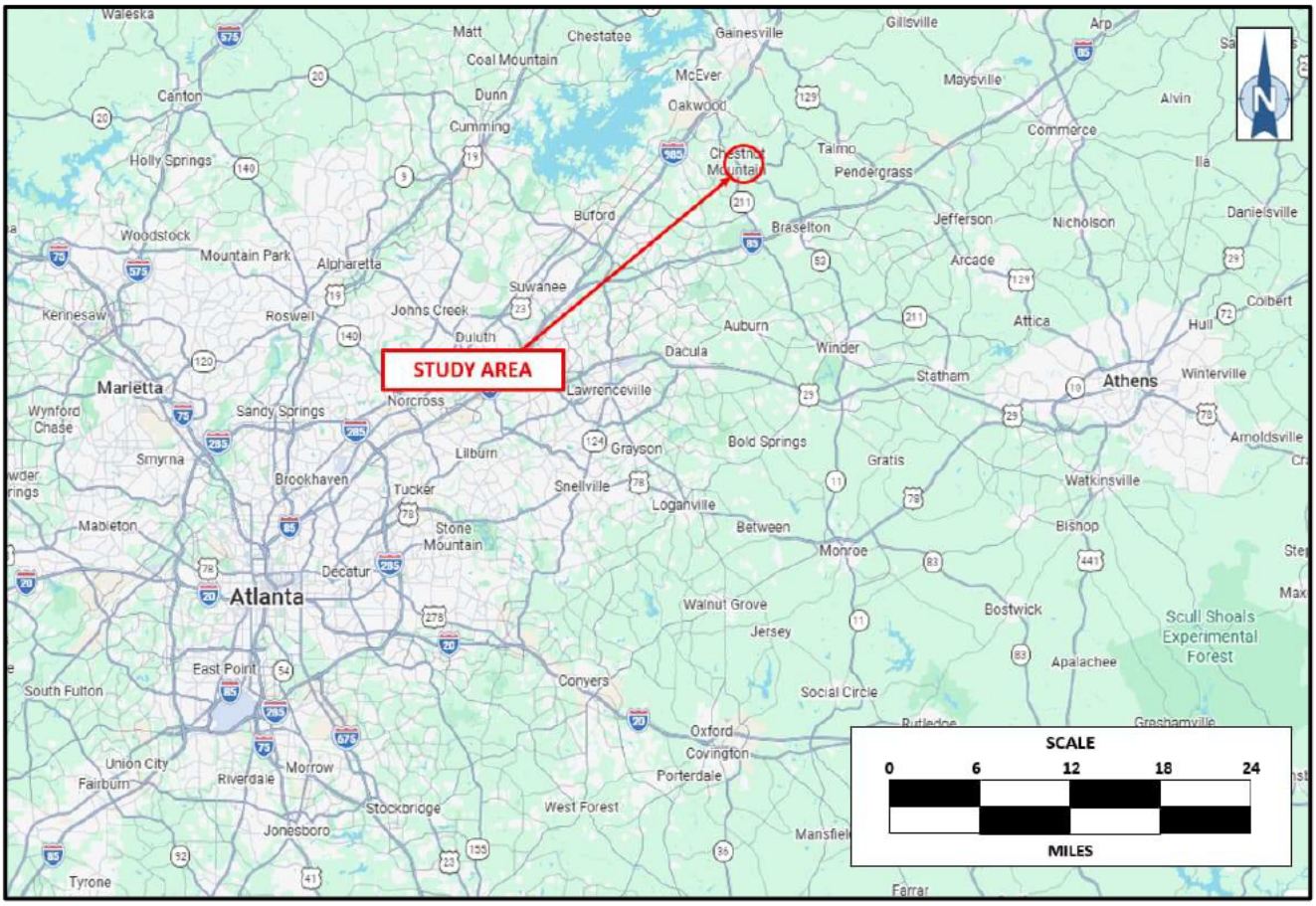
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# INTRODUCTION

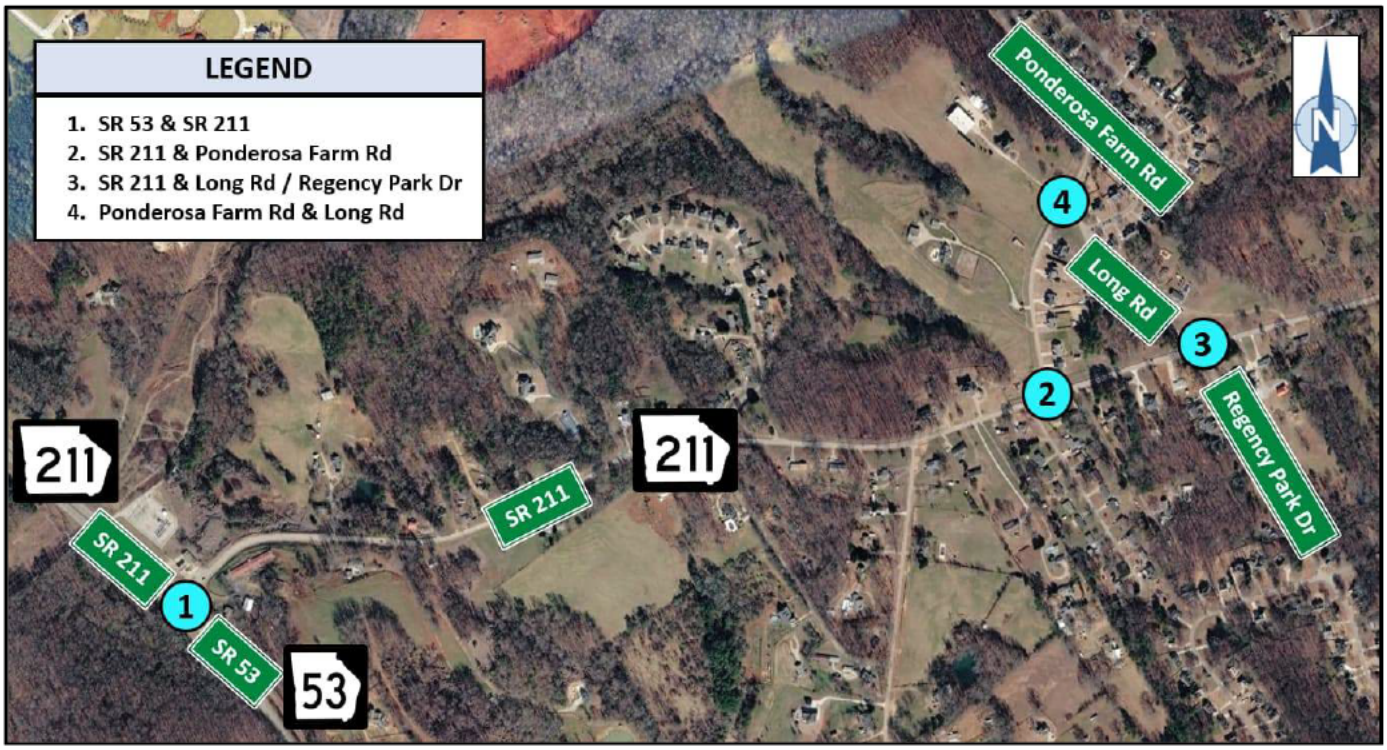
This study includes an analysis of the traffic related impacts of a residential development that is proposed to be constructed on Ponderosa Farm Road in Hall County, GA. The location for the development is shown in Figure 1.

**Figure 1: PROJECT LOCATION MAP**



The intersections included in the study are shown in Figure 2.

**Figure 2: STUDY INTERSECTIONS MAP**

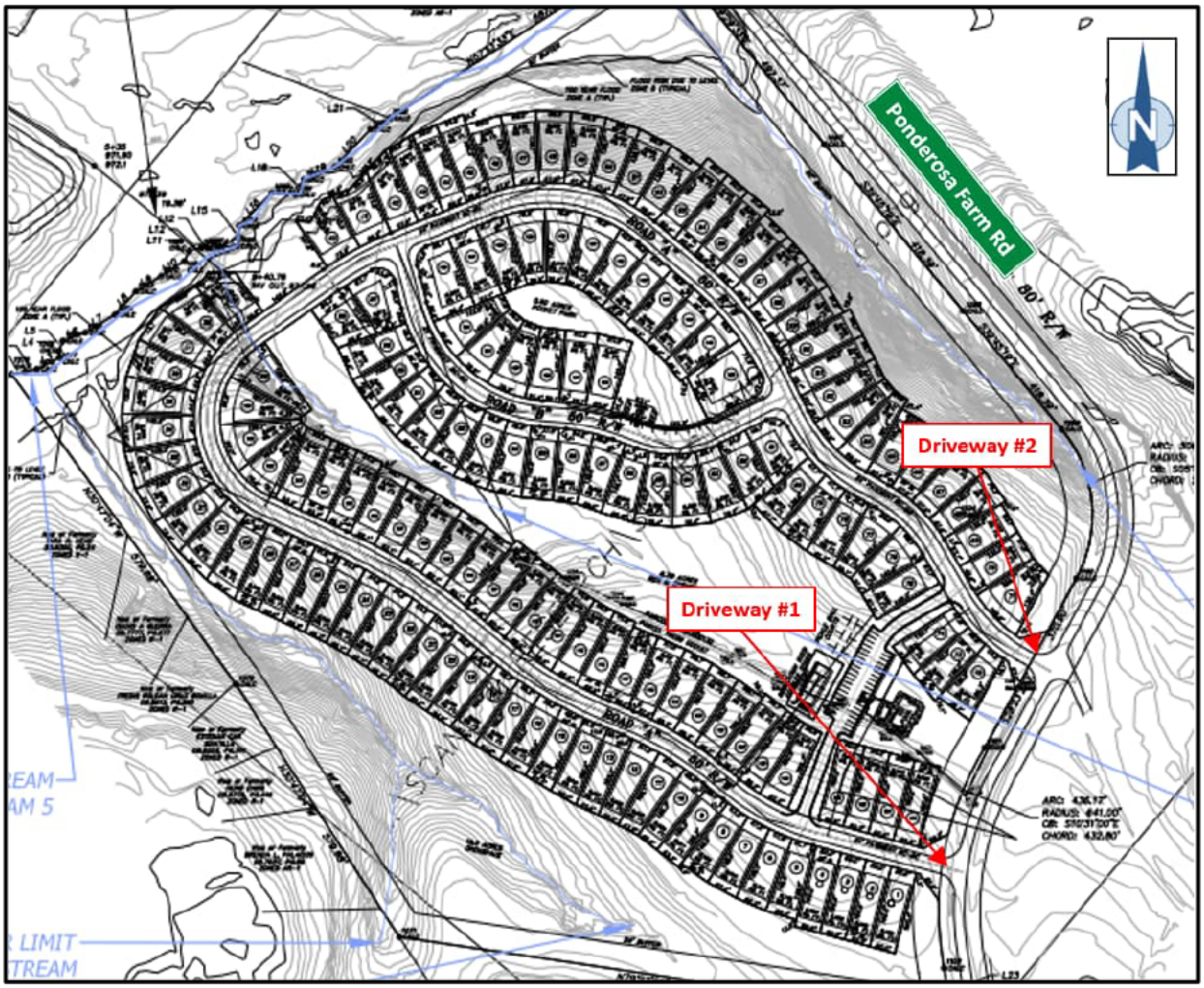


# PROPOSED DEVELOPMENT

The proposed residential development consists of 146 single family homes. The site plan indicates that the development will have two full access driveways on Ponderosa Farm Road. The development is proposed to be fully built out by 2028.

Figure 3 below illustrates the access points for the development. A larger site plan with the entire golf course is also provided in Appendix A.

**Figure 3: SITE PLAN**



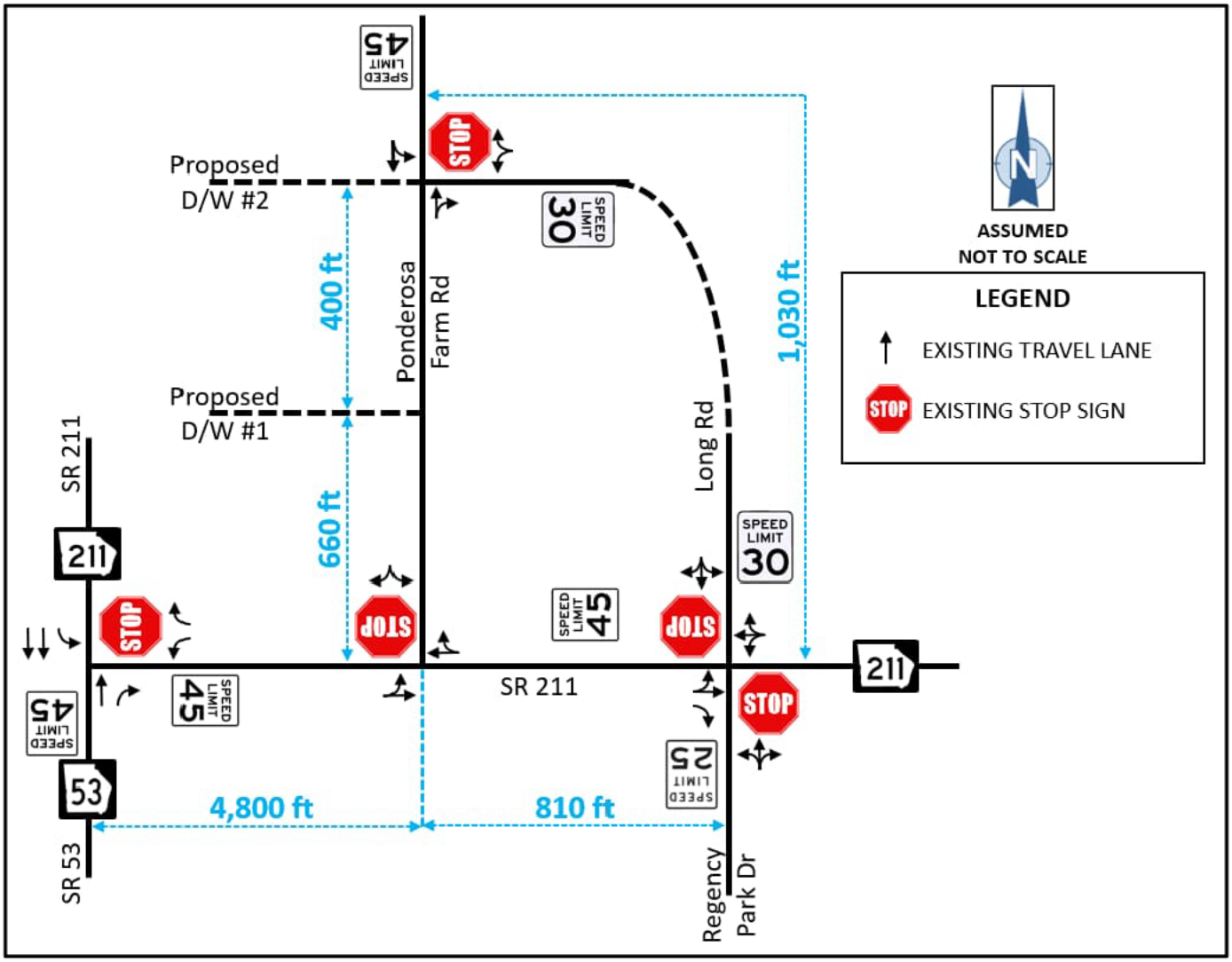
# EXISTING CONDITIONS

An existing conditions inventory was conducted of the current conditions at the study intersections, including roadway geometry, traffic control, and traffic volumes.

## INVENTORY OF EXISTING GEOMETRY AND TRAFFIC CONTROL

The existing roadway geometry and traffic control in the study area are shown in Figure 4 below.

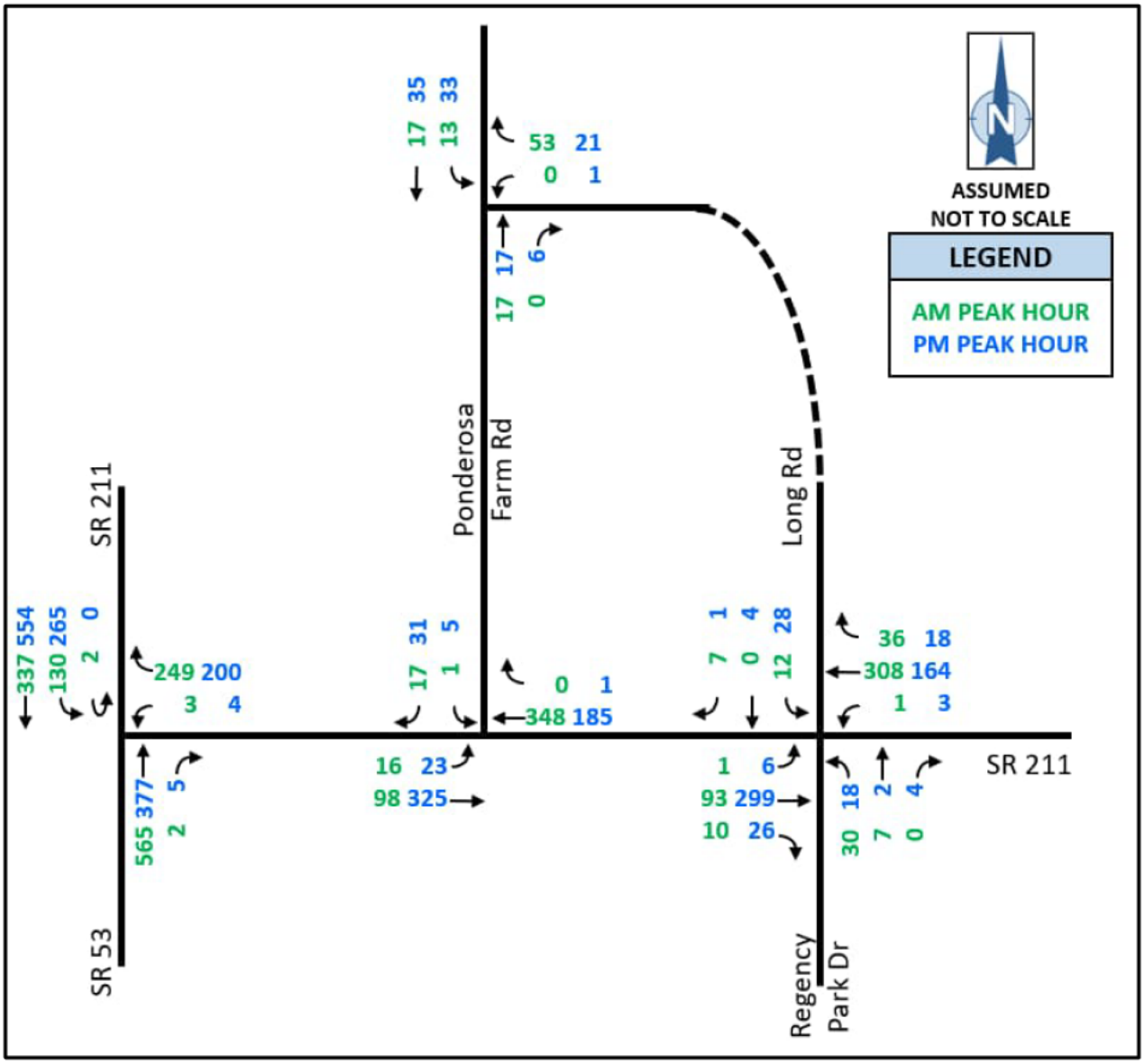
**Figure 4: EXISTING CONDITIONS**



## EXISTING TRAFFIC VOLUMES

Turning Movement Counts (TMCs) were conducted at the study intersections on Tuesday, August 11, 2026 from 7:00 AM to 9:00 AM and 4:30 PM to 6:30 PM. The observed peak hours are 7:00 to 8:00 AM and 4:30 to 5:30 PM. Existing peak hour turning movement volumes are shown in Figure 5 below. The turning movement data is provided in Appendix B.

**Figure 5: EXISTING TRAFFIC VOLUMES**



## AUTOMATIC TRAFFIC RECORDER

An Automatic Traffic Recorder (ATR) was placed in the study area to collect bi-directional traffic data on August 11, 2026. The recorded daily volumes and truck percentages are shown in Figure 6 below. The ATR data is provided in Appendix C.

**Figure 6: ATR DATA**



## CRASH HISTORY

Crash data was analyzed to identify collision-prone movements at the study intersections. Data was obtained from the Georgia Electronic Accident Reporting System (GEARS) for the five most recent years of data. Detailed crash data is provided in Appendix D.

Tables 1 and 2 summarize the crash frequency and severity at the intersection of SR 53 and SR 211.

**Table 1: CRASH DATA SUMMARY, SR 53 @ SR 211**

| YEAR | TOTAL CRASHES | INJURY CRASHES / INJURIES | FATAL -ITIES | COLLISION WITH VEHICLE | | | | COLLISION WITH ANIMAL OR STRUCTURE |
|---|---|---|---|---|---|---|---|---|
| | | | | ANGLE | HEAD ON | REAR END | SIDE-SWIPE | |
| 2021 | 4 | 2/4 | 0 | 0 | 0 | 4 | 0 | 0 |
| 2022 | 1 | 0/0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 2023 | 5 | 1/1 | 0 | 2 | 0 | 2 | 0 | 1 |
| 2024 | 3 | 1/1 | 0 | 1 | 0 | 0 | 0 | 2 |
| 2025 | 2 | 0/0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Total | **15** | **4/6** | **0** | **4** | **0** | **8** | **0** | **3** |

**Table 2: CRASH SEVERITY, SR 53 @ SR 211 (2021-25)**

| TYPE OF COLLISION | CRASH SEVERITY | | | | | TOTAL CRASHES BY TYPE |
|---|---|---|---|---|---|---|
| | K | A | B | C | O | |
| Angle | 0 | 0 | 1 | 1 | 2 | 4 |
| Head-On | 0 | 0 | 0 | 0 | 0 | 0 |
| Rear End | 0 | 0 | 1 | 1 | 6 | 8 |
| Sideswipe – same | 0 | 0 | 0 | 0 | 0 | 0 |
| Sideswipe – opposite | 0 | 0 | 0 | 0 | 0 | 0 |
| Not a Collision w/ Motor Veh | 0 | 0 | 0 | 0 | 3 | 3 |
| Total | **0** | **0** | **2** | **2** | **11** | **15** |

K: Fatal Injury
A: Suspected Serious Injury
B: Suspected Minor/Visible Injury
C: Possible Injury/Complaint
O: No Injury

According to the crash history, rear end collisions were the most common type of crash, accounting for 8 of the 15 collisions (53%) in the past five years. No fatalities were reported during this time period.

Tables 3 and 4 summarize the crash frequency and severity at the intersection of SR 211 and Ponderosa Farm Rd.

**Table 3: CRASH DATA SUMMARY, SR 211 @ PONDEROSA FARM RD**

| YEAR | TOTAL CRASHES | INJURY CRASHES / INJURIES | FATAL -ITIES | COLLISION WITH VEHICLE | | | | COLLISION WITH ANIMAL OR STRUCTURE |
|---|---|---|---|---|---|---|---|---|
| | | | | ANGLE | HEAD ON | REAR END | SIDE-SWIPE | |
| 2021 | 1 | 0/0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2022 | 0 | 0/0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2023 | 0 | 0/0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2024 | 1 | 0/0 | 0 | 0 | 0 | 1 | 0 | 0 |
| 2025 | 0 | 0/0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | **2** | **0/0** | **0** | **0** | **0** | **1** | **0** | **1** |

**Table 4: CRASH SEVERITY, SR 211 @ PONDEROSA FARM RD (2021-25)**

| TYPE OF COLLISION | CRASH SEVERITY | | | | | TOTAL CRASHES BY TYPE |
|---|---|---|---|---|---|---|
| | K | A | B | C | O | |
| Angle | 0 | 0 | 0 | 0 | 0 | 0 |
| Head-On | 0 | 0 | 0 | 0 | 0 | 0 |
| Rear End | 0 | 0 | 0 | 0 | 1 | 1 |
| Sideswipe – same | 0 | 0 | 0 | 0 | 0 | 0 |
| Sideswipe – opposite | 0 | 0 | 0 | 0 | 0 | 0 |
| Not a Collision w/ Motor Veh | 0 | 0 | 0 | 0 | 1 | 1 |
| Total | **0** | **0** | **0** | **0** | **2** | **2** |

K: Fatal Injury
A: Suspected Serious Injury
B: Suspected Minor/Visible Injury
C: Possible Injury/Complaint
O: No Injury

According to the crash history, there was a single rear end collision and a collision with an animal or structure in the past five years. No fatalities were reported during this time period.

Tables 5 and 6 summarize the crash frequency and severity at the intersection of SR 211 and Long Rd.

**Table 5: CRASH DATA SUMMARY, SR 211 @ LONG RD**

| YEAR | TOTAL CRASHES | INJURY CRASHES / INJURIES | FATAL -ITIES | COLLISION WITH VEHICLE | | | | COLLISION WITH ANIMAL OR STRUCTURE |
|---|---|---|---|---|---|---|---|---|
| | | | | ANGLE | HEAD ON | REAR END | SIDE-SWIPE | |
| 2021 | 0 | 0/0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0/0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2023 | 0 | 0/0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2024 | 0 | 0/0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025 | 1 | 0/0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Total | **1** | **0/0** | **0** | **1** | **0** | **0** | **0** | **0** |

**Table 6: CRASH SEVERITY, SR 211 @ LONG RD (2021-25)**

| TYPE OF COLLISION | CRASH SEVERITY | | | | | TOTAL CRASHES BY TYPE |
|---|---|---|---|---|---|---|
| | K | A | B | C | O | |
| Angle | 0 | 0 | 0 | 0 | 1 | 1 |
| Head-On | 0 | 0 | 0 | 0 | 0 | 0 |
| Rear End | 0 | 0 | 0 | 0 | 0 | 0 |
| Sideswipe – same | 0 | 0 | 0 | 0 | 0 | 0 |
| Sideswipe – opposite | 0 | 0 | 0 | 0 | 0 | 0 |
| Not a Collision w/ Motor Veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | **0** | **0** | **0** | **0** | **1** | **1** |

K: Fatal Injury
A: Suspected Serious Injury
B: Suspected Minor/Visible Injury
C: Possible Injury/Complaint
O: No Injury

According to the crash history, the was a single angle collision in the past five years. No fatalities were reported during this time period.

Tables 7 and 8 summarize the crash frequency and severity at the intersection of Ponderosa Farm Road and Long Road.

**Table 7: CRASH DATA SUMMARY, PONDEROSA FARM RD @ LONG RD**

| YEAR | TOTAL CRASHES | INJURY CRASHES / INJURIES | FATAL -ITIES | COLLISION WITH VEHICLE | | | | COLLISION WITH ANIMAL OR STRUCTURE |
|---|---|---|---|---|---|---|---|---|
| | | | | ANGLE | HEAD ON | REAR END | SIDE-SWIPE | |
| 2021 | 0 | 0/0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2022 | 0 | 0/0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2023 | 0 | 0/0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2024 | 0 | 0/0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2025 | 1 | 0/0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Total | **1** | **0/0** | **0** | **0** | **0** | **0** | **1** | **0** |

**Table 8: CRASH SEVERITY, PONDEROSA FARM RD @ LONG RD (2021-25)**

| TYPE OF COLLISION | CRASH SEVERITY | | | | | TOTAL CRASHES BY TYPE |
|---|---|---|---|---|---|---|
| | K | A | B | C | O | |
| Angle | 0 | 0 | 0 | 0 | 0 | 0 |
| Head-On | 0 | 0 | 0 | 0 | 0 | 0 |
| Rear End | 0 | 0 | 0 | 0 | 0 | 0 |
| Sideswipe – same | 0 | 0 | 0 | 0 | 0 | 0 |
| Sideswipe – opposite | 0 | 0 | 0 | 0 | 1 | 1 |
| Not a Collision w/ Motor Veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | **0** | **0** | **0** | **0** | **1** | **1** |

K: Fatal Injury
A: Suspected Serious Injury
B: Suspected Minor/Visible Injury
C: Possible Injury/Complaint
O: No Injury

According to the crash history, there was a single sideswipe collision in the past five years. No fatalities were reported during this time period.

# TRAFFIC PROJECTION METHODOLOGY

The methodology used to estimate future traffic growth included the examination of Hall County census data and historic trends from the nearby GDOT count stations.

## CENSUS DATA

The projected census data from the Atlanta Regional Commission (ARC) for Hall County in 2050 is shown in Table 9.

**Table 9: CENSUS DATA: ARC HALL COUNTY 2050 POPULATION FORECAST**

| HALL COUNTY | | | |
|---|---|---|---|
| YEAR | POPULATION | % CHANGE | % CHANGE PER YEAR |
| 2020 | 203,136 | -- | -- |
| 2050 | 270,132 | 33.0% | 0.95% |

Source: ARC population forecast Hall County 2050

The data shows an increase of the population in Hall County of 33.0%, or a yearly rate of 0.95%, between 2020-2050.

## HISTORIC TRAFFIC DATA

The GDOT maintains multiple annual traffic count stations in the vicinity of the study area. This data was used to establish historic growth rates in the area. Figure 7 below shows the count stations near the study area.

**Figure 7: GDOT COUNT STATIONS**



Table 10 summarizes the average annual daily traffic (AADT) reported by the GDOT for each of the years 2009 through 2025.

Historic data reported by the GDOT for each of the count stations is provided in Appendix E.

**Table 10: HISTORIC TRAFFIC DATA**

| Year | GDOT Count Station 139-0292 | GDOT Count Station 139-0547 |
|---|---|---|
| **2009** | 9785 | - |
| **2010** | - | - |
| **2011** | 10574 | 3664 |
| **2012** | - | - |
| **2013** | 12077 | 3901 |
| **2014** | - | - |
| **2015** | 12530 | 4125 |
| **2016** | 11800* | 3890* |
| **2017** | 11900* | 3970* |
| **2018** | 11800* | 4030* |
| **2019** | 15980 | 3763 |
| **2020** | 13300* | 3630* |
| **2021** | 15682 | 4818 |
| **2022** | 14700* | 4540* |
| **2023** | 14800* | 4660* |
| **2024** | 14900* | 4690* |
| **2025** | 18666 | 5528 |

Source: GDOT TADA Database System-
*Estimated counts not used in trend analysis.

## TREND ANALYSIS

Figures 8 through 10, below and on the following pages, show graphs of the historic AADT as reported by the GDOT. A trend line is shown for each count station. Gaps in the graphs represent years for which data was estimated, which are not used in the analysis, per GDOT policy.

**Figure 8: 5-YEAR TREND LINES FOR GDOT COUNT STATIONS**

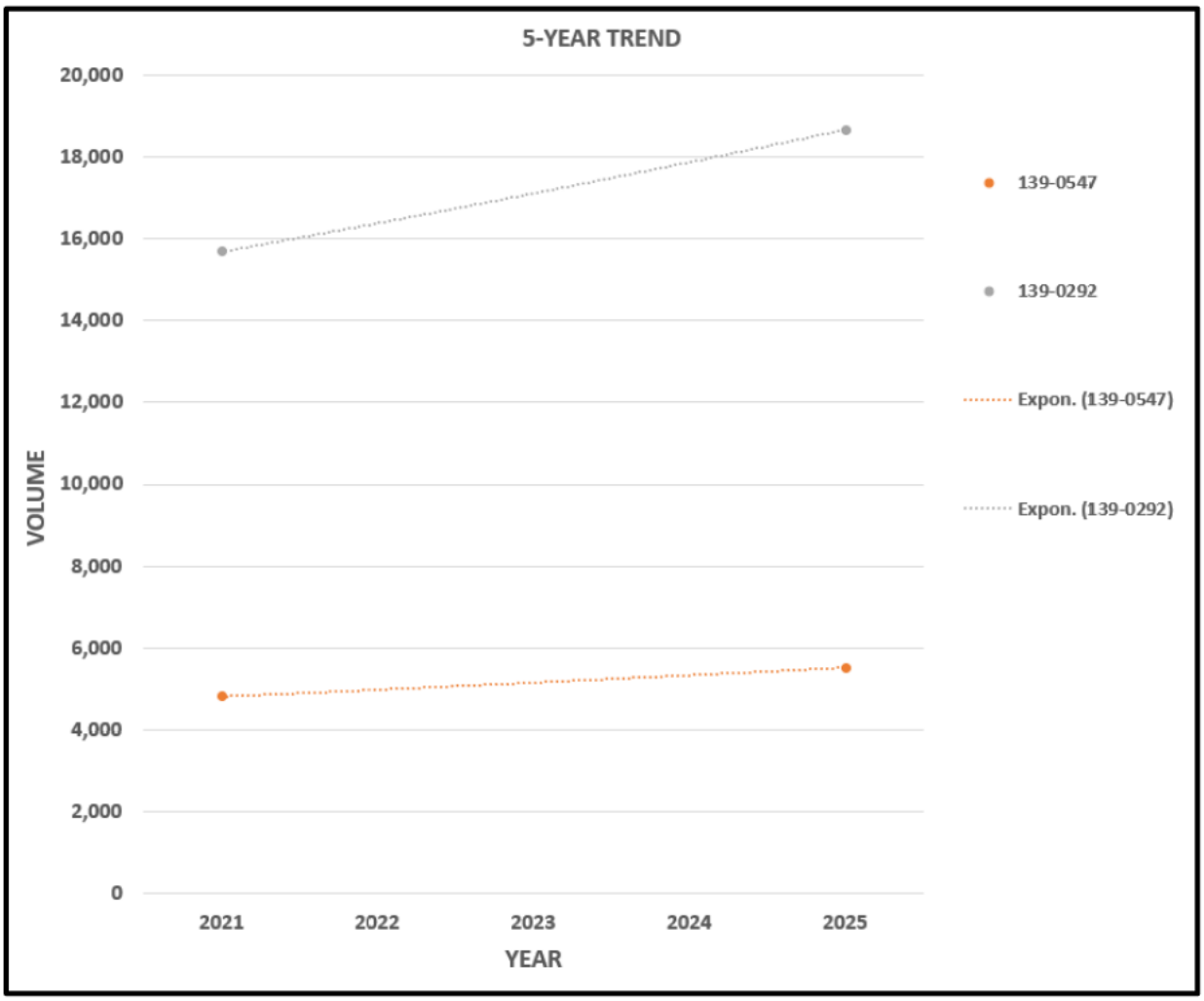


**Figure 9: 10-YEAR TREND LINES FOR GDOT COUNT STATIONS**

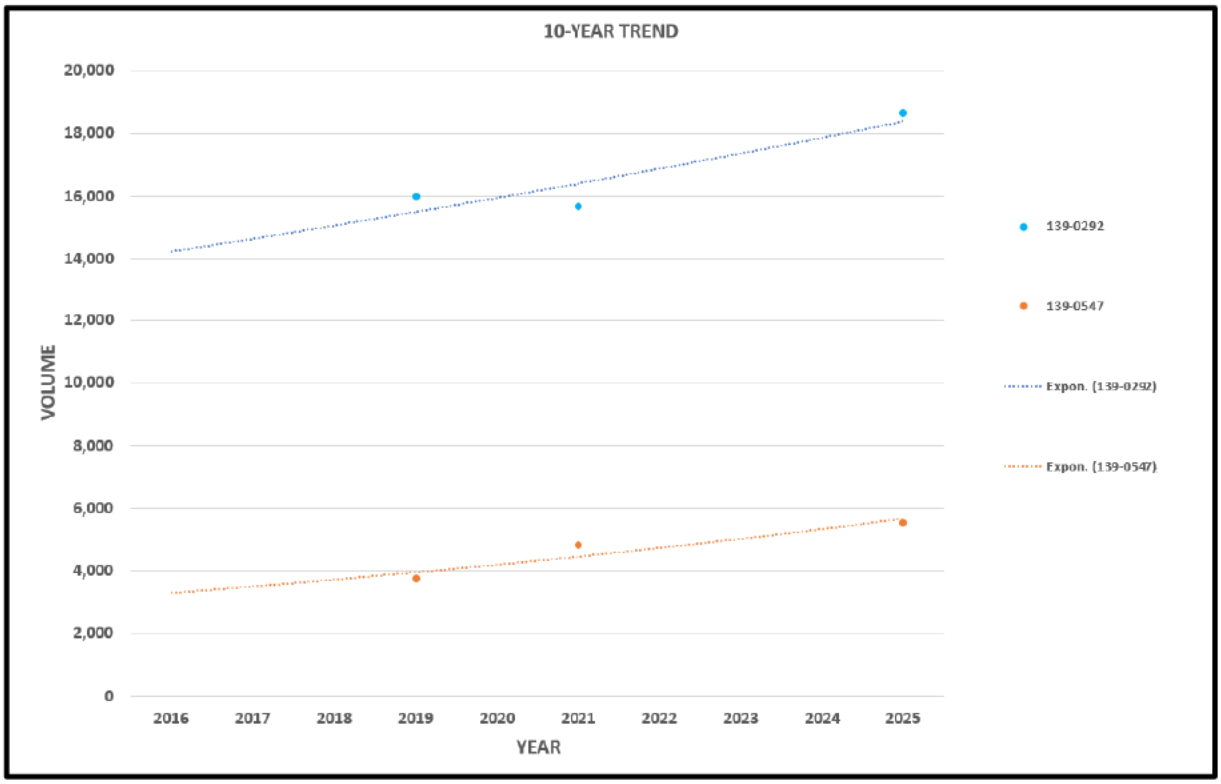
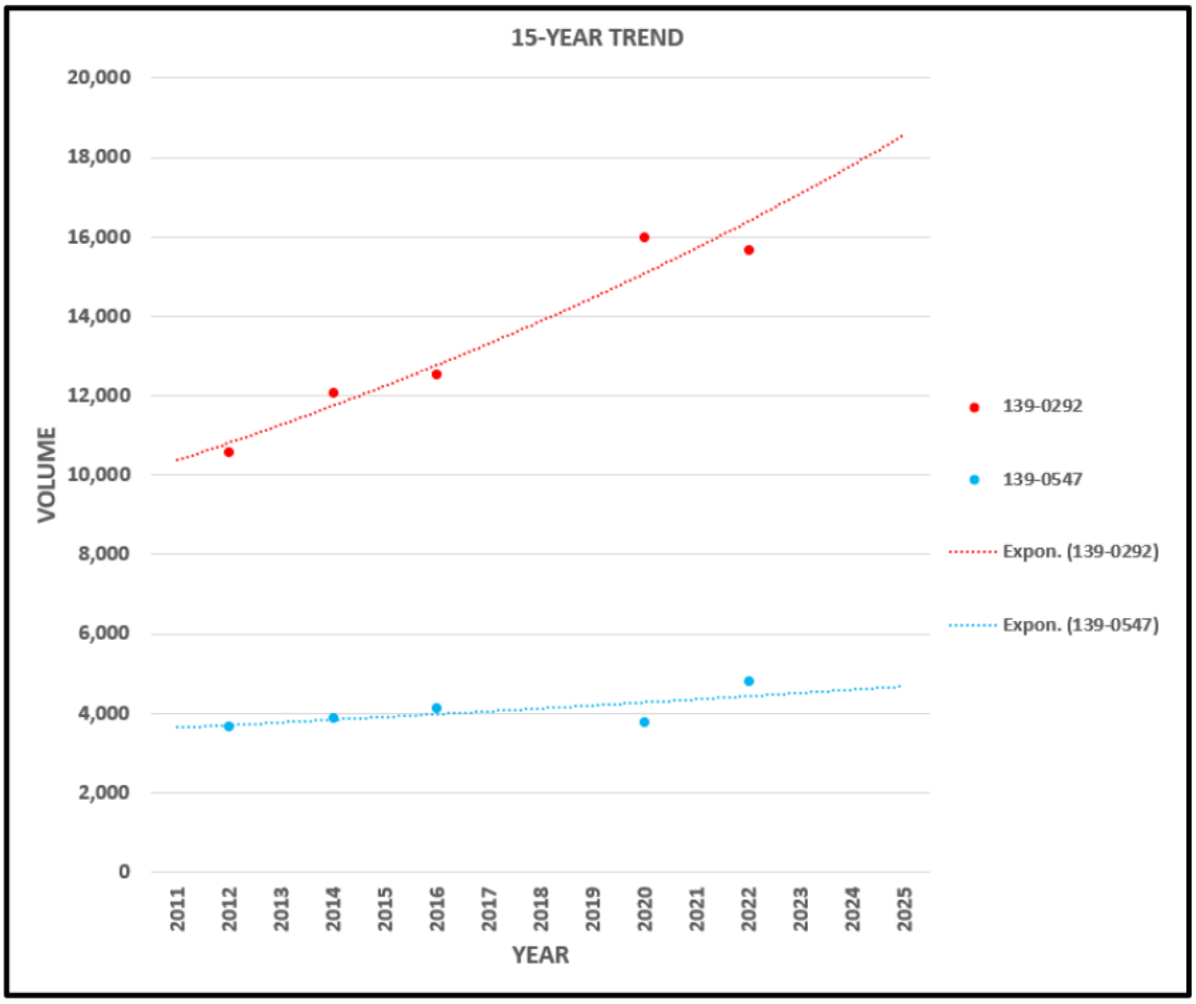


**Figure 10: 15-YEAR TREND LINES FOR GDOT COUNT STATIONS**




Growth rates were developed based on the 5-year, 10-year, and 15-year analyses of count station data shown above. Table 11 shows the resulting trend rates.

**Table 11: TREND ANALYSIS FOR COUNT STATION DATA**

| GDOT Count Stations | 5-year | 10-year | 15-year |
|---|---|---|---|
| **139-0292** | 3.55% | 1.57% | 3.86% |
| **139-0547** | 2.79% | 3.92% | 2.78% |
| **Blended Trend Rates from Count Stations** | 3.36% | 2.13% | 3.60% |

Note: Rates are calculated based on annual compounding.

## GROWTH RATE

The ARC projects an annual population growth rate of 0.95% per year for Hall County through 2050. Based on the data available from the nearby GDOT count station, the growth trend was calculated to be 3.36% for the past five years, 2.13% for the past ten years, and 3.60% for the past fifteen years.

Based on these rates and the surrounding area, the growth rate was established to be **2.0%** for the purpose of the study.

## GROWTH FACTOR

A growth factor was established by applying the growth rates to the following equation, shown below:

$$\boldsymbol{Growth\ Factor} = \boldsymbol{(1+r)^n}$$

*Where:*
**r** = *growth rate*
**n** = *number of years*

The volumes projections were calculated using the following values as 'n', taken as the time period between the 2026 Existing Year and each corresponding phase.

- Existing Year (2026) to Build Year (2028) – n=2
- Existing Year (2026) to Design Year (2048) – n=22

Growth factors are provided in Table 12.

**Table 12: GROWTH FACTOR**

| PROJECTED YEAR | |
|---|---|
| Build Year (2028) | Design Year (2048) |
| 1.04 | 1.55 |

Figure 11 and 12 on the following pages show the estimated background growth traffic volumes at the study intersections for the Build Year (2028) and Design Year (2048).

Figure 11: PROJECTED 2028 BACKGROUND GROWTH VOLUMES

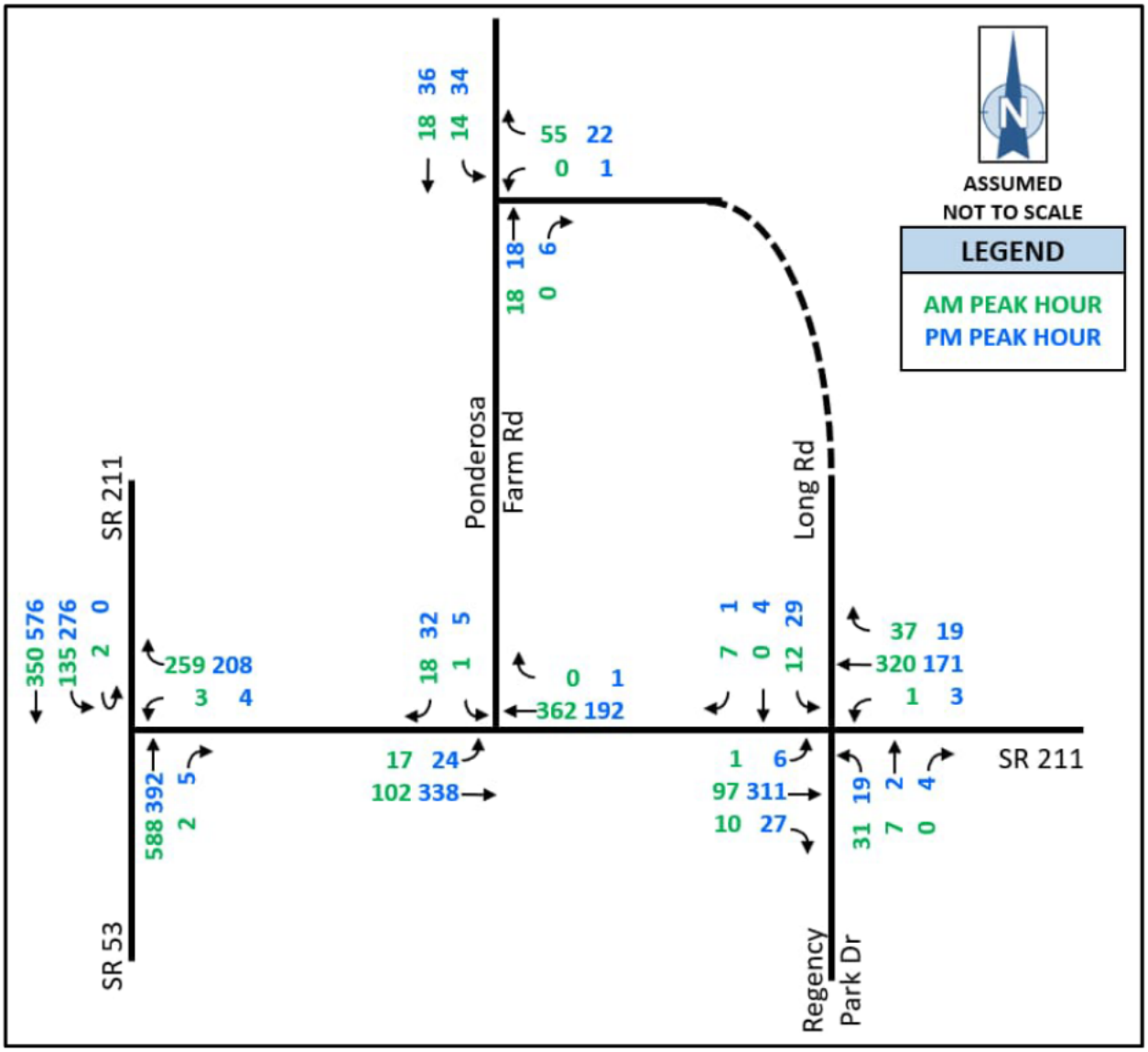
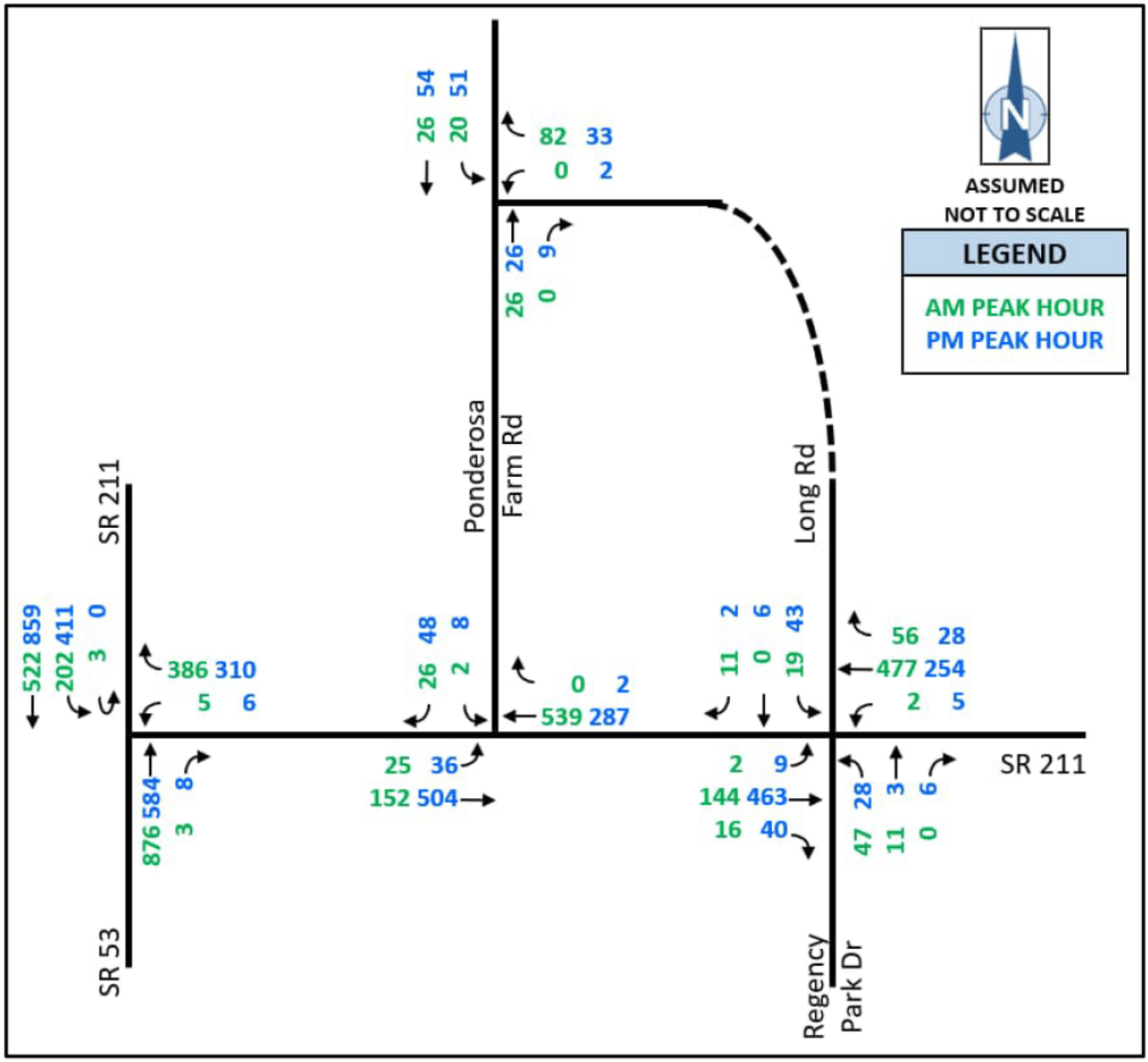


Figure 12: PROJECTED 2048 BACKGROUND GROWTH VOLUMES



# PROJECTED CONDITIONS

## TRIP GENERATION

The trips generated by the development were estimated using trip generation rates found in ITE's publication *Trip Generation*, 12th Edition. The trip generation publication contains multiple associated trip rates for the listed land use. The rate that resulted in the larger trip generation was used for this study. The trip generation can be seen in Table 13. Trip generation data is provided in Appendix F.

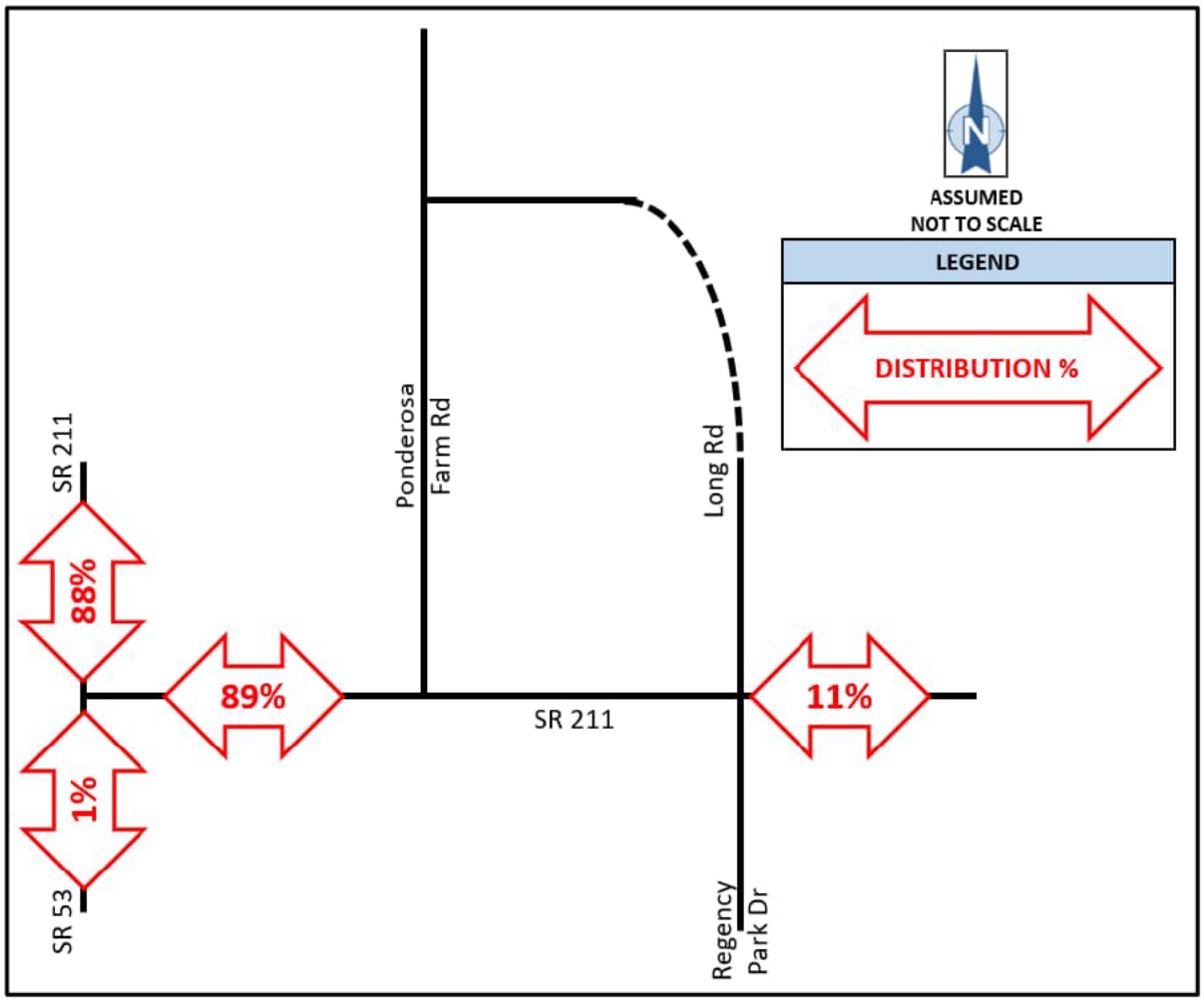
**Table 13: TRIP GENERATION**

| ITE CODE | DESCRIPTION | SIZE | DAILY 2-WAY TRIPS | AM PEAK HOUR | | | PM PEAK HOUR | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | ENTER | EXIT | TOTAL | ENTER | EXIT | TOTAL |
| 210 | Single Family Detached Housing | 146 Units | 1444 | 28 | 75 | 103 | 85 | 51 | 136 |

## TRIP DISTRIBUTION

In order to assign new trips to the street network, a trip distribution pattern was developed based on the existing patterns during the AM Peak Hour. Figure 13 shows the resulting trip distribution pattern that was used to assign the new generated traffic for the development.

**Figure 13: TRIP DISTRIBUTION**



## TRAFFIC ASSIGNMENT

The generated traffic was assigned to the road network based on weighted movements analyzed at the study intersections during the AM and PM Peak Hours. Table 14 shows how the assigned trips are expected to reach the development, according to the direction traveled.

**Table 14: NEW TRIPS ASSIGNMENT**

| To & From | % | AM | | PM | |
|---|---|---|---|---|---|
| | | IN | OUT | IN | OUT |
| North on SR 211 | 88% | 25 | 66 | 75 | 45 |
| South on SR 53 | 1% | 0 | 1 | 1 | 0 |
| East on SR 211 | 11% | 3 | 8 | 9 | 6 |
| **Total Trips** | **100%** | **28** | **75** | **85** | **51** |

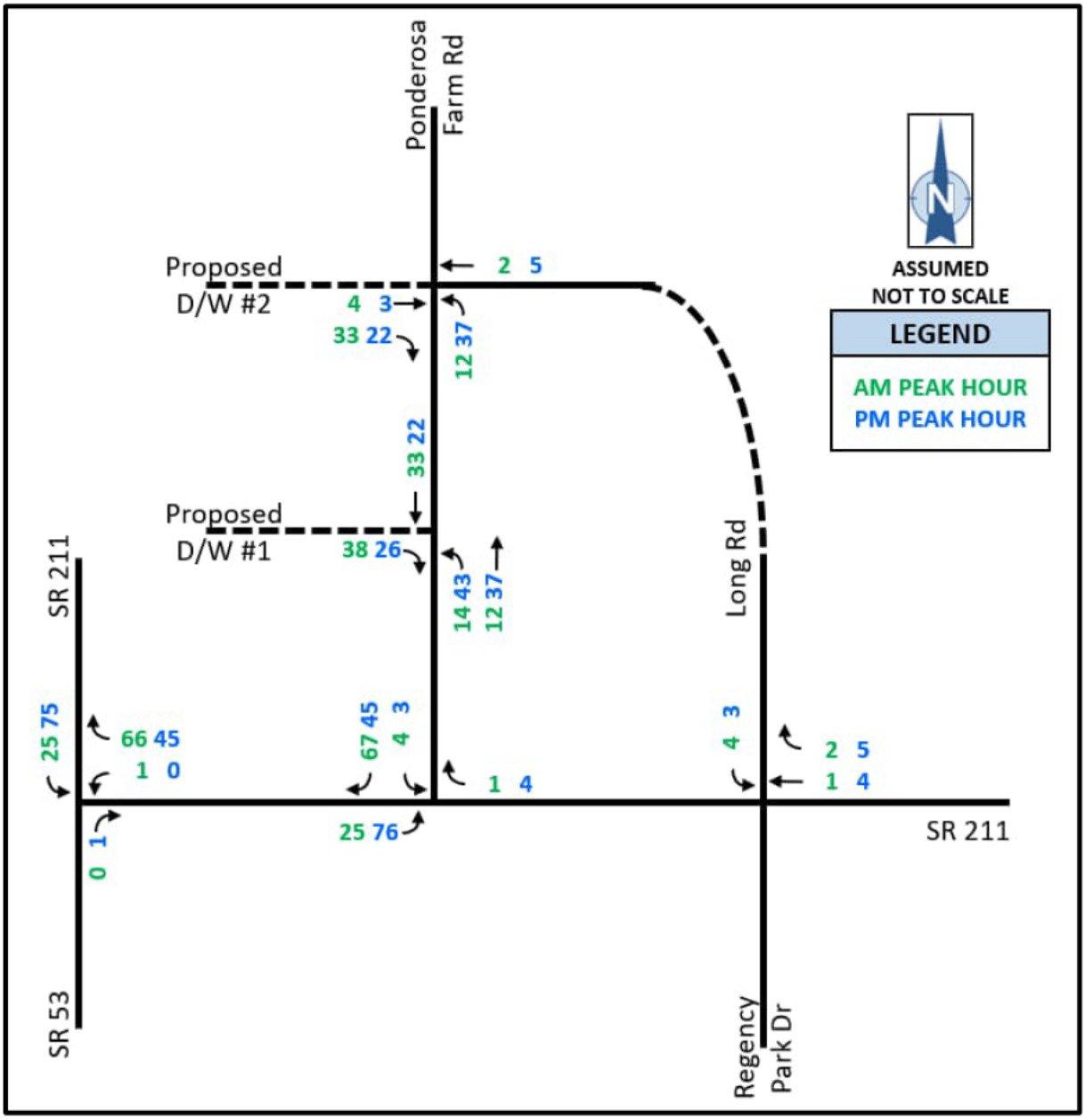
Based on the provided site plan, the following assumptions were made:

- The new trips will use Driveways #1 and #2 equally.
- All of the trips using Driveway #1 will access SR 211 from Ponderosa Farm Road.
- All of the trips using Driveway #2 travelling to/from the east on SR 211 will use Long Road. The remainder of the trips using Driveway #2 access SR 211 from Ponderosa Farm Road.

## NEW TRIPS

The generated new trips are shown in Figure 14. These trips were assigned in accordance with the distribution and assumptions listed on the previous pages.

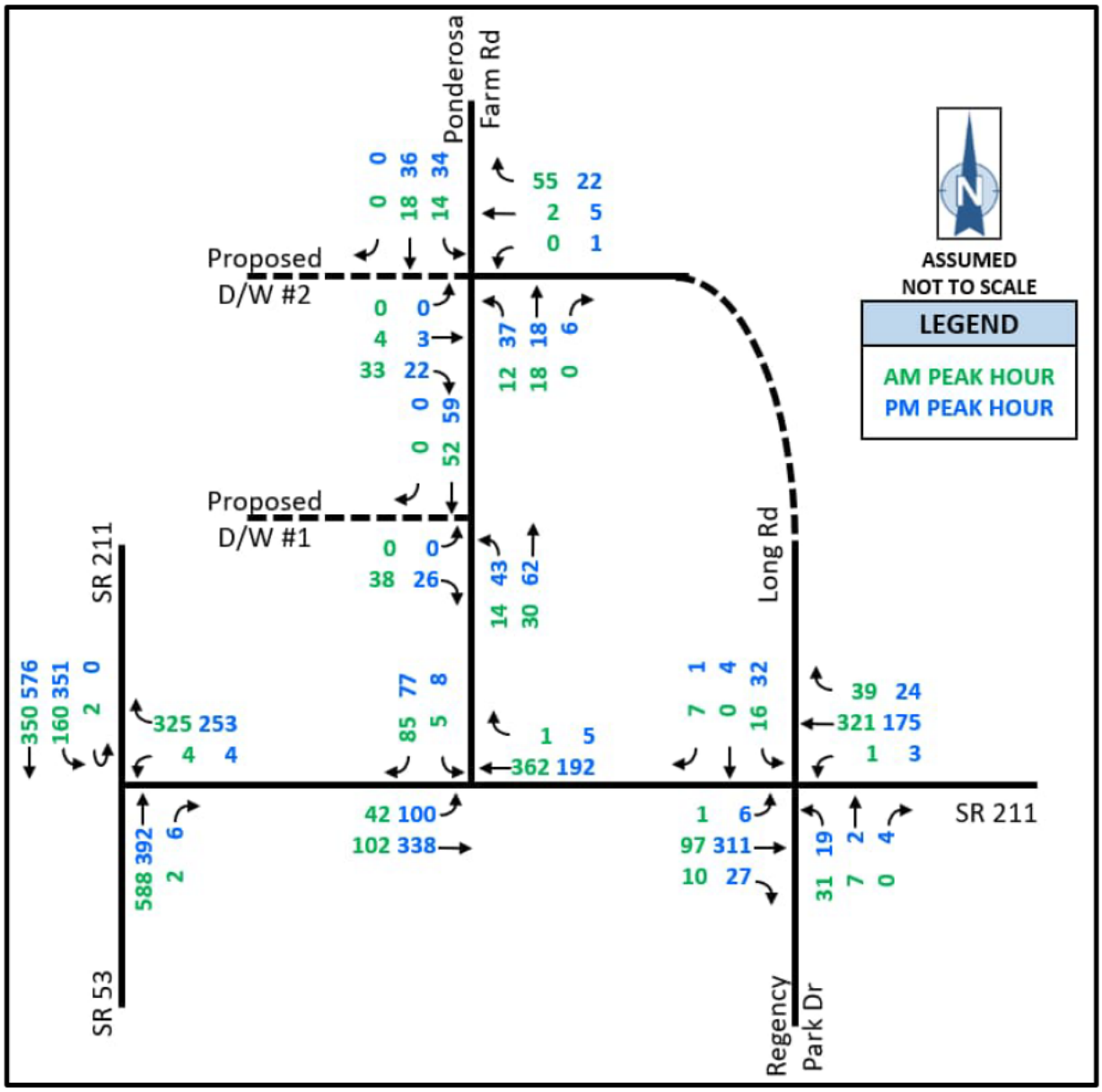
**Figure 14: NEW TRIPS**



## PROJECTED BUILD VOLUMES

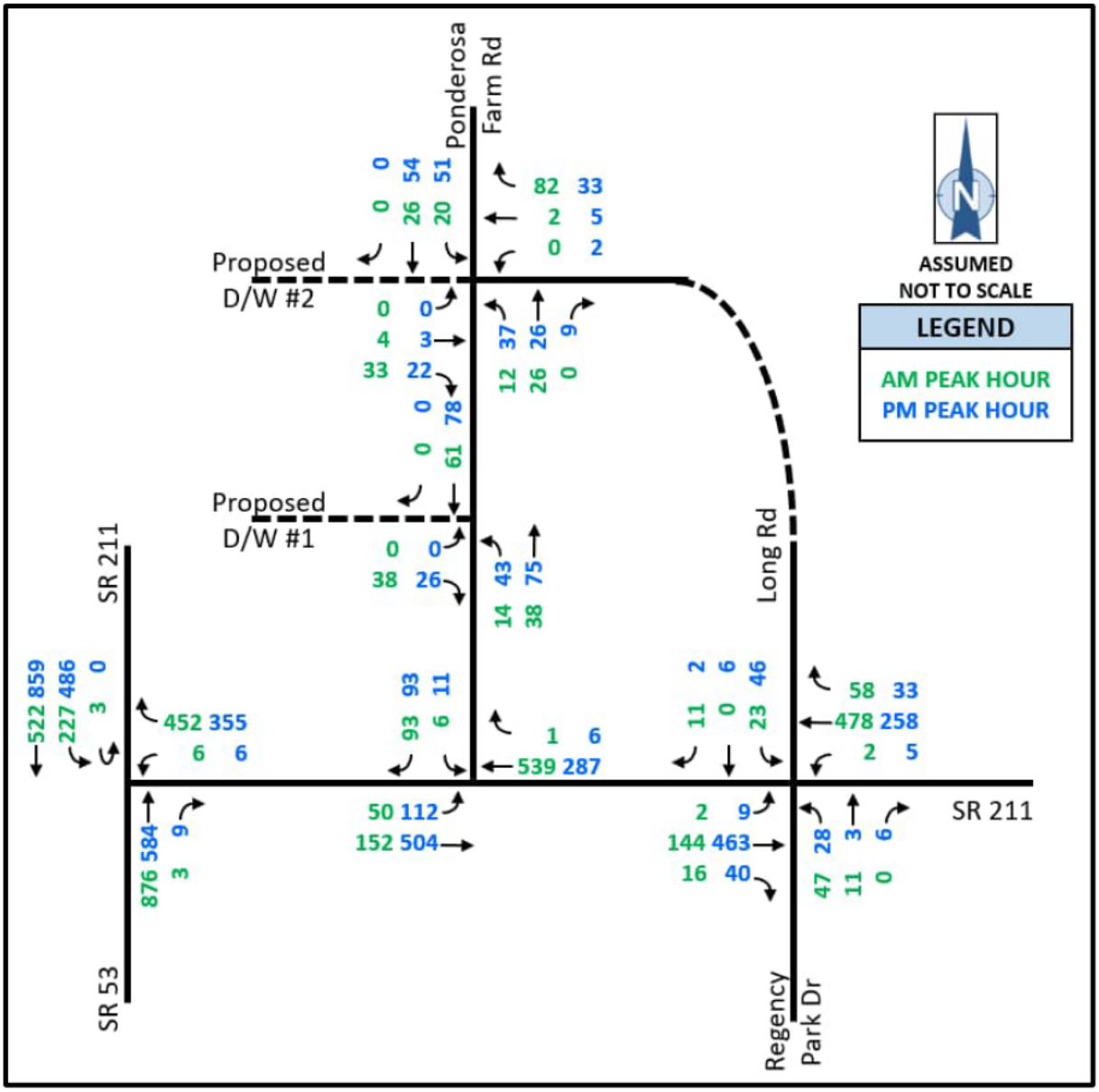
In order to represent the Projected 2028 Build Volume, the New Trips (Figure 14) were added to the Projected 2028 Background Growth Volumes (Figure 11). The Projected 2028 Build Volumes are shown in Figure 15.

**Figure 15: PROJECTED 2028 BUILD VOLUMES**



The Projected 2048 Build Volumes were developed by adding the New Trips (Figure 14) to the Projected 2048 Background Growth Volumes (Figure 12). The Projected 2048 Build Volumes are shown in Figure 16.

**Figure 16: PROJECTED 2048 BUILD VOLUMES**



# CAPACITY ANALYSIS

Existing and projected conditions were evaluated using capacity analysis techniques described in the *Highway Capacity Manual, Special Report 209*, published by the Transportation Research Board, 7th Edition, and with the use of *Synchro 12* from Trafficware. HCM Level of Service (LOS) definitions are shown in Table 15.

**Table 15: LEVEL OF SERVICE CRITERIA**

| LEVEL OF SERVICE | DELAY PER VEHICLE (SECONDS) | |
|---|---|---|
| | SIGNALIZED INTERSECTIONS | UNSIGNALIZED INTERSECTIONS |
| A | ≤10.0 | ≤10.0 |
| B | 10.1 to 20.0 | 10.1 to 15.0 |
| C | 20.1 to 35.0 | 15.1 to 25.0 |
| D | 35.1 to 55.0 | 25.1 to 35.0 |
| E | 55.1 to 79.9 | 35.1 to 49.9 |
| F | >80.0 | >50.0 |

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, 7th Edition

## EXISTING CONDITIONS

The intersections were first evaluated under existing conditions and geometry. The results of the capacity analysis are summarized in Table 16 below. For each condition, the level of service is shown, followed parenthetically by the average delay per vehicle, in seconds. Capacity analysis reports for Existing conditions can be found in Appendix G.

**Table 16: CAPACITY ANALYSIS RESULTS, EXISTING CONDITIONS**

| INTERSECTION | MOVEMENT | EXISTING YEAR (2026) | |
|---|---|---|---|
| | | AM PEAK HOUR | PM PEAK HOUR |
| SR 53 @ SR 211 | WBL | C (23.5) | E (45.9) |
| | WBR | - | - |
| | NBT | - | - |
| | NBR | - | - |
| | SBL | A (9.4) | A (9.7) |
| | SBT | - | - |
| SR 211 @ Ponderosa Farm Rd | EBL/T | A (1.1) | A (0.5) |
| | WBT/R | - | - |
| | SBL/R | B (10.5) | B (10.0) |
| SR 211 @ Long Rd | EBL/T | A (0.1) | A (0.1) |
| | EBR | - | - |
| | WBL/T/R | - | A (0.1) |
| | NBL/T/R | B (12.4) | B (12.7) |
| | SBL/T/R | B (11.8) | B (13.4) |
| Ponderosa Farm Rd @ Long Rd | WBL/R | A (8.6) | A (8.5) |
| | NBT/R | - | - |
| | SBL/T | A (3.2) | A (3.6) |

-: A (0.0)

Capacity analysis results under Existing conditions indicate that the intersections operate at LOS 'B' or better during both peak hours except for the intersection of SR 53 at SR 211, which operates at LOS 'E' for the westbound left movement in the PM Peak Hour.

Table 17 below shows the 95th percentile queue length in feet for the study intersections under Existing conditions.

**Table 17: 95TH PERCENTILE QUEUE LENGTH (FT), EXISTING CONDITIONS**

| INTERSECTION | MOVEMENT | EXISTING YEAR (2026) | |
|---|---|---|---|
| | | AM PEAK HOUR | PM PEAK HOUR |
| SR 53 @ SR 211 | WBL | 0 | 5 |
| | WBR | 0 | 0 |
| | NBT | 0 | 0 |
| | NBR | 0 | 0 |
| | SBL | 13 | 33 |
| | SBT | 0 | 0 |
| SR 211 @ Ponderosa Farm Rd | EBL/T | 0 | 3 |
| | WBT/R | 0 | 0 |
| | SBL/R | 3 | 5 |
| SR 211 @ Long Rd | EBL/T | 0 | 0 |
| | EBR | 0 | 0 |
| | WBL/T/R | 0 | 0 |
| | NBL/T/R | 5 | 5 |
| | SBL/T/R | 3 | 5 |
| Ponderosa Farm Rd @ Long Rd | WBL/R | 5 | 3 |
| | NBT/R | 0 | 0 |
| | SBL/T | 0 | 3 |

25 ft = 1 car

## PROJECTED NO-BUILD CONDITIONS

The intersections were evaluated under projected No-Build conditions, with existing geometry and 2028/48 background growth volumes. The results of the capacity analysis are summarized in Table 18 below. Capacity analysis reports for projected No-Build conditions can be found in Appendix H.

**Table 18: CAPACITY ANALYSIS RESULTS, NO-BUILD CONDITIONS**

| INTERSECTION | MOVEMENT | BUILD YEAR (2028) | | EXISTING YEAR (2048) | |
|---|---|---|---|---|---|
| | | AM PEAK HOUR | PM PEAK HOUR | AM PEAK HOUR | PM PEAK HOUR |
| SR 53 @ SR 211 | WBL | C (24.9) | **F (51.1)** | **F (62.4)** | **F (328.8)** |
| | WBR | - | - | - | - |
| | NBT | - | - | - | - |
| | NBR | - | - | - | - |
| | SBL | A (9.6) | A (9.8) | B (12.3) | B (14.4) |
| | SBT | - | - | - | - |
| SR 211 @ Ponderosa Farm Rd | EBL/T | A (1.2) | A (0.5) | A (1.2) | A (0.5) |
| | WBT/R | - | - | - | 0 |
| | SBL/R | B (10.6) | B (10.1) | B (12.5) | B (11.7) |
| SR 211 @ Long Rd | EBL/T | A (0.1) | A (0.1) | A (0.1) | A (0.1) |
| | EBR | - | - | - | - |
| | WBL/T/R | - | A (0.1) | - | A (0.2) |
| | NBL/T/R | B (12.6) | B (13.0) | C (16.8) | C (17.8) |
| | SBL/T/R | B (11.9) | B (13.7) | C (15.2) | C (19.8) |
| Ponderosa Farm Rd @ Long Rd | WBL/R | A (8.7) | A (8.6) | A (8.8) | A (8.7) |
| | NBT/R | - | - | - | - |
| | SBL/T | A (3.2) | A (3.6) | A (3.2) | A (3.6) |

-: A (0.0)

Capacity analysis results under No-Build conditions indicate that the intersections are projected to operate at LOS 'C' or better during both peak hours through 2048 except for SR 53 at SR 211, which is projected to operate at LOS 'F' for the westbound left movement in the PM Peak Hour in 2028 and both peak hours in 2048.

Table 19 below shows the 95th percentile queue length in feet for the study intersections under projected No-Build conditions.

**Table 19: 95TH PERCENTILE QUEUE LENGTH (FT), NO-BUILD CONDITIONS**

| INTERSECTION | MOVEMENT | BUILD YEAR (2028) | | EXISTING YEAR (2048) | |
|---|---|---|---|---|---|
| | | AM PEAK HOUR | PM PEAK HOUR | AM PEAK HOUR | PM PEAK HOUR |
| SR 53 @ SR 211 | WBL | 3 | 5 | 5 | 30 |
| | WBR | 0 | 0 | 0 | 0 |
| | NBT | 0 | 0 | 0 | 0 |
| | NBR | 0 | 0 | 0 | 0 |
| | SBL | 15 | 35 | 33 | 93 |
| | SBT | 0 | 0 | 0 | 0 |
| SR 211 @ Ponderosa Farm Rd | EBL/T | 0 | 3 | 3 | 3 |
| | WBT/R | 0 | 0 | 0 | 0 |
| | SBL/R | 3 | 5 | 5 | 8 |
| SR 211 @ Long Rd | EBL/T | 0 | 0 | 0 | 0 |
| | EBR | 0 | 0 | 0 | 0 |
| | WBL/T/R | 0 | 0 | 0 | 0 |
| | NBL/T/R | 5 | 5 | 15 | 10 |
| | SBL/T/R | 3 | 8 | 8 | 18 |
| Ponderosa Farm Rd @ Long Rd | WBL/R | 5 | 3 | 8 | 3 |
| | NBT/R | 0 | 0 | 0 | 0 |
| | SBL/T | 0 | 3 | 3 | 3 |

25 ft = 1 car

## PROJECTED BUILD CONDITIONS

The intersections were evaluated under projected Build conditions, with projected geometry and projected 2028/48 Build volumes. The results of the capacity analysis are summarized in Table 20 below. Capacity analysis reports for projected build conditions can be found in Appendix I.

**Table 20: CAPACITY ANALYSIS RESULTS – BUILD CONDITIONS**

| INTERSECTION | MOVEMENT | BUILD YEAR (2028) | | EXISTING YEAR (2048) | |
|---|---|---|---|---|---|
| | | AM PEAK HOUR | PM PEAK HOUR | AM PEAK HOUR | PM PEAK HOUR |
| SR 53 @ SR 211 | WBL | D (27.5) | **F (76.3)** | **F (72.8)** | **F (683.5)** |
| | WBR | - | - | - | - |
| | NBT | - | - | - | - |
| | NBR | - | - | - | - |
| | SBL | A (9.7) | B (10.5) | B (12.7) | C (17.2) |
| | SBT | - | - | - | - |
| SR 211 @ Ponderosa Farm Rd | EBL/T | A (2.4) | A (1.8) | A (2.2) | A (1.5) |
| | WBT/R | - | - | - | - |
| | SBL/R | B (11.4) | B (10.7) | B (13.9) | B (12.8) |
| SR 211 @ Long Rd | EBL/T | A (0.1) | A (0.1) | A (0.1) | A (0.1) |
| | EBR | - | - | - | - |
| | WBL/T/R | - | A (0.1) | - | A (0.1) |
| | NBL/T/R | B (12.6) | B (13.0) | C (16.8) | C (17.9) |
| | SBL/T/R | B (12.2) | B (13.9) | C (15.6) | C (20.2) |
| Ponderosa Farm Rd @ Long Rd / Driveway #2 | EBL/T/R | A (8.7) | A (8.9) | A (8.8) | A (9.1) |
| | WBL/T/R | A (8.7) | A (9.1) | A (8.9) | A (9.2) |
| | NBL/T/R | A (2.9) | A (4.5) | A (2.3) | A (3.8) |
| | SBL/T/R | A (3.2) | A (3.6) | A (3.2) | A (3.6) |
| Ponderosa Farm Rd @ Driveway #1 | EBL/R | A (8.7) | A (8.7) | A (8.8) | A (8.8) |
| | NBL/T | A (2.3) | A (3.0) | A (2.0) | A (2.7) |
| | SBT/R | - | - | - | - |

- = A (0.0)

Capacity analysis results under Build conditions indicate that the intersections are projected to operate at LOS 'C' or better during both peak hours through 2048 except for SR 53 at SR 211, which is projected to operate at LOS 'F' for the westbound left movement in the PM Peak Hour in 2028 and both peak hours in 2048.

Table 21 below shows the 95th percentile queue length in feet for the study intersections under projected Build conditions.

**Table 21: 95TH PERCENTILE QUEUE LENGTH (FT), BUILD CONDITIONS**

| INTERSECTION | MOVEMENT | BUILD YEAR (2028) | | EXISTING YEAR (2048) | |
|---|---|---|---|---|---|
| | | AM PEAK HOUR | PM PEAK HOUR | AM PEAK HOUR | PM PEAK HOUR |
| SR 53 @ SR 211 | WBL | 3 | 8 | 8 | 38 |
| | WBR | 0 | 0 | 0 | 0 |
| | NBT | 0 | 0 | 0 | 0 |
| | NBR | 0 | 0 | 0 | 0 |
| | SBL | 18 | 50 | 38 | 138 |
| | SBT | 0 | 0 | 0 | 0 |
| SR 211 @ Ponderosa Farm Rd | EBL/T | 3 | 8 | 5 | 8 |
| | WBT/R | 0 | 0 | 0 | 0 |
| | SBL/R | 13 | 10 | 20 | 18 |
| SR 211 @ Long Rd | EBL/T | 0 | 0 | 0 | 0 |
| | EBR | 0 | 0 | 0 | 0 |
| | WBL/T/R | 0 | 0 | 0 | 0 |
| | NBL/T/R | 5 | 5 | 15 | 10 |
| | SBL/T/R | 3 | 8 | 8 | 18 |
| Ponderosa Farm Rd @ Long Rd / Driveway #2 | EBL/T/R | 3 | 3 | 3 | 3 |
| | WBL/T/R | 5 | 3 | 8 | 5 |
| | NBL/T/R | 0 | 3 | 0 | 3 |
| | SBL/T/R | 0 | 3 | 3 | 3 |
| Ponderosa Farm Rd @ Driveway #1 | EBL/R | 3 | 3 | 3 | 3 |
| | NBL/T | 0 | 3 | 0 | 3 |
| | SBT/R | 0 | 0 | 0 | 0 |

25 ft = 1 car

Although the westbound left turn movement at the intersection of SR 53 and SR 211 is projected to experience unacceptable operation in the No-Build and Build conditions, the peak hour volumes are projected to be 6 vehicles during both peak hours in the 2048 Build conditions and queue lengths are not projected to exceed two car lengths. Therefore, this intersection was not evaluated for intersection improvements.

# TURN LANE ANALYSIS

Considerations were made for the study intersections to include additional turn lanes to improve the safety and operation at the intersection.

The *GDOT Regulations for Driveway and Encroachment Control* was examined to determine the criteria for additional turn lanes. Figures 17 and 18 show the minimum requirements for additional right and left turn lanes, respectively.

**Figure 17: MINIMUM VOLUMES REQUIRING RIGHT TURN 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**

**Figure 18: MINIMUM VOLUMES REQUIRING LEFT TURN LANES**

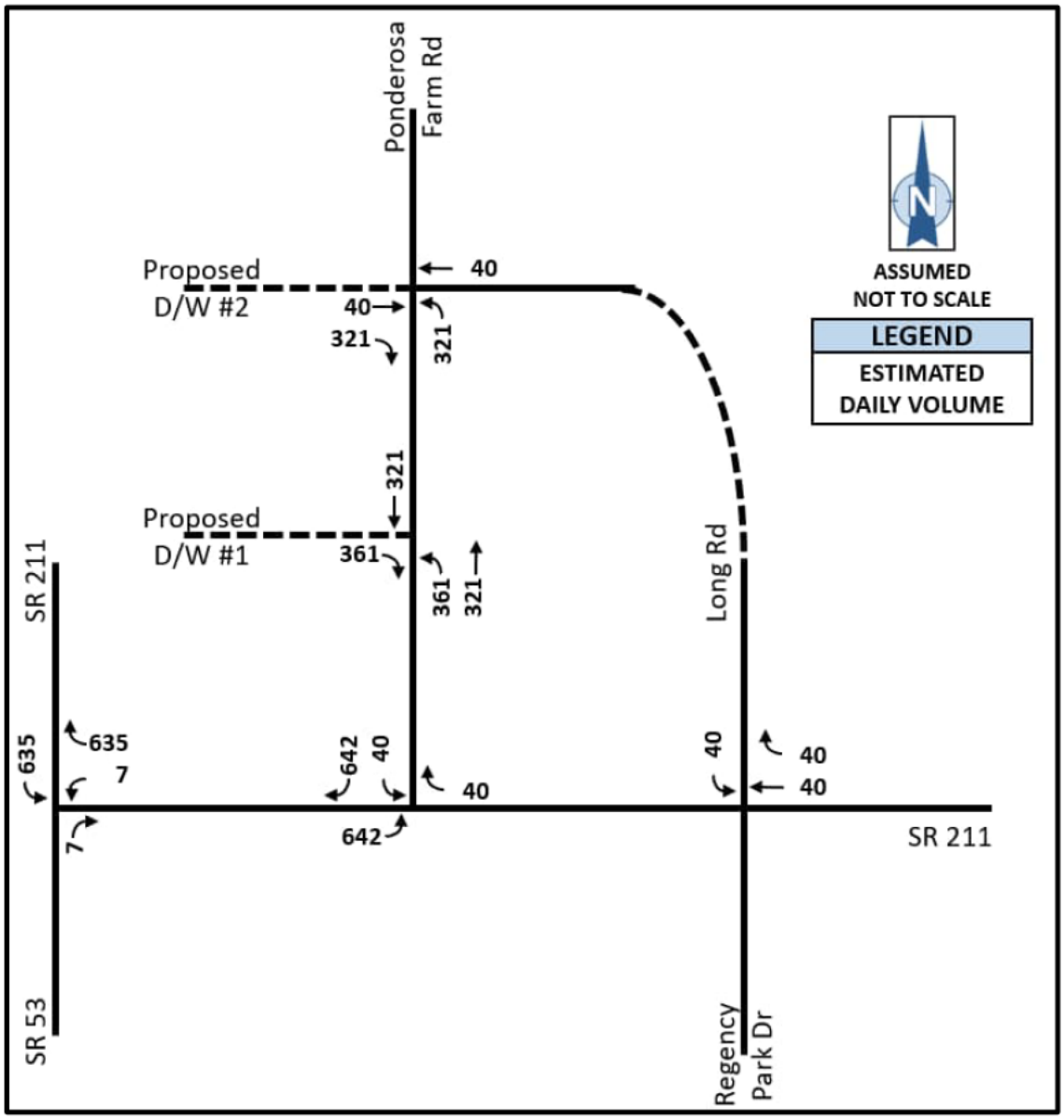
**Condition 1**

| 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**

The estimated daily volumes entering and exiting the site are shown in Figure 19 below. The estimated daily volumes are based on the trip generation and trip distribution earlier in the report.

**Figure 19: PROJECTED DAILY VOLUMES ENTERING/EXITING SITE**




Based on the projected turning movements, both driveways and the intersection of SR 211 at Ponderosa Farm Road meet the thresholds for a left turn lane. However, capacity analysis indicates that all the intersections are projected to operate at LOS 'B' or better under the Build conditions through 2048. Additionally, the intersection of SR 211 and Long Drive to the west of Ponderosa Road limits the available space to install a left turn lane unless one of the roads were realigned to form a four-legged intersection.

# SUMMARY

- This study includes an analysis of the traffic related impacts for a residential development consisting of 146 single family homes. The site plan indicates that the development will have two full access driveways on Ponderosa Farm Road. The development is proposed to be fully built out by 2028.

- Turning Movement Counts (TMCs) were conducted at the study intersections on Tuesday, August 11, 2026 from 7:00 AM to 9:00 AM and 4:30 PM to 6:30 PM. The observed peak hours are 7:00 to 8:00 AM and 4:30 to 5:30 PM.

- An Automatic Traffic Recorder (ATR) was placed in the study area to collect bi-directional traffic data on Tuesday, August 11, 2026. Bi-directional ATR data was collected to record daily volumes and truck percentages.
    - SR 211
        - Eastbound: daily volume of 2,731 vehicles per day, and average truck percentage of 7.8%
        - Westbound: daily volume of 2,795 vehicles per day, and average truck percentage of 4.8%

- Crash data was analyzed to identify collision-prone movements at the study intersections. According to the crash history, rear end collisions were the most common type of crash at the four intersections, accounting for 9 of the 19 collisions (47%) in the past five years. No fatalities were reported during this time period.

- Based on census data, GDOT count station data, and the area, an annual growth rate of 2.0% was established for the study.

- The development is projected to generate 1,444 total daily trips (722 entering and exiting).
    - The AM peak hour produces 103 total trips (28 entering, 75 exiting).
    - The PM peak hour produces 136 total trips (85 entering, 51 exiting).

- Capacity analysis results under Existing conditions indicate that the intersections operate at LOS ‘B’ or better during both peak hours except for the intersection of SR 53 at SR 211, which operates at LOS ‘E’ for the westbound left movement in the PM Peak Hour.

- Capacity analysis results under No-Build conditions indicate that the intersections are projected to operate at LOS ‘C’ or better during both peak hours through 2048 except for SR 53 at SR 211, which is projected to operate at LOS ‘F’ for the westbound left movement in the PM Peak Hour in 2028 and both peak hours in 2048.

- Capacity analysis results under Build conditions indicate that the intersections are projected to operate at LOS ‘C’ or better during both peak hours through 2048 except for SR 53 at SR 211, which is projected to operate at LOS ‘F’ for the westbound left movement in the PM Peak Hour in 2028 and both peak hours in 2048.

- Although the westbound left turn movement at the intersection of SR 53 and SR 211 is projected to experience unacceptable operation in the No-Build and Build conditions, the peak hour volumes are projected to be 6 vehicles during both peak hours in the 2048 Build conditions and queue lengths are not projected to exceed two car lengths. Therefore, this intersection was not evaluated for intersection improvements.

- Based on the projected turning movements, both driveways and the intersection of SR 211 at Ponderosa Farm Road meet the thresholds for a left turn lane. However, capacity analysis indicates that all the intersections are projected to operate at LOS 'B' or better under the Build conditions through 2048. Additionally, the intersection of SR 211 and Long Drive is approximately 100 feet west of Ponderosa Road which severely limits the available space to provide a dedicated left turn lane.

# CONCLUSIONS

Based on the findings of the study, the recommendations are as follows:

- Ponderosa Farm Road at Driveway #1:
  - Construct Driveway #1 as a full access driveway under minor street stop control.
- Ponderosa Farm Road at Driveway #2/Long Road:
  - Construct Driveway #2 as a full access driveway opposite Long Road under minor street stop control.

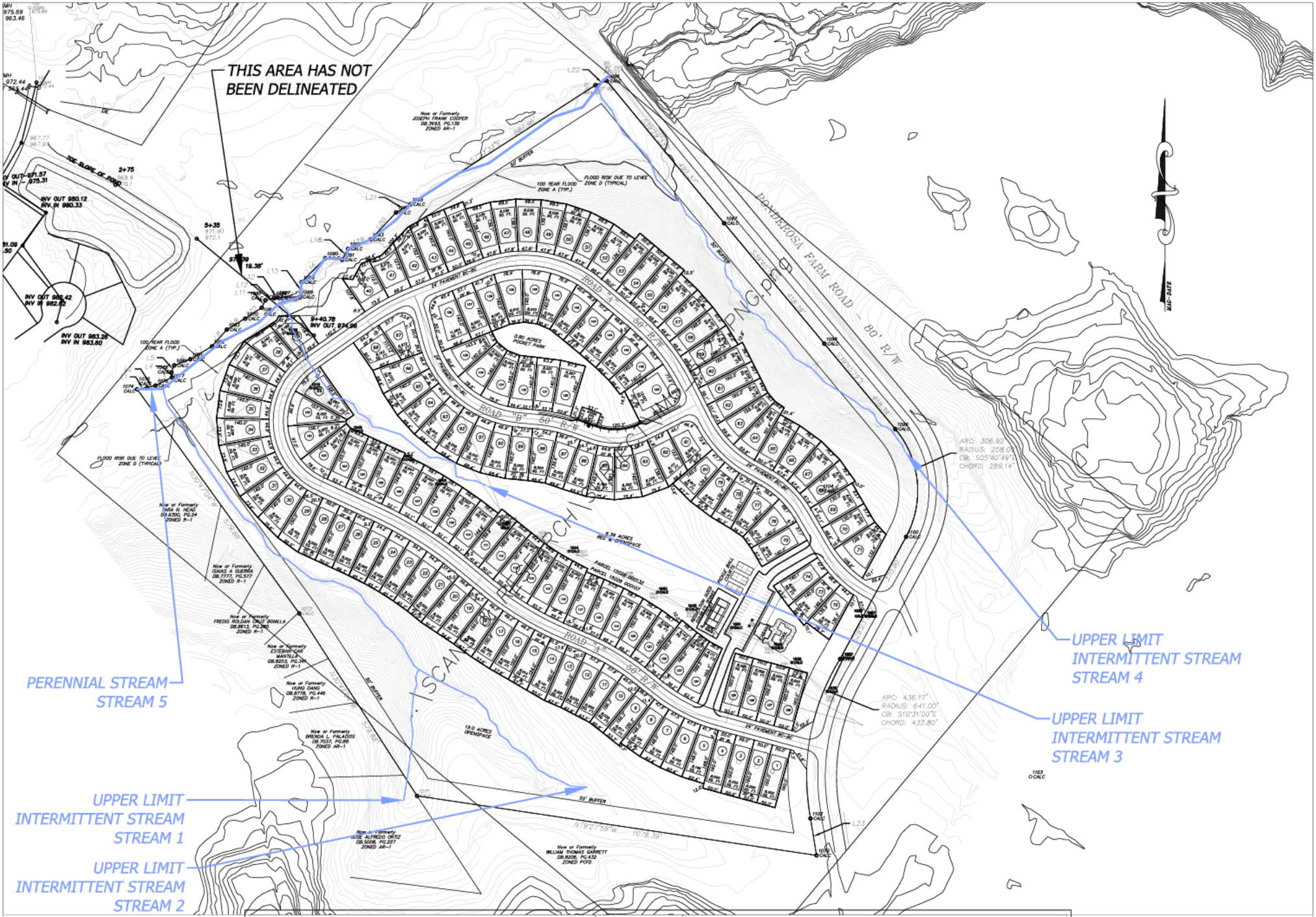
Although projected traffic volumes satisfy the threshold for a left-turn lane on SR 211 at Ponderosa Farm Road and the two site driveways, the 20-year Build analysis demonstrates that the intersection is expected to continue operating acceptably at LOS B or better through 2048 without a turn lane. Furthermore, the close spacing between Ponderosa Farm Road and Long Drive, located approximately 100 feet to the west, significantly limits the ability to provide a dedicated left-turn lane.

# APPENDICES

SITE PLAN ..... A
TURNING MOVEMENT DATA ..... B
ATR DATA ..... C
CRASH DATA ..... D
GDOT COUNT STATION DATA ..... E
TRIP GENERATION DATA ..... F
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS ..... G
CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS ..... H
CAPACITY ANALYSIS RESULTS – BUILD CONDITIONS ..... I

# APPENDIX A

SITE PLAN




# Ponderosa

Proposed Impacts

| | |
|---|---|
| DRAWN BY | AJT |
| CHECKED BY | AJT |
| 8-29-2025 | |


Tallman Environmental, Inc.
2095 Highway 211 NW 2F #116
Braselton, Georgia 30517
(678) 468-2288
AJ@Tallmans.net

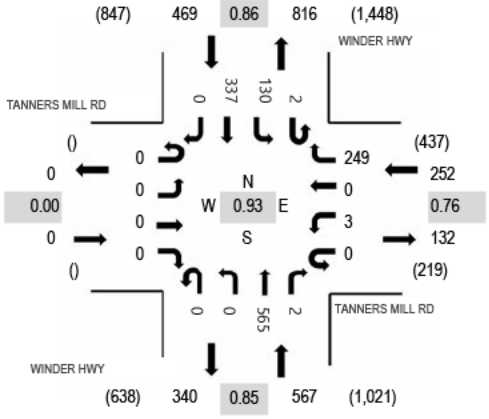
# APPENDIX B

TURNING MOVEMENT DATA

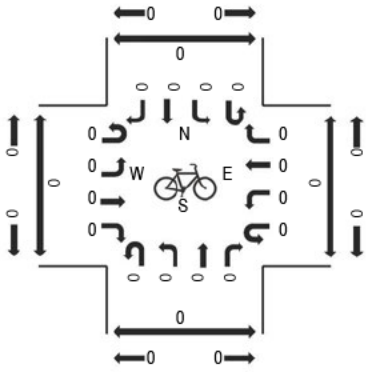
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 WINDER HWY & TANNERS MILL RD AM
Date: Tuesday, August 11, 2026
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:00 AM - 07:15 AM

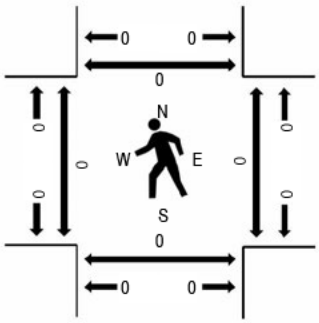
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | TANNERS MILL RD Eastbound | | | | TANNERS MILL RD Westbound | | | | WINDER HWY Northbound | | | | WINDER HWY Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 82 | 0 | 0 | 145 | 1 | 0 | 32 | 84 | 0 | 345 | 1,288 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 65 | 0 | 0 | 137 | 0 | 1 | 35 | 100 | 0 | 339 | 1,235 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 167 | 1 | 1 | 36 | 77 | 0 | 322 | 1,149 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 62 | 0 | 0 | 116 | 0 | 0 | 27 | 76 | 0 | 282 | 1,061 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 151 | 1 | 1 | 23 | 75 | 0 | 292 | 1,017 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 50 | 0 | 0 | 104 | 0 | 1 | 19 | 77 | 0 | 253 | | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 45 | 0 | 0 | 82 | 1 | 1 | 24 | 77 | 0 | 234 | | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 42 | 0 | 0 | 113 | 2 | 1 | 17 | 62 | 0 | 238 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 1 | 18 | 0 | 36 |
| Lights | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 244 | 0 | 0 | 527 | 2 | 1 | 125 | 314 | 0 | 1,216 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 21 | 0 | 1 | 4 | 5 | 0 | 36 |
| Total | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 249 | 0 | 0 | 565 | 2 | 2 | 130 | 337 | 0 | 1,288 |

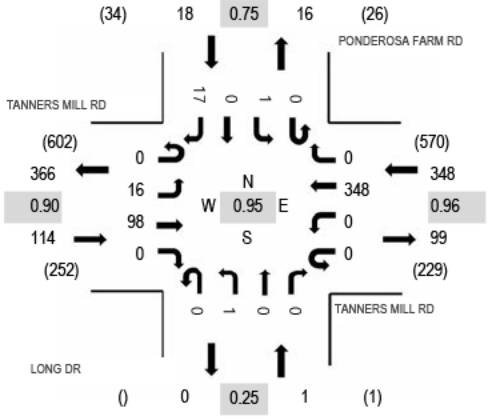
## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 0.0% | | | | 2.0% | | | | 6.7% | | | | 6.2% | | | 5.6% |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.0% | 0.0% | 0.0% | 6.7% | 0.0% | 50.0% | 3.8% | 6.8% | 0.0% | 5.6% |
| Peak Hour Factor | | 0.00 | | | | 0.76 | | | | 0.85 | | | | 0.86 | | | 0.93 |
| Peak Hour Factor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.44 | 0.00 | 0.76 | 0.00 | 0.00 | 0.85 | 0.50 | 1.00 | 0.90 | 0.84 | 0.00 | 0.93 |

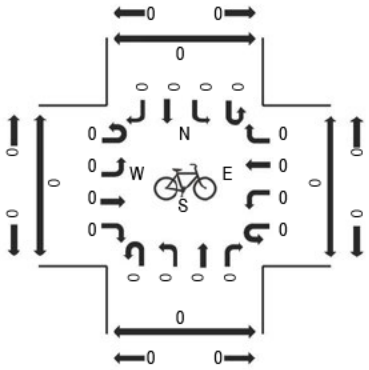
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 LONG DR & TANNERS MILL RD AM
Date: Tuesday, August 11, 2026
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

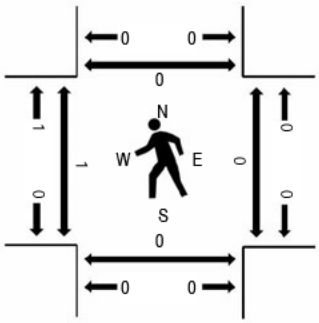
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | TANNERS MILL RD Eastbound | | | | TANNERS MILL RD Westbound | | | | LONG DR Northbound | | | | PONDEROSA FARM RD Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 7:00 AM | 0 | 2 | 20 | 0 | 0 | 0 | 85 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 112 | 481 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 2 | 25 | 0 | 0 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 121 | 479 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 5 | 23 | 0 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 126 | 454 | 1 | 0 | 0 | 0 |
| 7:45 AM | 0 | 7 | 30 | 0 | 0 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 122 | 407 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 1 | 34 | 0 | 0 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 110 | 376 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 3 | 36 | 0 | 0 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 96 | | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 2 | 28 | 0 | 0 | 0 | 46 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 79 | | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 3 | 31 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 91 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 15 | 92 | 0 | 0 | 0 | 343 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 17 | 469 |
| Mediums | 0 | 1 | 6 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| Total | 0 | 16 | 98 | 0 | 0 | 0 | 348 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 17 | 481 |

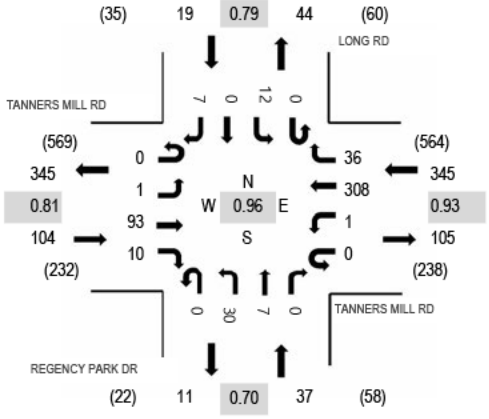
## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 6.1% | | | | 1.4% | | | | 0.0% | | | | 0.0% | | | 2.5% |
| Heavy Vehicle % | 0.0% | 6.3% | 6.1% | 0.0% | 0.0% | 0.0% | 1.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.5% |
| Peak Hour Factor | | 0.90 | | | | 0.96 | | | | 0.25 | | | | 0.75 | | | 0.95 |
| Peak Hour Factor | 0.00 | 0.57 | 0.90 | 0.00 | 0.00 | 0.00 | 0.96 | 0.25 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.75 | 0.95 |

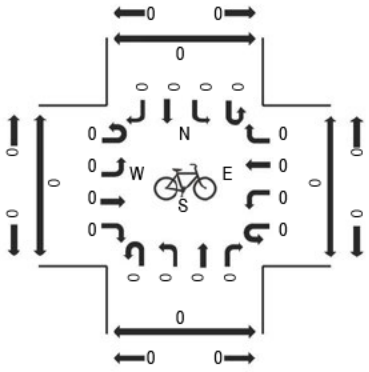
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 REGENCY PARK DR & TANNERS MILL RD AM
Date: Tuesday, August 11, 2026
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

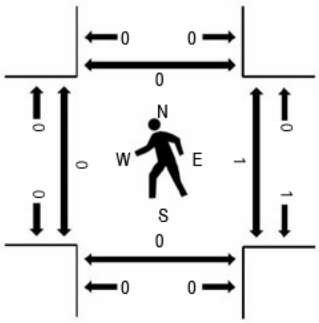
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | TANNERS MILL RD Eastbound | | | | TANNERS MILL RD Westbound | | | | REGENCY PARK DR Northbound | | | | LONG RD Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 7:00 AM | 0 | 0 | 22 | 3 | 0 | 0 | 80 | 9 | 0 | 5 | 1 | 0 | 0 | 4 | 0 | 2 | 126 | 505 | 0 | 1 | 0 | 0 |
| 7:15 AM | 0 | 0 | 24 | 3 | 0 | 1 | 81 | 11 | 0 | 7 | 1 | 0 | 0 | 2 | 0 | 2 | 132 | 489 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 1 | 20 | 1 | 0 | 0 | 74 | 10 | 0 | 12 | 2 | 0 | 0 | 4 | 0 | 2 | 126 | 460 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 27 | 3 | 0 | 0 | 73 | 6 | 0 | 6 | 3 | 0 | 0 | 2 | 0 | 1 | 121 | 412 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 1 | 29 | 0 | 0 | 0 | 66 | 4 | 0 | 6 | 1 | 1 | 0 | 2 | 0 | 0 | 110 | 384 | 0 | 1 | 0 | 0 |
| 8:15 AM | 0 | 1 | 34 | 5 | 0 | 0 | 52 | 3 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 1 | 103 | | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 29 | 1 | 0 | 0 | 35 | 4 | 0 | 1 | 0 | 1 | 0 | 5 | 1 | 1 | 78 | | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 24 | 4 | 0 | 0 | 53 | 2 | 0 | 6 | 0 | 2 | 0 | 2 | 0 | 0 | 93 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Lights | 0 | 1 | 90 | 6 | 0 | 1 | 303 | 36 | 0 | 30 | 6 | 0 | 0 | 10 | 0 | 7 | 490 |
| Mediums | 0 | 0 | 3 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 14 |
| Total | 0 | 1 | 93 | 10 | 0 | 1 | 308 | 36 | 0 | 30 | 7 | 0 | 0 | 12 | 0 | 7 | 505 |

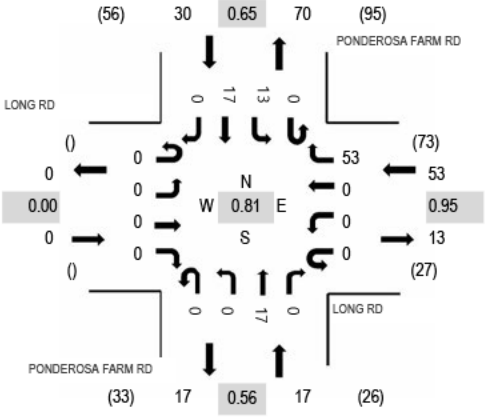
## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 6.7% | | | | 1.4% | | | | 2.7% | | | | 10.5% | | | 3.0% |
| Heavy Vehicle % | 0.0% | 0.0% | 3.2% | 40.0% | 0.0% | 0.0% | 1.6% | 0.0% | 0.0% | 0.0% | 14.3% | 0.0% | 0.0% | 16.7% | 0.0% | 0.0% | 3.0% |
| Peak Hour Factor | | 0.81 | | | | 0.93 | | | | 0.70 | | | | 0.79 | | | 0.96 |
| Peak Hour Factor | 0.00 | 0.75 | 0.88 | 0.50 | 0.00 | 0.25 | 0.95 | 0.82 | 0.00 | 0.65 | 0.58 | 0.50 | 0.00 | 0.65 | 0.25 | 0.88 | 0.96 |

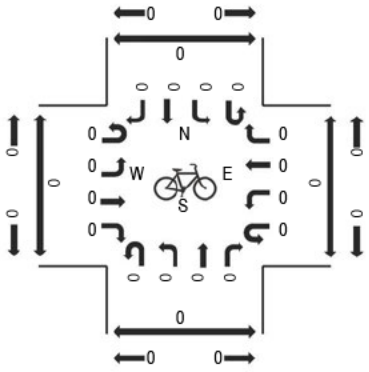
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 PONDEROSA FARM RD & LONG RD AM
Date: Tuesday, August 11, 2026
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

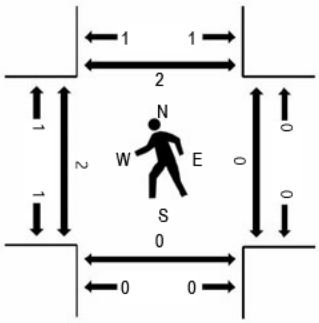
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | LONG RD Eastbound | | | | LONG RD Westbound | | | | PONDEROSA FARM RD Northbound | | | | PONDEROSA FARM RD Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 1 | 0 | 0 | 3 | 3 | 0 | 21 | 100 | 1 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 2 | 0 | 0 | 2 | 4 | 0 | 22 | 94 | 1 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 6 | 0 | 0 | 5 | 7 | 0 | 31 | 85 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 8 | 0 | 0 | 3 | 3 | 0 | 26 | 70 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 1 | 6 | 0 | 15 | 55 | 1 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 4 | 2 | 0 | 13 | | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 2 | 0 | 5 | 2 | 0 | 16 | | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 2 | 4 | 0 | 11 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 0 | 16 | 0 | 0 | 11 | 17 | 0 | 96 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 0 | 17 | 0 | 0 | 13 | 17 | 0 | 100 |

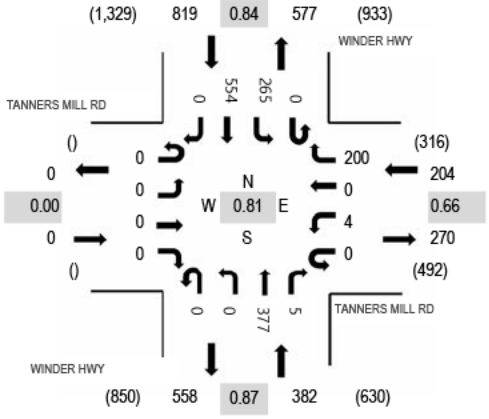
## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 0.0% | | | | 1.9% | | | | 5.9% | | | | 6.7% | | | 4.0% |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.9% | 0.0% | 0.0% | 5.9% | 0.0% | 0.0% | 15.4% | 0.0% | 0.0% | 4.0% |
| Peak Hour Factor | | 0.00 | | | | 0.95 | | | | 0.56 | | | | 0.65 | | | 0.81 |
| Peak Hour Factor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | 0.00 | 0.95 | 0.00 | 0.00 | 0.56 | 0.25 | 0.00 | 0.65 | 0.71 | 0.00 | 0.81 |

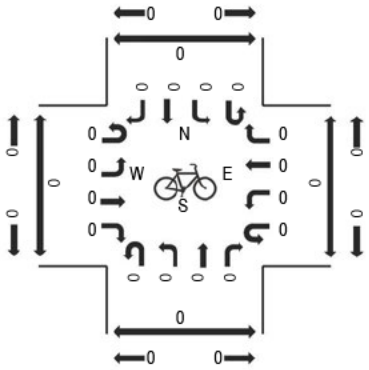
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 WINDER HWY & TANNERS MILL RD PM
Date: Tuesday, August 11, 2026
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

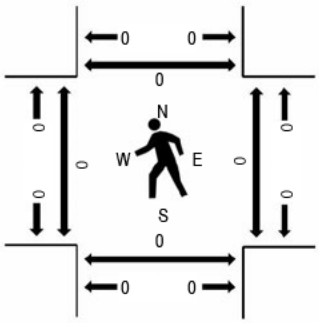
### Peak Hour - Motorized Vehicles




### Peak Hour - Bicycles



### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | TANNERS MILL RD Eastbound | | | | TANNERS MILL RD Westbound | | | | WINDER HWY Northbound | | | | WINDER HWY Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 76 | 0 | 0 | 109 | 1 | 0 | 79 | 166 | 0 | 432 | 1,405 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 53 | 0 | 0 | 89 | 2 | 0 | 70 | 156 | 0 | 371 | 1,209 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 35 | 0 | 0 | 99 | 2 | 0 | 60 | 116 | 0 | 313 | 1,068 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 36 | 0 | 0 | 80 | 0 | 0 | 56 | 116 | 0 | 289 | 981 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 72 | 2 | 0 | 48 | 84 | 0 | 236 | 870 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 29 | 0 | 0 | 61 | 1 | 0 | 55 | 83 | 0 | 230 | | 0 | 0 | 0 | 0 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 64 | 1 | 1 | 59 | 72 | 0 | 226 | | 0 | 0 | 0 | 0 |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 47 | 0 | 0 | 56 | 52 | 0 | 178 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 12 | 0 | 22 |
| Lights | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 198 | 0 | 0 | 365 | 5 | 0 | 263 | 531 | 0 | 1,366 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 2 | 11 | 0 | 17 |
| Total | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 200 | 0 | 0 | 377 | 5 | 0 | 265 | 554 | 0 | 1,405 |

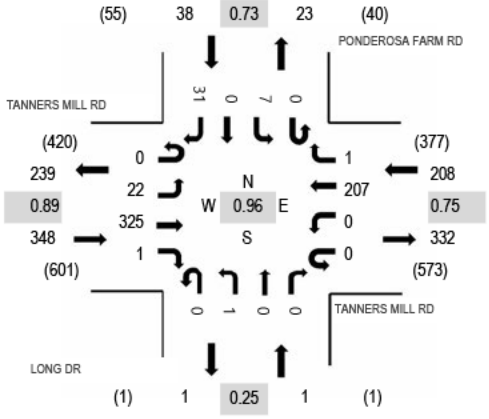
## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 0.0% | | | | 1.0% | | | | 3.1% | | | | 3.1% | | | 2.8% |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.0% | 0.0% | 0.0% | 3.2% | 0.0% | 0.0% | 0.8% | 4.2% | 0.0% | 2.8% |
| Peak Hour Factor | | 0.00 | | | | 0.66 | | | | 0.87 | | | | 0.84 | | | 0.81 |
| Peak Hour Factor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.66 | 0.00 | 0.00 | 0.86 | 0.75 | 0.25 | 0.84 | 0.83 | 0.00 | 0.81 |

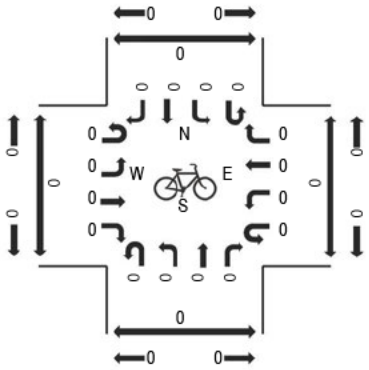
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 LONG DR & TANNERS MILL RD PM
Date: Tuesday, August 11, 2026
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

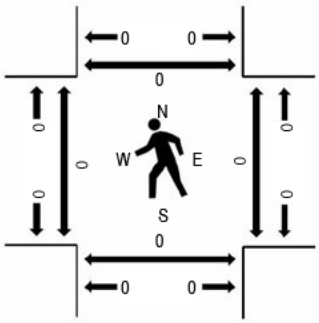
### Peak Hour - Motorized Vehicles




### Peak Hour - Bicycles




### Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | TANNERS MILL RD Eastbound | | | | TANNERS MILL RD Westbound | | | | LONG DR Northbound | | | | PONDEROSA FARM RD Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 4:30 PM | 0 | 5 | 68 | 0 | 0 | 0 | 49 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 127 | 571 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 7 | 91 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 10 | 155 | 595 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 3 | 89 | 0 | 0 | 0 | 45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 147 | 569 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 8 | 77 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 142 | 525 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 4 | 68 | 1 | 0 | 0 | 71 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 151 | 463 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 5 | 68 | 0 | 0 | 0 | 51 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 129 | | 0 | 0 | 0 | 0 |
| 6:00 PM | 0 | 2 | 57 | 0 | 0 | 0 | 36 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 103 | | 0 | 0 | 0 | 0 |
| 6:15 PM | 0 | 1 | 47 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 80 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 22 | 317 | 1 | 0 | 0 | 202 | 1 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 31 | 582 |
| Mediums | 0 | 0 | 8 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Total | 0 | 22 | 325 | 1 | 0 | 0 | 207 | 1 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 31 | 595 |

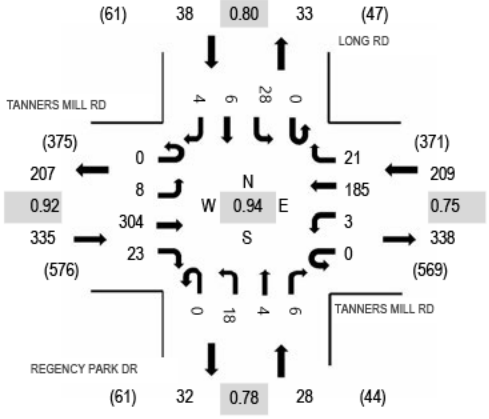
## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 2.3% | | | | 2.4% | | | | 0.0% | | | | 0.0% | | | 2.2% |
| Heavy Vehicle % | 0.0% | 0.0% | 2.5% | 0.0% | 0.0% | 0.0% | 2.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.2% |
| Peak Hour Factor | | 0.89 | | | | 0.75 | | | | 0.25 | | | | 0.73 | | | 0.96 |
| Peak Hour Factor | 0.00 | 0.72 | 0.89 | 0.25 | 0.00 | 0.00 | 0.75 | 0.50 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.58 | 0.00 | 0.78 | 0.96 |

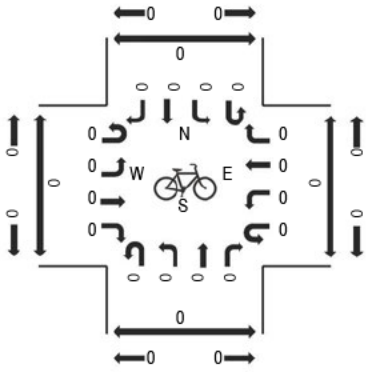
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 REGENCY PARK DR & TANNERS MILL RD PM
Date: Tuesday, August 11, 2026
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

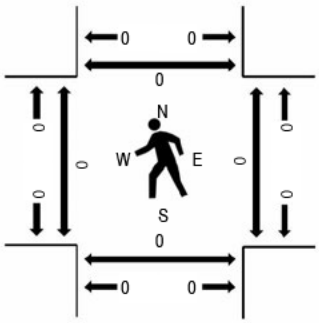
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | TANNERS MILL RD Eastbound | | | | TANNERS MILL RD Westbound | | | | REGENCY PARK DR Northbound | | | | LONG RD Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 4:30 PM | 0 | 1 | 61 | 5 | 0 | 0 | 44 | 3 | 0 | 5 | 0 | 0 | 0 | 7 | 0 | 0 | 126 | 573 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 2 | 75 | 12 | 0 | 1 | 40 | 3 | 0 | 4 | 0 | 4 | 0 | 3 | 2 | 0 | 146 | 610 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 2 | 85 | 4 | 0 | 1 | 39 | 7 | 0 | 4 | 0 | 0 | 0 | 7 | 0 | 0 | 149 | 595 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 1 | 78 | 5 | 0 | 1 | 41 | 5 | 0 | 5 | 2 | 0 | 0 | 11 | 2 | 1 | 152 | 551 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 3 | 66 | 2 | 0 | 0 | 65 | 6 | 0 | 5 | 2 | 2 | 0 | 7 | 2 | 3 | 163 | 479 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 1 | 61 | 7 | 0 | 0 | 46 | 2 | 0 | 2 | 0 | 0 | 0 | 8 | 1 | 3 | 131 | | 0 | 0 | 0 | 0 |
| 6:00 PM | 0 | 2 | 52 | 7 | 0 | 1 | 33 | 1 | 0 | 5 | 1 | 1 | 0 | 2 | 0 | 0 | 105 | | 0 | 0 | 0 | 0 |
| 6:15 PM | 0 | 0 | 39 | 5 | 0 | 1 | 28 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 80 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 8 | 296 | 23 | 0 | 3 | 180 | 21 | 0 | 18 | 4 | 6 | 0 | 28 | 6 | 4 | 597 |
| Mediums | 0 | 0 | 8 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Total | 0 | 8 | 304 | 23 | 0 | 3 | 185 | 21 | 0 | 18 | 4 | 6 | 0 | 28 | 6 | 4 | 610 |

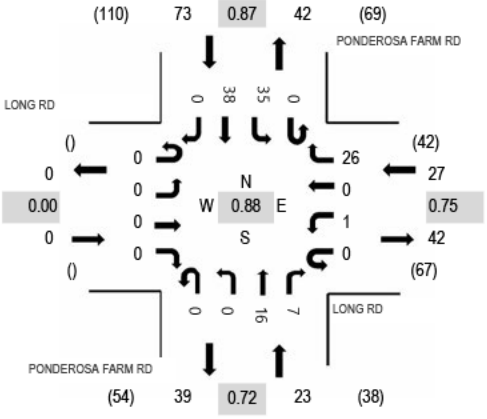
## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 2.4% | | | | 2.4% | | | | 0.0% | | | | 0.0% | | | 2.1% |
| Heavy Vehicle % | 0.0% | 0.0% | 2.6% | 0.0% | 0.0% | 0.0% | 2.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.1% |
| Peak Hour Factor | | 0.92 | | | | 0.75 | | | | 0.78 | | | | 0.80 | | | 0.94 |
| Peak Hour Factor | 0.00 | 0.67 | 0.89 | 0.54 | 0.00 | 0.75 | 0.73 | 0.75 | 0.00 | 0.90 | 0.63 | 0.38 | 0.00 | 0.75 | 0.75 | 0.58 | 0.94 |

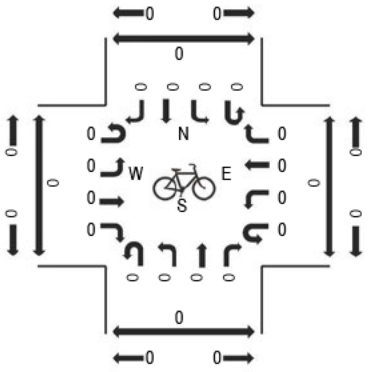
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 PONDEROSA FARM RD & LONG RD PM
Date: Tuesday, August 11, 2026
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

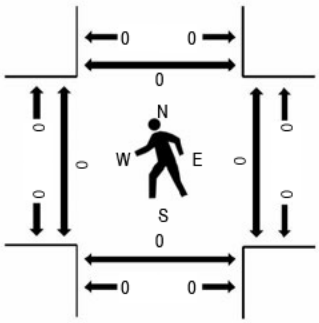
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | LONG RD Eastbound | | | | LONG RD Westbound | | | | PONDEROSA FARM RD Northbound | | | | PONDEROSA FARM RD Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 1 | 0 | 8 | 3 | 0 | 20 | 113 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 6 | 2 | 0 | 4 | 12 | 0 | 29 | 123 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 3 | 0 | 0 | 9 | 11 | 0 | 29 | 114 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 4 | 3 | 0 | 12 | 9 | 0 | 35 | 101 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 3 | 2 | 0 | 10 | 6 | 0 | 30 | 77 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 2 | 0 | 8 | 4 | 0 | 20 | | 0 | 0 | 0 | 0 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 4 | 4 | 0 | 16 | | 0 | 0 | 0 | 0 |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 2 | 4 | 0 | 11 | | 1 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 26 | 0 | 0 | 16 | 7 | 0 | 35 | 38 | 0 | 123 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 26 | 0 | 0 | 16 | 7 | 0 | 35 | 38 | 0 | 123 |

## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | | 0.0% | | | | 0.0% | | | | 0.0% | | | | 0.0% | | 0.0% |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Peak Hour Factor | | | 0.00 | | | | 0.75 | | | | 0.72 | | | | 0.87 | | 0.88 |
| Peak Hour Factor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.72 | 0.00 | 0.00 | 0.71 | 0.58 | 0.00 | 0.81 | 0.79 | 0.00 | 0.88 |

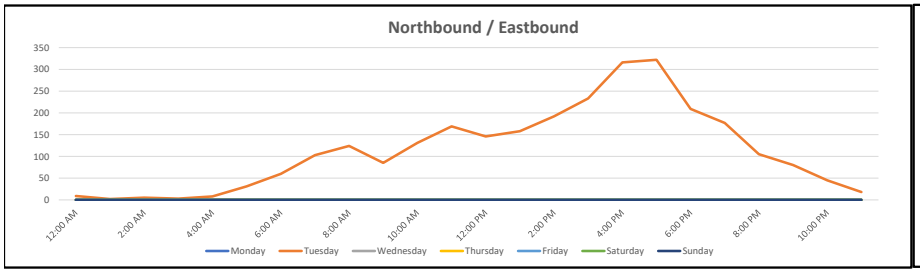
# APPENDIX C

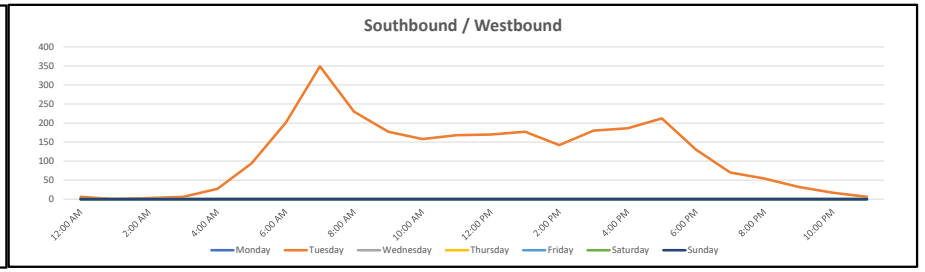
ATR DATA

# Vehicle Volume Report - Hourly

**Site Description:** GA Hwy 211
**Site Number:** 1
**Start Date:** 08/11/2026
**End Date:** 08/11/2026

| Time | Monday 8/17/26 | | | Tuesday 8/11/26 | | | Wednesday 8/12/26 | | | Thursday 8/13/26 | | | Friday 8/14/26 | | | Saturday 8/15/26 | | | Sunday 8/16/26 | | | 3 Day Avg Tue-Thu | | 5 Day Avg Mon-Fri | | 7 Day Avg Mon-Sun | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | EB | WB | EB | WB |
| 12:00 AM | - | - | - | 9 | 6 | 15 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 1:00 AM | - | - | - | 2 | 0 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 2:00 AM | - | - | - | 5 | 3 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 3:00 AM | - | - | - | 3 | 6 | 9 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 AM | - | - | - | 8 | 27 | 35 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 5:00 AM | - | - | - | 31 | 94 | 125 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 6:00 AM | - | - | - | 60 | 201 | 261 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 7:00 AM | - | - | - | 103 | 349 | 452 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 8:00 AM | - | - | - | 124 | 230 | 354 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 9:00 AM | - | - | - | 85 | 177 | 262 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 10:00 AM | - | - | - | 131 | 158 | 289 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 11:00 AM | - | - | - | 169 | 168 | 337 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 12:00 PM | - | - | - | 146 | 170 | 316 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 1:00 PM | - | - | - | 158 | 177 | 335 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 2:00 PM | - | - | - | 192 | 142 | 334 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 3:00 PM | - | - | - | 233 | 180 | 413 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 PM | - | - | - | 316 | 186 | 502 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 5:00 PM | - | - | - | 322 | 212 | 534 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 6:00 PM | - | - | - | 209 | 130 | 339 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 7:00 PM | - | - | - | 177 | 70 | 247 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 8:00 PM | - | - | - | 105 | 54 | 159 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 9:00 PM | - | - | - | 80 | 32 | 112 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 10:00 PM | - | - | - | 45 | 17 | 62 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 11:00 PM | - | - | - | 18 | 6 | 24 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| **6:00 AM - 9:00 AM** | - | - | - | **287** | **780** | **1067** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| **3:00 PM - 6:00 PM** | - | - | - | **871** | **578** | **1449** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| **6:00 AM - 7:00 PM** | - | - | - | **2248** | **2480** | **4728** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| **12:00 AM - 12:00 AM** | - | - | - | **2731** | **2795** | **5526** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| ***Percent*** | - | - | - | ***49.4%*** | ***50.6%*** | ***100.0%*** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| **AM Peak** | - | - | | **7:00 AM** | **8:00 AM** | | - | - | | - | - | | - | - | | - | - | | - | - | | | | | | | |
| **PM Peak** | - | - | | **5:00 PM** | **6:00 PM** | | - | - | | - | - | | - | - | | - | - | | - | - | | | | | | | |



# Vehicle Classification Report - Hourly

**Site Description:** GA Hwy 211
**Site Number:** 1
**Start Date:** 08/11/2026
**End Date:** 08/11/2026

| FHWA Vehicle Classification | |
|---|---|
| Class 1 - Motorcycles | Class 8 - Four or Fewer Axle Single-Trailer Trucks |
| Class 2 - Passenger Cars | Class 9 - Five-Axle Single-Trailer Trucks |
| Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles | Class 10 - Six or More Axle Single-Trailer Trucks |
| Class 4 - Buses | Class 11 - Five or fewer Axle Multi-Trailer Trucks |
| Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks | Class 12 - Six-Axle Multi-Trailer Trucks |
| Class 6 - Three-Axle Single-Unit Trucks | Class 13 - Seven or More Axle Multi-Trailer Trucks |
| Class 7 - Four or More Axle Single-Unit Trucks | |

| | | FHWA Vehicle Classification - Total Study | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Total** | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | **13** |
| Eastbound | 2731 | 9 | 2088 | 421 | 12 | 11 | 150 | 30 | 0 | 7 | 2 | 0 | 0 | 1 |
| *Percent* | *100.0%* | *0.3%* | *76.5%* | *15.4%* | *0.4%* | *0.4%* | *5.5%* | *1.1%* | *0.0%* | *0.3%* | *0.1%* | *0.0%* | *0.0%* | *0.0%* |
| Westbound | 2795 | 8 | 2134 | 516 | 16 | 23 | 88 | 1 | 1 | 8 | 0 | 0 | 0 | 0 |
| *Percent* | *100.0%* | *0.3%* | *76.4%* | *18.5%* | *0.6%* | *0.8%* | *3.1%* | *0.0%* | *0.0%* | *0.3%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* |
| Total | 5526 | 17 | 4222 | 937 | 28 | 34 | 238 | 31 | 1 | 15 | 2 | 0 | 0 | 1 |
| *Percent* | *100.0%* | *0.3%* | *76.4%* | *17.0%* | *0.5%* | *0.6%* | *4.3%* | *0.6%* | *0.0%* | *0.3%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* |

**Site Description:** GA Hwy 211
**Site Number:** 1
**Start Date:** 08/11/2026
**End Date:** 08/11/2026

## Vehicle Classification Report (Eastbound - 08/11/2026)

| Tuesday | | Eastbound | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Classes | | | | | | | | | | | | |
| | Total | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 8/11/26 | | | | | | | | | | | | | | |
| 12:00 AM | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 AM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 AM | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 AM | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 AM | 8 | 0 | 6 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 AM | 31 | 1 | 21 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 AM | 60 | 1 | 44 | 13 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 103 | 1 | 82 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 124 | 0 | 90 | 27 | 0 | 2 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 9:00 AM | 85 | 0 | 58 | 17 | 1 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 AM | 131 | 1 | 96 | 17 | 0 | 1 | 9 | 4 | 0 | 2 | 1 | 0 | 0 | 0 |
| 11:00 AM | 169 | 0 | 129 | 25 | 3 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 146 | 0 | 114 | 16 | 0 | 0 | 13 | 2 | 0 | 1 | 0 | 0 | 0 | 0 |
| 1:00 PM | 158 | 0 | 108 | 26 | 0 | 1 | 20 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 192 | 0 | 148 | 30 | 0 | 1 | 7 | 5 | 0 | 1 | 0 | 0 | 0 | 0 |
| 3:00 PM | 233 | 0 | 170 | 32 | 1 | 1 | 23 | 3 | 0 | 1 | 1 | 0 | 0 | 1 |
| 4:00 PM | 316 | 2 | 245 | 44 | 4 | 0 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 322 | 2 | 256 | 42 | 1 | 1 | 17 | 2 | 0 | 1 | 0 | 0 | 0 | 0 |
| 6:00 PM | 209 | 1 | 169 | 32 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 PM | 177 | 0 | 136 | 27 | 0 | 2 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 PM | 105 | 0 | 85 | 18 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 PM | 80 | 0 | 61 | 17 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 PM | 45 | 0 | 34 | 8 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 PM | 18 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 AM - 9:00 AM | 287 | 2 | 216 | 59 | 2 | 2 | 4 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 3:00 PM - 6:00 PM | 871 | 4 | 671 | 118 | 6 | 2 | 58 | 8 | 0 | 2 | 1 | 0 | 0 | 1 |
| 6:00 AM - 7:00 PM | 2248 | 8 | 1709 | 340 | 12 | 8 | 135 | 26 | 0 | 7 | 2 | 0 | 0 | 1 |
| 12:00 AM - 12:00 AM | 2731 | 9 | 2088 | 421 | 12 | 11 | 150 | 30 | 0 | 7 | 2 | 0 | 0 | 1 |
| *Percent* | *100%* | *0.3%* | *76.5%* | *15.4%* | *0.4%* | *0.4%* | *5.5%* | *1.1%* | *0.0%* | *0.3%* | *0.1%* | *0.0%* | *0.0%* | *0.0%* |

**Site Description:** GA Hwy 211
**Site Number:** 1
**Start Date:** 08/11/2026
**End Date:** 08/11/2026

## Vehicle Classification Report (Westbound - 08/11/2026)

| Tuesday | | Westbound | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Classes | | | | | | | | | | | | |
| | Total | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 8/11/26 | | | | | | | | | | | | | | |
| 12:00 AM | 6 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 AM | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 AM | 6 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 AM | 27 | 0 | 17 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 AM | 94 | 1 | 68 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 AM | 201 | 3 | 160 | 29 | 4 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 7:00 AM | 349 | 1 | 275 | 68 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 230 | 1 | 183 | 40 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 AM | 177 | 1 | 135 | 29 | 0 | 0 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 10:00 AM | 158 | 0 | 115 | 29 | 1 | 3 | 8 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| 11:00 AM | 168 | 0 | 118 | 36 | 0 | 2 | 10 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| 12:00 PM | 170 | 0 | 126 | 30 | 0 | 2 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 1:00 PM | 177 | 0 | 139 | 26 | 2 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 142 | 0 | 103 | 22 | 1 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 180 | 0 | 134 | 31 | 2 | 2 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 4:00 PM | 186 | 0 | 142 | 31 | 2 | 2 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 5:00 PM | 212 | 0 | 172 | 38 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 PM | 130 | 0 | 100 | 28 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 PM | 70 | 1 | 44 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 PM | 54 | 0 | 43 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 PM | 32 | 0 | 26 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 PM | 17 | 0 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 PM | 6 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 AM - 9:00 AM | 780 | 5 | 618 | 137 | 8 | 6 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 3:00 PM - 6:00 PM | 578 | 0 | 448 | 100 | 4 | 5 | 18 | 1 | 0 | 2 | 0 | 0 | 0 | 0 |
| 6:00 AM - 7:00 PM | 2480 | 6 | 1902 | 437 | 16 | 21 | 88 | 1 | 1 | 8 | 0 | 0 | 0 | 0 |
| 12:00 AM - 12:00 AM | 2795 | 8 | 2134 | 516 | 16 | 23 | 88 | 1 | 1 | 8 | 0 | 0 | 0 | 0 |
| *Percent* | *100%* | *0.3%* | *76.4%* | *18.5%* | *0.6%* | *0.8%* | *3.1%* | *0.0%* | *0.0%* | *0.3%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* |

# APPENDIX D

CRASH DATA

9780456 Hall County Sheriff's Office 2/10/2025 17:20:00 HALL PONDEROSA FARM RD LONG RD Sideswipe-Opposite Direction Daylight Dry 65 64 Lap and Shoulder Belt Used Lap and Shoulder Belt Used Y N Pickup Truck Passenger Car East South Turning Left Stopped Motor Vehicle In Motion Motor Vehicle In Motion

| AccidentNo | AgencyName | Date | Time | County | Route | IntersectingRoute | CrashSeverity | Injuries | Fatalities | MannerOfCollision | VehType1 | VehType2 | DirVeh1 | DirVeh2 | MnvrVeh1 | MnvrVeh2 | NumberOfVehicles | ReportedLat | ReportedLong | SeriousInjuries | VisibleInjuries | ComplaintInjuries | U1Factors |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7915866 | Gsp Post 00 | 1/8/2021 | 18:55:00 | HALL | TANNERS MILL ROAD | WINDER HIGHWAY | O | 0 | 0 | Rear End | Sports Utility Vehicle (SUV) | Passenger Car | West | West | Turning Right | Stopped | 2 | 34.164463 | -83.828765 | 0 | 0 | 0 | Other - Details in Narrative |
| 7954585 | Gsp Post 00 | 2/12/2021 | 19:51:00 | HALL | SR 53 | TANNERS MILL ROAD | O | 0 | 0 | Rear End | Passenger Car | Passenger Car | East | East | Straight | Stopped | 2 | 34.164493 | -83.82887 | 0 | 0 | 0 | Following too Close |
| 7960129 | Gsp Post 00 | 2/17/2021 | 15:22:00 | HALL | WINDER HIGHWAY | TANNERS MILL ROAD | B | 2 | 0 | Rear End | Truck Tractor (Bobtail) | Van | East | East | Straight | Turning Right | 2 | 34.16479 | -83.82932 | 0 | 2 | 0 | Following too Close |
| 8157414 | Gsp Post 00 | 7/28/2021 | 8:00:00 | HALL | GA 211 | WINDER HIGHWAY | C | 2 | 0 | Rear End | Sports Utility Vehicle (SUV) | Passenger Car | South | South | Straight | Turning Right | 2 | 34.164574 | -83.828721 | 0 | 0 | 2 | Following too Close |
| 8601314 | Gsp Post 00 | 6/29/2022 | 15:29:00 | HALL | WINDER HIGHWAY | TANNERS MILL ROAD | O | 0 | 0 | Angle | Passenger Car | Passenger Car | East | East | Changing Lanes | Straight | 2 | 34.16443 | -83.82879 | 0 | 0 | 0 | Changed Lanes Improperly |
| 8890024 | Gsp Post 00 | 2/4/2023 | 9:18:00 | HALL | SR 211 | SR 53 | O | 0 | 0 | Rear End | Pickup Truck | Sports Utility Vehicle (SUV) | West | West | Turning Right | Stopped | 2 | 34.164447 | -83.82875 | 0 | 0 | 0 | Following too Close |
| 8931124 | Hall County Sheriff's Office | 3/13/2023 | 17:07:00 | HALL | WINDER HWY | TANNERS MILL RD | O | 0 | 0 | Angle | Pickup Truck | Sports Utility Vehicle (SUV) | North | West | Turning Left | Straight | 2 | 34.1643 | -83.82847 | 0 | 0 | 0 | Failed to Yield |
| 9033726 | Hall County Sheriff's Office | 6/5/2023 | 17:03:00 | HALL | WINDER HWY | OLD WINDER HWY | B | 1 | 0 | Angle | Sports Utility Vehicle (SUV) | Pickup Truck | South | East | Turning Left | Straight | 2 | 34.1644 | -83.82879 | 0 | 1 | 0 | Failed to Yield |
| 9089942 | Hall County Sheriff's Office | 7/23/2023 | 0:40:00 | HALL | TANNERS MILL RD | WINDER HWY | O | 0 | 0 | Not A Collision with Motor Vehicle | Pickup Truck | | South | | Negotiating A Curve | | 1 | 34.1644 | -83.82879 | 0 | 0 | 0 | 0 |
| 9254816 | Gsp Post 00 | 12/1/2023 | 10:54:00 | HALL | SR 211 TANNERS MILL ROAD | SR 53 (WINDER HWY) | O | 0 | 0 | Rear End | Passenger Car | Pickup Truck | East | East | Straight | Stopped | 2 | 34.164676 | -83.82885 | 0 | 0 | 0 | Following too Close |
| 9322128 | Gsp Post 00 | 1/31/2024 | 15:39:00 | HALL | SR 323 TANNERS MILL RD | SR 53 (WINDER HWY) | O | 0 | 0 | Not A Collision with Motor Vehicle | Sports Utility Vehicle (SUV) | | West | | Straight | | 1 | 34.16443 | -83.82879 | 0 | 0 | 0 | Disregard Other Traffic Contro |
| 9568560 | Gsp Post 00 | 8/22/2024 | 0:00:00 | HALL | SR 53 WINDER HWY | SR 211 (TANNERS MILL RD) | O | 0 | 0 | Not A Collision with Motor Vehicle | Passenger Car | | West | | Turning Left | | 1 | 34.16448 | -83.828865 | 0 | 0 | 0 | Disregard Other Traffic Contro |
| 9631516 | Gsp Post 00 | 10/11/2024 | 12:17:00 | HALL | SR 211 TANNERS MILL RD | SR 53 (WINDER HWY) | C | 1 | 0 | Angle | Sports Utility Vehicle (SUV) | Passenger Car | East | East | Turning Left | Straight | 2 | 34.16443 | -83.82879 | 0 | 0 | 1 | Failed to Yield |
| 9868145 | Hall County Sheriff's Office | 4/25/2025 | 8:00:00 | HALL | TANNERS MILL RD | WINDER HWY | O | 0 | 0 | Rear End | Sports Utility Vehicle (SUV) | Pickup Truck | South | South | Turning Right | Turning Right | 2 | 34.16462 | -83.82862 | 0 | 0 | 0 | Following too Close |
| 10063735 | Gsp Post 00 | 9/30/2025 | 17:25:00 | HALL | SR 53 WINDER HIGHWAY | SR 211 (TANNERS MILL ROAD) | O | 0 | 0 | Rear End | Passenger Car | Sports Utility Vehicle (SUV) | West | West | Straight | Straight | 2 | 34.164615 | -83.82909 | 0 | 0 | 0 | Following too Close |

| | | |

| AccidentNo | AgencyName | Date | Time | County | Route | IntersectingRoute | CrashSeverity | Injuries | Fatalities | MannerOfCollision | Light | Surface | DriverAge1 | DriverAge2 | VehType1 | VehType2 | DirVeh1 | DirVeh2 | MnvrVeh1 | MnvrVeh2 | U1FirstHarmfulEvent | U2FirstHarmfulEvent | NumberOfVehicles | NumOfBikes | NumOfPedestrians | SeriousInjuries | VisibleInjuries | ComplaintInjuries |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8185975 | Hall County Sheriff's Office | 8/23/2021 | 0:56:00 | HALL | TANNERS MILL RD | PONDEROSA FARM RD | O | 0 | 0 | Not A Collision with Motor Vehicle | Dark-Not Lighted | Wet | 24 | | Pickup Truck | | East | | Straight | | Animal | | 1 | 0 | 0 | 0 | 0 | 0 |
| 9429108 | Gsp Post 00 | 5/1/2024 | 18:13:00 | HALL | TANNERS MILL RD | PONDEROSA FARM RD | O | 0 | 0 | Rear End | Daylight | Dry | 70 | 19 | Pickup Truck | Passenger Car | South | South | Straight | Stopped | Motor Vehicle In Motion | Motor Vehicle In Motion | 2 | 0 | 0 | 0 | 0 | 0 |

# APPENDIX E

GDOT COUNT STATION DATA

**0000139_0292 - 139-0292** - SRT 021100 R

**County:** HALL
**Route number:** 00005300
**LRS section:** 1391005300
**Functional class:** 4U - Minor Arterial (Urban)
**Coordinates:** 34.1665067600397, -83.8314889194222

Latest data is from April 2025

## Site Data

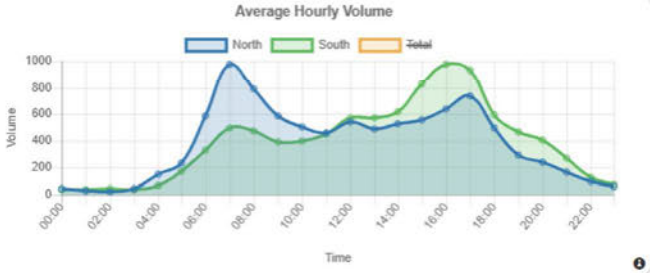



## Count History

| Year | Month | Count type | Duration | ADT | Count |
|---|---|---|---|---|---|
| 2025 | April | Class | 48 hours | 18,666 | 37,333 |
| 2021 | June | Class | 48 hours | 15,682 | 31,364 |
| 2019 | August | Class | 48 hours | 15,980 | 31,959 |
| 2015 | June | Class | 48 hours | 12,530 | 25,060 |
| 2013 | June | Volume | 48 hours | 12,077 | 24,154 |
| 2011 | September | Class | 48 hours | 10,574 | 21,149 |
| 2009 | February | Class | 48 hours | 9,785 | 19,570 |

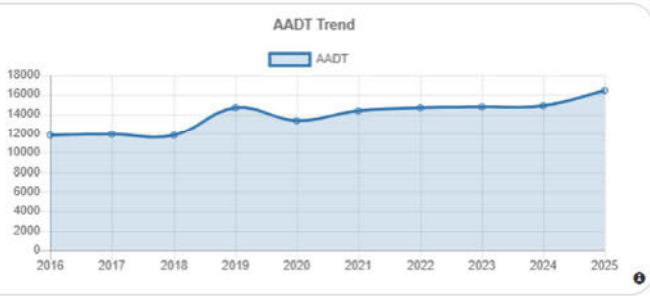
## Annual Statistics

| Data Item | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 |
|---|---|---|---|---|---|---|---|---|---|---|
| Statistics type | Estimated | Estimated | Estimated | Actual | Estimated | Actual | Estimated | Estimated | Estimated | Actual |
| AADT | 11,800 | 11,900 | 11,800 | 14,700 | 13,300 | 14,400 | 14,700 | 14,800 | 14,900 | **16,500** |
| SU AADT | 552 | - | - | 849 | 767 | 922 | 942 | 949 | 957 | **1,271** |
| CU AADT | 573 | - | - | 617 | 558 | 648 | 662 | 667 | 672 | **648** |
| K-Factor | 0.112 | - | - | 0.110 | 0.110 | 0.114 | 0.114 | 0.114 | 0.114 | **0.102** |
| D-Factor | 0.600 | - | - | 0.620 | 0.620 | 0.590 | 0.590 | 0.590 | 0.590 | **0.570** |
| Future AADT | 13,700 | 15,300 | 20,000 | 23,200 | 23,200 | 23,700 | 23,500 | 24,200 | 23,800 | **25,400** |










## Vehicle Classification 2026

| | |
|---|---|
| **1. Motorcycles**<br>2 axles, 2 or 3 wheels. | **0.36%** |
| **2. Passenger cars**<br>2 axles. Can have 1- or 2-axle trailers. | **62.76%** |
| **3. Pickups, panels, vans**<br>2-axle, 4-tire single units. Can have 1- or 2-axle trailers. | **25.25%** |
| **4. Buses**<br>2- or 3-axle, full length. | **0.78%** |
| **5. Single-unit trucks**<br>2-axle, 6-tire, (dual rear tires), single-unit trucks. | **5.84%** |
| **6. Single-unit trucks**<br>3-axle, single-unit trucks. | **1.01%** |
| **7. Single-unit trucks**<br>4 or more axle, single-unit trucks. | **0.06%** |
| **8. Single-trailer trucks**<br>3- or 4-axle, single-trailer trucks. | **1.21%** |
| **9. Single-trailer trucks**<br>5-axle, single-trailer trucks. | **2.52%** |
| **10. Single-trailer trucks**<br>6 or more axle, single-trailer trucks. | **0.09%** |
| **11. Multi-trailer trucks**<br>5 or less axle, multi-trailer trucks. | **0.02%** |
| **12. Multi-trailer trucks**<br>6-axle, multi-trailer trucks. | **0.07%** |
| **13. Multi-trailer trucks**<br>7 or more axle, multi-trailer trucks. | **0.02%** |

**0000139_0547 - 139-0547**

**County:** HALL
**Route number:** 00021100
**LRS section:** 1391021100
**Functional class:** 5U - Major Collector (Urban)
**Coordinates:** 34.1654215187946, -83.8238776854805

Latest data is from July 2025

## Site Data

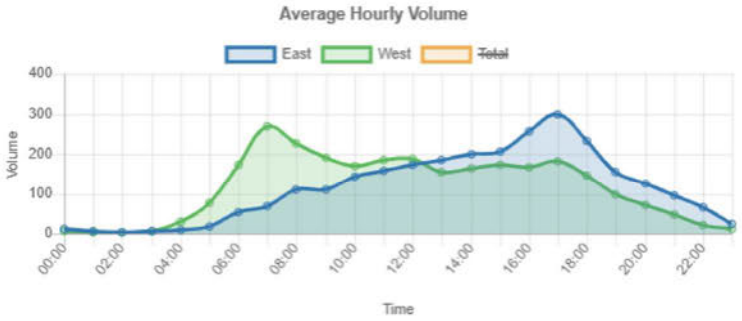



## Count History

| Year | Month | Count type | Duration | ADT | Count |
|---|---|---|---|---|---|
| 2025 | July | Volume | 48 hours | 5,528 | 11,055 |
| 2021 | June | Class | 48 hours | 4,818 | 9,636 |
| 2019 | January | Class | 48 hours | 3,763 | 7,526 |
| 2015 | June | Class | 36 hours | 4,125 | 5,559 |
| 2013 | June | Volume | 48 hours | 3,901 | 7,802 |
| 2011 | September | Class | 48 hours | 3,664 | 7,328 |

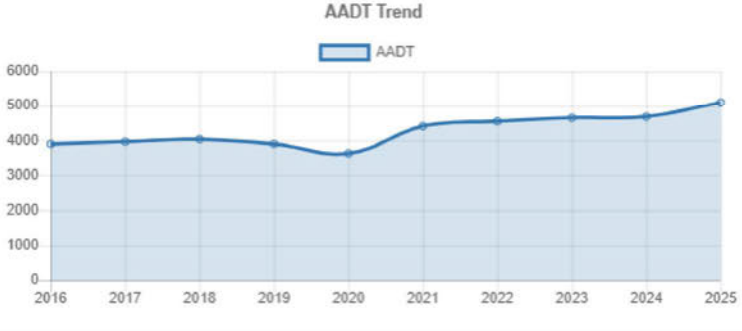
## Annual Statistics

| Data Item | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 |
|---|---|---|---|---|---|---|---|---|---|---|
| Statistics type | Estimated | Estimated | Estimated | Actual | Estimated | Actual | Estimated | Estimated | Estimated | Actual |
| AADT | 3,890 | 3,970 | 4,030 | 3,910 | 3,630 | 4,430 | 4,540 | 4,660 | 4,690 | 5,090 |
| SU AADT | 130 | - | - | 171 | 159 | 251 | 257 | 264 | 265 | 288 |
| CU AADT | 30 | - | - | 20 | 19 | 48 | 49 | 51 | 51 | 55 |
| K-Factor | 0.100 | - | - | 0.115 | 0.115 | 0.114 | 0.114 | 0.114 | 0.114 | 0.097 |
| D-Factor | - | - | - | 0.670 | 0.670 | 0.630 | 0.630 | 0.630 | 0.630 | 0.610 |
| Future AADT | 5,860 | 6,270 | 6,810 | 6,250 | 6,250 | 5,750 | 6,210 | 6,710 | 6,810 | 7,310 |









# APPENDIX F

TRIP GENERATION DATA

Query | Filter

DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
210

LAND USE GROUP:
(200-299) Residential

LAND USE :
210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

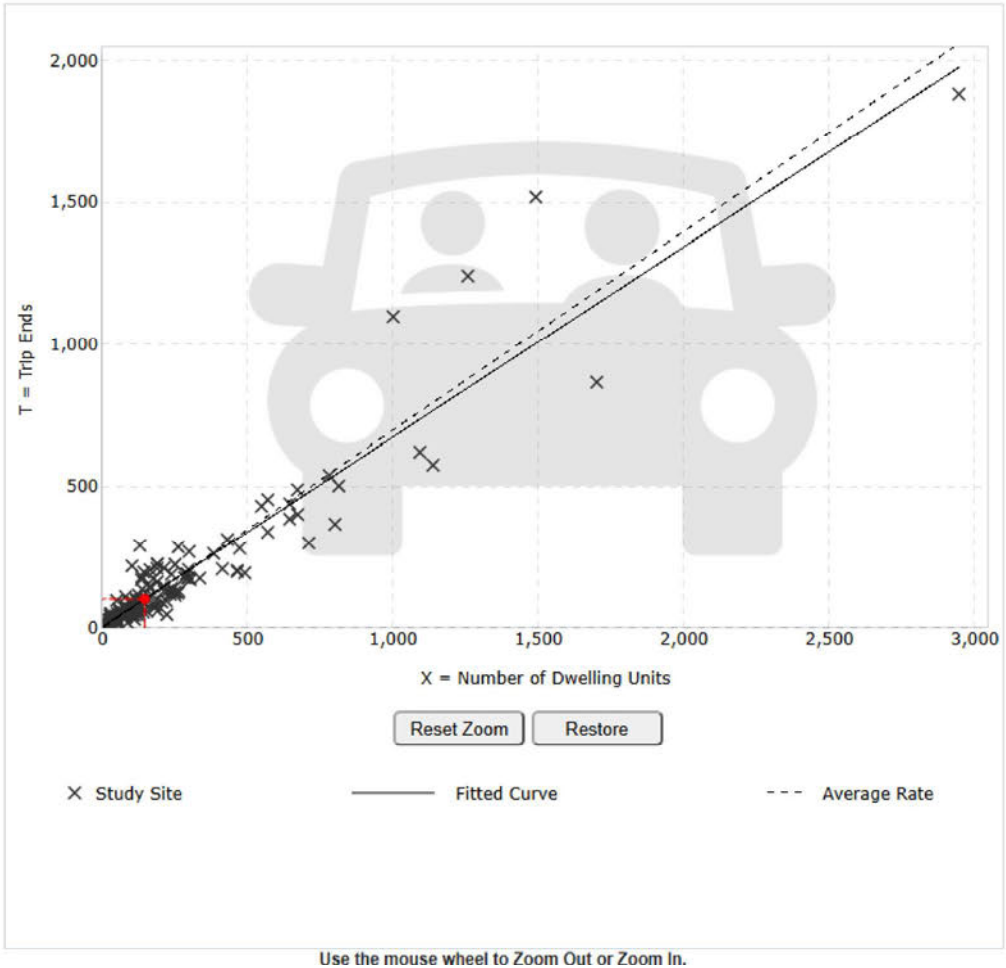
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Stre

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
146 Calculate

## Data Plot and Equation




Use the mouse wheel to Zoom Out or Zoom In.

### DATA STATISTICS

**Land Use:**
Single-Family Detached Housing (210) Click for Description and Data Plots

**Independent Variable:**
Dwelling Units

**Time Period:**
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

**Setting/Location:**
General Urban/Suburban

**Trip Type:**
Vehicle

**Number of Studies:**
153

**Avg. Num. of Dwelling Units:**
239

**Average Rate:**
0.70

**Range of Rates:**
0.22 - 2.27

**Standard Deviation:**
0.26

**Fitted Curve Equation:**
T = 0.67(X) + 5.59

**$R^2$:**
0.89

**Directional Distribution:**
27% entering, 73% exiting

**Calculated Trip Ends:**
Average Rate: 102 (Total), 28 (Entry), 74 (Exit)
Fitted Curve: 103 (Total), 28 (Entry), 75 (Exit)

Query | Filter

DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
210

LAND USE GROUP:
(200-299) Residential

LAND USE :
210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

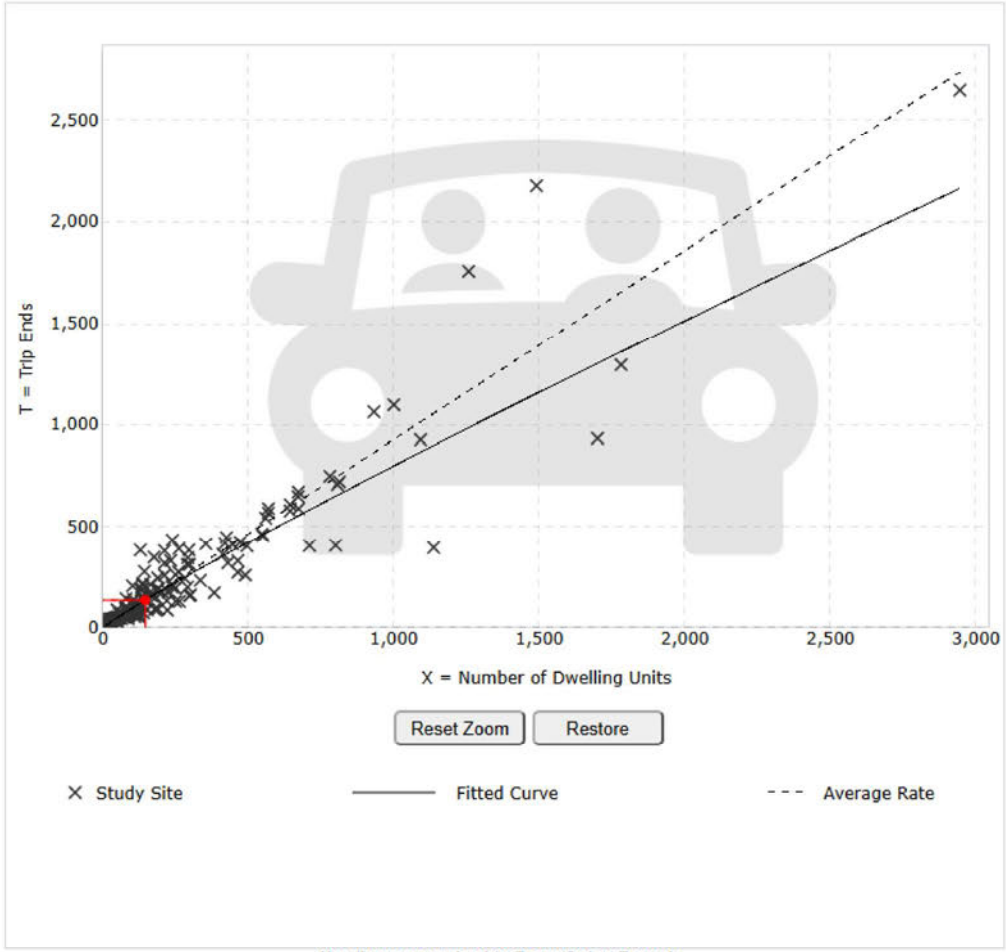
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Stre

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
146
Calculate

## Data Plot and Equation




### DATA STATISTICS

**Land Use:**
Single-Family Detached Housing (210) Click for Description and Data Plots

**Independent Variable:**
Dwelling Units

**Time Period:**
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

**Setting/Location:**
General Urban/Suburban

**Trip Type:**
Vehicle

**Number of Studies:**
166

**Avg. Num. of Dwelling Units:**
266

**Average Rate:**
0.93

**Range of Rates:**
0.35 - 2.98

**Standard Deviation:**
0.33

**Fitted Curve Equation:**
Ln(T) = 0.92 Ln(X) + 0.33

**$R^2$:**
0.90

**Directional Distribution:**
62% entering, 38% exiting

**Calculated Trip Ends:**
Average Rate: 136 (Total), 84 (Entry), 52 (Exit)
Fitted Curve: 136 (Total), 85 (Entry), 51 (Exit)

Query | Filter

DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
210

LAND USE GROUP:
(200-299) Residential

LAND USE :
210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

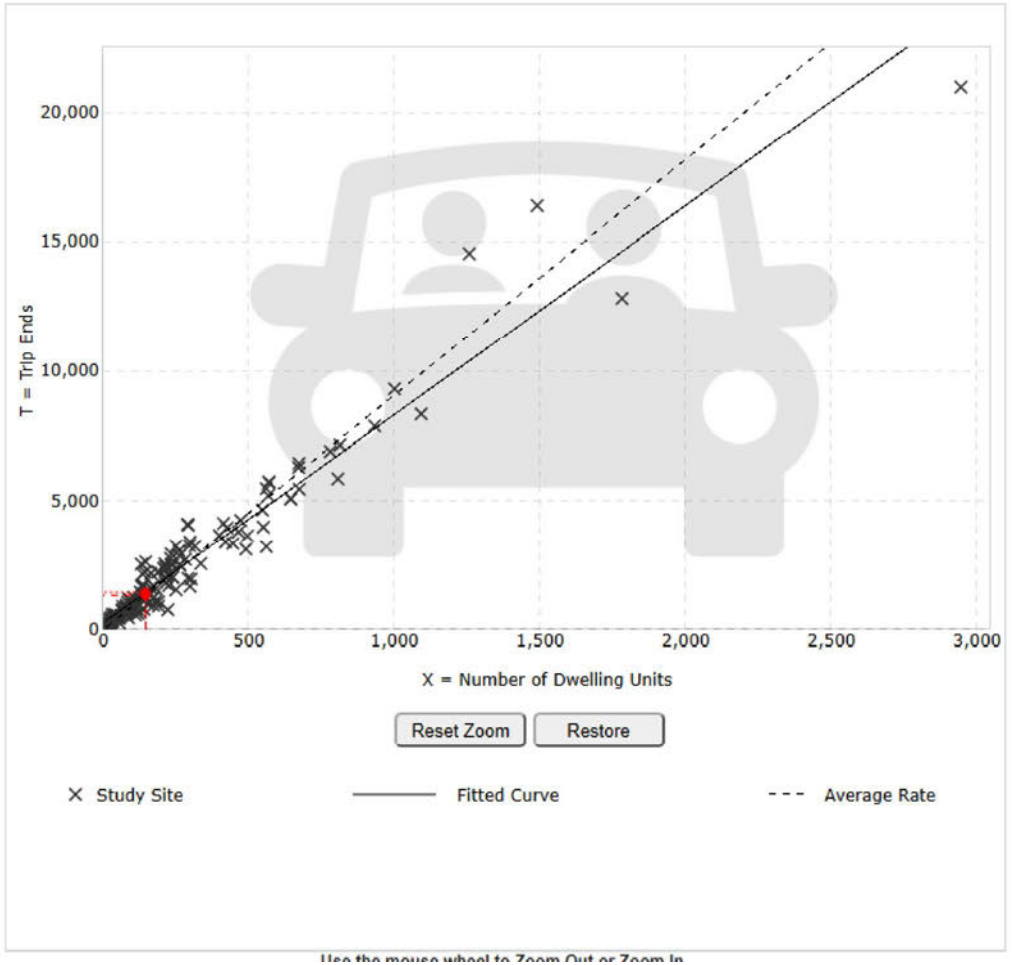
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
146 Calculate

## Data Plot and Equation




**DATA STATISTICS**

**Land Use:**
Single-Family Detached Housing (210) Click for Description and Data Plots

**Independent Variable:**
Dwelling Units

**Time Period:**
Weekday

**Setting/Location:**
General Urban/Suburban

**Trip Type:**
Vehicle

**Number of Studies:**
155

**Avg. Num. of Dwelling Units:**
261

**Average Rate:**
9.09

**Range of Rates:**
3.47 - 23.80

**Standard Deviation:**
2.29

**Fitted Curve Equation:**
T = 8.07(X) + 265.45

**$R^2$:**
0.94

**Directional Distribution:**
50% entering, 50% exiting

**Calculated Trip Ends:**
Average Rate: 1327 (Total), 664 (Entry), 663 (Exit)
Fitted Curve: 1444 (Total), 722 (Entry), 722 (Exit)

# APPENDIX G

CAPACITY ANALYSIS RESULTS - EXISTING CONDITIONS

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 249 | 565 | 2 | 132 | 337 |
| Future Vol, veh/h | 3 | 249 | 565 | 2 | 132 | 337 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | Yield | - | None |
| Storage Length | 0 | 95 | - | 225 | 400 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 0 | 2 | 7 | 0 | 4 | 7 |
| Mvmt Flow | 3 | 268 | 608 | 2 | 142 | 362 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1073 | - | 0 | 0 | 608 | 0 |
| Stage 1 | 608 | - | - | - | - | - |
| Stage 2 | 465 | - | - | - | - | - |
| Critical Hdwy | 6.6 | - | - | - | 4.16 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | - | - | - | 2.238 | - |
| Pot Cap-1 Maneuver | 232 | 0 | - | - | 957 | - |
| Stage 1 | 548 | 0 | - | - | - | - |
| Stage 2 | 604 | 0 | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 197 | - | - | - | 957 | - |
| Mov Cap-2 Maneuver | 197 | - | - | - | - | - |
| Stage 1 | 548 | - | - | - | - | - |
| Stage 2 | 515 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 23.53 | 0 | 2.65 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 197 | - | 957 | - |
| HCM Lane V/C Ratio | - | - | 0.016 | - | 0.148 | - |
| HCM Ctrl Dly (s/v) | - | - | 23.5 | 0 | 9.4 | - |
| HCM Lane LOS | - | - | C | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 0 | - | 0.5 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 16 | 98 | 348 | 0 | 1 | 17 |
| Future Vol, veh/h | 16 | 98 | 348 | 0 | 1 | 17 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 6 | 6 | 1 | 0 | 0 | 0 |
| Mvmt Flow | 17 | 103 | 366 | 0 | 1 | 18 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 366 | 0 | - | 0 | 503 | 366 |
| Stage 1 | - | - | - | - | 366 | - |
| Stage 2 | - | - | - | - | 137 | - |
| Critical Hdwy | 4.16 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.254 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1170 | - | - | - | 532 | 683 |
| Stage 1 | - | - | - | - | 706 | - |
| Stage 2 | - | - | - | - | 895 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1170 | - | - | - | 524 | 683 |
| Mov Cap-2 Maneuver | - | - | - | - | 524 | - |
| Stage 1 | - | - | - | - | 695 | - |
| Stage 2 | - | - | - | - | 895 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 1.14 | 0 | 10.51 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 253 | - | - | - | 672 |
| HCM Lane V/C Ratio | 0.014 | - | - | - | 0.028 |
| HCM Ctrl Dly (s/v) | 8.1 | 0 | - | - | 10.5 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 1 | 93 | 10 | 1 | 308 | 36 | 30 | 7 | 0 | 12 | 0 | 7 |
| Future Vol, veh/h | 1 | 93 | 10 | 1 | 308 | 36 | 30 | 7 | 0 | 12 | 0 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 120 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 3 | 40 | 0 | 2 | 0 | 0 | 14 | 0 | 17 | 0 | 0 |
| Mvmt Flow | 1 | 97 | 10 | 1 | 321 | 38 | 31 | 7 | 0 | 13 | 0 | 7 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 358 | 0 | 0 | 107 | 0 | 0 | 422 | 459 | 97 | 444 | 451 | 340 |
| Stage 1 | - | - | - | - | - | - | 99 | 99 | - | 342 | 342 | - |
| Stage 2 | - | - | - | - | - | - | 323 | 360 | - | 103 | 109 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.64 | 6.2 | 7.27 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.64 | - | 6.27 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.64 | - | 6.27 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4.126 | 3.3 | 3.653 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1212 | - | - | 1496 | - | - | 546 | 481 | 965 | 499 | 507 | 707 |
| Stage 1 | - | - | - | - | - | - | 912 | 790 | - | 643 | 642 | - |
| Stage 2 | - | - | - | - | - | - | 693 | 606 | - | 868 | 809 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1212 | - | - | 1496 | - | - | 539 | 480 | 965 | 491 | 506 | 707 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 539 | 480 | - | 491 | 506 | - |
| Stage 1 | - | - | - | - | - | - | 911 | 790 | - | 643 | 641 | - |
| Stage 2 | - | - | - | - | - | - | 686 | 605 | - | 859 | 808 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.08 | 0.02 | 12.37 | 11.75 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 527 | 19 | - | - | 5 | - | - | 553 |
| HCM Lane V/C Ratio | 0.073 | 0.001 | - | - | 0.001 | - | - | 0.036 |
| HCM Ctrl Dly (s/v) | 12.4 | 8 | 0 | - | 7.4 | 0 | - | 11.7 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 53 | 17 | 0 | 13 | 17 |
| Future Vol, veh/h | 0 | 53 | 17 | 0 | 13 | 17 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 0 | 2 | 6 | 0 | 15 | 0 |
| Mvmt Flow | 0 | 65 | 21 | 0 | 16 | 21 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 74 | 21 | 0 | 0 | 21 | 0 |
| Stage 1 | 21 | - | - | - | - | - |
| Stage 2 | 53 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.22 | - | - | 4.25 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.318 | - | - | 2.335 | - |
| Pot Cap-1 Maneuver | 935 | 1057 | - | - | 1514 | - |
| Stage 1 | 1007 | - | - | - | - | - |
| Stage 2 | 975 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 924 | 1057 | - | - | 1514 | - |
| Mov Cap-2 Maneuver | 924 | - | - | - | - | - |
| Stage 1 | 1007 | - | - | - | - | - |
| Stage 2 | 964 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.63 | 0 | 3.21 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1057 | 780 | - |
| HCM Lane V/C Ratio | - | - | 0.062 | 0.011 | - |
| HCM Ctrl Dly (s/v) | - | - | 8.6 | 7.4 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 200 | 377 | 5 | 265 | 554 |
| Future Vol, veh/h | 4 | 200 | 377 | 5 | 265 | 554 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | Yield | - | None |
| Storage Length | 0 | 95 | - | 225 | 400 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 0 | 1 | 3 | 0 | 1 | 4 |
| Mvmt Flow | 5 | 247 | 465 | 6 | 327 | 684 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1462 | - | 0 | 0 | 465 | 0 |
| Stage 1 | 465 | - | - | - | - | - |
| Stage 2 | 996 | - | - | - | - | - |
| Critical Hdwy | 6.6 | - | - | - | 4.115 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | - | - | - | 2.2095 | - |
| Pot Cap-1 Maneuver | 132 | 0 | - | - | 1100 | - |
| Stage 1 | 636 | 0 | - | - | - | - |
| Stage 2 | 323 | 0 | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 93 | - | - | - | 1100 | - |
| Mov Cap-2 Maneuver | 93 | - | - | - | - | - |
| Stage 1 | 636 | - | - | - | - | - |
| Stage 2 | 227 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 45.94 | 0 | 3.12 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 93 | - | 1100 | - |
| HCM Lane V/C Ratio | - | - | 0.053 | - | 0.297 | - |
| HCM Ctrl Dly (s/v) | - | - | 45.9 | 0 | 9.7 | - |
| HCM Lane LOS | - | - | E | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.2 | - | 1.3 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 23 | 325 | 185 | 1 | 5 | 31 |
| Future Vol, veh/h | 23 | 325 | 185 | 1 | 5 | 31 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 3 | 5 | 0 | 0 | 0 |
| Mvmt Flow | 25 | 353 | 201 | 1 | 5 | 34 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 202 | 0 | - | 0 | 605 | 202 |
| Stage 1 | - | - | - | - | 202 | - |
| Stage 2 | - | - | - | - | 403 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1382 | - | - | - | 464 | 844 |
| Stage 1 | - | - | - | - | 837 | - |
| Stage 2 | - | - | - | - | 679 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1382 | - | - | - | 454 | 844 |
| Mov Cap-2 Maneuver | - | - | - | - | 454 | - |
| Stage 1 | - | - | - | - | 818 | - |
| Stage 2 | - | - | - | - | 679 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.51 | 0 | 10.03 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 119 | - | - | - | 754 |
| HCM Lane V/C Ratio | 0.018 | - | - | - | 0.052 |
| HCM Ctrl Dly (s/v) | 7.7 | 0 | - | - | 10 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 6 | 299 | 26 | 3 | 164 | 18 | 18 | 2 | 4 | 28 | 4 | 1 |
| Future Vol, veh/h | 6 | 299 | 26 | 3 | 164 | 18 | 18 | 2 | 4 | 28 | 4 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 120 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 6 | 318 | 28 | 3 | 174 | 19 | 19 | 2 | 4 | 30 | 4 | 1 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 194 | 0 | 0 | 346 | 0 | 0 | 514 | 531 | 318 | 522 | 549 | 184 |
| Stage 1 | - | - | - | - | - | - | 331 | 331 | - | 190 | 190 | - |
| Stage 2 | - | - | - | - | - | - | 183 | 200 | - | 332 | 359 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1392 | - | - | 1224 | - | - | 474 | 457 | 727 | 468 | 446 | 863 |
| Stage 1 | - | - | - | - | - | - | 687 | 649 | - | 816 | 746 | - |
| Stage 2 | - | - | - | - | - | - | 823 | 739 | - | 686 | 631 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1392 | - | - | 1224 | - | - | 465 | 453 | 727 | 459 | 442 | 863 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 465 | 453 | - | 459 | 442 | - |
| Stage 1 | - | - | - | - | - | - | 683 | 645 | - | 814 | 744 | - |
| Stage 2 | - | - | - | - | - | - | 815 | 737 | - | 676 | 627 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.14 | 0.13 | 12.69 | 13.4 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 494 | 35 | - | - | 29 | - | - | 464 |
| HCM Lane V/C Ratio | 0.052 | 0.005 | - | - | 0.003 | - | - | 0.076 |
| HCM Ctrl Dly (s/v) | 12.7 | 7.6 | 0 | - | 7.9 | 0 | - | 13.4 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.8 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 21 | 17 | 6 | 33 | 35 |
| Future Vol, veh/h | 1 | 21 | 17 | 6 | 33 | 35 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 1 | 26 | 21 | 7 | 41 | 43 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 149 | 25 | 0 | 0 | 28 | 0 |
| Stage 1 | 25 | - | - | - | - | - |
| Stage 2 | 125 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 847 | 1057 | - | - | 1598 | - |
| Stage 1 | 1003 | - | - | - | - | - |
| Stage 2 | 906 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 825 | 1057 | - | - | 1598 | - |
| Mov Cap-2 Maneuver | 825 | - | - | - | - | - |
| Stage 1 | 1003 | - | - | - | - | - |
| Stage 2 | 882 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.54 | 0 | 3.55 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1044 | 874 | - |
| HCM Lane V/C Ratio | - | - | 0.026 | 0.025 | - |
| HCM Ctrl Dly (s/v) | - | - | 8.5 | 7.3 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0.1 | - |

# APPENDIX H

CAPACITY ANALYSIS RESULTS - NO-BUILD CONDITIONS

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 259 | 588 | 2 | 137 | 350 |
| Future Vol, veh/h | 3 | 259 | 588 | 2 | 137 | 350 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | Yield | - | None |
| Storage Length | 0 | 95 | - | 225 | 400 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 0 | 2 | 7 | 0 | 4 | 7 |
| Mvmt Flow | 3 | 278 | 632 | 2 | 147 | 376 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1115 | - | 0 | 0 | 632 | 0 |
| Stage 1 | 632 | - | - | - | - | - |
| Stage 2 | 483 | - | - | - | - | - |
| Critical Hdwy | 6.6 | - | - | - | 4.16 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | - | - | - | 2.238 | - |
| Pot Cap-1 Maneuver | 218 | 0 | - | - | 937 | - |
| Stage 1 | 533 | 0 | - | - | - | - |
| Stage 2 | 592 | 0 | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 184 | - | - | - | 937 | - |
| Mov Cap-2 Maneuver | 184 | - | - | - | - | - |
| Stage 1 | 533 | - | - | - | - | - |
| Stage 2 | 499 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 24.93 | 0 | 2.69 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 184 | - | 937 | - |
| HCM Lane V/C Ratio | - | - | 0.018 | - | 0.157 | - |
| HCM Ctrl Dly (s/v) | - | - | 24.9 | 0 | 9.6 | - |
| HCM Lane LOS | - | - | C | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | - | 0.6 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 17 | 102 | 362 | 0 | 1 | 18 |
| Future Vol, veh/h | 17 | 102 | 362 | 0 | 1 | 18 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 6 | 6 | 1 | 0 | 0 | 0 |
| Mvmt Flow | 18 | 107 | 381 | 0 | 1 | 19 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 381 | 0 | - | 0 | 524 | 381 |
| Stage 1 | - | - | - | - | 381 | - |
| Stage 2 | - | - | - | - | 143 | - |
| Critical Hdwy | 4.16 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.254 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1156 | - | - | - | 517 | 671 |
| Stage 1 | - | - | - | - | 695 | - |
| Stage 2 | - | - | - | - | 889 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1156 | - | - | - | 508 | 671 |
| Mov Cap-2 Maneuver | - | - | - | - | 508 | - |
| Stage 1 | - | - | - | - | 684 | - |
| Stage 2 | - | - | - | - | 889 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 1.17 | 0 | 10.63 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 257 | - | - | - | 659 |
| HCM Lane V/C Ratio | 0.015 | - | - | - | 0.03 |
| HCM Ctrl Dly (s/v) | 8.2 | 0 | - | - | 10.6 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 1 | 97 | 10 | 1 | 320 | 37 | 31 | 7 | 0 | 12 | 0 | 7 |
| Future Vol, veh/h | 1 | 97 | 10 | 1 | 320 | 37 | 31 | 7 | 0 | 12 | 0 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 120 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 3 | 40 | 0 | 2 | 0 | 0 | 14 | 0 | 17 | 0 | 0 |
| Mvmt Flow | 1 | 101 | 10 | 1 | 333 | 39 | 32 | 7 | 0 | 13 | 0 | 7 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 372 | 0 | 0 | 111 | 0 | 0 | 439 | 477 | 101 | 461 | 468 | 353 |
| Stage 1 | - | - | - | - | - | - | 103 | 103 | - | 355 | 355 | - |
| Stage 2 | - | - | - | - | - | - | 335 | 374 | - | 107 | 114 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.64 | 6.2 | 7.27 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.64 | - | 6.27 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.64 | - | 6.27 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4.126 | 3.3 | 3.653 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1198 | - | - | 1491 | - | - | 532 | 470 | 960 | 486 | 496 | 696 |
| Stage 1 | - | - | - | - | - | - | 908 | 787 | - | 633 | 633 | - |
| Stage 2 | - | - | - | - | - | - | 683 | 597 | - | 863 | 805 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1198 | - | - | 1491 | - | - | 525 | 469 | 960 | 478 | 495 | 696 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 525 | 469 | - | 478 | 495 | - |
| Stage 1 | - | - | - | - | - | - | 907 | 786 | - | 632 | 633 | - |
| Stage 2 | - | - | - | - | - | - | 675 | 597 | - | 855 | 805 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.07 | 0.02 | 12.59 | 11.92 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 514 | 18 | - | - | 5 | - | - | 540 |
| HCM Lane V/C Ratio | 0.077 | 0.001 | - | - | 0.001 | - | - | 0.037 |
| HCM Ctrl Dly (s/v) | 12.6 | 8 | 0 | - | 7.4 | 0 | - | 11.9 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 55 | 18 | 0 | 14 | 18 |
| Future Vol, veh/h | 0 | 55 | 18 | 0 | 14 | 18 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 0 | 2 | 6 | 0 | 15 | 0 |
| Mvmt Flow | 0 | 68 | 22 | 0 | 17 | 22 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 79 | 22 | 0 | 0 | 22 | 0 |
| Stage 1 | 22 | - | - | - | - | - |
| Stage 2 | 57 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.22 | - | - | 4.25 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.318 | - | - | 2.335 | - |
| Pot Cap-1 Maneuver | 929 | 1055 | - | - | 1513 | - |
| Stage 1 | 1006 | - | - | - | - | - |
| Stage 2 | 971 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 918 | 1055 | - | - | 1513 | - |
| Mov Cap-2 Maneuver | 918 | - | - | - | - | - |
| Stage 1 | 1006 | - | - | - | - | - |
| Stage 2 | 960 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.65 | 0 | 3.24 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1055 | 788 | - |
| HCM Lane V/C Ratio | - | - | 0.064 | 0.011 | - |
| HCM Ctrl Dly (s/v) | - | - | 8.6 | 7.4 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 208 | 392 | 5 | 276 | 576 |
| Future Vol, veh/h | 4 | 208 | 392 | 5 | 276 | 576 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | Yield | - | None |
| Storage Length | 0 | 95 | - | 225 | 400 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 0 | 1 | 3 | 0 | 1 | 4 |
| Mvmt Flow | 5 | 257 | 484 | 6 | 341 | 711 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1521 | - | 0 | 0 | 484 | 0 |
| Stage 1 | 484 | - | - | - | - | - |
| Stage 2 | 1037 | - | - | - | - | - |
| Critical Hdwy | 6.6 | - | - | - | 4.115 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | - | - | - | 2.2095 | - |
| Pot Cap-1 Maneuver | 121 | 0 | - | - | 1083 | - |
| Stage 1 | 624 | 0 | - | - | - | - |
| Stage 2 | 307 | 0 | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 83 | - | - | - | 1083 | - |
| Mov Cap-2 Maneuver | 83 | - | - | - | - | - |
| Stage 1 | 624 | - | - | - | - | - |
| Stage 2 | 211 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 51.06 | 0 | 3.19 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 83 | - | 1083 | - |
| HCM Lane V/C Ratio | - | - | 0.059 | - | 0.315 | - |
| HCM Ctrl Dly (s/v) | - | - | 51.1 | 0 | 9.8 | - |
| HCM Lane LOS | - | - | F | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.2 | - | 1.4 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 24 | 338 | 192 | 1 | 5 | 32 |
| Future Vol, veh/h | 24 | 338 | 192 | 1 | 5 | 32 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 3 | 5 | 0 | 0 | 0 |
| Mvmt Flow | 26 | 367 | 209 | 1 | 5 | 35 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 210 | 0 | - | 0 | 629 | 209 |
| Stage 1 | - | - | - | - | 209 | - |
| Stage 2 | - | - | - | - | 420 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1373 | - | - | - | 450 | 836 |
| Stage 1 | - | - | - | - | 831 | - |
| Stage 2 | - | - | - | - | 668 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1373 | - | - | - | 439 | 836 |
| Mov Cap-2 Maneuver | - | - | - | - | 439 | - |
| Stage 1 | - | - | - | - | 811 | - |
| Stage 2 | - | - | - | - | 668 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.51 | 0 | 10.11 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 119 | - | - | - | 745 |
| HCM Lane V/C Ratio | 0.019 | - | - | - | 0.054 |
| HCM Ctrl Dly (s/v) | 7.7 | 0 | - | - | 10.1 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 6 | 311 | 27 | 3 | 171 | 19 | 19 | 2 | 4 | 29 | 4 | 1 |
| Future Vol, veh/h | 6 | 311 | 27 | 3 | 171 | 19 | 19 | 2 | 4 | 29 | 4 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 120 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 6 | 331 | 29 | 3 | 182 | 20 | 20 | 2 | 4 | 31 | 4 | 1 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 202 | 0 | 0 | 360 | 0 | 0 | 534 | 552 | 331 | 543 | 571 | 192 |
| Stage 1 | - | - | - | - | - | - | 344 | 344 | - | 198 | 198 | - |
| Stage 2 | - | - | - | - | - | - | 190 | 209 | - | 345 | 372 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1382 | - | - | 1210 | - | - | 460 | 444 | 715 | 454 | 434 | 855 |
| Stage 1 | - | - | - | - | - | - | 676 | 641 | - | 808 | 741 | - |
| Stage 2 | - | - | - | - | - | - | 816 | 733 | - | 675 | 622 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1382 | - | - | 1210 | - | - | 451 | 440 | 715 | 445 | 430 | 855 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 451 | 440 | - | 445 | 430 | - |
| Stage 1 | - | - | - | - | - | - | 672 | 637 | - | 806 | 738 | - |
| Stage 2 | - | - | - | - | - | - | 808 | 731 | - | 665 | 619 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.13 | 0.12 | 12.97 | 13.71 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 478 | 34 | - | - | 27 | - | - | 449 |
| HCM Lane V/C Ratio | 0.056 | 0.005 | - | - | 0.003 | - | - | 0.08 |
| HCM Ctrl Dly (s/v) | 13 | 7.6 | 0 | - | 8 | 0 | - | 13.7 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.8 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 22 | 18 | 6 | 34 | 36 |
| Future Vol, veh/h | 1 | 22 | 18 | 6 | 34 | 36 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 1 | 27 | 22 | 7 | 42 | 44 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 154 | 26 | 0 | 0 | 30 | 0 |
| Stage 1 | 26 | - | - | - | - | - |
| Stage 2 | 128 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 842 | 1056 | - | - | 1596 | - |
| Stage 1 | 1002 | - | - | - | - | - |
| Stage 2 | 902 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 819 | 1056 | - | - | 1596 | - |
| Mov Cap-2 Maneuver | 819 | - | - | - | - | - |
| Stage 1 | 1002 | - | - | - | - | - |
| Stage 2 | 878 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.55 | 0 | 3.55 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1043 | 874 | - |
| HCM Lane V/C Ratio | - | - | 0.027 | 0.026 | - |
| HCM Ctrl Dly (s/v) | - | - | 8.5 | 7.3 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.8 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 386 | 876 | 3 | 205 | 522 |
| Future Vol, veh/h | 5 | 386 | 876 | 3 | 205 | 522 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | Yield | - | None |
| Storage Length | 0 | 95 | - | 225 | 400 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 0 | 2 | 7 | 0 | 4 | 7 |
| Mvmt Flow | 5 | 415 | 942 | 3 | 220 | 561 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1663 | - | 0 | 0 | 942 | 0 |
| Stage 1 | 942 | - | - | - | - | - |
| Stage 2 | 722 | - | - | - | - | - |
| Critical Hdwy | 6.6 | - | - | - | 4.16 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | - | - | - | 2.238 | - |
| Pot Cap-1 Maneuver | 98 | 0 | - | - | 716 | - |
| Stage 1 | 382 | 0 | - | - | - | - |
| Stage 2 | 448 | 0 | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 68 | - | - | - | 716 | - |
| Mov Cap-2 Maneuver | 68 | - | - | - | - | - |
| Stage 1 | 382 | - | - | - | - | - |
| Stage 2 | 310 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 62.41 | 0 | 3.46 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 68 | - | 716 | - |
| HCM Lane V/C Ratio | - | - | 0.079 | - | 0.308 | - |
| HCM Ctrl Dly (s/v) | - | - | 62.4 | 0 | 12.3 | - |
| HCM Lane LOS | - | - | F | A | B | - |
| HCM 95th %tile Q(veh) | - | - | 0.2 | - | 1.3 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 25 | 152 | 539 | 0 | 2 | 26 |
| Future Vol, veh/h | 25 | 152 | 539 | 0 | 2 | 26 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 6 | 6 | 1 | 0 | 0 | 0 |
| Mvmt Flow | 26 | 160 | 567 | 0 | 2 | 27 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 567 | 0 | - | 0 | 780 | 567 |
| Stage 1 | - | - | - | - | 567 | - |
| Stage 2 | - | - | - | - | 213 | - |
| Critical Hdwy | 4.16 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.254 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 985 | - | - | - | 367 | 527 |
| Stage 1 | - | - | - | - | 571 | - |
| Stage 2 | - | - | - | - | 828 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 985 | - | - | - | 356 | 527 |
| Mov Cap-2 Maneuver | - | - | - | - | 356 | - |
| Stage 1 | - | - | - | - | 555 | - |
| Stage 2 | - | - | - | - | 828 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 1.24 | 0 | 12.5 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 254 | - | - | - | 509 |
| HCM Lane V/C Ratio | 0.027 | - | - | - | 0.058 |
| HCM Ctrl Dly (s/v) | 8.8 | 0 | - | - | 12.5 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 2 | 144 | 16 | 2 | 477 | 56 | 47 | 11 | 0 | 19 | 0 | 11 |
| Future Vol, veh/h | 2 | 144 | 16 | 2 | 477 | 56 | 47 | 11 | 0 | 19 | 0 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 120 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 3 | 40 | 0 | 2 | 0 | 0 | 14 | 0 | 17 | 0 | 0 |
| Mvmt Flow | 2 | 150 | 17 | 2 | 497 | 58 | 49 | 11 | 0 | 20 | 0 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 555 | 0 | 0 | 167 | 0 | 0 | 655 | 714 | 150 | 690 | 701 | 526 |
| Stage 1 | - | - | - | - | - | - | 154 | 154 | - | 530 | 530 | - |
| Stage 2 | - | - | - | - | - | - | 501 | 559 | - | 160 | 171 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.64 | 6.2 | 7.27 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.64 | - | 6.27 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.64 | - | 6.27 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4.126 | 3.3 | 3.653 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1025 | - | - | 1424 | - | - | 382 | 343 | 902 | 340 | 365 | 556 |
| Stage 1 | - | - | - | - | - | - | 853 | 748 | - | 506 | 530 | - |
| Stage 2 | - | - | - | - | - | - | 556 | 492 | - | 808 | 761 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1025 | - | - | 1424 | - | - | 372 | 341 | 902 | 327 | 364 | 556 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 372 | 341 | - | 327 | 364 | - |
| Stage 1 | - | - | - | - | - | - | 851 | 746 | - | 505 | 529 | - |
| Stage 2 | - | - | - | - | - | - | 543 | 491 | - | 794 | 759 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.11 | 0.03 | 16.77 | 15.16 |
| HCM LOS | | | C | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 366 | 25 | - | - | 7 | - | - | 385 |
| HCM Lane V/C Ratio | 0.165 | 0.002 | - | - | 0.001 | - | - | 0.081 |
| HCM Ctrl Dly (s/v) | 16.8 | 8.5 | 0 | - | 7.5 | 0 | - | 15.2 |
| HCM Lane LOS | C | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.6 | 0 | - | - | 0 | - | - | 0.3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.7 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 82 | 26 | 0 | 20 | 26 |
| Future Vol, veh/h | 0 | 82 | 26 | 0 | 20 | 26 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 0 | 2 | 6 | 0 | 15 | 0 |
| Mvmt Flow | 0 | 101 | 32 | 0 | 25 | 32 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 114 | 32 | 0 | 0 | 32 | 0 |
| Stage 1 | 32 | - | - | - | - | - |
| Stage 2 | 81 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.22 | - | - | 4.25 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.318 | - | - | 2.335 | - |
| Pot Cap-1 Maneuver | 888 | 1042 | - | - | 1500 | - |
| Stage 1 | 996 | - | - | - | - | - |
| Stage 2 | 947 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 873 | 1042 | - | - | 1500 | - |
| Mov Cap-2 Maneuver | 873 | - | - | - | - | - |
| Stage 1 | 996 | - | - | - | - | - |
| Stage 2 | 931 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.83 | 0 | 3.23 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1042 | 783 | - |
| HCM Lane V/C Ratio | - | - | 0.097 | 0.016 | - |
| HCM Ctrl Dly (s/v) | - | - | 8.8 | 7.4 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 310 | 584 | 8 | 411 | 859 |
| Future Vol, veh/h | 6 | 310 | 584 | 8 | 411 | 859 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | Yield | - | None |
| Storage Length | 0 | 95 | - | 225 | 400 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 0 | 1 | 3 | 0 | 1 | 4 |
| Mvmt Flow | 7 | 383 | 721 | 10 | 507 | 1060 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2266 | - | 0 | 0 | 721 | 0 |
| Stage 1 | 721 | - | - | - | - | - |
| Stage 2 | 1545 | - | - | - | - | - |
| Critical Hdwy | 6.6 | - | - | - | 4.115 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | - | - | - | 2.2095 | - |
| Pot Cap-1 Maneuver | 40 | 0 | - | - | 884 | - |
| Stage 1 | 485 | 0 | - | - | - | - |
| Stage 2 | 165 | 0 | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 17 | - | - | - | 884 | - |
| Mov Cap-2 Maneuver | 17 | - | - | - | - | - |
| Stage 1 | 485 | - | - | - | - | - |
| Stage 2 | 70 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | $ 328.81 | 0 | 4.66 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 17 | - | 884 | - |
| HCM Lane V/C Ratio | - | - | 0.435 | - | 0.574 | - |
| HCM Ctrl Dly (s/v) | - | - | $ 328.8 | 0 | 14.4 | - |
| HCM Lane LOS | - | - | F | A | B | - |
| HCM 95th %tile Q(veh) | - | - | 1.2 | - | 3.7 | - |

| Notes | |
|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s |
| +: Computation Not Defined | *: All major volume in platoon |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 36 | 504 | 287 | 2 | 8 | 48 |
| Future Vol, veh/h | 36 | 504 | 287 | 2 | 8 | 48 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 3 | 5 | 0 | 0 | 0 |
| Mvmt Flow | 39 | 548 | 312 | 2 | 9 | 52 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 314 | 0 | - | 0 | 939 | 313 |
| Stage 1 | - | - | - | - | 313 | - |
| Stage 2 | - | - | - | - | 626 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1258 | - | - | - | 295 | 732 |
| Stage 1 | - | - | - | - | 746 | - |
| Stage 2 | - | - | - | - | 537 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1258 | - | - | - | 282 | 732 |
| Mov Cap-2 Maneuver | - | - | - | - | 282 | - |
| Stage 1 | - | - | - | - | 713 | - |
| Stage 2 | - | - | - | - | 537 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.53 | 0 | 11.72 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 120 | - | - | - | 596 |
| HCM Lane V/C Ratio | 0.031 | - | - | - | 0.102 |
| HCM Ctrl Dly (s/v) | 8 | 0 | - | - | 11.7 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 9 | 463 | 40 | 5 | 254 | 28 | 28 | 3 | 6 | 43 | 6 | 2 |
| Future Vol, veh/h | 9 | 463 | 40 | 5 | 254 | 28 | 28 | 3 | 6 | 43 | 6 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 120 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 10 | 493 | 43 | 5 | 270 | 30 | 30 | 3 | 6 | 46 | 6 | 2 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 300 | 0 | 0 | 535 | 0 | 0 | 796 | 822 | 493 | 809 | 850 | 285 |
| Stage 1 | - | - | - | - | - | - | 512 | 512 | - | 296 | 296 | - |
| Stage 2 | - | - | - | - | - | - | 284 | 311 | - | 513 | 554 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1273 | - | - | 1043 | - | - | 308 | 311 | 580 | 301 | 300 | 759 |
| Stage 1 | - | - | - | - | - | - | 549 | 540 | - | 717 | 672 | - |
| Stage 2 | - | - | - | - | - | - | 727 | 662 | - | 547 | 517 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1273 | - | - | 1043 | - | - | 295 | 306 | 580 | 290 | 295 | 759 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 295 | 306 | - | 290 | 295 | - |
| Stage 1 | - | - | - | - | - | - | 543 | 534 | - | 713 | 668 | - |
| Stage 2 | - | - | - | - | - | - | 714 | 658 | - | 532 | 511 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.14 | 0.15 | 17.75 | 19.77 |
| HCM LOS | | | C | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 322 | 34 | - | - | 31 | - | - | 298 |
| HCM Lane V/C Ratio | 0.122 | 0.008 | - | - | 0.005 | - | - | 0.182 |
| HCM Ctrl Dly (s/v) | 17.7 | 7.9 | 0 | - | 8.5 | 0 | - | 19.8 |
| HCM Lane LOS | C | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.4 | 0 | - | - | 0 | - | - | 0.7 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.9 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 33 | 26 | 9 | 51 | 54 |
| Future Vol, veh/h | 2 | 33 | 26 | 9 | 51 | 54 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 2 | 41 | 32 | 11 | 63 | 67 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 230 | 38 | 0 | 0 | 43 | 0 |
| Stage 1 | 38 | - | - | - | - | - |
| Stage 2 | 193 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 762 | 1040 | - | - | 1578 | - |
| Stage 1 | 990 | - | - | - | - | - |
| Stage 2 | 845 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 731 | 1040 | - | - | 1578 | - |
| Mov Cap-2 Maneuver | 731 | - | - | - | - | - |
| Stage 1 | 990 | - | - | - | - | - |
| Stage 2 | 810 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.7 | 0 | 3.58 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 1016 | 874 | - |
| HCM Lane V/C Ratio | - | - | 0.043 | 0.04 | - |
| HCM Ctrl Dly (s/v) | - | - | 8.7 | 7.4 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0.1 | - |

# APPENDIX I

CAPACITY ANALYSIS RESULTS - BUILD CONDITIONS

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 325 | 588 | 2 | 162 | 350 |
| Future Vol, veh/h | 4 | 325 | 588 | 2 | 162 | 350 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | Yield | - | None |
| Storage Length | 0 | 95 | - | 225 | 400 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 0 | 2 | 7 | 0 | 4 | 7 |
| Mvmt Flow | 4 | 349 | 632 | 2 | 174 | 376 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1169 | - | 0 | 0 | 632 | 0 |
| Stage 1 | 632 | - | - | - | - | - |
| Stage 2 | 537 | - | - | - | - | - |
| Critical Hdwy | 6.6 | - | - | - | 4.16 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | - | - | - | 2.238 | - |
| Pot Cap-1 Maneuver | 202 | 0 | - | - | 937 | - |
| Stage 1 | 533 | 0 | - | - | - | - |
| Stage 2 | 556 | 0 | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 164 | - | - | - | 937 | - |
| Mov Cap-2 Maneuver | 164 | - | - | - | - | - |
| Stage 1 | 434 | - | - | - | - | - |
| Stage 2 | 556 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 27.48 | 0 | 3.07 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 164 | - | 937 | - |
| HCM Lane V/C Ratio | - | - | 0.026 | - | 0.186 | - |
| HCM Ctrl Dly (s/v) | - | - | 27.5 | 0 | 9.7 | - |
| HCM Lane LOS | - | - | D | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | - | 0.7 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.3 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 42 | 102 | 362 | 1 | 5 | 85 |
| Future Vol, veh/h | 42 | 102 | 362 | 1 | 5 | 85 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 6 | 6 | 1 | 0 | 0 | 0 |
| Mvmt Flow | 44 | 107 | 381 | 1 | 5 | 89 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 382 | 0 | - | 0 | 577 | 382 |
| Stage 1 | - | - | - | - | 382 | - |
| Stage 2 | - | - | - | - | 196 | - |
| Critical Hdwy | 4.16 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.254 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1155 | - | - | - | 482 | 670 |
| Stage 1 | - | - | - | - | 695 | - |
| Stage 2 | - | - | - | - | 842 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1155 | - | - | - | 462 | 670 |
| Mov Cap-2 Maneuver | - | - | - | - | 462 | - |
| Stage 1 | - | - | - | - | 666 | - |
| Stage 2 | - | - | - | - | 842 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 2.4 | 0 | 11.44 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 525 | - | - | - | 654 |
| HCM Lane V/C Ratio | 0.038 | - | - | - | 0.145 |
| HCM Ctrl Dly (s/v) | 8.2 | 0 | - | - | 11.4 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.5 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 1 | 97 | 10 | 1 | 321 | 39 | 31 | 7 | 0 | 16 | 0 | 7 |
| Future Vol, veh/h | 1 | 97 | 10 | 1 | 321 | 39 | 31 | 7 | 0 | 16 | 0 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 120 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 3 | 40 | 0 | 2 | 0 | 0 | 14 | 0 | 17 | 0 | 0 |
| Mvmt Flow | 1 | 101 | 10 | 1 | 334 | 41 | 32 | 7 | 0 | 17 | 0 | 7 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 375 | 0 | 0 | 111 | 0 | 0 | 440 | 480 | 101 | 464 | 470 | 355 |
| Stage 1 | - | - | - | - | - | - | 103 | 103 | - | 357 | 357 | - |
| Stage 2 | - | - | - | - | - | - | 336 | 377 | - | 107 | 114 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.64 | 6.2 | 7.27 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.64 | - | 6.27 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.64 | - | 6.27 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4.126 | 3.3 | 3.653 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1195 | - | - | 1491 | - | - | 531 | 468 | 960 | 484 | 494 | 694 |
| Stage 1 | - | - | - | - | - | - | 908 | 787 | - | 631 | 632 | - |
| Stage 2 | - | - | - | - | - | - | 682 | 595 | - | 863 | 805 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1195 | - | - | 1491 | - | - | 525 | 467 | 960 | 476 | 493 | 694 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 525 | 467 | - | 476 | 493 | - |
| Stage 1 | - | - | - | - | - | - | 907 | 786 | - | 630 | 632 | - |
| Stage 2 | - | - | - | - | - | - | 674 | 595 | - | 855 | 805 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.07 | 0.02 | 12.6 | 12.17 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 513 | 18 | - | - | 5 | - | - | 526 |
| HCM Lane V/C Ratio | 0.077 | 0.001 | - | - | 0.001 | - | - | 0.046 |
| HCM Ctrl Dly (s/v) | 12.6 | 8 | 0 | - | 7.4 | 0 | - | 12.2 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 0 | 4 | 33 | 0 | 2 | 55 | 12 | 18 | 0 | 14 | 18 | 0 |
| Future Vol, veh/h | 0 | 4 | 33 | 0 | 2 | 55 | 12 | 18 | 0 | 14 | 18 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 2 | 2 | 2 | 0 | 2 | 2 | 2 | 6 | 0 | 15 | 0 | 2 |
| Mvmt Flow | 0 | 5 | 41 | 0 | 2 | 68 | 15 | 22 | 0 | 17 | 22 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 110 | 109 | 22 | 111 | 109 | 22 | 22 | 0 | 0 | 22 | 0 | 0 |
| Stage 1 | 57 | 57 | - | 52 | 52 | - | - | - | - | - | - | - |
| Stage 2 | 53 | 52 | - | 59 | 57 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.1 | 6.52 | 6.22 | 4.12 | - | - | 4.25 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.1 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.1 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.5 | 4.018 | 3.318 | 2.218 | - | - | 2.335 | - | - |
| Pot Cap-1 Maneuver | 868 | 781 | 1055 | 872 | 781 | 1055 | 1593 | - | - | 1513 | - | - |
| Stage 1 | 955 | 848 | - | 966 | 852 | - | - | - | - | - | - | - |
| Stage 2 | 959 | 852 | - | 957 | 848 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 793 | 765 | 1055 | 815 | 765 | 1055 | 1593 | - | - | 1513 | - | - |
| Mov Cap-2 Maneuver | 793 | 765 | - | 815 | 765 | - | - | - | - | - | - | - |
| Stage 1 | 944 | 838 | - | 957 | 844 | - | - | - | - | - | - | - |
| Stage 2 | 887 | 844 | - | 904 | 838 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.72 | 8.71 | 2.91 | 3.24 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 720 | - | - | 1013 | 1041 | 788 | - | - |
| HCM Lane V/C Ratio | 0.009 | - | - | 0.045 | 0.068 | 0.011 | - | - |
| HCM Ctrl Dly (s/v) | 7.3 | 0 | - | 8.7 | 8.7 | 7.4 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0.2 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 38 | 14 | 30 | 52 | 0 |
| Future Vol, veh/h | 0 | 38 | 14 | 30 | 52 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 41 | 15 | 33 | 57 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 120 | 57 | 57 | 0 | - | 0 |
| Stage 1 | 57 | - | - | - | - | - |
| Stage 2 | 63 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 876 | 1010 | 1548 | - | - | - |
| Stage 1 | 966 | - | - | - | - | - |
| Stage 2 | 960 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 867 | 1010 | 1548 | - | - | - |
| Mov Cap-2 Maneuver | 867 | - | - | - | - | - |
| Stage 1 | 956 | - | - | - | - | - |
| Stage 2 | 960 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.72 | 2.34 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 573 | - | 1010 | - | - |
| HCM Lane V/C Ratio | 0.01 | - | 0.041 | - | - |
| HCM Ctrl Dly (s/v) | 7.3 | 0 | 8.7 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 253 | 392 | 6 | 351 | 576 |
| Future Vol, veh/h | 4 | 253 | 392 | 6 | 351 | 576 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | Yield | - | None |
| Storage Length | 0 | 95 | - | 225 | 400 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 0 | 1 | 3 | 0 | 1 | 4 |
| Mvmt Flow | 5 | 312 | 484 | 7 | 433 | 711 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1706 | - | 0 | 0 | 484 | 0 |
| Stage 1 | 484 | - | - | - | - | - |
| Stage 2 | 1222 | - | - | - | - | - |
| Critical Hdwy | 6.6 | - | - | - | 4.115 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | - | - | - | 2.2095 | - |
| Pot Cap-1 Maneuver | 92 | 0 | - | - | 1083 | - |
| Stage 1 | 624 | 0 | - | - | - | - |
| Stage 2 | 245 | 0 | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 55 | - | - | - | 1083 | - |
| Mov Cap-2 Maneuver | 55 | - | - | - | - | - |
| Stage 1 | 374 | - | - | - | - | - |
| Stage 2 | 245 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 76.27 | 0 | 3.98 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 55 | - | 1083 | - |
| HCM Lane V/C Ratio | - | - | 0.089 | - | 0.4 | - |
| HCM Ctrl Dly (s/v) | - | - | 76.3 | 0 | 10.5 | - |
| HCM Lane LOS | - | - | F | A | B | - |
| HCM 95th %tile Q(veh) | - | - | 0.3 | - | 2 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.4 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 100 | 338 | 192 | 5 | 8 | 77 |
| Future Vol, veh/h | 100 | 338 | 192 | 5 | 8 | 77 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 3 | 5 | 0 | 0 | 0 |
| Mvmt Flow | 109 | 367 | 209 | 5 | 9 | 84 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 214 | 0 | - | 0 | 796 | 211 |
| Stage 1 | - | - | - | - | 211 | - |
| Stage 2 | - | - | - | - | 585 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1368 | - | - | - | 359 | 834 |
| Stage 1 | - | - | - | - | 829 | - |
| Stage 2 | - | - | - | - | 561 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1368 | - | - | - | 323 | 834 |
| Mov Cap-2 Maneuver | - | - | - | - | 323 | - |
| Stage 1 | - | - | - | - | 746 | - |
| Stage 2 | - | - | - | - | 561 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 1.79 | 0 | 10.68 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 411 | - | - | - | 726 |
| HCM Lane V/C Ratio | 0.079 | - | - | - | 0.127 |
| HCM Ctrl Dly (s/v) | 7.9 | 0 | - | - | 10.7 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.3 | - | - | - | 0.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 6 | 311 | 27 | 3 | 175 | 24 | 19 | 2 | 4 | 32 | 4 | 1 |
| Future Vol, veh/h | 6 | 311 | 27 | 3 | 175 | 24 | 19 | 2 | 4 | 32 | 4 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 120 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 6 | 331 | 29 | 3 | 186 | 26 | 20 | 2 | 4 | 34 | 4 | 1 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 212 | 0 | 0 | 360 | 0 | 0 | 538 | 562 | 331 | 550 | 578 | 199 |
| Stage 1 | - | - | - | - | - | - | 344 | 344 | - | 205 | 205 | - |
| Stage 2 | - | - | - | - | - | - | 195 | 218 | - | 345 | 372 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1371 | - | - | 1210 | - | - | 457 | 439 | 715 | 449 | 430 | 847 |
| Stage 1 | - | - | - | - | - | - | 676 | 641 | - | 801 | 736 | - |
| Stage 2 | - | - | - | - | - | - | 812 | 726 | - | 675 | 622 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1371 | - | - | 1210 | - | - | 448 | 435 | 715 | 440 | 426 | 847 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 448 | 435 | - | 440 | 426 | - |
| Stage 1 | - | - | - | - | - | - | 672 | 637 | - | 799 | 733 | - |
| Stage 2 | - | - | - | - | - | - | 804 | 724 | - | 665 | 619 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.13 | 0.12 | 13.03 | 13.89 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 475 | 34 | - | - | 26 | - | - | 444 |
| HCM Lane V/C Ratio | 0.056 | 0.005 | - | - | 0.003 | - | - | 0.089 |
| HCM Ctrl Dly (s/v) | 13 | 7.6 | 0 | - | 8 | 0 | - | 13.9 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 3 | 22 | 1 | 5 | 22 | 37 | 18 | 6 | 34 | 36 | 0 |
| Future Vol, veh/h | 0 | 3 | 22 | 1 | 5 | 22 | 37 | 18 | 6 | 34 | 36 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 2 | 2 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Mvmt Flow | 0 | 4 | 27 | 1 | 6 | 27 | 46 | 22 | 7 | 42 | 44 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 245 | 249 | 44 | 248 | 246 | 26 | 44 | 0 | 0 | 30 | 0 | 0 |
| Stage 1 | 128 | 128 | - | 117 | 117 | - | - | - | - | - | - | - |
| Stage 2 | 117 | 121 | - | 130 | 128 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.1 | 6.52 | 6.2 | 4.12 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.1 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.1 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.5 | 4.018 | 3.3 | 2.218 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 709 | 653 | 1026 | 710 | 657 | 1056 | 1564 | - | - | 1596 | - | - |
| Stage 1 | 875 | 790 | - | 892 | 799 | - | - | - | - | - | - | - |
| Stage 2 | 888 | 796 | - | 878 | 790 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 646 | 617 | 1026 | 649 | 620 | 1056 | 1564 | - | - | 1596 | - | - |
| Mov Cap-2 Maneuver | 646 | 617 | - | 649 | 620 | - | - | - | - | - | - | - |
| Stage 1 | 852 | 769 | - | 866 | 775 | - | - | - | - | - | - | - |
| Stage 2 | 833 | 772 | - | 828 | 769 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.92 | 9.07 | 4.47 | 3.55 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1040 | - | - | 950 | 920 | 874 | - | - |
| HCM Lane V/C Ratio | 0.029 | - | - | 0.032 | 0.038 | 0.026 | - | - |
| HCM Ctrl Dly (s/v) | 7.4 | 0 | - | 8.9 | 9.1 | 7.3 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.1 | 0.1 | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.9 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 26 | 43 | 62 | 59 | 0 |
| Future Vol, veh/h | 0 | 26 | 43 | 62 | 59 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 28 | 47 | 67 | 64 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 225 | 64 | 64 | 0 | - | 0 |
| Stage 1 | 64 | - | - | - | - | - |
| Stage 2 | 161 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 763 | 1000 | 1538 | - | - | - |
| Stage 1 | 959 | - | - | - | - | - |
| Stage 2 | 868 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 739 | 1000 | 1538 | - | - | - |
| Mov Cap-2 Maneuver | 739 | - | - | - | - | - |
| Stage 1 | 928 | - | - | - | - | - |
| Stage 2 | 868 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.7 | 3.04 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 737 | - | 1000 | - | - |
| HCM Lane V/C Ratio | 0.03 | - | 0.028 | - | - |
| HCM Ctrl Dly (s/v) | 7.4 | 0 | 8.7 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 452 | 876 | 3 | 230 | 522 |
| Future Vol, veh/h | 6 | 452 | 876 | 3 | 230 | 522 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | Yield | - | None |
| Storage Length | 0 | 95 | - | 225 | 400 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 0 | 2 | 7 | 0 | 4 | 7 |
| Mvmt Flow | 6 | 486 | 942 | 3 | 247 | 561 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1717 | - | 0 | 0 | 942 | 0 |
| Stage 1 | 942 | - | - | - | - | - |
| Stage 2 | 775 | - | - | - | - | - |
| Critical Hdwy | 6.6 | - | - | - | 4.16 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | - | - | - | 2.238 | - |
| Pot Cap-1 Maneuver | 91 | 0 | - | - | 716 | - |
| Stage 1 | 382 | 0 | - | - | - | - |
| Stage 2 | 420 | 0 | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 59 | - | - | - | 716 | - |
| Mov Cap-2 Maneuver | 59 | - | - | - | - | - |
| Stage 1 | 250 | - | - | - | - | - |
| Stage 2 | 420 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 72.81 | 0 | 3.87 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 59 | - | 716 | - |
| HCM Lane V/C Ratio | - | - | 0.109 | - | 0.346 | - |
| HCM Ctrl Dly (s/v) | - | - | 72.8 | 0 | 12.7 | - |
| HCM Lane LOS | - | - | F | A | B | - |
| HCM 95th %tile Q(veh) | - | - | 0.3 | - | 1.5 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.2 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 50 | 152 | 539 | 1 | 6 | 93 |
| Future Vol, veh/h | 50 | 152 | 539 | 1 | 6 | 93 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 6 | 6 | 1 | 0 | 0 | 0 |
| Mvmt Flow | 53 | 160 | 567 | 1 | 6 | 98 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 568 | 0 | - | 0 | 833 | 568 |
| Stage 1 | - | - | - | - | 568 | - |
| Stage 2 | - | - | - | - | 265 | - |
| Critical Hdwy | 4.16 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.254 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 984 | - | - | - | 341 | 526 |
| Stage 1 | - | - | - | - | 571 | - |
| Stage 2 | - | - | - | - | 784 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 984 | - | - | - | 321 | 526 |
| Mov Cap-2 Maneuver | - | - | - | - | 321 | - |
| Stage 1 | - | - | - | - | 538 | - |
| Stage 2 | - | - | - | - | 784 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 2.19 | 0 | 13.94 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 446 | - | - | - | 507 |
| HCM Lane V/C Ratio | 0.053 | - | - | - | 0.206 |
| HCM Ctrl Dly (s/v) | 8.9 | 0 | - | - | 13.9 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.2 | - | - | - | 0.8 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 2 | 144 | 16 | 2 | 478 | 58 | 47 | 11 | 0 | 23 | 0 | 11 |
| Future Vol, veh/h | 2 | 144 | 16 | 2 | 478 | 58 | 47 | 11 | 0 | 23 | 0 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 120 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 3 | 40 | 0 | 2 | 0 | 0 | 14 | 0 | 17 | 0 | 0 |
| Mvmt Flow | 2 | 150 | 17 | 2 | 498 | 60 | 49 | 11 | 0 | 24 | 0 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 558 | 0 | 0 | 167 | 0 | 0 | 656 | 717 | 150 | 692 | 703 | 528 |
| Stage 1 | - | - | - | - | - | - | 154 | 154 | - | 532 | 532 | - |
| Stage 2 | - | - | - | - | - | - | 502 | 563 | - | 160 | 171 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.64 | 6.2 | 7.27 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.64 | - | 6.27 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.64 | - | 6.27 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4.126 | 3.3 | 3.653 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1023 | - | - | 1424 | - | - | 381 | 341 | 902 | 339 | 364 | 554 |
| Stage 1 | - | - | - | - | - | - | 853 | 748 | - | 505 | 529 | - |
| Stage 2 | - | - | - | - | - | - | 555 | 490 | - | 808 | 761 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1023 | - | - | 1424 | - | - | 372 | 340 | 902 | 326 | 363 | 554 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 372 | 340 | - | 326 | 363 | - |
| Stage 1 | - | - | - | - | - | - | 851 | 746 | - | 504 | 528 | - |
| Stage 2 | - | - | - | - | - | - | 543 | 489 | - | 794 | 759 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.11 | 0.03 | 16.8 | 15.56 |
| HCM LOS | | | C | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 365 | 25 | - | - | 7 | - | - | 376 |
| HCM Lane V/C Ratio | 0.165 | 0.002 | - | - | 0.001 | - | - | 0.094 |
| HCM Ctrl Dly (s/v) | 16.8 | 8.5 | 0 | - | 7.5 | 0 | - | 15.6 |
| HCM Lane LOS | C | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.6 | 0 | - | - | 0 | - | - | 0.3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 0 | 4 | 33 | 0 | 2 | 82 | 12 | 26 | 0 | 20 | 26 | 0 |
| Future Vol, veh/h | 0 | 4 | 33 | 0 | 2 | 82 | 12 | 26 | 0 | 20 | 26 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 2 | 2 | 2 | 0 | 2 | 2 | 2 | 6 | 0 | 15 | 0 | 2 |
| Mvmt Flow | 0 | 5 | 41 | 0 | 2 | 101 | 15 | 32 | 0 | 25 | 32 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 144 | 143 | 32 | 146 | 143 | 32 | 32 | 0 | 0 | 32 | 0 | 0 |
| Stage 1 | 81 | 81 | - | 62 | 62 | - | - | - | - | - | - | - |
| Stage 2 | 63 | 62 | - | 84 | 81 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.1 | 6.52 | 6.22 | 4.12 | - | - | 4.25 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.1 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.1 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.5 | 4.018 | 3.318 | 2.218 | - | - | 2.335 | - | - |
| Pot Cap-1 Maneuver | 825 | 748 | 1042 | 828 | 748 | 1042 | 1580 | - | - | 1500 | - | - |
| Stage 1 | 927 | 827 | - | 954 | 843 | - | - | - | - | - | - | - |
| Stage 2 | 948 | 843 | - | 929 | 827 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 723 | 728 | 1042 | 769 | 728 | 1042 | 1580 | - | - | 1500 | - | - |
| Mov Cap-2 Maneuver | 723 | 728 | - | 769 | 728 | - | - | - | - | - | - | - |
| Stage 1 | 911 | 813 | - | 945 | 835 | - | - | - | - | - | - | - |
| Stage 2 | 845 | 835 | - | 872 | 813 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.79 | 8.88 | 2.31 | 3.23 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 568 | - | - | 995 | 1031 | 783 | - | - |
| HCM Lane V/C Ratio | 0.009 | - | - | 0.046 | 0.101 | 0.016 | - | - |
| HCM Ctrl Dly (s/v) | 7.3 | 0 | - | 8.8 | 8.9 | 7.4 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0.3 | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.9 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 38 | 14 | 38 | 61 | 0 |
| Future Vol, veh/h | 0 | 38 | 14 | 38 | 61 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 41 | 15 | 41 | 66 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 138 | 66 | 66 | 0 | - | 0 |
| Stage 1 | 66 | - | - | - | - | - |
| Stage 2 | 72 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 855 | 997 | 1535 | - | - | - |
| Stage 1 | 956 | - | - | - | - | - |
| Stage 2 | 951 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 847 | 997 | 1535 | - | - | - |
| Mov Cap-2 Maneuver | 847 | - | - | - | - | - |
| Stage 1 | 947 | - | - | - | - | - |
| Stage 2 | 951 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.77 | 1.98 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 485 | - | 997 | - | - |
| HCM Lane V/C Ratio | 0.01 | - | 0.041 | - | - |
| HCM Ctrl Dly (s/v) | 7.4 | 0 | 8.8 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 355 | 584 | 9 | 486 | 859 |
| Future Vol, veh/h | 6 | 355 | 584 | 9 | 486 | 859 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | Yield | - | None |
| Storage Length | 0 | 95 | - | 225 | 400 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 0 | 1 | 3 | 0 | 1 | 4 |
| Mvmt Flow | 7 | 438 | 721 | 11 | 600 | 1060 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2451 | - | 0 | 0 | 721 | 0 |
| Stage 1 | 721 | - | - | - | - | - |
| Stage 2 | 1730 | - | - | - | - | - |
| Critical Hdwy | 6.6 | - | - | - | 4.115 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.8 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | - | - | - | 2.2095 | - |
| Pot Cap-1 Maneuver | 30 | 0 | - | - | 884 | - |
| Stage 1 | 485 | 0 | - | - | - | - |
| Stage 2 | 131 | 0 | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 10 | - | - | - | 884 | - |
| Mov Cap-2 Maneuver | 10 | - | - | - | - | - |
| Stage 1 | 156 | - | - | - | - | - |
| Stage 2 | 131 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | $ 683.54 | 0 | 6.22 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 10 | - | 884 | - |
| HCM Lane V/C Ratio | - | - | 0.763 | - | 0.678 | - |
| HCM Ctrl Dly (s/v) | - | - | $ 683.5 | 0 | 17.2 | - |
| HCM Lane LOS | - | - | F | A | C | - |
| HCM 95th %tile Q(veh) | - | - | 1.5 | - | 5.5 | - |

| Notes | |
|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s |
| +: Computation Not Defined | *: All major volume in platoon |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.2 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 112 | 504 | 287 | 6 | 11 | 93 |
| Future Vol, veh/h | 112 | 504 | 287 | 6 | 11 | 93 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 3 | 5 | 0 | 0 | 0 |
| Mvmt Flow | 122 | 548 | 312 | 7 | 12 | 101 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 318 | 0 | - | 0 | 1107 | 315 |
| Stage 1 | - | - | - | - | 315 | - |
| Stage 2 | - | - | - | - | 791 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.4 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 1253 | - | - | - | 235 | 730 |
| Stage 1 | - | - | - | - | 744 | - |
| Stage 2 | - | - | - | - | 450 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1253 | - | - | - | 202 | 730 |
| Mov Cap-2 Maneuver | - | - | - | - | 202 | - |
| Stage 1 | - | - | - | - | 640 | - |
| Stage 2 | - | - | - | - | 450 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 1.49 | 0 | 12.84 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 327 | - | - | - | 572 |
| HCM Lane V/C Ratio | 0.097 | - | - | - | 0.198 |
| HCM Ctrl Dly (s/v) | 8.2 | 0 | - | - | 12.8 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.3 | - | - | - | 0.7 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 9 | 463 | 40 | 5 | 258 | 33 | 28 | 3 | 6 | 46 | 6 | 2 |
| Future Vol, veh/h | 9 | 463 | 40 | 5 | 258 | 33 | 28 | 3 | 6 | 46 | 6 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 120 | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 10 | 493 | 43 | 5 | 274 | 35 | 30 | 3 | 6 | 49 | 6 | 2 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 310 | 0 | 0 | 535 | 0 | 0 | 800 | 832 | 493 | 816 | 857 | 292 |
| Stage 1 | - | - | - | - | - | - | 512 | 512 | - | 303 | 303 | - |
| Stage 2 | - | - | - | - | - | - | 288 | 320 | - | 513 | 554 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.1 | 5.5 | - | 6.1 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 1262 | - | - | 1043 | - | - | 306 | 307 | 580 | 298 | 297 | 752 |
| Stage 1 | - | - | - | - | - | - | 549 | 540 | - | 711 | 667 | - |
| Stage 2 | - | - | - | - | - | - | 724 | 656 | - | 547 | 517 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1262 | - | - | 1043 | - | - | 293 | 302 | 580 | 287 | 292 | 752 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 293 | 302 | - | 287 | 292 | - |
| Stage 1 | - | - | - | - | - | - | 543 | 534 | - | 707 | 663 | - |
| Stage 2 | - | - | - | - | - | - | 710 | 652 | - | 532 | 511 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.14 | 0.14 | 17.85 | 20.19 |
| HCM LOS | | | C | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 319 | 34 | - | - | 30 | - | - | 294 |
| HCM Lane V/C Ratio | 0.123 | 0.008 | - | - | 0.005 | - | - | 0.195 |
| HCM Ctrl Dly (s/v) | 17.8 | 7.9 | 0 | - | 8.5 | 0 | - | 20.2 |
| HCM Lane LOS | C | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.4 | 0 | - | - | 0 | - | - | 0.7 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ⇕ | | | ⇕ | | | ⇕ | | | ⇕ | |
| Traffic Vol, veh/h | 0 | 3 | 22 | 2 | 5 | 33 | 37 | 26 | 9 | 51 | 54 | 0 |
| Future Vol, veh/h | 0 | 3 | 22 | 2 | 5 | 33 | 37 | 26 | 9 | 51 | 54 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 2 | 2 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Mvmt Flow | 0 | 4 | 27 | 2 | 6 | 41 | 46 | 32 | 11 | 63 | 67 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 319 | 327 | 67 | 323 | 322 | 38 | 67 | 0 | 0 | 43 | 0 | 0 |
| Stage 1 | 193 | 193 | - | 129 | 129 | - | - | - | - | - | - | - |
| Stage 2 | 127 | 135 | - | 194 | 193 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.1 | 6.52 | 6.2 | 4.12 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.1 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.1 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.5 | 4.018 | 3.3 | 2.218 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 634 | 591 | 997 | 633 | 596 | 1040 | 1535 | - | - | 1578 | - | - |
| Stage 1 | 809 | 741 | - | 880 | 789 | - | - | - | - | - | - | - |
| Stage 2 | 877 | 785 | - | 812 | 741 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 560 | 550 | 997 | 569 | 553 | 1040 | 1535 | - | - | 1578 | - | - |
| Mov Cap-2 Maneuver | 560 | 550 | - | 569 | 553 | - | - | - | - | - | - | - |
| Stage 1 | 776 | 710 | - | 853 | 765 | - | - | - | - | - | - | - |
| Stage 2 | 811 | 761 | - | 753 | 710 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.1 | 9.21 | 3.81 | 3.58 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 880 | - | - | 908 | 903 | 874 | - | - |
| HCM Lane V/C Ratio | 0.03 | - | - | 0.034 | 0.055 | 0.04 | - | - |
| HCM Ctrl Dly (s/v) | 7.4 | 0 | - | 9.1 | 9.2 | 7.4 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.1 | 0.2 | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 26 | 43 | 75 | 78 | 0 |
| Future Vol, veh/h | 0 | 26 | 43 | 75 | 78 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 28 | 47 | 82 | 85 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 260 | 85 | 85 | 0 | - | 0 |
| Stage 1 | 85 | - | - | - | - | - |
| Stage 2 | 175 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 729 | 974 | 1512 | - | - | - |
| Stage 1 | 939 | - | - | - | - | - |
| Stage 2 | 855 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 705 | 974 | 1512 | - | - | - |
| Mov Cap-2 Maneuver | 705 | - | - | - | - | - |
| Stage 1 | 908 | - | - | - | - | - |
| Stage 2 | 855 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 8.81 | 2.72 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 656 | - | 974 | - | - |
| HCM Lane V/C Ratio | 0.031 | - | 0.029 | - | - |
| HCM Ctrl Dly (s/v) | 7.5 | 0 | 8.8 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.1 | - | - |

CITY OF
GAINESVILLE

WATER RESOURCES

September 18, 2026

CKK Development Services, LLC
Duncan Corley
duncan@ckkdev.com

Re: Water Availability
Proposed Residential Development
5372 Ponderosa Farm Road
PIN: 15028 000107, 107A, 108, 120, 132

Dear Duncan,

The purpose of this letter is to confirm the availability of water service to the above-referenced properties.

The City of Gainesville owns and operates an existing 8-inch DIP water main in the right-of-way of Ponderosa Farm Road along the frontages of the subject properties.

Currently, the City has adequate domestic water capacity to serve your proposed 146-unit residential development.

Confirmation of water availability is good for one year from the date of this letter at which time, it will become null and void unless development plans have been submitted.

Please call me at (770) 538-2452 should you have any questions.

Sincerely,

Nick Swafford

Nick Swafford
Permitting Services and GIS Manager

cc: Tracy Robar, P.E., Engineering and Construction Div. Manager

# Hall County Government
PUBLIC WORKS AND UTILITIES

HALL COUNTY
GEORGIA

POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.531.6800 | f: 770.531.3945

Jorge Gomez, P.E.
**Director**

Jason E. Skarda, PLS
**Assistant Director**

September 18, 2026

CKK Development Services, LLC
**Attn: Duncan Corley**
270 N. Clayton Street
Lawrenceville, Georgia 30046
(404) 925-1289

**Subject:** Sanitary Sewer Letter of Availability
5372 Ponderosa Farm Road
Parcel Id No.: 15028 000107
Hall County, Georgia

Dear Mr. Corley,

In response to your request, this letter will serve as confirmation that Hall County has sufficient volume to serve the proposed 146-unit residential single-family development (estimated average daily flow of **32,120** GPD) at this time. The nearest sanitary sewer main to this address is located near Winder Highway and is in the Caney Fork Creek Basin.

Sanitary sewer capacity allocation is available on a first come, first serve basis by purchasing the sewer taps. As such, this "availability" letter does not guarantee capacity. Additionally, this letter is non-transferable. If the project design changes, this letter is void and a new "availability" letter must be obtained.

If you have any questions or need more information, please call the Hall County Public Works and Utilities Department at 770-531-6800.

Sincerely,

Jason E. Skarda, PLS
Assistant Director

## Application for Sewer Availability Letter

Date: 9-16-26

Name of Applicant: CKK Development Services Contact Number: 404-925-1289

Address of Applicant: 270 N. Clayton Street

City: Lawrenceville State: GA Zip: 30046 E-mail: duncan@ckkdev.com

Name of Agent: Joshua (Duncan) Corley Contact Number: 404-925-1289

Address of Agent: 270 N. Clayton Street

City: Lawrenceville State: GA Zip: 30046 E-mail: duncan@ckkdev.com

**THE APPLICANT NAMED ABOVE AFFIRMS THAT THEY ARE THE OWNER OR AGENT FOR THE OWNER OF THE PROPERTY DESCRIBED BELOW AND REQUESTS:** (Please check the purpose of letter request and fill in all applicable information legibly and completely.)

**AVAILABILITY:** ☐ General Availability ☑ Rezoning ☐ Conditional Use Permit

Availability letters will require a minimum of one week from the date of application submittal.

Request from PCFD, AR-1 to R-SF
(Present Zoning) (Requested Zoning)

For the Purpose of R-SF Single Family Subdivision
(Type of Development)

Address of Property: 5300 & 5334 & 5348 & 5372 Ponderosa Farm Rd.

Nearest Intersection to Property: Hwy 211 and Ponderosa Farm Rd.

Size of Tract: 59.08± acre(s), Lane Lot Number(s): 13 - , District(s): GMD385

Development Estimate Average Daily Sewer Flow (GPD): 32,120

Property Tax Parcel Number: See attached Proposed number of Lots: 146

**(Below: For properties within protected watershed districts only)**

Gross Density: units per acre Net Density: units per acre

Estimated amount of impervious surface: Minimum Lot Size:

Notary

Signature of Owner(s)/Agent(s)

Joshua (Duncan) Corley
Printed Name of Owner(s)/Agent(s)

President
Title of Agent

JEFF NASH NOTARY PUBLIC GWINNETT COUNTY, GEORGIA MY COMMISSION EXPIRES JULY 13, 2030

## Availability Letter Checklist/Summary

Please complete this form when requesting sewer availability letters. Attach the checklist to the application and sign.

ALL DOCUMENTS ARE REQUIRED IN ORDER TO CONSIDER AVAILABILITY;

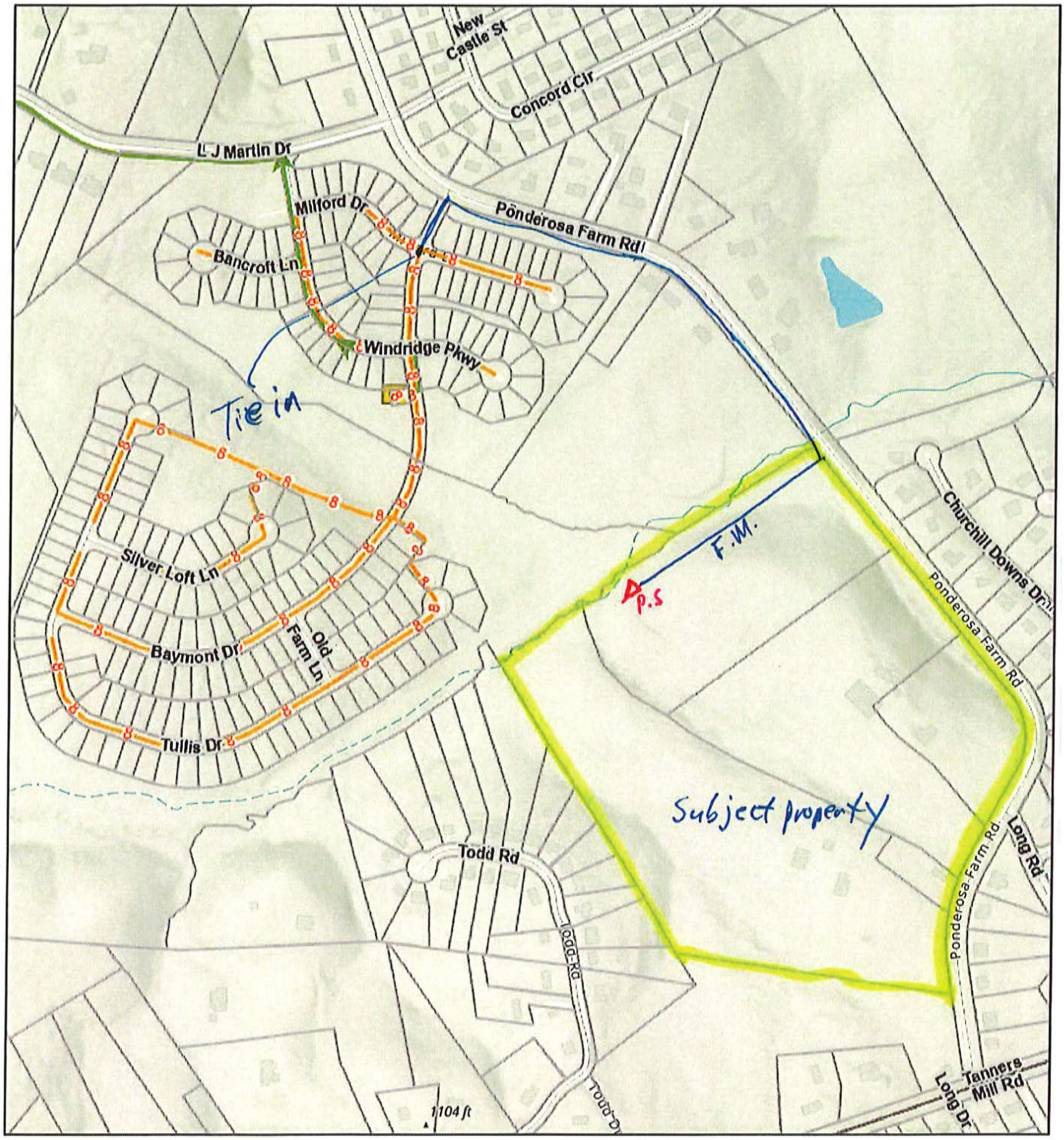
INCOMPLETE APPLICATION WILL NOT BE ACCEPTED

| REQUIRED ITEMS | COPIES | PROCEDURE | (INITIAL) |
|---|---|---|---|
| Application From (Originals only-No photocopies) | 01 | 1. Signed by owner and **notarized.** Or<br>2. Signed by owner's agent and **notarized.** | JC |
| Letter of Intent | 01 | The letter must clearly state the proposed use, development intent, and estimated timeframe for construction. | JC |
| Preliminary Site Plan/Layout (24x36 max.) | 01 | Preliminary Site Plan drawn to scale that clearly presents the following minimum details.<br>• Location of Proposed Development (Identify all adjacent roads used to access development)<br>• Overall size of proposed development<br>• Land Lot(s) and District(s) of the proposed development<br>• Current and proposed zoning classification<br>• Proposed improvement for the development, for subdivision, show proposed lot layout, identifying total # of lots.<br>• Topography – Clearly label contour information.<br>• Existing sewer line sizes and locations. If an extension of the sewer system is required, site plan must be accompanied by a preliminary routing of the off-site extension. (Preliminary profiles of the proposed sewer routing may be required.)<br>• Estimate sanitary sewer flow along with the method of calculation.<br>• Building, road frontage, north arrow.<br>• The plan/layout must be dated and correspond with the submittal to the County.<br>• **All plans/layouts must include a statement of whether the property is within a protected watershed district.** | J.C |
| Additional site plan/layout requirements | 01 | If property is within a protected watershed, include proposed minimum lot sizes, estimate of impervious surface, and required stream buffers. | |

The reviewer may require additional information different from the above depending upon the type of development and/or system requirements. The terms and conditions of an availability letter are subject to all rules and regulations of Hall County Department of Public Works and Utilities. This application is valid only for the real property referenced on this application. This application is not transferable or assignable to any party. Hall County reserves the right to discontinue processing applications at any time without prior notice for any reason, including limited, diminished, or lack of supply and/or demand considerations.

**Property Tax Parcel Numbers:** 15028-00017, 15028-000107A, 15028-000120, 15028-000132, 15028-000108

# Hall County GIS Viewer




9/16/2026, 1:07:21 PM

1:7,781

0 0.05 0.1 0.2 mi

0 0.07 0.15 0.3 km

Parcel Boundary

Roads

Arterial-Collector

Local

Counties

Pump Station - Hall

Force Main - Hall

EXISTING

Sewerlines - Hall

EXISTING

World_Hillshade

Hall County GIS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Esri, NASA, NGA, USGS, FEMA

GEORGIA DEPARTMENT OF PUBLIC HEALTH
District 2 Public Health

# Hall County Environmental Health

Location: 2875 Browns Bridge Road, Gainesville, GA 30504
Mailing Address: P. O. Box 5901, Gainesville, GA 30504
PH: 770-531-3973 • www.phdistrict2.org

Banks, Dawson, Forsyth, Franklin, Habersham, Hall, Hart, Lumpkin, Rabun, Stephens, Towns, Union and White Counties

To: Katie Ahmed, Director of Planning and Zoning

From: Hall County Environmental Health Department

Date: October 19, 2026

Subject: November 16, 2026 Hall County Planning Commission Meeting – Planning Items

Environmental Health has reviewed the Planning items listed below for the above referenced meeting. Please be advised that Environmental Health comments are based upon information provided by the applicant and current regulations and policies. If the information, site conditions, regulations, and/or policies, etc. change after comments are provided, these recommendations/comments will be invalidated. The comments provided are not considered approval. Furthermore, Board of Commissioners approval does not constitute Environmental Health approval.

* 3411 Springdale Forrest Circle, KD South, LLC: All proposed lots must meet Hall County Board of Health Lot Size Resolution requirements. Please note that BOC approval does not imply approval from other county departments. Further determination will be made during the plat review process. All proposed plats must be submitted to the Hall County Plat Review Team for review and approval prior to submittal to Clerk of Courts for recordation.

* Item 2A/B, 1646 Candler Road, Patton: No comment.

* 3054/3056/3060/0 Poplar Springs Church Rd, Cook Communities: Public Sewer. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

* 1646 March Drive, Calderon: Must meet all residential permitting requirements. Original copy of Level 3 soil evaluation and copy of recorded plat will be required at time of septic permit application.

* 0 Ridge Road, bSide Oakwood: No comment. Public Sewer.

* 6651 Spout Springs Rd, DCCM: Public Sewer. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

* 5300/5334/5348/5372/0 Ponderosa Farm Rd, CKK: Public Sewer. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

* 6337 Lanier Islands Pkwy/6330/6450 Old Lanier Island Drvie, DCCM: All proposed lots must meet Hall County Board of Health Lot Size Resolution requirements. Please note that BOC approval does not imply approval from other county departments. Further determination will be made during the plat review process. All proposed plats must be submitted to the Hall County Plat Review Team for review and approval prior to submittal to Clerk of Courts for recordation.

  Must meet all Environmental Health commercial septic system permitting requirements. Further determination will be made during the civil plan review process. A detailed business plan must be submitted to Hall County Environmental Health for review. Additional items, including, but not limited to: recorded plat, soil evaluation, and septic system installation/modification may be required after review of business plan.

* 0 Cagle Road, DCCM, Habitat for Humanity: Public sewer. Community septic systems and/or community wells to be permitted by EPD.

Outlook

## RE: Tentative Planning Commission Agenda November 16, 2026

**From** Hash, Christopher M <CHash@dot.ga.gov>
**Date** Wed 10/7/2026 7:54 AM
**To** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Cc** Dorminey, Madison N <mdorminey@dot.ga.gov>; Lynn Taylor (Planning) <ltaylor@hallcounty.org>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Kaitlyn,

Please see the below responses in red from our office.

If you have any questions, please let me know.

Thanks,

**Christopher Hash, P.E.**
*D1 Traffic Operations Supervisor*

GDOT Georgia Department of Transportation

A1, A4 Access and Operations
1475 Jesse Jewell Pkwy
Suite 100
Gainesville, GA, 30501
470.201.8029 cell

---

**From:** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Sent:** Tuesday, October 6, 2026 4:05 PM
**Subject:** Tentative Planning Commission Agenda November 16, 2026

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Please see the Tentative Agenda and Maps for the Monday, November 16, 2026 Hall County Planning Commission Meeting below. Use the links to review the documents and submit any comments in the form of a memorandum to Hall County Planning and Zoning. When providing comments, include the applicant's name and the property address associated with each comment. Failure to submit comments in a timely manner may result in the information being omitted from the staff report.

**PLEASE NOTE: These items will be discussed in next week's Development Review meeting.**

Comments are due by **Monday, October 19, 2026.** (The due dates have changed as we are now operating on a Planning Commission schedule.) Email comments to Lynn (ltaylor@hallcounty.org) and Kaitlyn (kelliott@hallcounty.org).

Link 1 & Link 2

1. **3411 Springdale Forrest Circle | Special Use |** for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 **| Proposed Use:** 2-lot subdivision **|** ** Commission District 2 **| KD South, LLC, applicant**

   Off-system. No impacts expected to the State Highway System.

2. **(A) 1646 Candler Road | Rezone** | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

   **(B) 1646 Candler Road** | **Variance to Section 8.2** | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

   Since access will be from Calvary Church Rd. The access's on SR 60 should be removed.

3. **(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Rezone** | from Planned Development (PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

   **(B) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Special Use** | for a subdivision, residential | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

   Off-system. Impacts expected to the State Highway System. Applicant to submit TIS to GDOT District 1 for review. Potential improvements for SR 332 and Poplar Springs Church Rd and SR 332 and Gilleland Cir may be needed.

4. **1646 March Drive | Rezone** | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 **| Proposed Use: Single-family dwelling** | ** Commission District 4 **| Udis Calderon, applicant**

   Off-system. No impacts expected to the State Highway System.

5. **0 Ridge Road | Rezone** | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development** | ** Commission District 1 **| bSide Oakwood, LLC, applicant**

   Off-system. Impacts expected to the State Highway System. Applicant to submit TIS to GDOT District 1 for review. Potential improvements for SR 347 and Ridge Rd may be needed.

6. **(A) 6651 Spout Springs Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle **|** Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development | ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

   **(B) 6651 Spout Springs Road | Special Use** | for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development |** ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

   Off-system. No impacts expected to the State Highway System.

7. **(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Rezone** | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development** | ** Commission District 1 **| CKK Development Services, LLC, applicant**

   **(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Special Use** | for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development |** ** Commission District 1 **| CKK Development Services, LLC, applicant**

   Off-system. Impacts expected to the State Highway System. Applicant to submit TIS to GDOT District 1 for review. Potential improvements for SR 211 and Ponderosa Farm Rd may be needed.

8. **(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Rezone** | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 **| Proposed Use: To recognize & allow expansion of boat sales & repair** | ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

   **(B) 6337 Lanier Islands Parkway and 6330, 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Special Use |** to allow boat sales & repair within the GCOD | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 | **Proposed Use: To recognize & allow expansion of boat sales & repair |** ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

   On System, coordination required for potential improvements of existing commercial driveway access's.

*The Planning Commission's decision will be the final action taken unless appealed to the Board of Commissioners. To do so, file an application with the Planning Department within 30 days of the Planning Commission's decision. The Hall County Board of Commissioners will hear appeals at a public hearing **Thursday, December 10, 2026,** at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.
**The Planning Commission's recommendation will be forwarded to the Board of Commissioners for final action at a public hearing on **Thursday, December 10, 2026**. The Board will meet at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.

Thank you,

**Kaitlyn Elliott**
**Planning Commission Clerk**
**Planning and Zoning**
(770) 531-6810
kelliott@hallcounty.org
www.hallcounty.org

HALL COUNTY
GEORGIA
*We have it **all** in Hall*

**Effective July 1, 2026, all open records requests should be submitted through Hall County's Next Request Portal (https://hallcountyga.nextrequest.com).**

## Hall County Planning and Zoning does NOT accept wire transfers.

**All payments must be made through the Accela Portal or in person. If you receive any request for a wire transfer, please contact our office immediately—it may be fraudulent.**

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Human trafficking impacts every corner of the globe, including our state and local communities. Georgia DOT is committed to end human trafficking in Georgia through education enabling its employees and the public to recognize the signs of human trafficking and how to react in order to help make a change. To learn more about the warning signs of human trafficking, visit https://doas.ga.gov/human-resources-administration/human-trafficking-awareness/trafficking-in-georgia. To report any suspicious activity, call the Georgia Human Trafficking Hotline at 866-363-4842. Let's band together to end human trafficking in Georgia.

Outlook

## Tentative Planning Commission Agenda November 16, 2026

**From** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Date** Mon 10/19/2026 8:43 AM
**To** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

**From:** Hash, Christopher M <CHash@dot.ga.gov>
**Sent:** Monday, October 19, 2026 8:41 AM
**To:** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Subject:** RE: Tentative Planning Commission Agenda November 16, 2026

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Kaitlyn,

Please see the below response in red.

**Christopher Hash, P.E.**
*D1 Traffic Operations Supervisor*

GDOT Georgia Department of Transportation

A1, A4 Access and Operations
1475 Jesse Jewell Pkwy
Suite 100
Gainesville, GA, 30501
470.201.8029 cell

**From:** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Sent:** Thursday, October 15, 2026 12:26 PM
**Subject:** Re: Tentative Planning Commission Agenda November 16, 2026
**Importance:** High

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Please see the attached tentative packet and provide your comments by **Monday, October 19, 2026**. If you have already submitted comments, please send us a new or updated memorandum with your comments on this application. There may be a minor change to the narrative and site plan, which we will send later to determine whether it affects your comments.

Thank you for working with us on this tight turnaround.

**0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

Off-system, no impacts expected to the State Highway system.

Thank you,

**Kaitlyn Elliott**
**Planning Commission Clerk**
**Planning and Zoning**
(770) 531-6810
kelliott@hallcounty.org
www.hallcounty.org

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HALL COUNTY
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POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.531.6800 | f: 770.531.3945

DIRECTOR
**Jorge Gomez, P.E.**

# Hall County Government
## COMMUNITY DEVELOPMENT AND INFRASTRUCTURE
## PUBLIC WORKS AND UTILITIES

**M E M O R A N D U M**

**To:** Katie Ahmed, Planning and Zoning Director

**From:** Jorge Gomez, Director of Public Works and Utilities

**Date:** October 19, 2026

**Subject:** November 16, 2026
Planning Commission Meeting

---

Please be advised that our office has reviewed the Hall County Planning Commission agenda for the November 16, 2026, meeting. Upon review, we provide the following comments.

- **3411 Springdale Forrest Circle | Special Use |** for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 **| Proposed Use:** 2-lot subdivision **|** ** Commission District 2 **| KD South, LLC, applicant**

  - **Engineering**: No comment
  - **Traffic:** Ther are no traffic concerns with the proposed SFR use. Any proposed driveways must be located to maximize intersection sight distance.
  - **Utilities:** Property is in the Gainesville-Hall County service district, but sewer infrastructure is not near this location.

- **(A) 1646 Candler Road** | Rezone | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 | Proposed Use: Storage lot | ** Commission District 4 | Chris Patton, applicant

**(B) 1646 Candler Road** | Variance to Section 8.2 | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 | Proposed Use: Storage lot | ** Commission District 4 | Chris Patton, applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.

Show FEMA and Hall County studied Flood plains that are present on site.
Show stream buffer and impervious setback from wrested vegetation not centerline of stream

- **Traffic:** Public Works agrees with the findings of the traffic assessment/Trip generation memo. The driveway will be included in the LDP and must meet all applicable design criteria.
- **Utilities:** Property is in the Gainesville service district.

- **(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension** | Rezone | from Planned Development (PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; | Proposed Use: 234-unit mixed residential development | ** Commission District 3 | Cook Communities, applicant

  **(B) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension** | Special Use | for a subdivision, residential | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; | Proposed Use: 234-unit mixed residential development | ** Commission District 3 | Cook Communities, applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
    Show FEMA and Hall County studied Flood plains that are present on site.
    Show stream buffer and impervious setback from wrested vegetation not centerline of stream
  - **Traffic:** Traffic impact study TIS under review. All recommended improvements from the approved TIS will be required in the LDP.
  - **Utilities:** Property is in the Gainesville service district.

- **1646 March Drive** | Rezone | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 | Proposed Use: Single-family dwelling | ** Commission District 4 | Udis Calderon, applicant

  - **Engineering**: No comment
  - **Traffic:** there are no traffic issues with the proposed SRF use. Any proposed driveways must be located to maximize intersection sight distance.
  - **Utilities:** Property is in the Gainesville service district.

- **0 Ridge Road** | Rezone | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 | Proposed Use: 160-unit mixed residential development | ** Commission District 1 | bSide Oakwood, LLC, applicant

    - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
      Show stream buffer and impervious setback from wrested vegetation not centerline of stream.
    - **Traffic:** The provided Traffic Impact Study (TIS) has not been approved at this time. Any recommended improvements identified in the approved TIS must be incorporated in the LDP.
    - **Utilities:** Property is in the Buford service district, but an IGA between Buford and Hall County has been obtained.

- **(A) 6651 Spout Springs Road** | Rezone | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 | Proposed Use: 119-unit mixed residential development | ** Commission District 1 | DCCM Infrastructure, Inc., applicant

  **(B) 6651 Spout Springs Road** | Special Use | for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 | Proposed Use: 119-unit mixed residential development | ** Commission District 1 | DCCM Infrastructure, Inc., applicant

    - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
      Show FEMA and Hall County studied Flood plains that are present on site.
      Show stream buffer and impervious setback from wrested vegetation not centerline of stream
    - **Traffic:** The driveway labeled Road A is too close to Spout Springs Road. It must be relocated further away. The traffic impact (TIS) is under review. All improvements in the TIS will be included in the LDP. A traffic engineering (TE) report /warrant analysis and signal design will be part of the LDP review process. The traffic signal shall be installed within 120 days of the issuance of the LDP.
    - **Utilities**: Property is in the Hall County service district and will to connect to Hall County sewer. Any easements or improvements required for connection / system upgrades shall be obtained and funded by the developer / development owner.

- **(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road** | Rezone | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A | Proposed Use: 146-unit residential development | ** Commission District 1 | CKK Development Services, LLC, applicant

  **(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road** | Special Use | for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A | Proposed Use: 146-unit residential development | ** Commission District 1 | CKK Development Services, LLC, applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
    Show FEMA and Hall County studied Flood plains that are present on site.
    Show stream buffer and impervious setback from wrested vegetation not centerline of stream
  - **Traffic:** The Traffic Impact Study (TIS) is under review and is not approved. All improvements in the approved TIS will be included in the LDP.
  - **Utilities:** Property is in the Hall County service district and will to connect to Hall County sewer. Any easements or improvements required for connection / system upgrades shall be obtained and funded by the developer / development owner.

- **(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way** | Rezone | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 | Proposed Use: To recognize & allow expansion of boat sales & repair | ** Commission District 2 | DCCM Infrastructure, Inc., applicant

  **(B) 6337 Lanier Islands Parkway and 6330, 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way** | Special Use | to allow boat sales & repair within the GCOD | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 | Proposed Use: To recognize & allow expansion of boat sales & repair | ** Commission District 2 | DCCM Infrastructure, Inc., applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
  - **Traffic:** There are no traffic concerns with the required use. Public Works does support the request to abandon Old Lanier Island Drive.
  - **Utilities:** Property is in the Buford service district.

**0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

- **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
  Show stream buffer and impervious setback from wrested vegetation not centerline of stream.
- **Traffic:** A Traffic Impact Study (TIS) will be required. The improvements recommended in the approval TIS will be included in the LDP.
- **Utilities:** Property is in the Hall County service district and will to connect to Hall County sewer. Any easements or improvements required for connection / system upgrades shall be obtained and funded by the developer / development owner.

HALL COUNTY
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POST OFFICE BOX 907730
GAINESVILLE, GA 30501

t: 770.531-6838 | f: 770.531.6845

FIRE CHIEF
**Jerry Smith**

# Hall County Government
FIRE RESCUE

**To:** Katie Ahmed, Director of Planning and Zoning
**From: Hall County Fire Marshal's Office**
**Date: 10/6/26**
**Subject:** Date Hall County Board of Commissioners meeting – Planning Items – 11/16/2026
Please be advised that Hall County Fire Marshal's Office has reviewed the Planning items forwarded to the Hall County Board of Commissioners for consideration at the 11/16/26 meeting. Upon review, we provide the following comments.

1. **3411 Springdale Forrest Circle | Special Use |** for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 **| Proposed Use:** 2-lot subdivision **|** ** Commission District 2 **| KD South, LLC, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

2. **(A) 1646 Candler Road | Rezone** | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

**(B) 1646 Candler Road | Variance to Section 8.2** | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

3. **(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Rezone** | from Planned Development

(PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

**(B) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Special Use** | for a subdivision, residential | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

4. **1646 March Drive | Rezone** | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 **| Proposed Use: Single-family dwelling** | ** Commission District 4 **| Udis Calderon, applicant**

   **The Hall County Fire Marshal's Office has no comments as proposed.**

5. **0 Ridge Road | Rezone** | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development** | ** Commission District 1 **| bSide Oakwood, LLC, applicant**

   **The Hall County Fire Marshal's Office has no comments as proposed.**

6. **(A) 6651 Spout Springs Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle **|** Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development | ** Commission District 1 | DCCM Infrastructure, Inc., applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

**(B) 6651 Spout Springs Road | Special Use** | for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development |** ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

7. **(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Rezone** | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development** | ** Commission District 1 **| CKK Development Services, LLC, applicant**

**The proposed concept plan shows both ingress / egress locations on Ponderosa Farm Road too close together. Below is the fire code standard used to determine the distance between two access road ingress/egress locations.**

**International Fire Code 2024 Edition**

**D107.2 Remoteness.**

Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

The secondary fire access road cannot be installed because of location on the property, topography, waterways, nonnegotiable grades or other similar conditions. Per Fire Marshal Vieira the applicant can use the state adopted alternative to increase the road width to 26' the increased road width will eliminate the requirement for a secondary emergency access.

**(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Special Use** | for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132,

000107 & 000107A | **Proposed Use: 146-unit residential development** | ** Commission District 1 | **CKK Development Services, LLC, applicant**

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8. **(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Rezone** | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 **| Proposed Use: To recognize & allow expansion of boat sales & repair** | ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

**The Hall County Fire Marshal's Office considers the plan conceptual and if approved the site plan may require modifications during the development review to meet Life Safety and International Fire Code requirements including any applicable state modifications.**

**(B) 6337 Lanier Islands Parkway and 6330, 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Special Use |** to allow boat sales & repair within the GCOD | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east

of its intersection with Merritts Drive | Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 | **Proposed Use: To recognize & allow expansion of boat sales & repair |** ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

**The Hall County Fire Marshal's Office considers the plan conceptual and if approved the site plan may require modifications during the development review to meet Life Safety and International Fire Code requirements including any applicable state modifications.**

**0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

**A 48-unit residential development will require fire hydrants to be installed for potential fire suppression needs. Currently the nearest fire hydrant is located over 1 mile south at Cagel and Buffington Farm Road. See Code requirement below.**

## International Fire Code 2024 Edition 507.5.1 Where required.

Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 500 feet from a hydrant on a fire apparatus access road, as measured by an *approved* route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the *fire code official*.

Regards,

**John Hornick, NPQ Fire Service Plans Examiner 1**

**Lieutenant, Hall County Fire Rescue**

**Hall County Government**

Main: 770-531-6838 | Cell: 404-597-0083

Website: www.Hallcounty.org

HALL COUNTY

We have it all on Hall!



**HALL COUNTY TAX ASSESSOR'S OFFICE**
**Conservation**

**MEMORANDUM**

**To:** Planning & Zoning Department
**From:** Conservation Division, Hall County Tax Assessors Office
**Date:** October 6, 2026
**Subject:** Conservation Covenant Breach – Sale to Unqualified Buyer and Use

The Conservation Division is providing formal notice that the parcels listed below are currently under a Conservation Covenant, effective since 2023, and will incur a breach penalty. The owners have initiated the sale of these properties to **CKK Development Services LLC**, an **unqualified buyer**, and for an **unqualified use**—specifically, the development of a **rental residential subdivision**, which is prohibited under the terms of the Conservation Covenant.

**Parcels in Breach:**

1. **Parcel 15028 000107**
   Location: 5372 Ponderosa Farm Road
   Owners: Hugh & Lynn Stallworth
2. **Parcel 15028 000120**
   Location: 5348 Ponderosa Farm Road
   Owners: Michael & Lisa Hardiman
3. **Parcel 15028 000132**
   Location: 5300 Ponderosa Farm Road
   Owners: Michael & Lisa Hardiman

The pending sale constitutes a violation due to the transferee being unqualified for the Conservation Use program and the intended land use being incompatible with covenant restrictions. Please update your records accordingly.

**Submitted by:**
Cher Melendez
Specialized Assessment Manager
Hall County Tax Assessors Office
cmelendez@hallcounty.org

# Hall County Government

COMMUNITY DEVELOPMENT & INFRASTRUCTURE
BUILDING INSPECTIONS DIVISION

HALL COUNTY
GEORGIA
*We have it **all** in Hall*

POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.531.6809 | Option 1
e: permits@hallcounty.org

INTERIM DEVELOPMENT SERVICES DIRECTOR
**Barry Shaw**

INTERIM CHIEF BUILDING OFFICIAL
**Cody Edwards**

**To:** Katie Ahmed, Director of Planning and Zoning

**From:** Barry Shaw, Interim Director of Development Services

**Date:** October 19, 2026

**Subject:** November 16, 2026

---

**3411 Springdale Forrest Circle | Special Use | for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 | Proposed Use: 2-lot subdivision | ** Commission District 2 | KD South, LLC, applicant**

- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures. All structures were built prior to 1980 and will require asbestos inspections and reports by a state licensed asbestos Inspector.

**(A) 1646 Candler Road | Rezone** | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**
**(B) 1646 Candler Road** | **Variance to Section 8.2** | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures. All structures were built prior to 1980 and will require asbestos inspections and reports by a state licensed asbestos Inspector.

**(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Rezone** | from Planned Development (PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of

Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

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- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures apart from 2 structures all were built prior to 1980 and will require asbestos inspections and reports by a state licensed asbestos Inspector. 3060 Poplar Springs Church Road and 3549 Gilleland Extension were both built in 1980 and will not require asbestos inspections and reports before demolition.

**1646 March Drive | Rezone** | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 **| Proposed Use: Single-family dwelling** | ** Commission District 4 **| Udis Calderon, applicant**

- NO COMMENT

**0 Ridge Road | Rezone** | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development** | ** Commission District 1 **| bSide Oakwood, LLC, applicant**

- NO COMMENT

**(A) 6651 Spout Springs Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle **|** Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development | ****** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

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- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures. All structures that were built prior to 1980 will require asbestos inspections and reports by a state licensed asbestos inspector. The single-family residence at this location was built in 1998 and will not require asbestos inspections and reports before demolition.

**(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Rezone** | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development** | ** Commission District 1 **| CKK Development Services, LLC, applicant**
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- Applicants would be required to get demo permits for all structures from Building Inspections before building new structures. All structures that were built prior to 1980 will require asbestos inspections and reports by a state licensed asbestos inspector. 5372 Ponderosa Farm Road currently has a parcel tag dated 03.23.2022 and placed by Planning and Zoning referencing a demo of a pole barn and is no longer relevant should proposed development be granted.

**(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Rezone** | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 **| Proposed Use: To recognize & allow expansion of boat sales & repair** | ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**
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- NO COMMENT

PLANNING AND DEVELOPMENT DEPARTMENT
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
t: 770-531-6809 | f: 770-531-3902

HALL COUNTY
GEORGIA
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# PUBLIC NOTICE REQUIREMENTS

Zoning regulations require that public notice must be given prior to all zoning hearings as follows:

1. The Planning Department shall publish a legal advertisement no less than fifteen (15) days and no more than forty-five (45) days prior to the public hearing.

2. The Planning Department shall send notification by letter of all other property owners within a 500-foot radius of the applicant's property, which is standard administrative policy of the Planning Department.

3. The applicant/property owner shall place the public notice sign in a conspicuous location on the property not less than fifteen (15) days and not more than forty-five (45) days prior to the public hearing.

**The Planning Department shall post the legal advertisement and notify property owners within a 500ft radius to the subject property.**

**The applicant is required to post the public notice sign not less than fifteen (15) days and no more than forty-five (45) days prior to the public hearing.** A photo of the sign placed at the location is required and must be sent to the Planning Department.

Multiple sign postings on a site may be required as determined by the Planning Department. The sign must be in a location where it is clearly visible from the roadway. The sign cannot be obstructed in any manner, placed too far from the road, or placed in such manner as would cause it to blend into the landscape.

Should you find the sign missing or vandalized in any manner, contact the Planning Department for a replacement sign. When the proceeding is complete and final Board action has occurred, the sign shall then be removed from the property by the applicant.

**THE ZONING SIGN MUST BE POSTED NO EARLIER THAN** October 21, 2026 **AND NO LATER THAN** October 21, 2026.

**THE ORGINAL SIGNED AFFIDAVIT MUST BE RETURNED TO THE PLANNING DEPARTMENT NO LATER THAN** October 25, 2026 **ALONG WITH A MINIMUM OF ONE PHOTO SHOWING THE SIGN POSTED AT THE SUBJECT PROPERTY.**

**Failure to comply will result in a delay of the application.**

---

## AFFIDAVIT

**By my signature, I,** [signature] **, hereby acknowledge that I have read and understand the sign posting requirements. I further certify that the required public notice sign was posted on** 10-21-26 (Date) **for** HZON26-0037 (Name application filed as).

**Signature** [signature]
(The original document is required)

Revised September 2021


ZONING NOTICE
AN APPLICATION HAS BEEN FILED WITH HALL COUNTY IN REGARD TO THE ZONING REGULATIONS AS THEY APPLY TO THIS PROPERTY
APPLICANT: CKK DEVELOPMENT SERVICES, LLC
REQUEST: REZONE FROM PCFD & AR-1 TO R-SF AND A
SPECIAL USE FOR A 146-UNIT RESDENTIAL DEVELOPMENT
PUBLIC HEARINGS WILL BE HELD ON:
PLANNING COMMISSION
Date: NOV 16, 2026
Time: 5:15 P.M.
&
COUNTY COMMISSION
Date: DEC 10, 2026
Time: 6:00 P.M.
HALL COUNTY GOVERNMENT CENTER, 2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA
FOR MORE INFORMATION CALL: (770) 531-6809


ZONING NOTICE


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FOR MORE INFORMATION CALL: (770) 531-6809


ZONING NOTICE
CKK DEVELOPMENT SERVICES, LLC
REZONE FROM R20 & AR-1 TO R-5 PUD
SPECIAL USE FOR A PUD UNIT
PRESENTING DEVELOPMENT
Date: NOV 18, 2026
Time: 5:15 pm
Date: DEC 10, 2026
Time: 6:00 pm

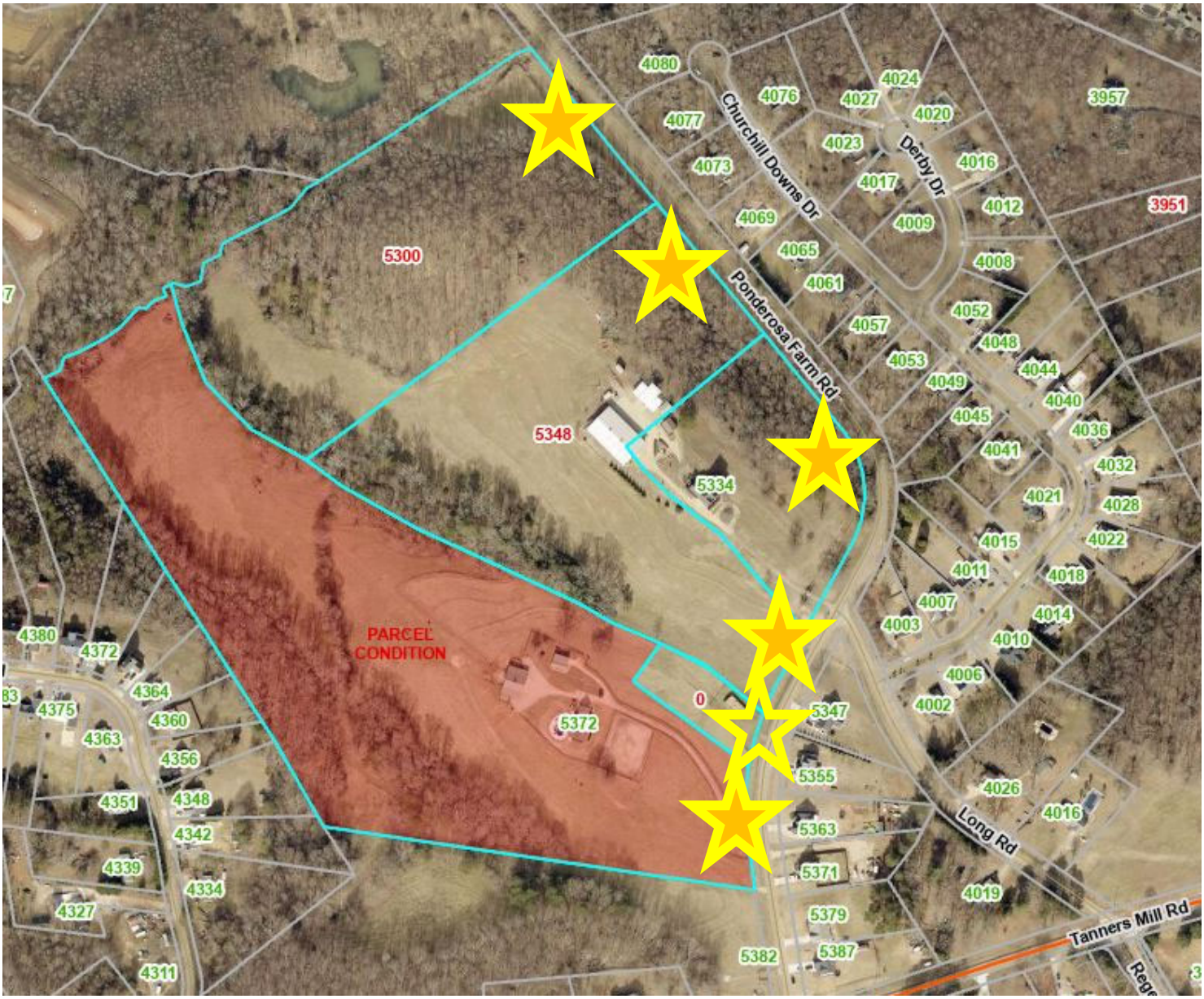

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Date: NOV 16, 2026
Time: 5:15 pm
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COUNTY COMMISSION
Date: DEC. 10, 2026
Time: 6:00 P.M.
HALL COUNTY GOVERNMENT CENTER, 2875 BRENAU ROAD, GAINESVILLE, GA
FOR MORE INFORMATION CALL: (770) 531-6809


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HALL COUNTY GOVERNMENT CENTER, 2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA
FOR MORE INFORMATION CALL: (770) 531-6809


ZONING NOTICE
CKK DEVELOPMENT SERVICES, LLC
REZONE FROM RSD 2 AR-1 TO RSF
SPECIAL USE TO PERMIT RESIDENTIAL DEVELOPMENT

# 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road - CKK Development Services LLC



# AGENDA ITEM

## New Business

| | |
|---|---|
| **REPORT TO:** | **Planning Commission Meeting (11/16/26)** |
| **ITEM NO:** | 746/2026 |
| **SUBJECT:** | **(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road \| Special Use \|** for a subdivision, residential \| on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road \| Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **\| Proposed Use: 146-unit residential development \|** ** Commission District 1 **\| CKK Development Services LLC, applicant** |

## Meetings:

**Voting Meeting Date:** 11/16/26

## Executive Summary:

**Presenter:** LT

**Recommendation:**

(B) Approval, with conditions as the proposed use meets all minimum standards of the Residential Single-Family Detached (R-SF) zoning district.

1. The property shall be developed in accordance with the site plan received October 20, 2026, and as described in the project narrative dated September 16, 2026, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.
2. The development shall be limited to a total of 146 single family detached lots.
3. Access to the development shall be subject to approval by the Hall County Public Works Department. Following review and acceptance of the Traffic Impact Study (TIS) by Public Works, all required improvements shall be incorporated into the development plans for review and approval. Any costs associated with these improvements shall be the responsibility of the developer.
4. The following statement regarding the potential impacts of agricultural operations in the area shall be made a part of any plat recorded on the property:"Owners, occupants, and users of property shown on this plat are hereby informed of the impacts associated with normal farming practices which may take place on adjacent and nearby property including, but not limited to, noise, odors, dust, the operation of machinery of any kind, the storage and disposal of manure, and the application of fertilizers, herbicides, and pesticides. Therefore, owners, occupants, and users of the property shown on this plat should be prepared to expect the effects of such practices."
5. All buffers surrounding the development shall meet the definition of a "Buffer, natural" or "Buffer, landscaped" as defined in the Hall County UDC. Where the undisturbed or provided buffer does not meet this definition, the Director of Planning and Zoning, or their designee, may require supplemental plantings or other improvements necessary to ensure the buffer achieves the intent and performance standards intended.
6. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval.
7. All conditions of zoning shall be made part of any plats created for the property.

**Purpose of Request:**

**History:**

**(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Special Use |** for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A | **Proposed Use: 146-unit residential development | **** Commission District 1 | **CKK Development Services LLC, applicant**

**Facts and Issues:**

**Options:**

**Approvals:**

| Submit | Review |
|---|---|
| KE | LT |

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**Attachments:**

See Rezone Application for all other items

**Due to file sizes, materials for the following applications have been combined. See the highlighted agenda item for all materials related to the following applications:**

**(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Rezone** | from Planned Commercial Farm District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development** | Commission District 1 **| CKK Development Services LLC, applicant**

**(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Special Use** | for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development |** Commission District 1 **| CKK Development Services LLC, applicant**

# AGENDA ITEM

## New Business

| | |
|---|---|
| **REPORT TO:** | **Planning Commission Meeting (11/16/26)** |
| **ITEM NO:** | 747/2026 |
| **SUBJECT:** | **(A) 6651 Spout Springs Road \| Rezone \|** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) \| on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle \| Zoned AR-1; Tax Parcel 15042 000093 **\| Proposed Use: 119-unit mixed residential development \|** ** Commission District 1 **\| DCCM Infrastructure, Inc., applicant** |

## Meetings:

**Voting Meeting Date:** 11/16/26

## Executive Summary:

**Presenter:** LT

**Recommendation:**

(A) Approval, with conditions, as the proposed zoning is consistent with the "Suburban Neighborhood Medium Density" future land use designation within the Comprehensive Plan in the South Hall Character Area.

1. The property shall be developed in accordance with the site plan dated September 30, 2026, and as described in the project narrative dated September 14, 2026, modified as necessary for compliance with the conditions herein and development standards enforced at the time of site plan approval.
2. The development shall be limited to a total of 119 lots: 65 townhomes and 54 single-family detached dwellings.
3. Access to the development shall be approved by Hall County Public Works Department. Following review and acceptance of the Traffic Impact Study (TIS) by Public Works, all required improvements shall be incorporated into the development plans for review and approval. Any costs associated with these improvements shall be the responsibility of the developer.
4. All buffers surrounding the development shall meet the definition of a "Buffer, natural" or "Buffer, landscaped" as defined in the Hall County UDC. Where the undisturbed or provided buffer does not meet this definition, the Director of Planning and Zoning, or their designee, may require supplemental plantings or other improvements necessary to ensure the buffer achieves the intent and performance standards intended.
5. The proposed 20-foot landscape strip along Spout Springs and Union Church Road shall be part of the required 50-foot buffer required along the exterior boundaries of the proposed development.
6. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval.
7. All conditions of zoning shall be made a part of any plats or construction plans created for the property.

**Purpose of Request:**

**History:**

**(A) 6651 Spout Springs Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 | **Proposed Use: 119-unit mixed residential development** | ** Commission District 1 | **DCCM Infrastructure, Inc., applicant**

**Facts and Issues:**

**Options:**

**Approvals:**

| Submit | Review |
|---|---|
| KE | LT |

---

**Attachments:**

Staff Report
Application
Letter of Intent
Site Plan
Plat
Maps
Elevations
Rendering
Deed
Traffic Impact Study
Water Availability
Sewer Availability
Department Comments
Notice Sign

**HALL COUNTY PLANNING COMMISSION**
**STAFF REPORT**

| | |
|---|---|
| **Applicant** | DCCM Infrastructure, Inc. |
| **Request** | (A) **Rezone** \| from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X)<br>(B) **Special Use** \|for a subdivision, residential |
| **Proposed Use** | 119-unit mixed residential development |
| **Size** | 33.27± acres |
| **Zoning** | **Current:** Agricultural Residential 1 (AR-1)<br>**Proposed:** Residential Mixed (R-X) |
| **Location** | **6651 Spout Springs Road** \| Tax Parcel 15042 000093 |
| **Commission District** | One |
| **Planning Commission Date** | November 16, 2026 |
| **Staff Recommendation** | (A) **Approval, with conditions,** as the proposed zoning is consistent with the "Suburban Neighborhood Medium Density" future land use designation within the Comprehensive Plan in the South Hall Character Area.<br>(B) **Approval, with conditions,** as the proposed use meets all minimum standards of the Residential Mixed (R-X) zoning district. |
| **Record Number** | (A) HZON26-0039<br>(B) HZCU26-0043 |

**(A) & (B) Staff recommends <u>APPROVAL</u> of the applicant's request with the following conditions:**

1. The property shall be developed in accordance with the site plan dated September 30, 2026, and as described in the project narrative dated September 14, 2026, modified as necessary for compliance with the conditions herein and development standards enforced at the time of site plan approval.

2. The development shall be limited to a total of 119 lots: 65 townhomes and 54 single-family detached dwellings.

3. Access to the development shall be approved by Hall County Public Works Department. Following review and acceptance of the Traffic Impact Study (TIS) by Public Works, all required

improvements shall be incorporated into the development plans for review and approval. Any costs associated with these improvements shall be the responsibility of the developer.

4. All buffers surrounding the development shall meet the definition of a "Buffer, natural" or "Buffer, landscaped" as defined in the Hall County UDC. Where the undisturbed or provided buffer does not meet this definition, the Director of Planning and Zoning, or their designee, may require supplemental plantings or other improvements necessary to ensure the buffer achieves the intent and performance standards intended.

5. The proposed 20-foot landscape strip along Spout Springs and Union Church Road shall be part of the required 50-foot buffer required along the exterior boundaries of the proposed development.

6. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval.

7. All conditions of zoning shall be made a part of any plats or construction plans created for the property.

---

**Summary Analysis**

The applicant has submitted two concurrent requests on a 33.27± acre tract: (A) Rezone from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X); and (B) a Special Use to allow a 119-lot subdivision. The proposed development includes 54 single-family detached lots, 65 townhome lots and an amenity area with an overall proposed density of 3.58 units per acre.

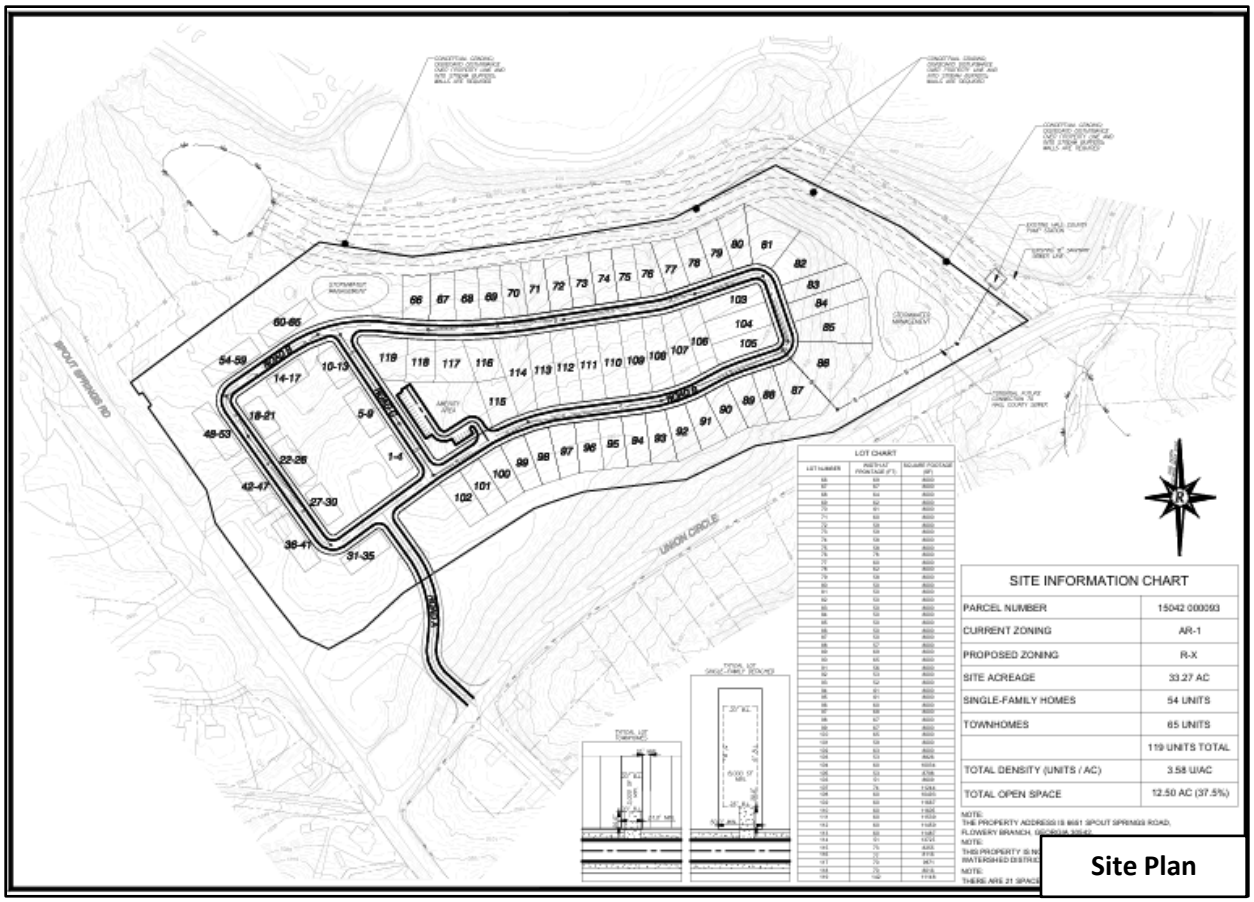
Per Tax Assessor records, the subject property is developed with a 4,953 square foot single-family residence and a 2,640 square foot accessory structure built in 1998, both of which will be removed. An intermittent stream runs along the northern property line, and the northeast portion of the site is within a County-studied flood zone.

Surrounding properties are zoned and developed as outlined below:

North: Planned Residential Development (PRD): Cherokee Bluff High School and Middle School
East: Planned Residential Development (PRD): Cherokee Bluff High School and Middle School
South: Residential 1 (R-1): single-family residences (Mulberry Ridge and Mulberry Place Subdivisions)
West: Agricultural Residential 1 (AR-1): Spout Springs Elementary School
Residential 1 (R-1): single-family residences (Quail's Landing Subdivision)




Per the submitted site plan narrative, the proposed single-family detached lots will have a minimum area of 8,000 square feet and width of 50 feet. The townhome lots will have a minimum area of 2,000 square feet and width of 24 feet. There is a central shared amenity area, however, specific amenities are not identified. Approximately 13.3 acres, or 40% of the site, is identified as open space.




**Site Plan**

The development will be served by a single access point from Union Circle. The project includes a 50-foot undisturbed buffer along the exterior property boundary and a 20-foot-wide landscape strip along Spout Springs Road and Union Circle. Per the Hall County UDC, a 50-foot buffer is required along the entire perimeter of the development, and the proposed 20-foot landscape strip may be counted toward satisfying this buffer requirement.

Water service will be provided by the City of Gainesville as confirmed in a letter from Nick Swafford, Permitting Services & GIS Manager, dated September 4, 2026. Sanitary sewer service will be provided by Hall County as confirmed in a letter from Jason Skarda, Assistant Director of Public Works, dated September 3, 2026.

A Traffic Impact Study (TIS) prepared by Keck + Wood, dated September 11, 2026, concluded several improvements may be warranted. Hall County Public Works commented that the driveway labeled Road A is too close to Spout Springs Road and must be relocated further away from its intersection with Spout Springs Road. A Traffic Engineering (TE) Report identifies the need for a signal at the Spouts Springs Road/Union Circle intersection which must be installed within 120 days of the issuance of the LDP.

**Development Standards Analysis**

The development standards for the project are summarized in the table below and are compared against the Residential Mixed (R-X) district standards and the applicable Article 8 Site Development requirements of the Hall County Unified Development Code (UDC):

| Development Standard (§) | Proposed | UDC Standard | Compliance |
|---|---|---|---|
| **Overall R-X Standards (§4.7)** | | | |
| Lot Area | 33.27± acres | 5 acres minimum | Complies |
| Density | 3.58 U/A | 8 U/A max (urbanized) | Complies |
| Site Coverage | 60% | 60% max | Complies |
| Overall Yard Setbacks | 50 feet | 50 feet | Complies |
| **R-SF Standards (§4.5)** | | | |
| Minimum Lot Area | 8,000 sf (min) | 8,000 sf (min) | Complies |
| Minimum Lot Width | 50 feet | 50 feet | Complies |
| Front Yard | 25 feet | 25 feet | Shall comply |
| Side Yard | 5 feet | 5 feet | Shall comply |
| Rear Yard | 20 feet | 20 feet | Shall comply |
| Maximum Building Height | 35 feet | 35 feet | Complies |
| **R-TH Standards (§4.6)** | | | |
| Minimum Lot Area | 2,000 sf | 2,000 sf | Complies |
| Front Yard | 15 feet | 15 feet | Complies |
| Side Yard | 10 feet (building separation) | 10 feet (building separation) | Complies |
| Rear Yard | 20 feet | 20 feet | Complies |
| Maximum Building Height | 35 feet | 35 feet | Complies |
| **Article 8** | | | |
| Parking | 2-car garage w/driveway parking for 2 vehicles/dwelling | 2 spaces per DU<br>TH: 2 spaces/DU plus 1 guest space for every 4 DU | Shall comply |
| Buffers (§8.2.3) | 50 feet undisturbed perimeter buffer | 50 feet undisturbed perimeter buffer | Complies |
| Landscaping (§8.2.4.H.2) | 2 trees per lot/unit | 2 trees per lot/unit | Complies |
| Frontage Landscape Strip (§8.2.5) | 20 feet planted along Spout Springs Road & Union Circle | 20 feet planted unless 50 ft undisturbed buffer provided | Complies |
| Sidewalks (§8.4, 9.4.8.C) | 5 feet wide | 5 feet wide on both sides of street | Shall comply |
| Open Space (§8.5) | 40% | 30% | Complies |
| Architectural Standards (§8.7) | Not specified | Various | Shall comply |
| Amenities Maintenance (§8.8.5) | Not specified | HOA required | Shall comply |
| Cluster Mailbox Unit (CBU) (§8.10) | CBU with parking spaces | CBU with parking spaces | Shall comply |

**Comprehensive Plan Analysis**

**Based on the Hall County Comprehensive Plan, staff finds that the requested rezoning to Residential Mixed (R-X) *is consistent* with the future land use designation of *Suburban Neighborhood, Medium-Density* within the South Hall Character Area.** This designation supports medium-density single-family housing, either attached or detached, in areas served by existing water and sewer infrastructure or where such infrastructure is planned for future expansion. Future infrastructure improvements may be guided by the Sewer System Master Plan & Rate Study or may be provided by developers in areas where service is not currently planned.

As the subject property is located within the urbanized portion of the South Hall Character Area, where water and sewer services are available, the Residential Mixed (R-X) zoning district allows a maximum density of 8 dwelling units per acre. The proposed development has an overall density of 3.58 dwelling units per acre, which is within the permitted range.

**(A) & (B) Zoning Analysis – Rezone & Special Use**

When considering a zoning amendment to the zoning maps and use subject to the approval of the County Commission, the Commission must study the need and justification for the change based on a determination of the facts applicable to the particular case, and the following general lines of inquiry must be considered:

a) Whether the zoning proposal will permit a use that is suitable in view of the use, development and zoning of adjacent and nearby property; **The proposed rezoning and use are suitable in view of the use, development, and zoning of adjacent and nearby properties. While the only directly adjacent property is used for Cherokee Bluff High School and Middle School, nearby land uses along Spout Springs Road include similar townhome and single-family detached development.**

b) Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property; **The proposed rezoning and use does not appear to adversely affect the existing use or usability of adjacent or nearby properties.**

c) Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned; **The property appears to have reasonable economic use as currently zoned.**

d) Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, schools, police protection, fire protection, public health facilities or emergency medical service; **The proposed rezoning and use are not expected to cause an excessive or burdensome use of existing streets, transportation facilities, utilities, schools, police protection, fire protection public facilities, or emergency medical service. The property will be served by City of Gainesville public water, and sanitary sewer service will be provided by Hall County. Any improvements identified in the final approved Traffic Study and required by Hall County Public Works will be addressed with the Land Disturbance Permit (LDP).**

e) Whether the zoning proposal is in conformity with the policy and intent of the future land use plan for the physical development of the area; **The proposed Residential Mixed (R-X) zoning and subdivision design are consistent with the Comprehensive Plan's future land use designation of "Suburban Neighborhood, Medium-Density." As the subject property is located within the**

**urbanized portion of the South Hall Character Area, where water and sewer services are available, the Residential Mixed (R-X) zoning district allows a maximum density of 8 dwelling units per acre. The proposed development has an overall density of 3.58 dwelling units per acre, which is within the permitted range.**

f) The extent to which property values are diminished by the existing zoning restrictions; **Staff is unable to determine the extent to which property values are diminished by the existing zoning restrictions**.

g) The extent to which the destruction of the subject property's value under the existing zoning promotes the health, safety, morals or general welfare of the public; **Staff is unable to comment on the impact of property values without a full market analysis. Multiple factors impact property value including construction types, proposed uses, and maintenance.**

h) The relative gain to the public as compared to the hardship imposed upon the individual property owner; **Staff has not identified a hardship imposed on the property owner as the property is currently zoned.**

i) The length of time the property has been vacant as zoned considered in the context of land development in the area in the vicinity of the property; **The subject parcel is developed with a single-family residence and accessory structure built in 1998.**

j) Whether there are other existing or changing conditions affecting the use or development of the property which give supporting grounds for either approval or disapproval of the zoning proposal; **Staff is not aware of any changing conditions affecting the use or development of the property.**

k) Whether the change would create an isolated district unrelated to the surrounding districts; **The proposed Residential Mixed (R-X) zoning is a new zoning district effective November 2024. Previously this type of development would have been proposed under the Planned Residential Development (PRD) district which no longer exists. The proposal is consistent with the residential development pattern of the area. Therefore, the proposed zoning change would not create an isolated district unrelated to surrounding development.**

l) Whether the present zoning district boundaries are illogically drawn in relation to existing conditions in the area; **There is no evidence that the present zoning district boundaries are illogically drawn.**

m) Whether the change requested is out of scale with the needs of the county as a whole or the immediate neighborhood; **The proposed development does not appear to be out of scale with the needs of the county as a whole, as there is a need for additional housing to support population growth.**

n) Whether it is impossible to find adequate sites for the proposed use in districts permitting such use and already appropriately zoned; **There are no other zoning districts that would permit the proposed development. Because the R-X district is newly established, an appropriately zoned site for this residential pattern is not yet available elsewhere.**

o) Whether the need for rezoning could be handled instead by a variance request to the Planning Commission; **The request could not be handled alternatively as a variance.**

p) Whether there would be an ecological or pollution impact resulting from major modifications to the land if the request is granted; **Any land disturbance activities on the property shall be required to go through the land development permitting process, and as a result are subject to local, state, and federal regulations. As a result, there are no anticipated ecological or pollution impacts resulting from any modification to the land if the request is granted.**

q) Whether there is reasonable evidence based upon existing and anticipated land use that would indicate a mistake was made in the original zoning of the property; **There is no indication that a mistake was made in the original zoning.**

**Development Support and Constraints**

**Hall County Environmental Health**
In a memorandum dated October 19, 2026, the Hall County Environmental Health Department stated, "Public Sewer. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled."

**Georgia Department of Transportation**
In an email dated October 7, 2026, Christopher Hash, P.E. D1 Traffic Operations Supervisor, stated "Off-system. No impacts expected to the State Highway System."

**Hall County Public Works and Utilities**
In a memorandum dated October 19, 2026, Jorge Gomez, Director of Public Works and Utilities, provided the following comments:

**Engineering:**
This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
Show FEMA and Hall County studied Flood plains that are present on site.
Show stream buffer and impervious setback from wrested vegetation not centerline of stream

**Traffic:**
The driveway labeled Road A is too close to Spout Springs Road. It must be relocated further away. The traffic impact (TIS) is under review. All improvements in the TIS will be included in the LDP. A traffic engineering (TE) report /warrant analysis and signal design will be part of the LDP review process. The traffic signal shall be installed within 120 days of the issuance of the LDP.

**Utilities:**
Property is in the Hall County service district and will to connect to Hall County sewer. Any easements or improvements required for connection/system upgrades shall be obtained and funded by the developer/development owner.

**Hall County Fire Marshal**
In a memorandum dated October 16, 2026, the Hall County Fire Marshal's Office stated, "The Hall County Fire Marshal's Office has no comments as proposed."

**Hall County Building Inspections**
In a memorandum dated October 19, 2026, Barry Shaw, Interim Development Services Director, provided the following comments:

> Applicants will be required to get demo permits for all structures from Building Inspections before building new structures. All structures that were built prior to 1980 will require asbestos inspections and reports by a state licensed asbestos inspector. The single-family residence at this location was built in 1998 and will not require asbestos inspections and reports before demolition.

**PLANNING AND ZONING DEPARTMENT**
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
T: 770-531-6809 I Email: planning@hallcounty.org

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# ZONING APPLICATION

**Applicant (Name & Mailing Address)**

DCCM Infrastructure, Inc.
425 Oak St.
Gainesville, GA 30501
Phone [redacted]
Email bgarmon@dccm.com

**Property Owner (Name & Mailing Address)**

Charles Curtis Clark c/o Betsy Turner as Executor
P.O.Box 871
Flowery Branch, GA 30542
Phone
Email

**Contact Person (Name & Mailing Address)**

Beth Garmon
425 Oak St.
Gainesville, GA 30501
Phone [redacted]
Email bgarmon@dccm.com

**Status of Applicant**

- ☐ Owner
- ☐ Option to Purchase
- ☐ Area Resident
- ☑ Other: Developer's Agent

**Requested Action**

Current Zoning: AR-1
Rezone to: R-X

**Property Information**

Location Address(es): 6651 Spout Springs Road, Flowery Branch, GA 30542
Tax Parcel Number(s): 15042 000093
Acreage: 33.27 acres
Existing Use(s): single-family residence
Proposed Use(s): 120-lot residential development

**I hereby certify that the above information and all attached information are true and correct.**

Applicant Name Printed: Beth Garmon
Applicant Signature: Elizabeth Garmon
Date: September 3, 2026

***Applicant must complete all required information above. Incomplete applications will not be accepted. The Planning Department has 15 days after application deadline to review each submittal and will assign scheduling dates during that review period. If an application is determined to be insufficient, no agenda date will be set until all required information has been provided.***

---

**Application Withdrawal:** I hereby **withdraw** the application.

Applicant Signature: _____ Date: _____

**PLANNING AND ZONING DEPARTMENT**
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# SPECIAL/CONDITIONAL USE APPLICATION

**Applicant (Name & Mailing Address)**

DCCM Infrastructure, Inc.
425 Oak St.
Gainesville, GA 30501
Phone [redacted]
Email bgarmon@dccm.com

**Property Owner (Name & Mailing Address)**

Charles Curtis Clark c/o Betsy Turner (executor)
P.O. Box 871

Phone
Email

**Contact Person (Name & Mailing Address)**

Beth Garmon
425 Oak St.

Phone [redacted]
Email bgarmon@dccm.com

**Status of Applicant**

- ☐ Owner
- ☐ Option to Purchase
- ☐ Area Resident
- ☑ Other: Developer's Agent

**Requested Action**

- ☑ Special Use
- ☑ Conditional Use

**Property Information**

Location Address(es): 6651 Spout Springs Road, Flowery Branch, GA 30542
Tax Parcel Number(s): 15042 000096
Acreage: 33.27 acres
Existing Use(s): single-family residence
Zoning: AR-1
Proposed Use(s): Special use for subdivision of property rezoned to R-X (see related rezoning application)

**I hereby certify that the above information and all attached information are true and correct.**

Applicant Name Printed: Beth Garmon
Applicant Signature: Elizabeth Garmon
Date: September 21, 2026

***Applicant must complete all required information above. Incomplete applications will not be accepted. The Planning Department has 15 days after application deadline to review each submittal and will assign scheduling dates during that review period. If an application is determined to be insufficient, no agenda date will be set until all required information has been provided.***

---

**Application Withdrawal:** I hereby **withdraw** the application.

Applicant Signature:
Date:

**PLANNING AND ZONING DEPARTMENT**
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# PROPERTY OWNER AUTHORIZATION

*** Note: If the applicant is the property owner, disregard this form.**

**Name of Property Owner as shown on deed:** Charles Curtis Clark c/o Betsy Turner as Executor

Name of Authorized Agent (if owner is a company): _____

Address: PO Box 871
Flowery Branch GA 30542

Phone: [redacted]

Email: [redacted]

**Name of Applicant:** DCCM Infrastructure, Inc.

Name of Authorized Agent (if applicant is a company): Beth Garmon

Address: 425 Oak St.
Gainesville, GA 30501

Phone: [redacted]

Email: bgarmon@dccm.com

**Application Address & Description:** 6651 Spout Springs Road, Flowery Branch - 120-lot residential development

☑ I have attached proof of Authorized Agent (if applicable)

---

***I hereby swear that I am the owner of the property which is the subject matter of the attached applications as shown in the records of Hall County, Georgia. I authorize the person named above to act as applicant in the pursuit of a rezoning, special/conditional use or variance of this property.***

Charles Curtis Clark, Betsy Turner Executor — Owner Signature

Charles Curtis Clark, Betsy Turner, executor — Owner Printed Name

**Personally appeared before me on** 9/10/2026 **DATE** **who swears that the information contained in this authorization is true and correct to the best of his/her knowledge and belief.**

Courtney Head
Notary Printed Name

Notary Public Signature

COURTNEY HEAD
NOTARY PUBLIC
JACKSON COUNTY, GEORGIA
My Commission Expires May 7, 2030

9/10/2026
Date

**PLANNING AND ZONING DEPARTMENT**
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# CAMPAIGN CONTRIBUTIONS DISCLOSURE FORM

This form must be completed by the applicant and property owner, or person representing the property owner, for all zoning actions.

OCGA § 36-67A-3: Disclosure of Campaign Contributions:

(a) When any applicant for rezoning action has made, within two years immediately preceding the filing of that applicant's application for the rezoning action, campaign contributions aggregating $250.00 or more to a local government official who will consider the application, it shall be the duty of the applicant to file a disclosure report with the governing authority of the respective local government showing:

(1) The name and official position of the local government official to whom the campaign contribution was made; and

(2) The dollar amount and description of each campaign contribution made by the applicant to the local government official during the two years immediately preceding the filing of the application for the rezoning action and the date of each such contribution.

(b) The disclosures required by subsection (a) of this Code section shall be filed within ten days after the application for the zoning action is first filed.

Code OCGA 1981, § 36-67A-3, enacted by Ga L. 1986, page 1269, § 1; Ga L. 1991, page 1365, § 1; Ga L. 1993, page 91, § 36).

---

**I hereby certify that I have read the above and that:**

I have**____ I have not ✓

within the two years immediately preceding this date, made any contribution(s) aggregating $250.00 or more to any local government official involved in the review or consideration of this application.

****If you have made such contribution(s), you must provide the data required below within ten (10) days of filing this application.**

Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Name Printed: Beth Garmon

Applicant's/Owner's Signature: Elizabeth Garmon Date: September 3, 2026

**PLANNING AND ZONING DEPARTMENT**
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(1) The name and official position of the local government official to whom the campaign contribution was made; and

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---

**I hereby certify that I have read the above and that:**

I have**____ I have not ✓

within the two years immediately preceding this date, made any contribution(s) aggregating $250.00 or more to any local government official involved in the review or consideration of this application.

****If you have made such contribution(s), you must provide the data required below within ten (10) days of filing this application.**

Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Name Printed: Charles Curtis Clark, Betsy Turner, executor

Applicant's/Owner's Signature: Charles Curtis Clark Date: 9-15-2026
Betsy Turner, executor

September 14, 2026

**Letter of Intent – 6651 Spout Springs Road**

DCCM respectfully submits the following request to rezone a 33.27-acre tract from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) for a 119-lot residential subdivision. The property is located at 6651 Spout Springs Road, at its intersection with Union Circle. It is developed with a single-family residence, constructed in 1998. A stream runs along the northern boundary of the property.

To the north of the subject property is Cherokee Bluff High School and Middle School, zoned Planned Residential Development (PRD). Across Spout Springs, to the west, is Spout Springs Elementary School (zoned AR-1) and Quail's Landing Subdivision (zoned Residential 1 R-1). To the south are Mulberry Place Subdivision and Mulberry Ridge Subdivision (zoned R-1) with established single-family residences.

Hall County's Comprehensive Plan identifies the subject property as being within the South Hall Character Area and designated as a Future Land Use of Suburban Neighborhood, Medium-Density. The future land use consists of medium-density, single-family housing, both attached and detached. These developments should be located where public water and sewer infrastructure exists. The R-X zoning district is supported by this future land use, and the subject property also falls within the Urbanized Zone, according to the U.S. Census Bureau.

The subject property includes frontage on both Spout Springs Road and Union Circle. A traffic impact study was conducted and identified the intersection as operating at Level of Service (LOS) F under existing conditions. A signal warrant analysis was also conducted for this intersection. Under the Background condition in 2028 without the proposed development, the intersection of Spout Springs Road and Union Circle meets Warrant 2 - Four Hour Volumes, indicating that a traffic signal is warranted. Installing a signal at this location represents a system-level operational and safety improvement rather than a project-specific mitigation, as it addresses the heavy westbound delays on Union Circle and high number of angle crashes that exist independently of the proposed project.

Public water is available in the area, provided by the City of Gainesville Water Resources Department. A letter from the agency confirms availability for the proposed development. Public sewer is also available, with service provided by Hall County. A letter confirming availability was also obtained, and the school board is open to consideration of an easement for access from the proposed development to the existing pump station located on the adjacent property.

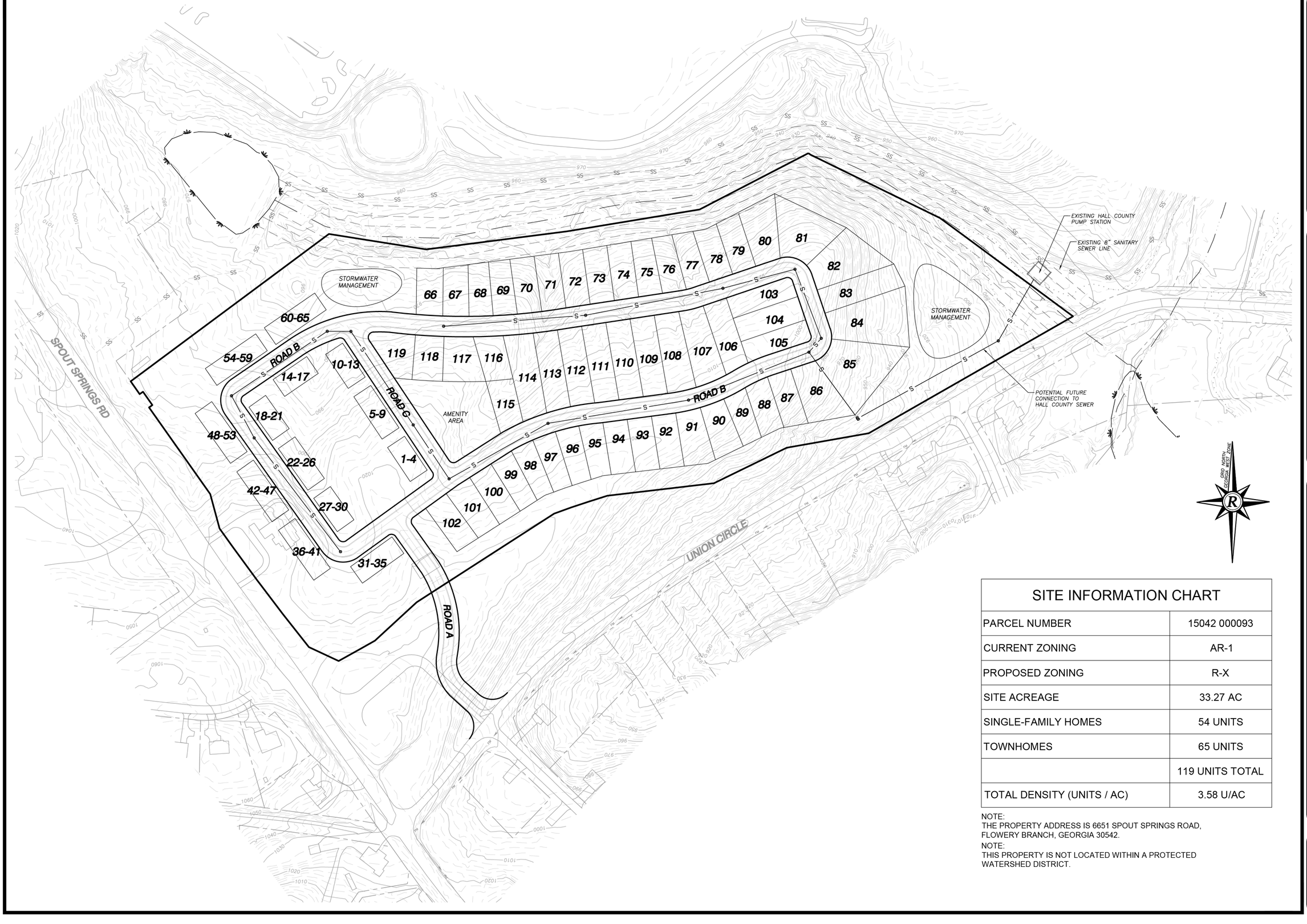
The proposed development, as illustrated in the conceptual site plan, would be accessed from Union Circle. The 65 townhomes are located closest to Spout Springs Road with open space separating the buildings. The townhomes are designed with a minimum width of 24 feet, and each would be sited on a 2,000 square foot minimum lot. The 54 single-family detached lots would meet the minimum lot width of 50 feet and minimum lot area of 8,000 square feet. A shared amenity area would provide recreational and common space for the residents, as well as the cluster mailbox unit. Five-foot-wide sidewalks will be installed along the new streets within the development.

Development Standards:

| | **Required** | **Proposed** |
|---|---|---|
| **Townhomes** | | |
| Minimum Lot Width | 16 ft. | 24 ft. |
| Minimum Lot Size | 2,000 sq. ft. | 2,000 sq. ft. |
| Minimum Setbacks | Front: 15 ft.<br>Side: 10 ft. (building separation)<br>Rear: 20 ft. | Front: 20 ft.<br>Side:10 ft. building separation<br>Rear: 20 ft. |
| Maximum Building Height | 35 ft. | 35 ft. |
| Parking | 2 spaces per unit<br>Plus 1 guest space for every 4 units | 2-car garage with driveway parking for 2 vehicles per unit |
| | | |
| | | |
| **Single-Family Detached** | | |
| Minimum Lot Width | 50 ft. | 50 ft. |
| Minimum Lot Size | 8,000 sq. ft. | 8,000 sq. ft. |
| Minimum Setbacks | Front: 25 ft.<br>Side: 5 ft.<br>Rear: 20 ft. | Front: 25 ft.<br>Side: 5 ft.<br>Rear: 20 ft. |
| Maximum Building Height | 35 ft. | 35 ft. |
| Parking | 2 spaces per dwelling unit | 2-car garage with driveway parking for 2 vehicles per home |
| **Sidewalks** | 5 ft. wide | 5 ft. wide |
| **Open Space** | 30% | 40% |

All stormwater management facilities would be designed and constructed to meet local and state regulations. All stream buffers would be protected from development, and a 50-foot landscape buffer will be maintained along all external boundaries. Two trees per unit will be included within the overall site, either within individual lots or common areas. A minimum 20-foot landscape frontage strip will be designated along the street frontage of both Spout Springs Road and Union Circle, and a monument sign is planned for the entrance to the development. The conceptual site plan includes approximately 13.3 acres of open space, which is 40% of the total site area.

This narrative and the conceptual site plan represent the developer's current intent and is representative of how the site could be developed consistent with the uses and design guidelines being requested for approval. Further development of land within the district and construction of infrastructure and buildings may occur through growth of the business. Site details have been discussed with local agencies but have not gone through design review and permitting. Final development, locations of uses, and phasing may vary as the market demands. All such variations shall be limited by the approved uses, design guidelines, conditions of zoning, and all local, state, and federal regulations. Requests for the departure from the uses, design guidelines, and conditions of zoning shall be treated as amendments to the PCD district and shall require further public input and review by the Hall County Planning Commission and Board of Commissioners.




| SITE INFORMATION CHART | |
|---|---|
| PARCEL NUMBER | 15042 000093 |
| CURRENT ZONING | AR-1 |
| PROPOSED ZONING | R-X |
| SITE ACREAGE | 33.27 AC |
| SINGLE-FAMILY HOMES | 54 UNITS |
| TOWNHOMES | 65 UNITS |
| | 119 UNITS TOTAL |
| TOTAL DENSITY (UNITS / AC) | 3.58 U/AC |

NOTE:
THE PROPERTY ADDRESS IS 6651 SPOUT SPRINGS ROAD, FLOWERY BRANCH, GEORGIA 30542.

NOTE:
THIS PROPERTY IS NOT LOCATED WITHIN A PROTECTED WATERSHED DISTRICT.


DCCM Infrastructure, Inc.
425 Oak Street NW, Gainesville, GA 30501
770.718.0600 | DCCM.com


CONCEPTUAL SITE PLAN FOR:

# CLARK CHARLES CURTIS TRACT
## SPOUT SPRINGS ROAD

LOCATED IN:
HALL COUNTY GEORGIA

| NO. | DATE | REVISIONS DESCRIPTION |
|---|---|---|

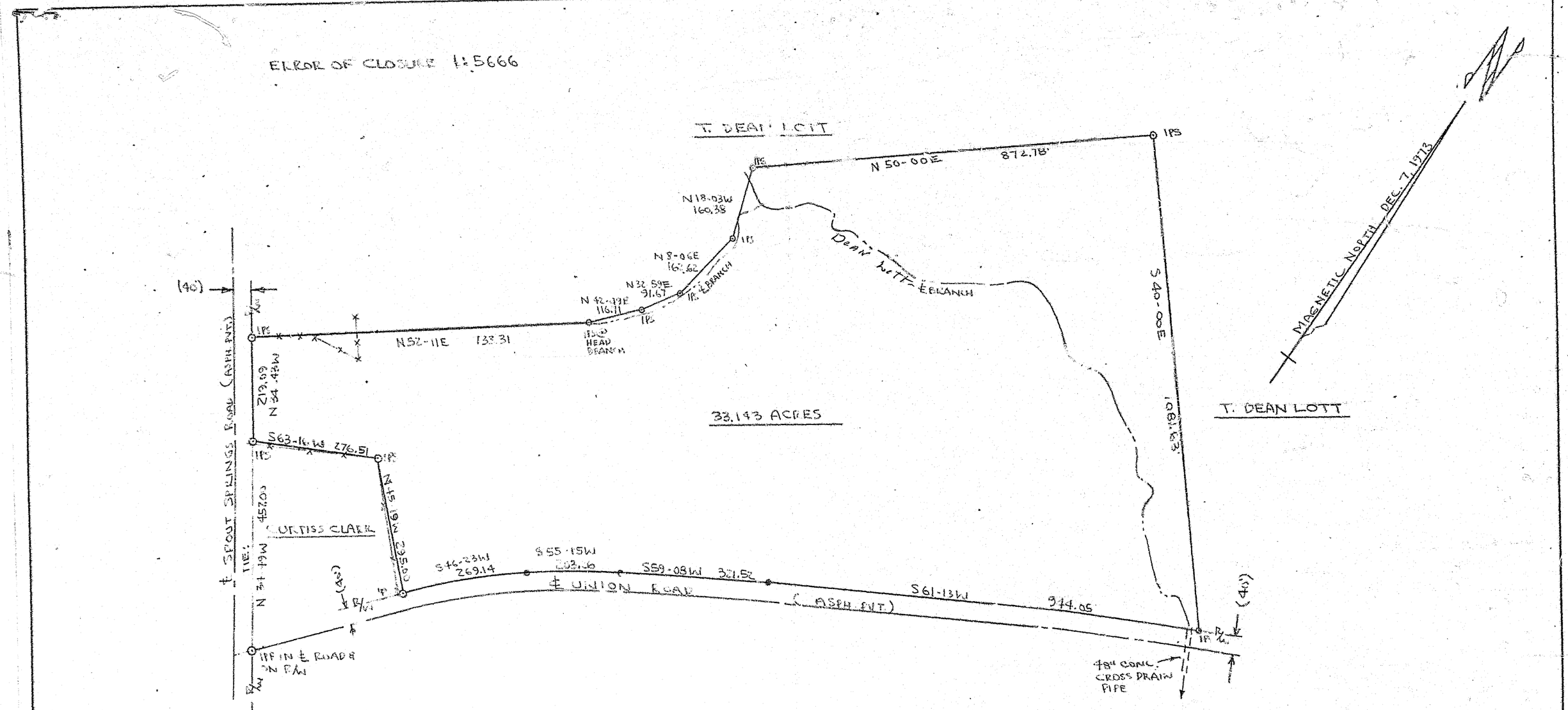

ANY CHANGES OR ALTERATIONS MADE TO THESE CONSTRUCTION DRAWINGS WITHOUT THE WRITTEN AND VERIFIED CONSENT OF SEAL SHOWN HEREON, AND ANY LIABILITY ASSOCIATED WITH THIS PROJECT. ORIGINAL DRAWINGS ARE KEPT ON FILE FOR VERIFICATION OF ANY CHANGES


GRAPHIC SCALE
50' 0' 100' 200'

SHEET 1 OF 1

DATE: 09/1/2026
SCALE: 1" = 100'
JOB NO. G226006.PUL
DWG NO. PRELIM.dwg
DRAWN BY: BEA/BAU

ERROR OF CLOSURE 1:5666




GEORGIA REGISTERED No. 1785 PROFESSIONAL EXPIRES 12-31-73 LAND SURVEYOR JIMMY D. BULLOCK

IPF = IRON PIN FOUND.
IPS = " " " SET.

PROPERTY OF
VIRGINIA LOTT CLARK
FLOWERY BRANCH (GM 1279) DIST.
HALL COUNTY, GEORGIA.

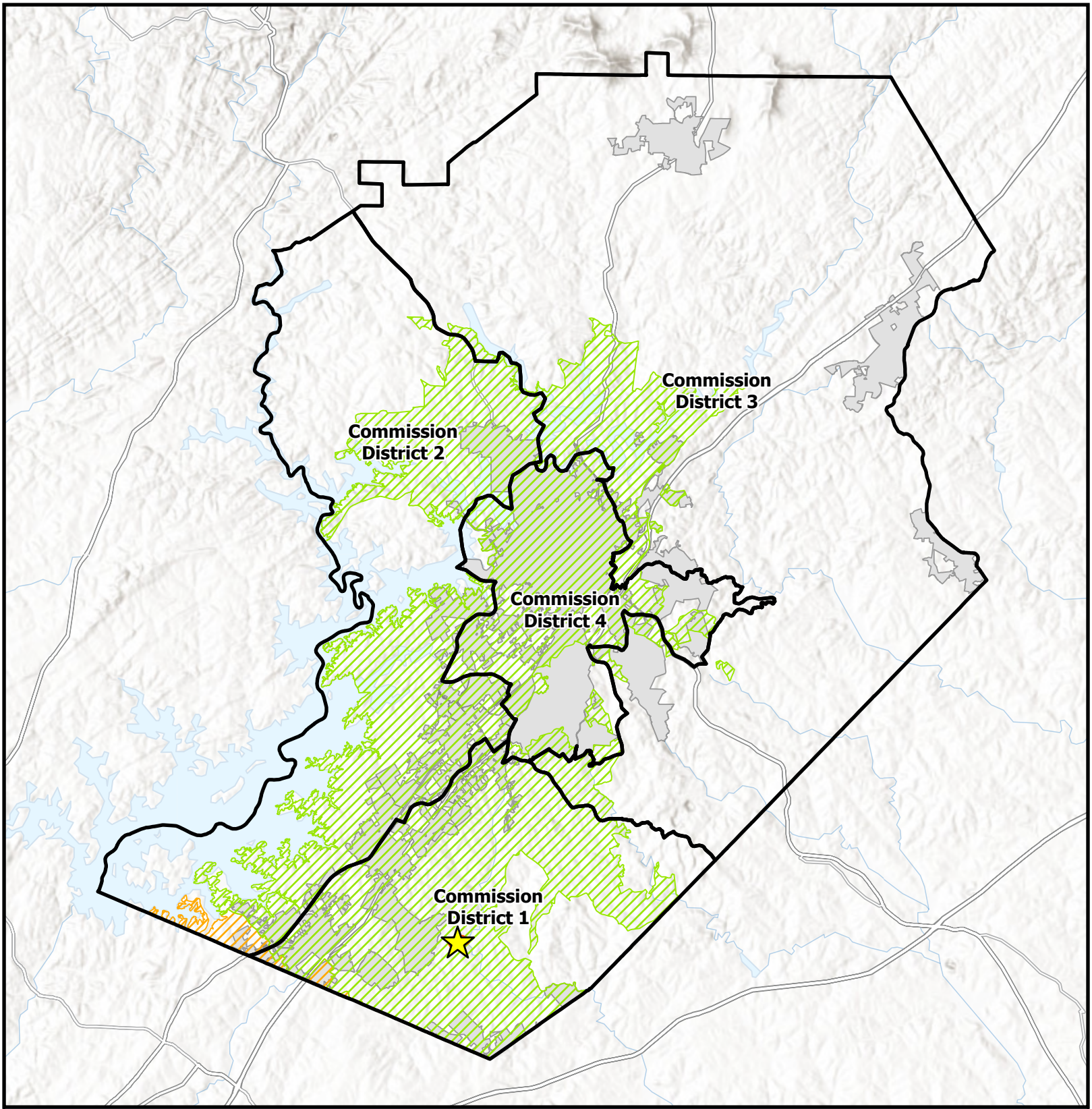
SCALE: 1"=200 DEC. 31, 1973

JIMMY D. BULLOCK & ASSOCIATES
LAND SURVEYING SERVICE
GAINESVILLE, GEORGIA 30501
BUS. 534-5618 – RES. 534-[illegible]

Recorded January 15, 1974

H. Brady Wootton - Clerk

93




# Overview Map

Subject Area
Commision Districts
City Limits

Urbanized Zone Areas

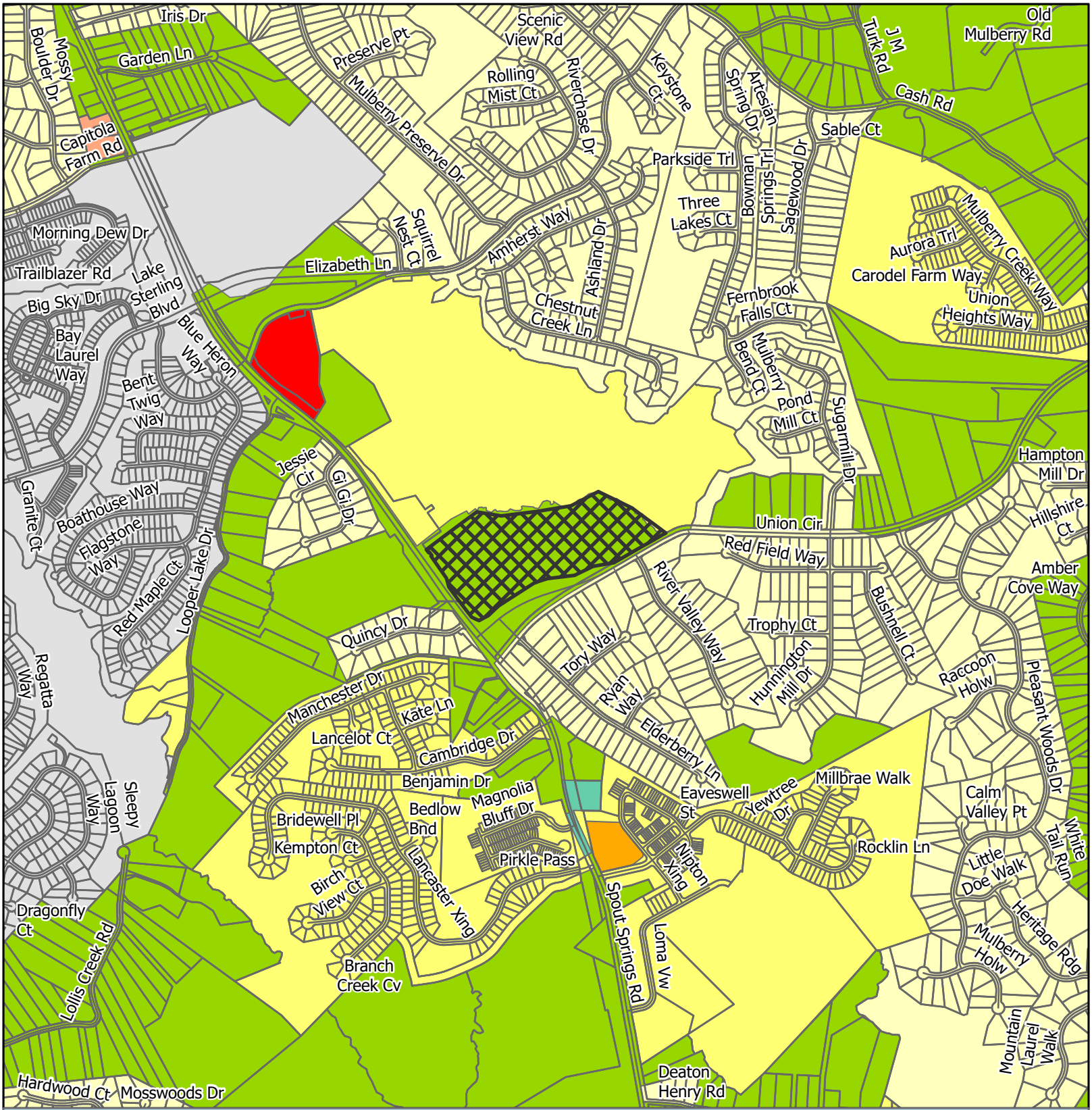
Atlanta, GA
Gainesville, GA

Subject Area Location

Applicant: DCCM Infrastructure, Inc.
Tax Parcel #: 15042 000093
Location: 6651 Spout Springs Road
Commission District: 1

HALL COUNTY
GEORGIA
We have it all in Hall

Date Prepared: 10/12/2026




# Zoning Map

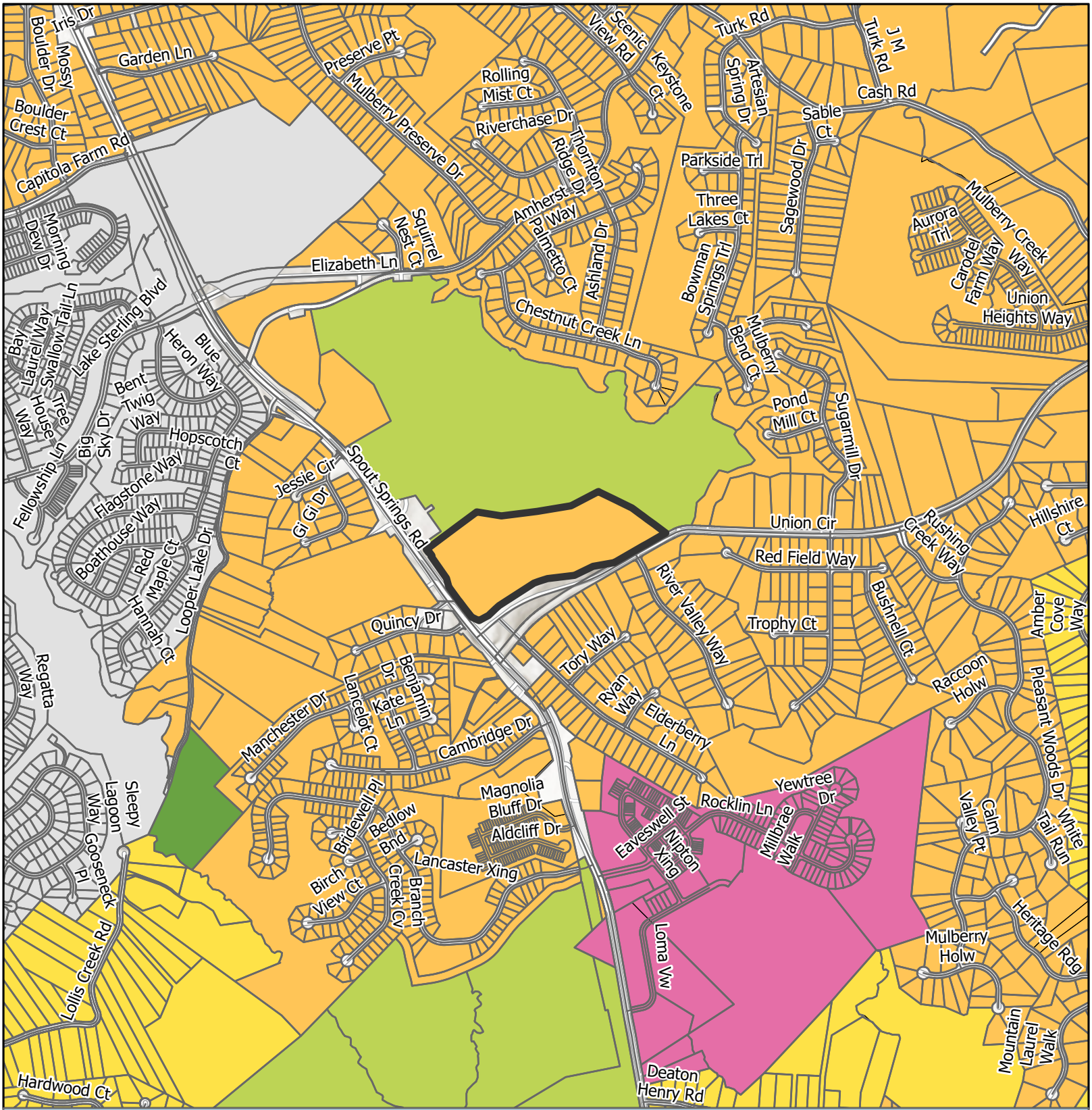
Subject Area
City Limits

Zoning
AR-1
H-B
PCD
PCFD
PRD
R-1
S-S

Applicant: DCCM Infrastructure, Inc.
Tax Parcel #: 15042 000093
Location: 6651 Spout Springs Road
Commission District 1

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Date Prepared: 10/13/2026




# Future Land Use Map

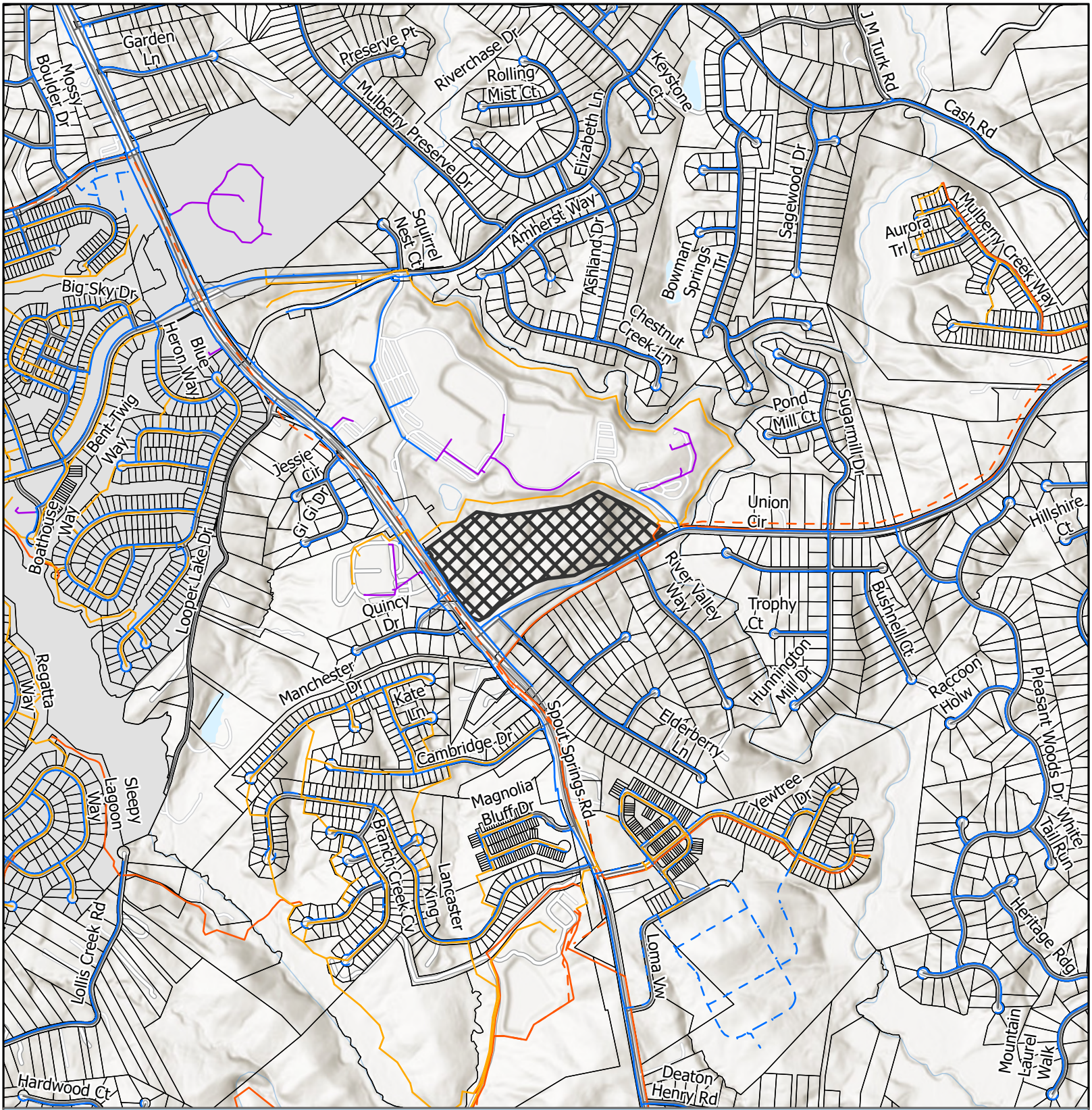
Subject Area
City Limits

FLU
- Greenspace - Conservation
- Greenspace - Parks
- Regional Activity Center
- Suburban Neighborhood, Low-Density
- Suburban Neighborhood, Medium-Density

Applicant: DCCM Infrastructure, Inc.
Tax Parcel #: 15042 000093
Location: 6651 Spout Springs Road
Commission District: 1

HALL COUNTY
GEORGIA
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Date Prepared: 10/13/2026




# Utilities Map

- Private of Other System
- Waterline
- Preliminary Waterline
- County Existing Sewerline
- County Forcemain
- County Propsed Forcemain
- Subject Area
- City Limits

Applicant: DCCM Infrastructure, Inc.
Tax Parcel #: 15042 000093
Location: 6651 Spout Springs Road
Commission District 1

HALL COUNTY
GEORGIA
We have it all in Hall

Date Prepared: 10/13/2026




# Site Plan & Aerial Map

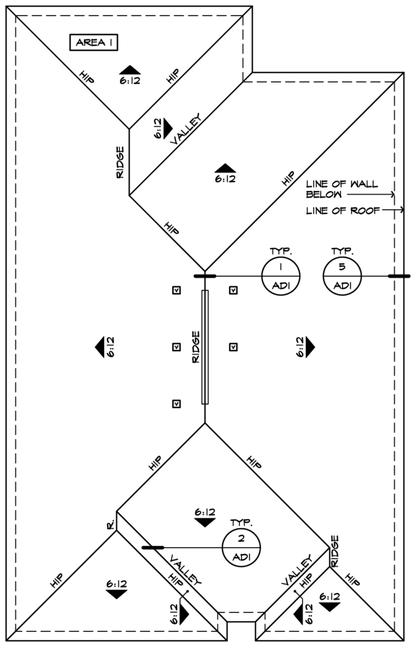
Subject Area

parcel

Applicant: DCCM Infrastructure, Inc.
Tax Parcel #: 15042 000093
Location: 6651 Spout Springs Road
Commission District 1

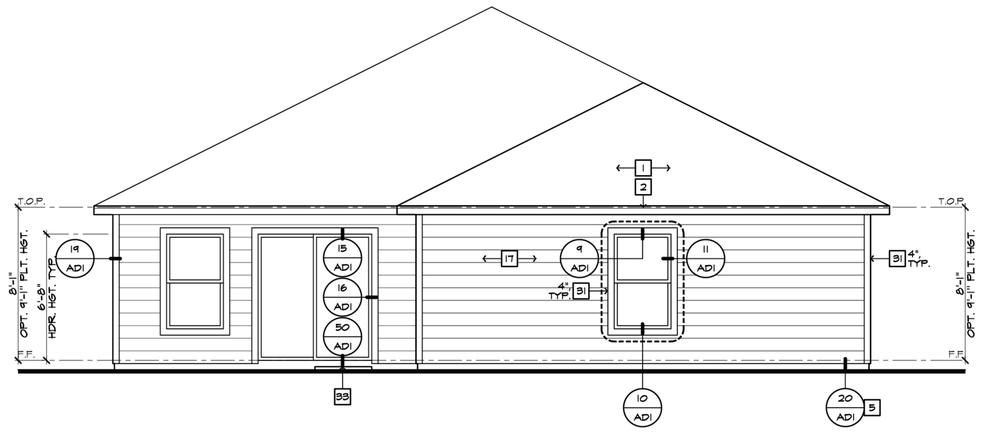
HALL COUNTY
GEORGIA
*We have it **all** in Hall*

Date Prepared: 10/13/2026



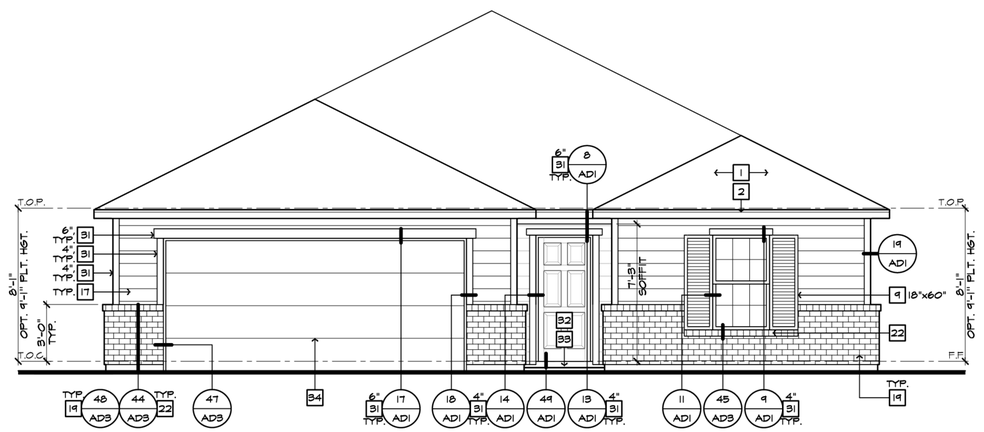

## ROOF PLAN 'A'

SCALE 1/8"=1'-0" (22"X34") - 1/16"=1'-0" (11"X17")




## REAR ELEVATION 'A'

SCALE 1/4"=1'-0" (22"X34") - 1/8"=1'-0" (11"X17")




## FRONT ELEVATION 'A'

SCALE 1/4"=1'-0" (22"X34") - 1/8"=1'-0" (11"X17")

## ELEVATION NOTES

NOTE: NOT ALL KEY NOTES APPLY .

1. ROOF MATERIAL - REFER TO ROOF NOTES
2. 2X FASCIA/BARGE BOARD WITH ALUMINUM FASCIA CAP
3. G.I. FLASHING
4. G.I. FLASHING & SADDLE/CRICKET
5. WEEP SCREED
6. CONTROL JOINT / MID-WALL WEEP SCREED
7. DECORATIVE VENT - FYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
8. DECORATIVE CORBEL - FYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
9. DECORATIVE SHUTTERS - FYPON OR EQUAL.
10. DECORATIVE TRIM - FYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
11. RECESSED ELEMENT
12. DECORATIVE FOAM DETAIL - FYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
13. DECORATIVE COLUMN WITH STRUCTURAL INSERT - FYPON OR EQ. SEE ELEVATION FOR PART # IF APPLICABLE
14. CEMENTITIOUS FINISH OVER MASONRY/ STUCCO OVER WOOD -PER SPEC'S (I.R.C. R703)
15. CEMENTITIOUS FINISH OVER RAISED BAND FOAM TRIM -SEE ELEV. FOR SIZE
16. STUCCO FINISH OVER BUILT UP WOOD COLUMN
17. FIBER CEMENT SIDING AS SPECIFIED
18. STONE VENEER PER SPEC'S
19. BRICK VENEER PER SPEC'S
20. REVEAL
21. SOLDIER COURSE
22. ROWLOCK COURSE
23. FREEZE BOARD
24. DECORATIVE COLUMN BASE - FYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
25. CEMENTITIOUS FINISH OVER CMU - COLUMN AND/OR BASE - AS INDICATED ON ELEVATION
26. ¾" BUILT-UP STUCCO TRIM
27. 1" BUILT-UP STUCCO TRIM
28. 1½" BUILT-UP STUCCO TRIM
29. FIBER CEMENT SHAKE SIDING - 8" EXPOSURE
30. FIBER CEMENT WRAP
31. FIBER CEMENT TRIM - SEE ELEVATION FOR TRIM SIZE
32. ENTRY DOOR
33. CONCRETE STOOP/ PORCH - SEE SLAB INTERFACE PLAN.
34. SECTIONAL GARAGE DOOR PER SPEC'S
35. DECORATIVE KNEE BRACE - FYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
36. OPTIONAL DOOR/WINDOW - REFER TO PLAN OPTIONS
37. CEMENTITIOUS FINISH OVER 1X2 FOAM BATTS
38. FIBER CEMENT SIDING OVER WOOD - COLUMN AND/OR BASE - AS INDICATED ON ELEVATION
39. DECORATIVE COVED MOLDING. - FYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
40. FIBER CEMENT VERTICAL BOARD & BATT SIDING
41. ALUMINUM RAILING
42. BRACKET OR KICKER - FYPON OR EQUAL
43. KEYSTONE
44. WATER TABLE
45. PILASTER -SEE ELEVATION FOR TYPE.
46. CEMENTITOUS STUCCO BOARD PANELS - JAMES HARDI OR EQUAL

BASIC PLAN

## ROOF PLAN NOTES 'A'

6:12 INDICATES ROOF SLOPE AND DIRECTION, U.N.O.

ROOF MATERIAL: COMPOSITION SHINGLE
12" (INCHES) TYPICAL ROOF OVERHANG AT RAKE, U.N.O.
12" (INCHES) TYPICAL ROOF OVERHANG AT EAVE, U.N.O.
LOCATE EAVE/ RAFTER VENTS EQUALLY BALANCED AROUND HOUSE EXCEPT ABOVE SHEARWALL PANELS.

## ATTIC VENT CALCULATIONS

PROVIDE 1 SQ. IN. OF VENTILATION PER 300 SQ. IN. OF ATTIC SPACE. PROVIDE THAT AT LEAST 40% & NO MORE THAN 50% OF THE REQ. VENTILATING AREA IS PROVIDED BY VENTILATORS LOCATED IN THE UPPER PORTION OF THE ATTIC. (HIGH VENTING) AT MAX. 3'-0" BELOW THE RIDGE WITH THE BALANCE BEING PROVIDED BY EAVE VENTS, (LOW VENTING)

✳ CALCULATION BY 1/150, HIGH/LOW VENTING NOT REQUIRED.

APPROXIMATE RIDGE VENT LOCATIONS SHOWN. ACTUAL LOCATIONS TO BE DETERMINED IN THE FIELD.

## LEGEND

V SLP61 ROOF VENT
4' SECTION RIDGE VENT

**AREA 1, MAIN**

**VENTILATION REQUIRED:**

| | | | |
|---|---|---|---|
| ATTIC AREA = 2478 | SQ. FT. / 300 = | 8.26 | SQ. FT. |
| | X 144 = | 1189 | SQ. IN. |
| | UPPER MAX. X 50% = | 595 | SQ. IN. |
| | UPPER MIN. X 40% = | 476 | SQ. IN. |

**VENTILATION PROVIDED:**

**HIGH**

| | | | | |
|---|---|---|---|---|
| (3) 4' LIN. FEET OF RIDGE VENT AT | 72 | SQ. IN. EA. = | 216 | SQ. IN. |
| (5) SLP61 ROOF VENT(S) AT | 61 | SQ. IN. EA. = | 305 | SQ. IN. |
| SUBTOTAL HIGH VENTILATION: | | | 521 | SQ. IN. |

**LOW**

| | | |
|---|---|---|
| (595) SQ. IN. MIN. OF VENTILATED SOFFIT | 595 | SQ. IN. |
| SUBTOTAL LOW VENTILATION: | 595 | SQ. IN. |
| TOTAL VENTILATION PROVIDED: | 1116 | SQ. IN. |

kb HOME

# ATLANTA 40' SERIES

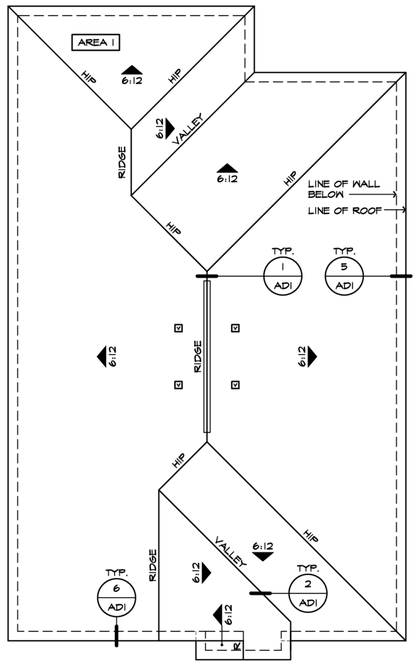
KB HOME
C/O JACKSONVILLE DIVISION

10475 FORTUNE PARKWAY
STE. 100
JACKSONVILLE, FL 32256
TEL: (904) 596-6626
FAX: (904) 519-5012

ISSUE DATE: 09/02/2026
PROJECT No.: 3029-999003
DIVISION MGR.: M.F.
REVISIONS:

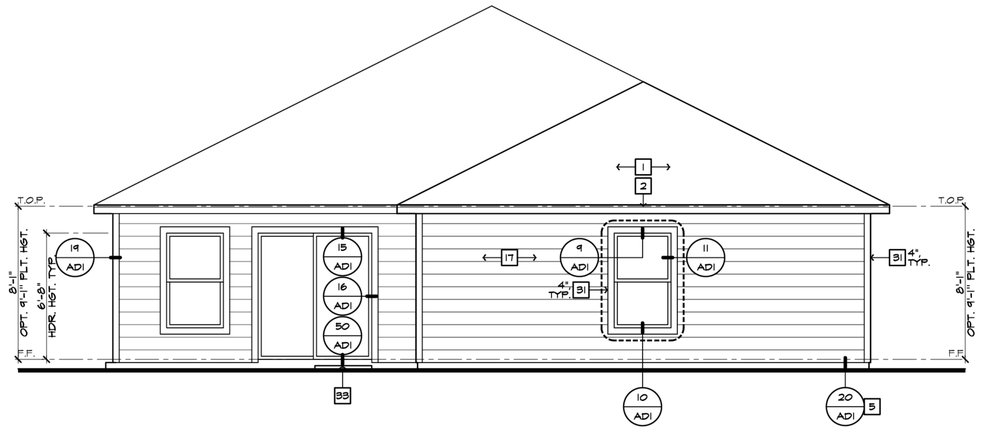
PLAN: 140.2003
SHEET: 3.A2

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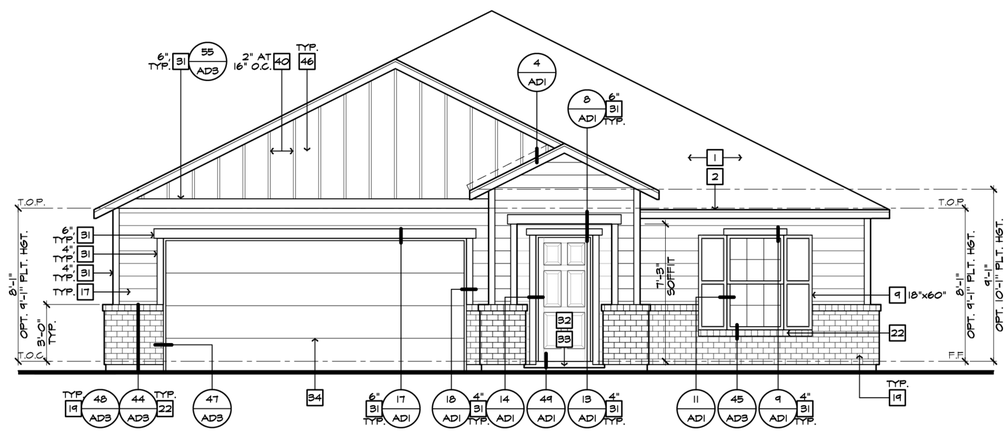

## ROOF PLAN 'B'

SCALE 1/8"=1'-0" (22"X34") - 1/16"=1'-0" (11"X17")




## REAR ELEVATION 'B'

SCALE 1/4"=1'-0" (22"X34") - 1/8"=1'-0" (11"X17")




## FRONT ELEVATION 'B'

SCALE 1/4"=1'-0" (22"X34") - 1/8"=1'-0" (11"X17")

## ELEVATION NOTES

NOTE: NOT ALL KEY NOTES APPLY .

1. ROOF MATERIAL - REFER TO ROOF NOTES
2. 2X FASCIA/BARGE BOARD WITH ALUMINUM FASCIA CAP
3. G.I. FLASHING
4. G.I. FLASHING & SADDLE/CRICKET
5. WEEP SCREED
6. CONTROL JOINT / MID-WALL WEEP SCREED
7. DECORATIVE VENT - FYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
8. DECORATIVE CORBEL - FYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
9. DECORATIVE SHUTTERS - FYPON OR EQUAL.
10. DECORATIVE TRIM - FYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
11. RECESSED ELEMENT
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16. STUCCO FINISH OVER BUILT UP WOOD COLUMN
17. FIBER CEMENT SIDING AS SPECIFIED
18. STONE VENEER PER SPEC'S
19. BRICK VENEER PER SPEC'S
20. REVEAL
21. SOLDIER COURSE
22. ROWLOCK COURSE
23. FREEZE BOARD
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25. CEMENTITIOUS FINISH OVER CMU - COLUMN AND/OR BASE - AS INDICATED ON ELEVATION
26. ¾" BUILT-UP STUCCO TRIM
27. 1" BUILT-UP STUCCO TRIM
28. 1½" BUILT-UP STUCCO TRIM
29. FIBER CEMENT SHAKE SIDING - 8" EXPOSURE
30. FIBER CEMENT WRAP
31. FIBER CEMENT TRIM - SEE ELEVATION FOR TRIM SIZE
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33. CONCRETE STOOP/ PORCH - SEE SLAB INTERFACE PLAN.
34. SECTIONAL GARAGE DOOR PER SPEC'S
35. DECORATIVE KNEE BRACE - FYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
36. OPTIONAL DOOR/WINDOW - REFER TO PLAN OPTIONS
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42. BRACKET OR KICKER - FYPON OR EQUAL
43. KEYSTONE
44. WATER TABLE
45. PILASTER -SEE ELEVATION FOR TYPE.
46. CEMENTITOUS STUCCO BOARD PANELS - JAMES HARDI OR EQUAL

BASIC PLAN

## ROOF PLAN NOTES 'B'

6:12 INDICATES ROOF SLOPE AND DIRECTION, U.N.O.

ROOF MATERIAL: COMPOSITION SHINGLE
12" (INCHES) TYPICAL ROOF OVERHANG AT RAKE, U.N.O.
12" (INCHES) TYPICAL ROOF OVERHANG AT EAVE, U.N.O.
LOCATE EAVE/ RAFTER VENTS EQUALLY BALANCED AROUND HOUSE EXCEPT ABOVE SHEARWALL PANELS.

## ATTIC VENT CALCULATIONS

PROVIDE 1 SQ. IN. OF VENTILATION PER 300 SQ. IN. OF ATTIC SPACE. PROVIDE THAT AT LEAST 40% & NO MORE THAN 50% OF THE REQ. VENTILATING AREA IS PROVIDED BY VENTILATORS LOCATED IN THE UPPER PORTION OF THE ATTIC, (HIGH VENTING) AT MAX. 3'-0" BELOW THE RIDGE WITH THE BALANCE BEING PROVIDED BY EAVE VENTS, (LOW VENTING)

* CALCULATION BY 1/150, HIGH/LOW VENTING NOT REQUIRED.

APPROXIMATE RIDGE VENT LOCATIONS SHOWN. ACTUAL LOCATIONS TO BE DETERMINED IN THE FIELD.

## LEGEND

V — SLP61 ROOF VENT
4' SECTION RIDGE VENT

**AREA 1, MAIN**

**VENTILATION REQUIRED:**

| | | | |
|---|---|---|---|
| ATTIC AREA = | 2504 | SQ. FT. / 300 = | 8.35 SQ. FT. |
| | | X 144 = | 1202 SQ. IN. |
| | | UPPER MAX. X 50% = | 601 SQ. IN. |
| | | UPPER MIN. X 40% = | 481 SQ. IN. |

**VENTILATION PROVIDED:**

| | | | |
|---|---|---|---|
| **HIGH** | | | |
| (4) 4' LIN. FEET OF RIDGE VENT AT | 72 | SQ. IN. EA. = | 288 SQ. IN. |
| (4) SLP61 ROOF VENT(S) AT | 61 | SQ. IN. EA. = | 244 SQ. IN. |
| **SUBTOTAL HIGH VENTILATION:** | | | 532 SQ. IN. |
| **LOW** | | | |
| (601) SQ. IN. MIN. OF VENTILATED SOFFIT | | | 601 SQ. IN. |
| **SUBTOTAL LOW VENTILATION:** | | | 601 SQ. IN. |
| **TOTAL VENTILATION PROVIDED:** | | | 1133 SQ. IN. |

kb HOME

# ATLANTA 40' SERIES

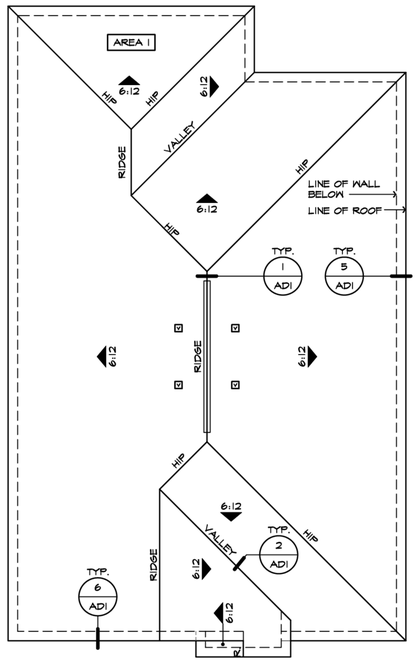
KB HOME
C/O JACKSONVILLE DIVISION

10475 FORTUNE PARKWAY
STE. 100
JACKSONVILLE, FL 32256
TEL: (904) 596-6626
FAX: (904) 519-5012

ISSUE DATE: 09/02/2026
PROJECT No.: 3029-999003
DIVISION MGR.: M.F.
REVISIONS:

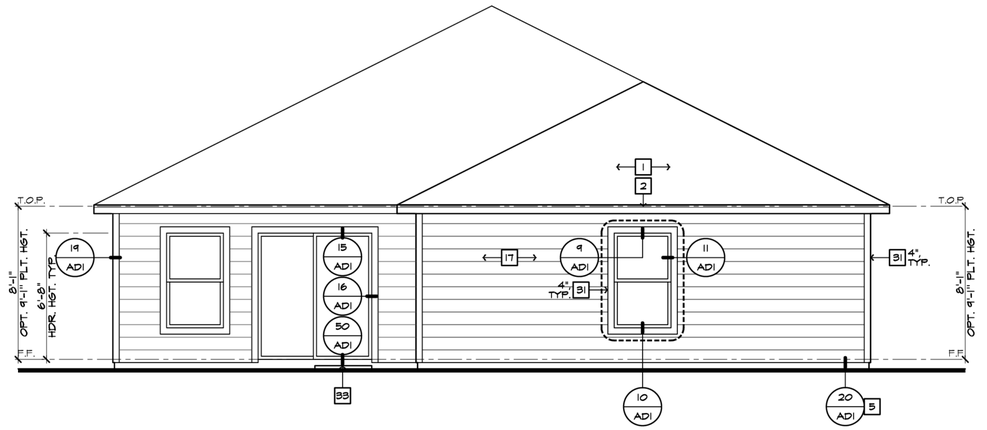
PLAN: 140.2003
SHEET: 3.B2

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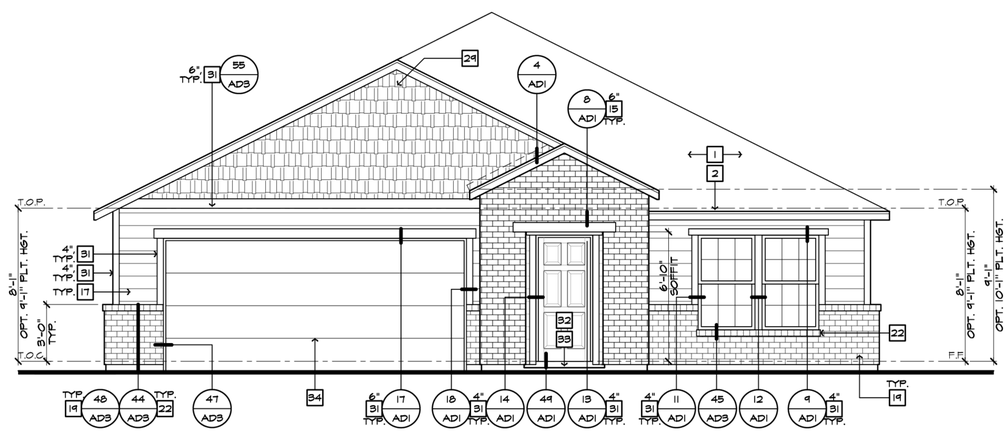

## ROOF PLAN 'C'

SCALE 1/8"=1'-0" (22"X34") - 1/16"=1'-0" (11"X17")




## REAR ELEVATION 'C'

SCALE 1/4"=1'-0" (22"X34") - 1/8"=1'-0" (11"X17")




## FRONT ELEVATION 'C'

SCALE 1/4"=1'-0" (22"X34") - 1/8"=1'-0" (11"X17")

## ELEVATION NOTES

NOTE: NOT ALL KEY NOTES APPLY .

1. ROOF MATERIAL - REFER TO ROOF NOTES
2. 2X FASCIA/BARGE BOARD WITH ALUMINUM FASCIA CAP
3. G.I. FLASHING
4. G.I. FLASHING & SADDLE/CRICKET
5. WEEP SCREED
6. CONTROL JOINT / MID-WALL WEEP SCREED
7. DECORATIVE VENT - FYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
8. DECORATIVE CORBEL - FYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
9. DECORATIVE SHUTTERS - FYPON OR EQUAL.
10. DECORATIVE TRIM - FYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
11. RECESSED ELEMENT
12. DECORATIVE FOAM DETAIL - FYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
13. DECORATIVE COLUMN WITH STRUCTURAL INSERT - FYPON OR EQ. SEE ELEVATION FOR PART # IF APPLICABLE
14. CEMENTITIOUS FINISH OVER MASONRY/ STUCCO OVER WOOD -PER SPEC'S (I.R.C. R703)
15. CEMENTITIOUS FINISH OVER RAISED BAND FOAM TRIM -SEE ELEV. FOR SIZE
16. STUCCO FINISH OVER BUILT UP WOOD COLUMN
17. FIBER CEMENT SIDING AS SPECIFIED
18. STONE VENEER PER SPEC'S
19. BRICK VENEER PER SPEC'S
20. REVEAL
21. SOLDIER COURSE
22. ROWLOCK COURSE
23. FREEZE BOARD
24. DECORATIVE COLUMN BASE - FYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
25. CEMENTITIOUS FINISH OVER CMU - COLUMN AND/OR BASE - AS INDICATED ON ELEVATION
26. ¾" BUILT-UP STUCCO TRIM
27. 1" BUILT-UP STUCCO TRIM
28. 1½" BUILT-UP STUCCO TRIM
29. FIBER CEMENT SHAKE SIDING - 8" EXPOSURE
30. FIBER CEMENT WRAP
31. FIBER CEMENT TRIM - SEE ELEVATION FOR TRIM SIZE
32. ENTRY DOOR
33. CONCRETE STOOP/ PORCH - SEE SLAB INTERFACE PLAN.
34. SECTIONAL GARAGE DOOR PER SPEC'S
35. DECORATIVE KNEE BRACE - FYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
36. OPTIONAL DOOR/WINDOW - REFER TO PLAN OPTIONS
37. CEMENTITIOUS FINISH OVER 1X2 FOAM BATTS
38. FIBER CEMENT SIDING OVER WOOD - COLUMN AND/OR BASE - AS INDICATED ON ELEVATION
39. DECORATIVE COVED MOLDING. - FYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
40. FIBER CEMENT VERTICAL BOARD & BATT SIDING
41. ALUMINUM RAILING
42. BRACKET OR KICKER - FYPON OR EQUAL
43. KEYSTONE
44. WATER TABLE
45. PILASTER -SEE ELEVATION FOR TYPE.
46. CEMENTITOUS STUCCO BOARD PANELS - JAMES HARDI OR EQUAL

BASIC PLAN

## ROOF PLAN NOTES 'C'

6:12 INDICATES ROOF SLOPE AND DIRECTION, U.N.O.

ROOF MATERIAL: COMPOSITION SHINGLE
12" (INCHES) TYPICAL ROOF OVERHANG AT RAKE, U.N.O.
12" (INCHES) TYPICAL ROOF OVERHANG AT EAVE, U.N.O.
LOCATE EAVE/ RAFTER VENTS EQUALLY BALANCED AROUND HOUSE EXCEPT ABOVE SHEARWALL PANELS.

## ATTIC VENT CALCULATIONS

PROVIDE 1 SQ. IN. OF VENTILATION PER 300 SQ. IN. OF ATTIC SPACE. PROVIDE THAT AT LEAST 40% & NO MORE THAN 50% OF THE REQ. VENTILATING AREA IS PROVIDED BY VENTILATORS LOCATED IN THE UPPER PORTION OF THE ATTIC, (HIGH VENTING) AT MAX. 3'-0" BELOW THE RIDGE WITH THE BALANCE BEING PROVIDED BY EAVE VENTS, (LOW VENTING)

✳ CALCULATION BY 1/150, HIGH/LOW VENTING NOT REQUIRED.

APPROXIMATE RIDGE VENT LOCATIONS SHOWN. ACTUAL LOCATIONS TO BE DETERMINED IN THE FIELD.

## LEGEND

V — SLP61 ROOF VENT
4' SECTION RIDGE VENT

**AREA 1: MAIN**

**VENTILATION REQUIRED:**

| | | | |
|---|---|---|---|
| ATTIC AREA = | 2502 | SQ. FT. / 300 = | 8.34 SQ. FT. |
| | | X 144 = | 1201 SQ. IN. |
| | | UPPER MAX. X 50% = | 600 SQ. IN. |
| | | UPPER MIN. X 40% = | 480 SQ. IN. |

**VENTILATION PROVIDED:**

| | | | |
|---|---|---|---|
| **HIGH** | | | |
| (4) 4' LIN. FEET OF RIDGE VENT AT | 72 | SQ. IN. EA. = | 288 SQ. IN. |
| (4) SLP61 ROOF VENT(S) AT | 61 | SQ. IN. EA. = | 244 SQ. IN. |
| **SUBTOTAL HIGH VENTILATION:** | | | 532 SQ. IN. |
| **LOW** | | | |
| (600) SQ. IN. MIN. OF VENTILATED SOFFIT | | | 600 SQ. IN. |
| **SUBTOTAL LOW VENTILATION:** | | | 600 SQ. IN. |
| **TOTAL VENTILATION PROVIDED:** | | | 1132 SQ. IN. |

kb HOME

# ATLANTA 40' SERIES

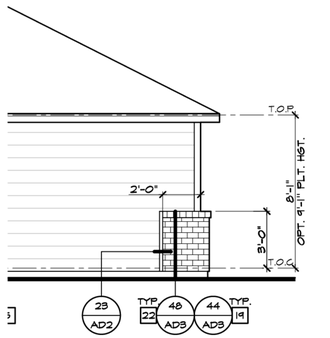
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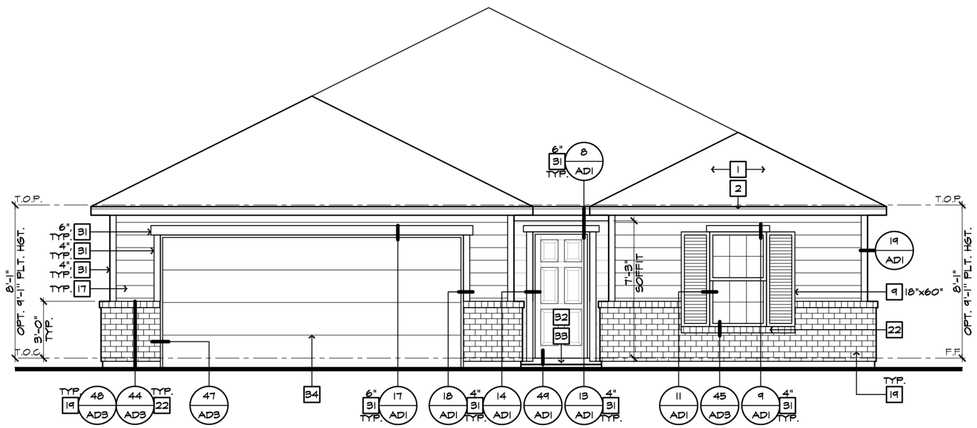
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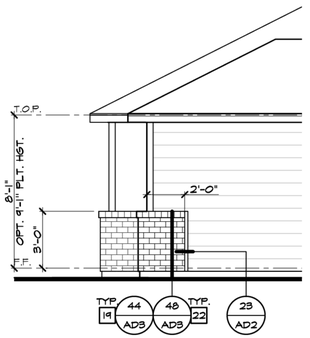

## PARTIAL LEFT ELEVATION 'A'

SCALE 1/4"=1'-0" (22"X34") - 1/8"=1'-0" (11"X17") AT OPT. EXT. GARAGE



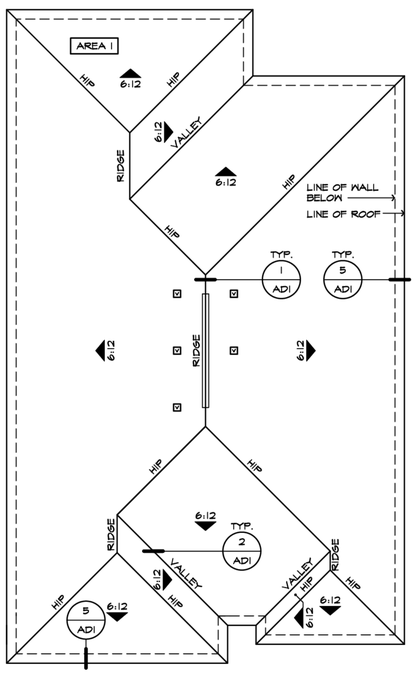

## FRONT ELEVATION 'A'

SCALE 1/4"=1'-0" (22"X34") - 1/8"=1'-0" (11"X17") AT OPT. EXT. GARAGE



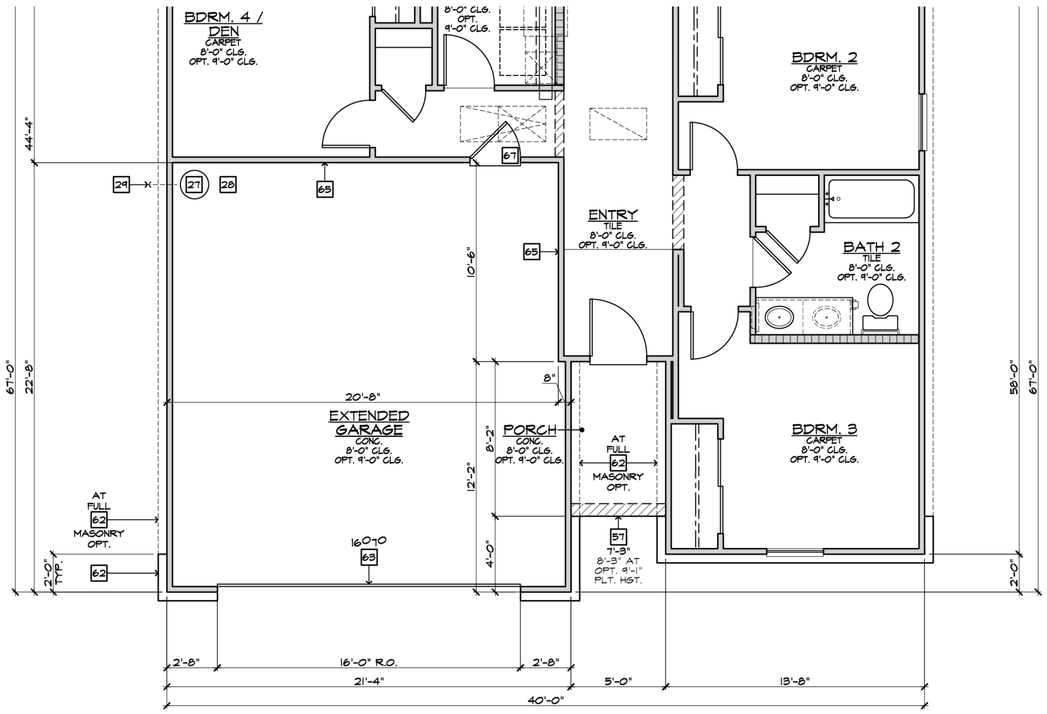

## PARTIAL RIGHT ELEVATION 'A'

SCALE 1/4"=1'-0" (22"X34") - 1/8"=1'-0" (11"X17") AT OPT. EXT. GARAGE




## ROOF PLAN 'A'

SCALE 1/8"=1'-0" (22"X34") - 1/16"=1'-0" (11"X17") AT OPT. EXT. GARAGE




## PARTIAL FLOOR PLAN 'A'

SCALE 1/4"=1'-0" (22"X34") - 1/8"=1'-0" (11"X17") AT OPT. EXT. GARAGE

### # PARTIAL FLOOR PLAN NOTES

NOTE: NOT ALL KEY NOTES APPLY.

41. LINE OF FLOOR ABOVE
42. LINE OF FLOOR BELOW
46. CEILING BREAK
47. STAIR TREADS AND RISERS - REFER TO STAIR DATA BOX THIS SHEET
48. +42" (U.N.O.) GUARD WALL - DTL 38 & 40/AD2
49. 34"-38" HIGH HANDRAIL - DETAIL 37/AD2
50. ADDITIONAL RISER AT OPTIONAL PLT. HT.
57. FLAT SOFFIT
58. ARCHED SOFFIT
59. WINDOW LEDGE - 4" BELOW WINDOW SILL
61. P.T. POST W/ VINYL WRAP
62. STONE VENEER - REFER TO ELEVATIONS
63. SECTIONAL GARAGE DOOR PER SPEC'S.
68. CONCRETE BLOCK COLUMN
70. EGRESS WINDOW
72. 3" DIA. CONCRETE FILLED PIPE BOLLARD 36" HIGH WITH 12" EMBEDMENT INTO CONCRETE
73. PRE-MANUFACTURED DECORATIVE COLUMN (SIZE, SEE ELEV.) TYPON OR EQUAL. SURROUNDING STRUCTURAL POST.
74. P.T. POST WITH VINYL WRAP

NOTE:
REFER TO BASIC FLOOR PLAN FOR INFORMATION NOT SHOWN HERE

### # ELEVATION NOTES

NOTE: NOT ALL KEY NOTES APPLY .

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2. 2X FASCIA/BARGE BOARD WITH ALUMINUM FASCIA CAP
3. G.I. FLASHING
4. G.I. FLASHING & SADDLE/CRICKET
5. WEEP SCREED
6. CONTROL JOINT / MID-WALL WEEP SCREED
7. DECORATIVE VENT - TYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
8. DECORATIVE CORBEL - TYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
9. DECORATIVE SHUTTERS - TYPON OR EQUAL.
10. DECORATIVE TRIM - TYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
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43. KEYSTONE
44. WATER TABLE
45. PILASTER -SEE ELEVATION FOR TYPE.
46. CEMENTITOUS STUCCO BOARD PANELS - JAMES HARDI OR EQUAL

EXT. GARAGE

### ROOF PLAN NOTES 'A'

6:12 INDICATES ROOF SLOPE AND DIRECTION, U.N.O.

ROOF MATERIAL: COMPOSITION SHINGLE
12" (INCHES) TYPICAL ROOF OVERHANGS AT RAKE, U.N.O.
12" (INCHES) TYPICAL ROOF OVERHANGS AT EAVE, U.N.O.
LOCATE EAVE/ RAFTER VENTS EQUALLY BALANCED AROUND HOUSE EXCEPT ABOVE SHEARWALL PANELS.

### ATTIC VENT CALCULATIONS

PROVIDE 1 SQ. IN. OF VENTILATION PER 300 SQ. IN. OF ATTIC SPACE. PROVIDE THAT AT LEAST 40% & NO MORE THAN 50% OF THE REQ. VENTILATING AREA IS PROVIDED BY VENTILATORS LOCATED IN THE UPPER PORTION OF THE ATTIC. (HIGH VENTING) AT MAX. 3'-0" BELOW THE RIDGE WITH THE BALANCE BEING PROVIDED BY EAVE VENTS, (LOW VENTING)

✳ CALCULATION BY 1/150, HIGH/LOW VENTING NOT REQUIRED.

APPROXIMATE RIDGE VENT LOCATIONS SHOWN. ACTUAL LOCATIONS TO BE DETERMINED IN THE FIELD.

### LEGEND

V SLP61 ROOF VENT
4' SECTION RIDGE VENT

**AREA 1: MAIN**
**VENTILATION REQUIRED:**
**ATTIC AREA =** 2521 SQ. FT. / 300 = 8.40 SQ. FT.
X 144 = 1210 SQ. IN.
UPPER MAX. X 50% = 605 SQ. IN.
UPPER MIN. X 40% = 484 SQ. IN.

**VENTILATION PROVIDED:**
**HIGH**
(3) 4' LIN. FEET OF RIDGE VENT AT 72 SQ. IN. EA. = 216 SQ. IN.
(5) SLP61 ROOF VENT(S) AT 61 SQ. IN. EA. = 305 SQ. IN.
**SUBTOTAL HIGH VENTILATION:** 521 SQ. IN.
**LOW**
(605)SQ. IN. MIN. OF VENTILATED SOFFIT 605 SQ. IN.
**SUBTOTAL LOW VENTILATION:** 605 SQ. IN.
**TOTAL VENTILATION PROVIDED:** 1126 SQ. IN.

NOTE:
REFER TO BASIC **FLOOR PLAN** FOR INFORMATION NOT SHOWN HERE

kb HOME

# ATLANTA 40' SERIES


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SHEET: 6.A1


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## PARTIAL FLOOR PLAN NOTES

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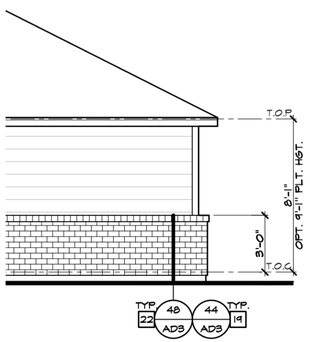
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NOTE:
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## ELEVATION NOTES

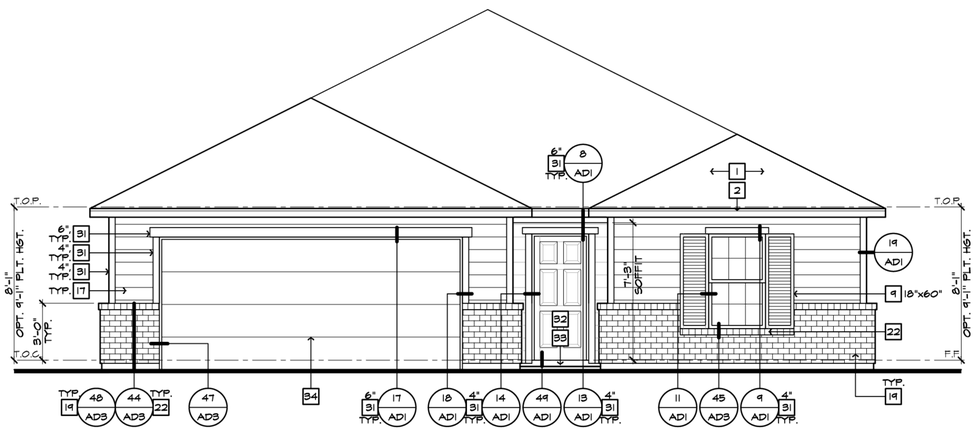
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9. DECORATIVE SHUTTERS - FYPON OR EQUAL.
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26. ¾" BUILT-UP STUCCO TRIM
27. 1" BUILT-UP STUCCO TRIM
28. 1½" BUILT-UP STUCCO TRIM
29. FIBER CEMENT SHAKE SIDING - 8" EXPOSURE
30. FIBER CEMENT WRAP
31. FIBER CEMENT TRIM - SEE ELEVATION FOR TRIM SIZE
32. ENTRY DOOR
33. CONCRETE STOOP/ PORCH - SEE SLAB INTERFACE PLAN.
34. SECTIONAL GARAGE DOOR PER SPEC'S
35. DECORATIVE KNEE BRACE - FYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
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45. PILASTER -SEE ELEVATION FOR TYPE.
46. CEMENTITOUS STUCCO BOARD PANELS - JAMES HARDI OR EQUAL



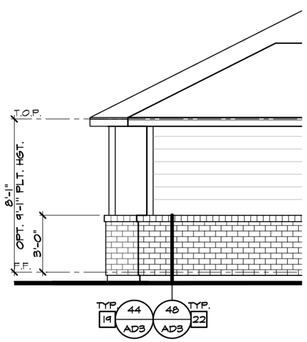

PARTIAL
LEFT ELEVATION 'A'

SCALE 1/4"=1'-0" (22"X34") - 1/8"=1'-0" (11"X17")




FRONT ELEVATION 'A'

SCALE 1/4"=1'-0" (22"X34") - 1/8"=1'-0" (11"X17")




PARTIAL
RIGHT ELEVATION 'A'

SCALE 1/4"=1'-0" (22"X34") - 1/8"=1'-0" (11"X17")

FULL BRICK AT OPT. EXTENDED GARAGE


ATLANTA
40' SERIES

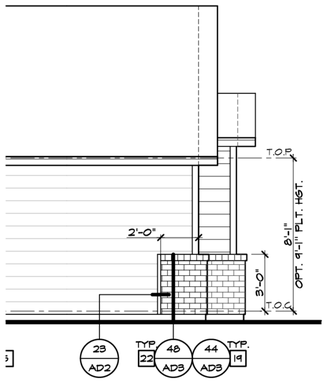
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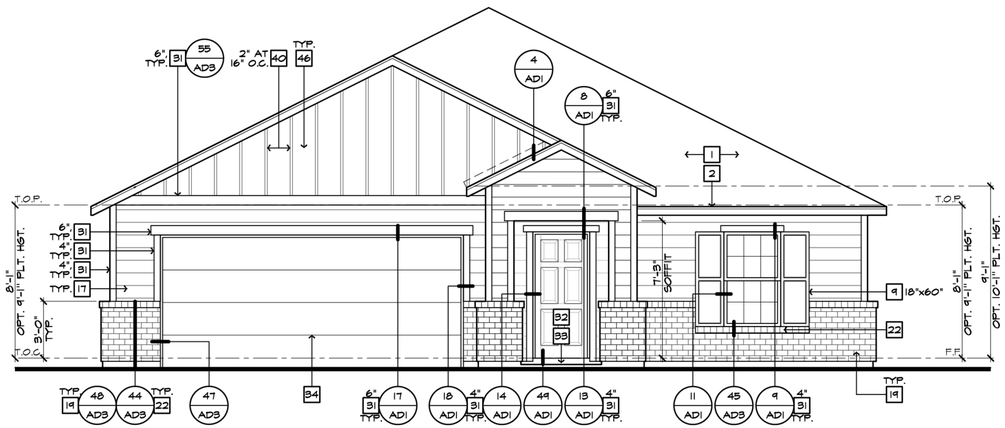

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PARTIAL
LEFT ELEVATION 'B'

SCALE 1/4"=1'-0" (22"X34") - 1/8"=1'-0" (11"X17")

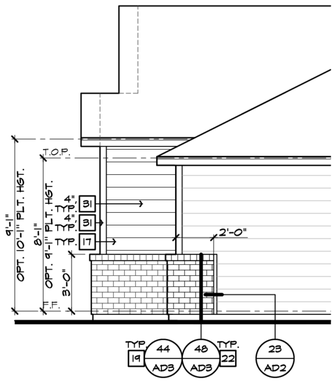
AT OPT.
EXT. GARAGE




FRONT ELEVATION 'B'

SCALE 1/4"=1'-0" (22"X34") - 1/8"=1'-0" (11"X17")

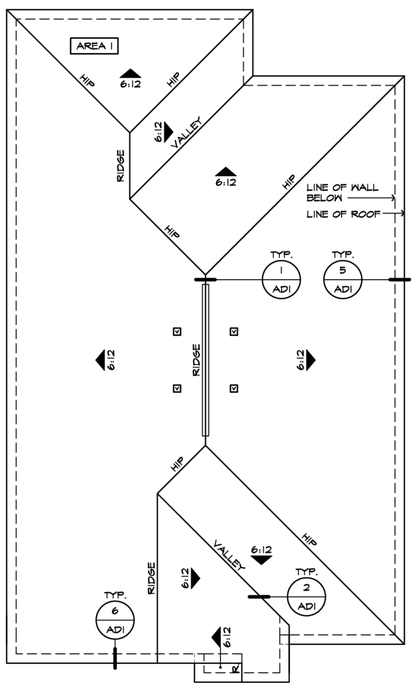
AT OPT.
EXT. GARAGE




PARTIAL
RIGHT ELEVATION 'B'

SCALE 1/4"=1'-0" (22"X34") - 1/8"=1'-0" (11"X17")

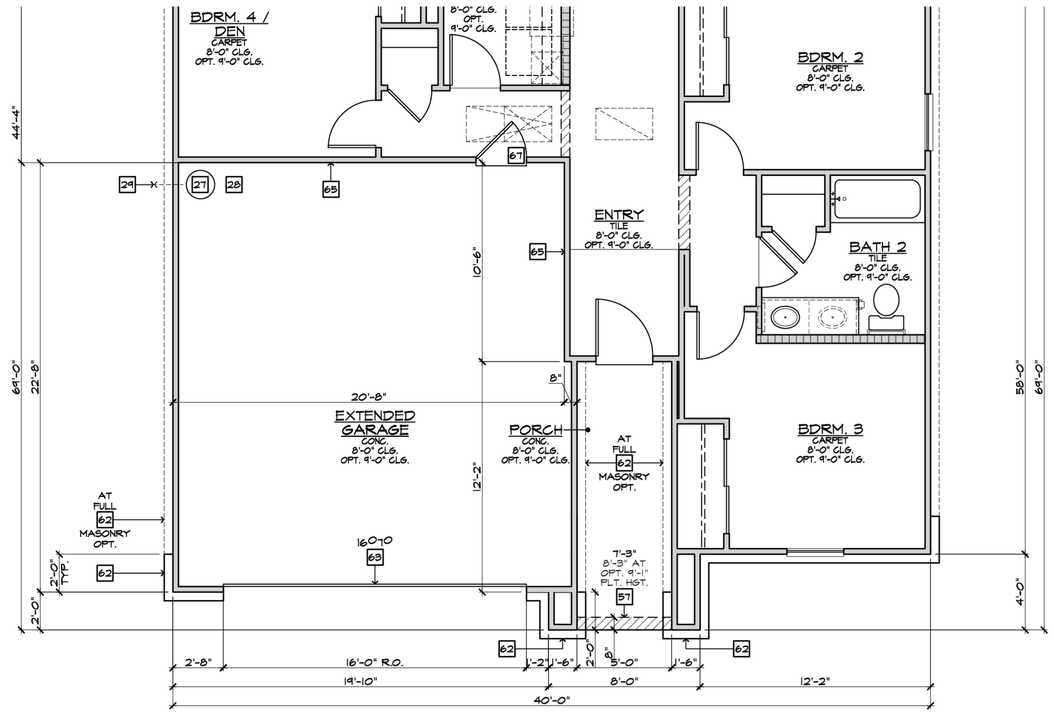
AT OPT.
EXT. GARAGE




ROOF PLAN 'B'

SCALE 1/8"=1'-0" (22"X34") - 1/16"=1'-0" (11"X17")

AT OPT.
EXT. GARAGE




PARTIAL FLOOR PLAN 'B'

SCALE 1/4"=1'-0" (22"X34") - 1/8"=1'-0" (11"X17")

AT OPT.
EXT. GARAGE

## PARTIAL FLOOR PLAN NOTES

NOTE: NOT ALL KEY NOTES APPLY.

41. LINE OF FLOOR ABOVE
42. LINE OF FLOOR BELOW
46. CEILING BREAK
47. STAIR TREADS AND RISERS - REFER TO STAIR DATA BOX THIS SHEET
48. +42" (U.N.O.) GUARD WALL - DTL 38 & 40/AD2
49. 34"-38" HIGH HANDRAIL - DETAIL 37/AD2
50. ADDITIONAL RISER AT OPTIONAL PLT. HT.
57. FLAT SOFFIT
58. ARCHED SOFFIT
59. WINDOW LEDGE - 4" BELOW WINDOW SILL
61. P.T. POST W/ VINYL WRAP
62. STONE VENEER - REFER TO ELEVATIONS
63. SECTIONAL GARAGE DOOR PER SPEC'S.
68. CONCRETE BLOCK COLUMN
70. EGRESS WINDOW
72. 3" DIA. CONCRETE FILLED PIPE BOLLARD 36" HIGH WITH 12" EMBEDMENT INTO CONCRETE
73. PRE-MANUFACTURED DECORATIVE COLUMN (SIZE, SEE ELEV.) TYPON OR EQUAL. SURROUNDING STRUCTURAL POST.
74. P.T. POST WITH VINYL WRAP

NOTE:
REFER TO BASIC FLOOR PLAN FOR INFORMATION NOT SHOWN HERE

## ELEVATION NOTES

NOTE: NOT ALL KEY NOTES APPLY .

1. ROOF MATERIAL - REFER TO ROOF NOTES
2. 2X FASCIA/BARGE BOARD WITH ALUMINUM FASCIA CAP
3. G.I. FLASHING
4. G.I. FLASHING & SADDLE/CRICKET
5. WEEP SCREED
6. CONTROL JOINT / MID-WALL WEEP SCREED
7. DECORATIVE VENT - FYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
8. DECORATIVE CORBEL - FYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
9. DECORATIVE SHUTTERS - FYPON OR EQUAL.
10. DECORATIVE TRIM - FYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
11. RECESSED ELEMENT
12. DECORATIVE FOAM DETAIL - FYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
13. DECORATIVE COLUMN WITH STRUCTURAL INSERT - FYPON OR EQ. SEE ELEVATION FOR PART # IF APPLICABLE
14. CEMENTITIOUS FINISH OVER MASONRY/ STUCCO OVER WOOD -PER SPEC'S (I.R.C. R703)
15. CEMENTITIOUS FINISH OVER RAISED BAND FOAM TRIM -SEE ELEV. FOR SIZE
16. STUCCO FINISH OVER BUILT UP WOOD COLUMN
17. FIBER CEMENT SIDING AS SPECIFIED
18. STONE VENEER PER SPEC'S
19. BRICK VENEER PER SPEC'S
20. REVEAL
21. SOLDIER COURSE
22. ROWLOCK COURSE
23. FREEZE BOARD
24. DECORATIVE COLUMN BASE - FYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
25. CEMENTITIOUS FINISH OVER CMU - COLUMN AND/OR BASE - AS INDICATED ON ELEVATION
26. ¾" BUILT-UP STUCCO TRIM
27. 1" BUILT-UP STUCCO TRIM
28. 1½" BUILT-UP STUCCO TRIM
29. FIBER CEMENT SHAKE SIDING - 8" EXPOSURE
30. FIBER CEMENT WRAP
31. FIBER CEMENT TRIM - SEE ELEVATION FOR TRIM SIZE
32. ENTRY DOOR
33. CONCRETE STOOP/ PORCH - SEE SLAB INTERFACE PLAN.
34. SECTIONAL GARAGE DOOR PER SPEC'S
35. DECORATIVE KNEE BRACE - FYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
36. OPTIONAL DOOR/WINDOW - REFER TO PLAN OPTIONS
37. CEMENTITIOUS FINISH OVER 1X2 FOAM BATTS
38. FIBER CEMENT SIDING OVER WOOD - COLUMN AND/OR BASE - AS INDICATED ON ELEVATION
39. DECORATIVE COVED MOLDING. - FYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
40. FIBER CEMENT VERTICAL BOARD & BATT SIDING
41. ALUMINUM RAILING
42. BRACKET OR KICKER - FYPON OR EQUAL
43. KEYSTONE
44. WATER TABLE
45. PILASTER -SEE ELEVATION FOR TYPE.
46. CEMENTITOUS STUCCO BOARD PANELS - JAMES HARDI OR EQUAL

## EXT. GARAGE ROOF PLAN NOTES 'B'

6:12 INDICATES ROOF SLOPE AND DIRECTION, U.N.O.

ROOF MATERIAL: COMPOSITION SHINGLE

12" (INCHES) TYPICAL ROOF OVERHANGS AT RAKE, U.N.O.

12" (INCHES) TYPICAL ROOF OVERHANGS AT EAVE, U.N.O.

LOCATE EAVE/ RAFTER VENTS EQUALLY BALANCED AROUND HOUSE EXCEPT ABOVE SHEARWALL PANELS.

## ATTIC VENT CALCULATIONS

PROVIDE 1 SQ. IN. OF VENTILATION PER 300 SQ. IN. OF ATTIC SPACE. PROVIDE THAT AT LEAST 40% & NO MORE THAN 50% OF THE REQ. VENTILATING AREA IS PROVIDED BY VENTILATORS LOCATED IN THE UPPER PORTION OF THE ATTIC. (HIGH VENTING) AT MAX. 3'-0" BELOW THE RIDGE WITH THE BALANCE BEING PROVIDED BY EAVE VENTS, (LOW VENTING)

✳ CALCULATION BY 1/150, HIGH/LOW VENTING NOT REQUIRED.

APPROXIMATE RIDGE VENT LOCATIONS SHOWN. ACTUAL LOCATIONS TO BE DETERMINED IN THE FIELD.

## LEGEND

V — SLP61 ROOF VENT

4' SECTION RIDGE VENT

AREA 1: MAIN

VENTILATION REQUIRED:

ATTIC AREA = 2560 SQ. FT. / 300 = 8.53 SQ. FT.
X 144 = 1229 SQ. IN.
UPPER MAX. X 50% = 614 SQ. IN.
UPPER MIN. X 40% = 492 SQ. IN.

VENTILATION PROVIDED:

HIGH
(4) 4' LIN. FEET OF RIDGE VENT AT 72 SQ. IN. EA. = 288 SQ. IN.
(4) SLP61 ROOF VENT(S) AT 61 SQ. IN. EA. = 244 SQ. IN.
SUBTOTAL HIGH VENTILATION: 532 SQ. IN.

LOW
(614) SQ. IN. MIN. OF VENTILATED SOFFIT 614 SQ. IN.
SUBTOTAL LOW VENTILATION: 614 SQ. IN.
TOTAL VENTILATION PROVIDED: 1146 SQ. IN.

NOTE:
REFER TO BASIC FLOOR PLAN FOR INFORMATION NOT SHOWN HERE

kb HOME

# ATLANTA 40' SERIES

KB HOME
C/O JACKSONVILLE DIVISION

10475 FORTUNE PARKWAY
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JACKSONVILLE, FL 32256
TEL: (904) 596-6626
FAX: (904) 519-5012

ISSUE DATE: 09/02/2026
PROJECT No.: 3029-999003
DIVISION MGR.: M.F.
REVISIONS:

PLAN: 140.2003
SHEET: 6.B1

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## PARTIAL FLOOR PLAN NOTES

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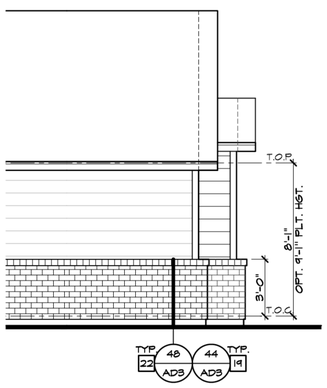
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NOTE:
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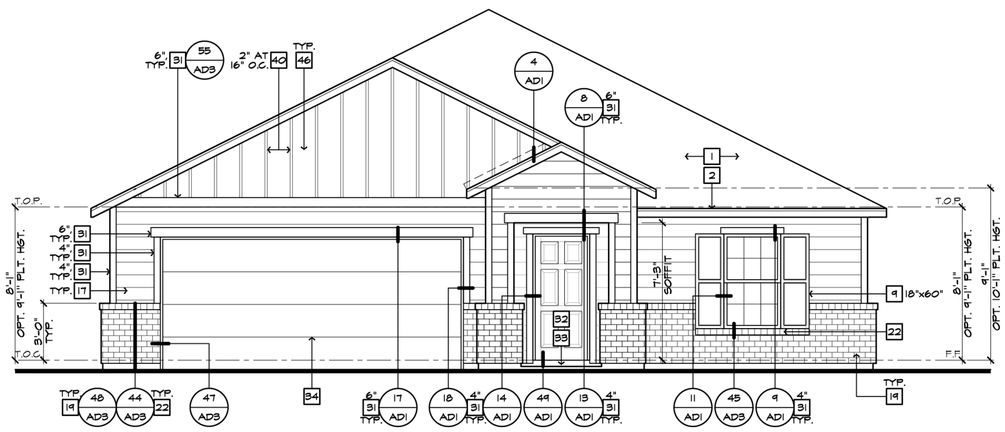
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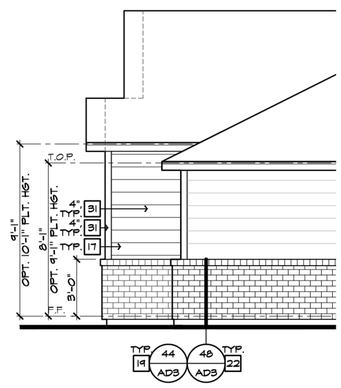

PARTIAL
LEFT ELEVATION 'B'

SCALE 1/4"=1'-0" (22"X34") - 1/8"=1'-0" (11"X17")




FRONT ELEVATION 'B'

SCALE 1/4"=1'-0" (22"X34") - 1/8"=1'-0" (11"X17")




PARTIAL
RIGHT ELEVATION 'B'

SCALE 1/4"=1'-0" (22"X34") - 1/8"=1'-0" (11"X17")

FULL BRICK AT OPT. EXTENDED GARAGE

kb HOME

# ATLANTA
# 40' SERIES

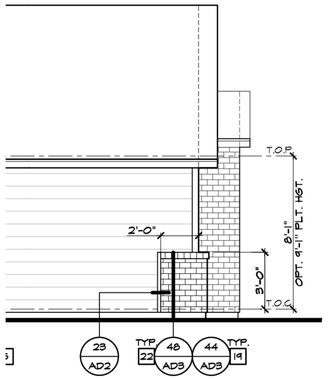

KB HOME
C/O JACKSONVILLE DIVISION

10475 FORTUNE PARKWAY
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ISSUE DATE: 09/02/2026
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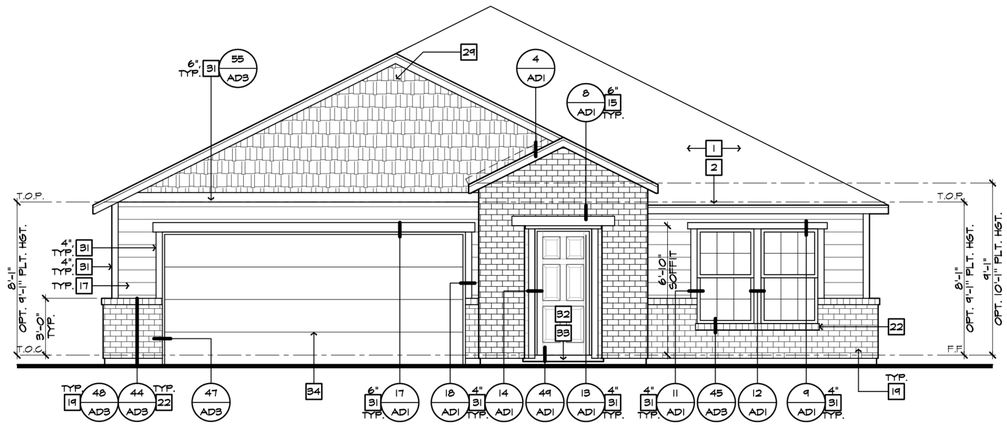
PLAN: 140.2003
SHEET: 6.B2


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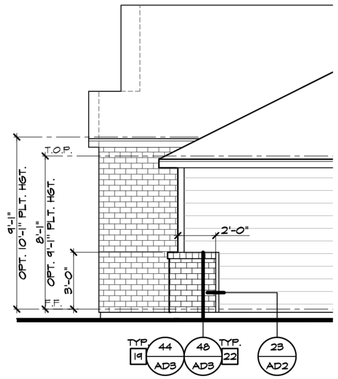

PARTIAL
LEFT ELEVATION 'C'

SCALE 1/4"=1'-0" (22"X34") - 1/8"=1'-0" (11"X17") AT OPT. EXT. GARAGE



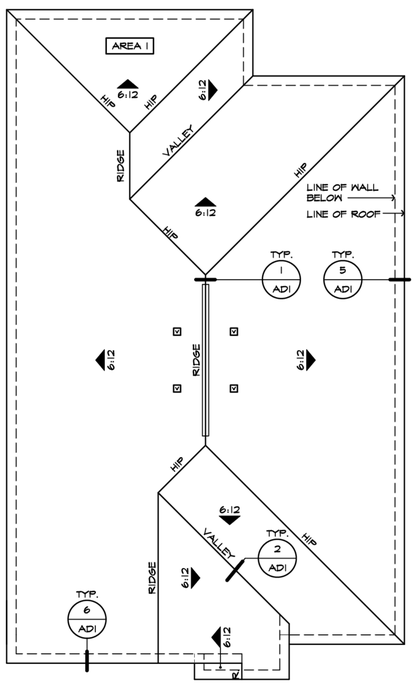

FRONT ELEVATION 'C'

SCALE 1/4"=1'-0" (22"X34") - 1/8"=1'-0" (11"X17") AT OPT. EXT. GARAGE



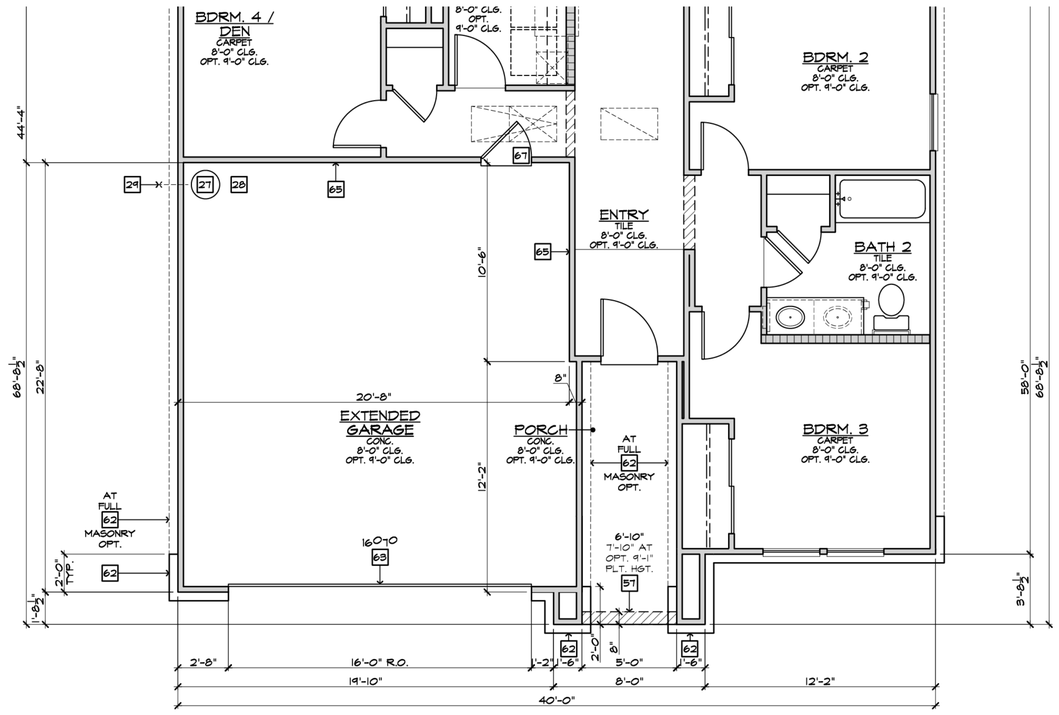

PARTIAL
RIGHT ELEVATION 'C'

SCALE 1/4"=1'-0" (22"X34") - 1/8"=1'-0" (11"X17") AT OPT. EXT. GARAGE




ROOF PLAN 'C'

SCALE 1/8"=1'-0" (22"X34") - 1/16"=1'-0" (11"X17") AT OPT. EXT. GARAGE




PARTIAL FLOOR PLAN 'C'

SCALE 1/4"=1'-0" (22"X34") - 1/8"=1'-0" (11"X17") AT OPT. EXT. GARAGE

## PARTIAL FLOOR PLAN NOTES

NOTE: NOT ALL KEY NOTES APPLY.

41. LINE OF FLOOR ABOVE
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NOTE:
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## ELEVATION NOTES

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EXT. GARAGE

## ROOF PLAN NOTES 'C'

6:12 INDICATES ROOF SLOPE AND DIRECTION, U.N.O.

ROOF MATERIAL: COMPOSITION SHINGLE
12" (INCHES) TYPICAL ROOF OVERHANGS AT RAKE, U.N.O.
12" (INCHES) TYPICAL ROOF OVERHANGS AT EAVE, U.N.O.
LOCATE EAVE/ RAFTER VENTS EQUALLY BALANCED AROUND HOUSE EXCEPT ABOVE SHEARWALL PANELS.

## ATTIC VENT CALCULATIONS

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✳ CALCULATION BY 1/150, HIGH/LOW VENTING NOT REQUIRED.

APPROXIMATE RIDGE VENT LOCATIONS SHOWN. ACTUAL LOCATIONS TO BE DETERMINED IN THE FIELD.

## LEGEND

V — SLP61 ROOF VENT
4' SECTION RIDGE VENT

**AREA 1: MAIN**

**VENTILATION REQUIRED:**
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X 144 = 1227 SQ. IN.
UPPER MAX. X 50% = 614 SQ. IN.
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## PARTIAL FLOOR PLAN NOTES

NOTE: NOT ALL KEY NOTES APPLY.

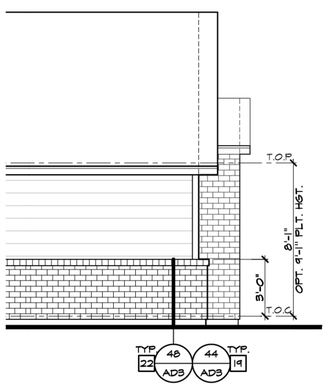
41. LINE OF FLOOR ABOVE
42. LINE OF FLOOR BELOW
46. CEILING BREAK
47. STAIR TREADS AND RISERS
    - REFER TO STAIR DATA BOX THIS SHEET
48. +42" (U.N.O.) GUARD WALL - DTL 38 & 40/AD2
49. 34"-38" HIGH HANDRAIL - DETAIL 37/AD2
50. ADDITIONAL RISER AT OPTIONAL FLT. HT.
57. FLAT SOFFIT
58. ARCHED SOFFIT
59. WINDOW LEDGE - 4" BELOW WINDOW SILL
61. P.T. POST W/ VINYL WRAP
62. STONE VENEER - REFER TO ELEVATIONS
63. SECTIONAL GARAGE DOOR PER SPEC'S.
68. CONCRETE BLOCK COLUMN
70. EGRESS WINDOW
72. 3" DIA. CONCRETE FILLED PIPE BOLLARD 36" HIGH WITH 12" EMBEDMENT INTO CONCRETE
73. PRE-MANUFACTURED DECORATIVE COLUMN (SIZE, SEE ELEV.) TYPON OR EQUAL. SURROUNDING STRUCTURAL POST.
74. P.T. POST WITH VINYL WRAP

NOTE:
REFER TO BASIC FLOOR PLAN FOR INFORMATION NOT SHOWN HERE

## ELEVATION NOTES

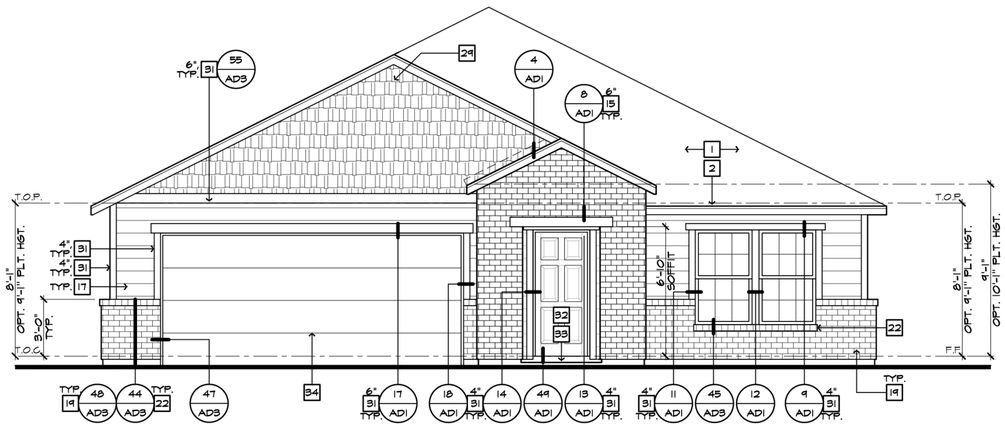
NOTE: NOT ALL KEY NOTES APPLY .

1. ROOF MATERIAL - REFER TO ROOF NOTES
2. 2X FASCIA/BARGE BOARD WITH ALUMINUM FASCIA CAP
3. G.I. FLASHING
4. G.I. FLASHING & SADDLE/CRICKET
5. WEEP SCREED
6. CONTROL JOINT / MID-WALL WEEP SCREED
7. DECORATIVE VENT - FYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
8. DECORATIVE CORBEL - FYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
9. DECORATIVE SHUTTERS - FYPON OR EQUAL.
10. DECORATIVE TRIM - FYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
11. RECESSED ELEMENT
12. DECORATIVE FOAM DETAIL - FYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
13. DECORATIVE COLUMN WITH STRUCTURAL INSERT - FYPON OR EQ. SEE ELEVATION FOR PART # IF APPLICABLE
14. CEMENTITIOUS FINISH OVER MASONRY/ STUCCO OVER WOOD -PER SPEC'S (I.R.C. R703)
15. CEMENTITIOUS FINISH OVER RAISED BAND FOAM TRIM -SEE ELEV. FOR SIZE
16. STUCCO FINISH OVER BUILT UP WOOD COLUMN
17. FIBER CEMENT SIDING AS SPECIFIED
18. STONE VENEER PER SPEC'S
19. BRICK VENEER PER SPEC'S
20. REVEAL
21. SOLDIER COURSE
22. ROWLOCK COURSE
23. FREEZE BOARD
24. DECORATIVE COLUMN BASE - FYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
25. CEMENTITIOUS FINISH OVER CMU - COLUMN AND/OR BASE - AS INDICATED ON ELEVATION
26. ¾" BUILT-UP STUCCO TRIM
27. 1" BUILT-UP STUCCO TRIM
28. 1½" BUILT-UP STUCCO TRIM
29. FIBER CEMENT SHAKE SIDING - 8" EXPOSURE
30. FIBER CEMENT WRAP
31. FIBER CEMENT TRIM - SEE ELEVATION FOR TRIM SIZE
32. ENTRY DOOR
33. CONCRETE STOOP/ PORCH - SEE SLAB INTERFACE PLAN.
34. SECTIONAL GARAGE DOOR PER SPEC'S
35. DECORATIVE KNEE BRACE - FYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
36. OPTIONAL DOOR/WINDOW - REFER TO PLAN OPTIONS
37. CEMENTITIOUS FINISH OVER 1X2 FOAM BATTS
38. FIBER CEMENT SIDING OVER WOOD - COLUMN AND/OR BASE - AS INDICATED ON ELEVATION
39. DECORATIVE COVED MOLDING. - FYPON OR EQUAL. SEE ELEVATION FOR PART # IF APPLICABLE
40. FIBER CEMENT VERTICAL BOARD & BATT SIDING
41. ALUMINUM RAILING
42. BRACKET OR KICKER - FYPON OR EQUAL
43. KEYSTONE
44. WATER TABLE
45. PILASTER -SEE ELEVATION FOR TYPE.
46. CEMENTITOUS STUCCO BOARD PANELS - JAMES HARDI OR EQUAL



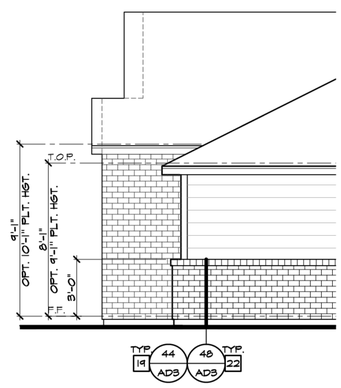

PARTIAL
LEFT ELEVATION 'C'

SCALE 1/4"=1'-0" (22"X34") - 1/8"=1'-0" (11"X17")




FRONT ELEVATION 'C'

SCALE 1/4"=1'-0" (22"X34") - 1/8"=1'-0" (11"X17")




PARTIAL
RIGHT ELEVATION 'C'

SCALE 1/4"=1'-0" (22"X34") - 1/8"=1'-0" (11"X17")

FULL BRICK AT OPT. EXTENDED GARAGE

kb HOME

# ATLANTA
# 40' SERIES


KB HOME
C/O JACKSONVILLE DIVISION

10475 FORTUNE PARKWAY
STE. 100
JACKSONVILLE, FL 32256
TEL: (904) 596-6626
FAX: (904) 519-5012


ISSUE DATE: 09/02/2026
PROJECT No.: 3029-999003
DIVISION MGR.: M.F.
REVISIONS:

PLAN: 140.2003
SHEET: 6.C2


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Hall County, GA

Return to:
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Stewart, Melvin & Frost, LLP
P. O. Box 3280
Gainesville, GA 30503

# EXECUTOR'S DEED OF ASSENT

STATE OF GEORGIA,
COUNTY OF HALL

**WHEREAS, VIRGINIA LOTT CLARK** (the "Decedent") died a resident of Hall County, Georgia, on the February 3, 2023, leaving a will which has been probated in the Probate Court of said County; and

**WHEREAS**, at the time of her death, the Decedent and the undersigned held title to the property described on Exhibit "A" attached hereto and by this reference made a part hereof; and

**WHEREAS,** Items Three and Five of the Last Will and Testament of **VIRGINIA LOTT CLARK** dated February 2, 2005, provides that all of the Decedent's personal and real property which she owned at the time of her death be distributed to **CHARLES CURTIS CLARK;** and

**WHEREAS,** no application for years support has been made with respect to the estate of said decedent, all debts of said estate have been fully paid, and federal estate taxes cannot result in a lien against said property; and

**WHEREAS,** the undersigned duly qualified as Executor of the Estate of the said **VIRGINIA LOTT CLARK** and is now administering the estate under terms of said Will;

**NOW, THEREFORE,** the undersigned, as Executor of the Estate of the said **VIRGINIA LOTT CLARK**, hereby assents to the devise of said property under the terms of said Will, so that full fee simple title thereto is vested in **CHARLES CURTIS CLARK** as provided in said Will.



https://search.gsccca.org/Imaging/HTML5Viewer.aspx?id=86698749&key1=9557&key2=4&county=69&countyname=HALL&userid=51737&appid=4 1/1

**WITNESS** my hand and seal, this 17th day of October, 2024.

Signed, sealed and delivered
in the presence of:

Unofficial Witness

Notary Public
My Commission Expires: 01/03/2025
(NOTARY SEAL)

KIMBERLY L. ONYSKIW NOTARY PUBLIC COMMISSION EXPIRES Jan. 3, 2025 HALL COUNTY, GA

**BETSY C. TURNER,** as Executor of the
Estate of Virginia Lott Clark,
Grantor



https://search.gsccca.org/Imaging/HTML5Viewer.aspx?id=86698749&key1=9557&key2=4&county=69&countyname=HALL&userid=51737&appid=4 1/1

## EXHIBIT A

PARCEL 1:

All that tract or parcel of land lying and being in Flowery Branch District of Hall County, Georgia, and more fully described as follows: BEGINNING at the intersection of the northwest side of the right of way of Union Road with the northeast side of the right of way of Spouts Springs Road; thence north 37° 04' west 635.82 feet along the northeast side of the right of way of Spouts Spring Road to an iron pin; thence north 53° 30' east 138 feet to an iron pin; thence north 43° 29' 12" east 781.78 feet to an iron pin; thence north 35° west 286.62 feet to an iron pin; thence north 51° 44' east 1063.14 feet to an iron pin; thence south 53° 32' 34" east 512.8 feet to an iron pin; thence south 50° 35' 47" east 89.93 feet to an iron pin; thence south 36° 31' 15" east 103.94 feet to an iron pin; thence south 27° 54' 10" east 113.94 feet to an iron pin; thence south 19° 10' 35" east 268.25 feet to an iron pin; thence along the northwest side of the right of way of Union Road generally as follows:south 59° 19' 25" west 215.83 feet and south 57° 59' 25" west 422.55 feet and south 58° 11' west 384.46 feet and south 57° 18' 58" west 142.37 feet and south 54° 09' 13" west 135.60 feet and south 53° 03' 35" west 148.28 feet and south 49° 16' west 101.14 feet and south 43° 42' west 100.70 feet and south 38° 40' 58" west 109.32 feet and south 37° 34' 15" west 308.03 feet to the beginning corner, containing 39.09 acres, more or less.

The property hereby conveyed includes the property covered by the deed between the parteis hereto dated December 31, 1973, and recorded in Book 533, page 502-503, Hall County deed records.

This being the same property that was conveyed to Virginia Lott Clark by that certain Warranty Deed recorded in Deed Book 746, page 205, Hall County, Georgia Deed Records.

PARCEL 2:

All that 0.88 acre tract or parcel of land lying and being in the Flowery Branch (GMD 1270) District of Hall County, Georgia and being Tract "C" as shown on a Plat by Patton & Patton, Inc., Georgia Registered Land Surveyor dated November 25, 1994 entitled "Survey For The Estate of T. Dean Lott".

BEGINNING at an iron pin located on the Eastern right of way of Spout Springs Road (80 foot right of way), said iron pin being located South 33° 14' 16" East 384.72 feet as measured along the Eastern right of way of Spout Springs Road from the Southeast corner of a 72.46 acre tract of land owned by T. Dean Lott (which is Tract II above);
thence leaving the Eastern right of way of Spout Springs Road North 74° 03' 20" East 247.24 feet to an iron pin;
thence South 30° 55' 39" East 115.64 feet to an iron pin;
thence South 47° 17' 20" West 95.65 feet to an iron pin;
thence South 57° 21' 34" West 137.62 feet to an iron pin on the Eastern right of way of Spout Springs Road;
thence North 33° 04' 49" West 203.35 feet along the Eastern right of way of Spout Springs Road to the POINT OF BEGINNING.



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# TRAFFIC IMPACT STUDY

Clark Tract Development

Spout Springs Road at Union Circle
Flowery Branch, GA

Keck & Wood Project No.
260328.00

September 11, 2026

Prepared by:

3090 Premiere Parkway, Suite 200, Duluth, GA 30097 | 678-417-4000 | keckwood.com

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# 1. INTRODUCTION

A residential development, identified as the Clark Charles Curtis Tract project, is proposed on the northeast corner of the intersection at Spout Springs Road and Union Circle in Flowery Branch, GA. A Traffic Impact Study was performed to determine the amount of new traffic that would be generated by the proposed development and how the new traffic would impact the existing roadway network.

## 1.1. STUDY AREA

The study area is located to the north of Union Circle, just east of Spout Springs Road in Flowery Branch, GA. Figure 1.1 presents the location of the project site and identifies the study intersections. All three (3) study intersections are existing, with one (1) adding a driveway for the proposed development. The study intersections are listed below, with existing intersections indicated in bold.

1. **Spout Springs Road at Cherokee Bluff High School/Spout Springs Elementary School**
2. **Spout Springs Road at Union Circle**
3. **Union Circle at Elderberry Lane**/Site Driveway

## 1.2. PROPOSED DEVELOPMENT

The residential development will consist of a mix of 54 single-family detached housing units and 66 townhomes. The proposed development will be positioned on 39.1 acres, in close proximity to the Cherokee Bluff High School. Access to the site would be provided by a single full access driveway on Union Circle. The proposed development is expected to be built out in the year 2028. Currently, the proposed project site is largely undeveloped and contains a single residential unit. The proposed site layout is provided in **Appendix A**.

## 1.3. PLANNED TRANSPORTATION IMPROVEMENTS

A search for planned Georgia Department of Transportation (GDOT) projects in or near the study area was performed using the GDOT GeoPI web application (http://www.dot.ga.gov/DS/Maps/geopi#). Based on the results of that search, one (1) project was found in the vicinity of the study area.

**PI 0015280** – This project proposes to widen CR 1287 / Spout Springs Road from a 2-lane roadway to a 4-lane divided roadway with a 20-foot raised median and sidewalks. Median openings and intersections will be modified/removed accordingly. The project limits along Spout Springs Road are Union Circle to S. of SR 347 for a total distance of 2.51 miles. The planned construction year is in 2029. Because the project scope and construct year are not within the study area and periods, this project is not included in this analysis.

## 1.4. ROADWAYS

***Spout Springs Road*** is a four-lane, divided roadway that traverses north-south through the study area. It is classified as a minor arterial roadway with a 45-mph speed limit in the vicinity of the project site. Land uses in the immediate vicinity of the study area consist primarily of residential developments and multiple schools. Near the study area there are sidewalks and crosswalks on all approaches, however, there are no bicycle facilities present.

***Union Circle*** is a two-lane, undivided roadway that traverses east-west through the study area. It is classified as a minor collector roadway with a 35-mph speed limit speed limit in the vicinity of the project site. Union Circle begins at its intersection with Spout Springs Road and continues east. Land uses along the route consist of residential developments and an access to Cherokee Bluff Middle School. Near the study area, there are no pedestrian or bicycle facilities present.

## 1.5. INTERSECTIONS

The following three (3) intersections were identified to be studied (existing intersections are in bold):

1. **Spout Springs Road at Cherokee Bluff High School/Spout Springs Elementary**
2. **Spout Springs Road at Union Circle**
3. **Union Circle at Elderberry Lane**/Site Driveway

The existing lane geometries and intersection control types are presented in Figure 1.2.




*Figure 1.1 – Aerial View of Study Area*

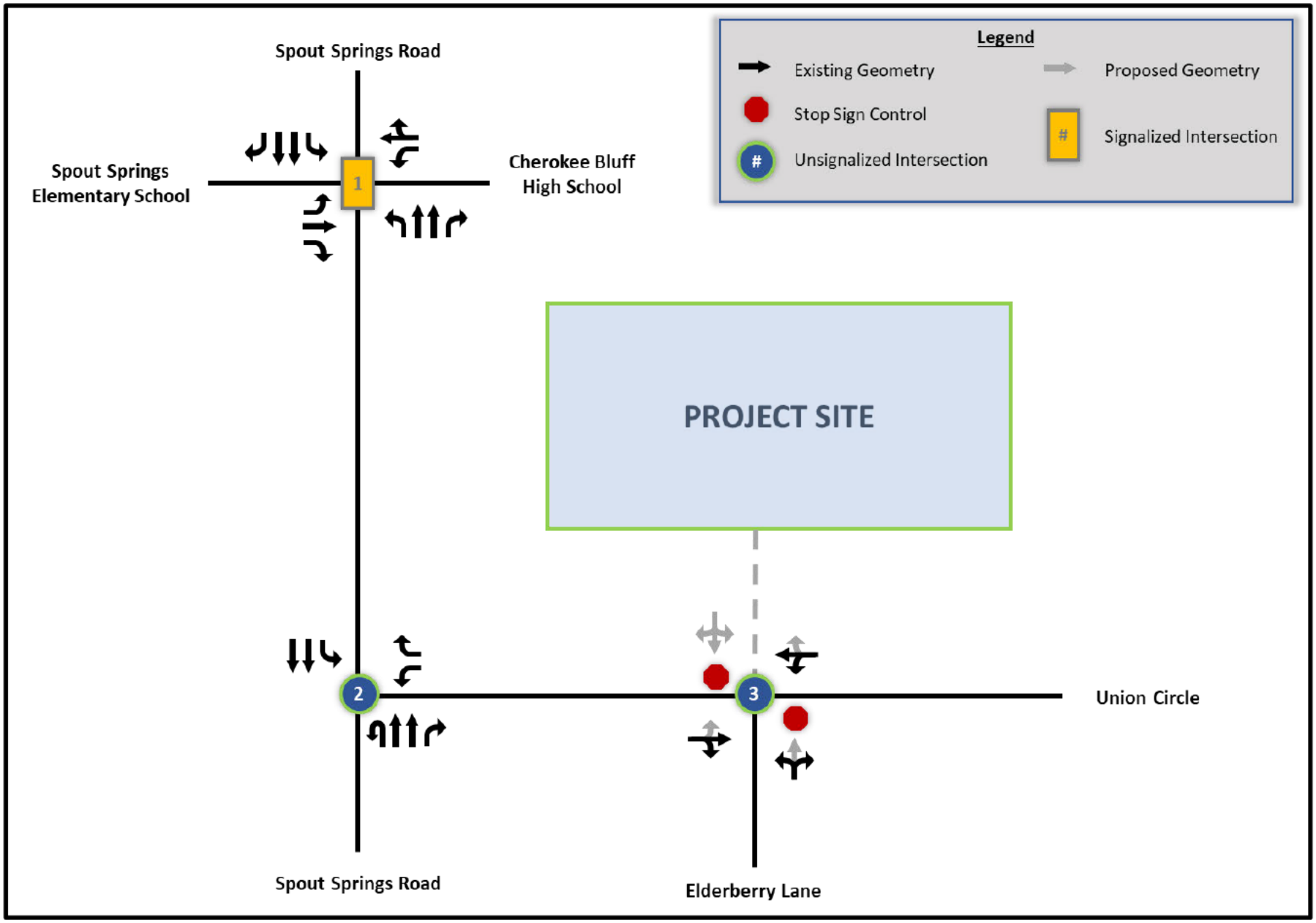



*Figure 1.2 – Existing and Proposed Intersection Geometries*

# 2. TRAFFIC ANALYSIS AND METHODOLOGY

## 2.1. TRAFFIC DATA COLLECTION

The traffic data for this project was collected on Thursday, August 27, 2026. The following traffic counts were collected:

- 1 – 4-Hour TMC (7:00 am to 9:00 am & 4:00 pm to 6:00 pm)
  - Spout Springs Road at Cherokee Bluff High School/Spout Springs Elementary
- 1 – 12-Hour TMC (6:00 am to 6:00pm)
  - Spout Springs Road at Union Circle
- 2 – 24-Hour Bi-Directional Classification Tube Counts
  - Spout Springs Road south of Union Circle
  - Union Circle east of Spout Springs Road

The traffic counts obtained for this study are included in **Appendix B**. The existing year 2026 peak hour volume is presented in Figure 3.1.

## 2.2. BACKGROUND GROWTH

A build-out year of 2028 established for the project. An average annual growth rate was determined based on historic Average Annual Daily Traffic (AADT) counts recorded for nearby GDOT Count Stations. AADTs for the following count stations were obtained from GDOT's Traffic Analysis and Data Application (TADA) website (https://gdottrafficdata.drakewell.com/publicmultinodemap.asp):

- 139-0437: Spout Springs Road south of Williams Road
- 139-0441: Spout Springs Road south of Ivy Springs Drive
- 139-8206: Union Circle east of Spout Springs Road
- 139-8207: Union Church Road north of Deaton Creek Parkway
- 139-0779: Cash Road north of Glen Forrest Drive

Both the 5-year and 15-year growth rates were calculated at each of the historical traffic count locations. The 5-year growth rate of the three (3) locations averaged 3.3% while the 15-year growth rate averaged 3.7%. Overall, a 3.5% annual growth rate was used for the purpose of this study. The growth rate calculations can be found in **Appendix B**. The 3.5% growth rate was applied to the Existing Year 2026 peak hour traffic for a period of two (2) years to establish the 2028 future year background scenario volumes.

## 2.3. STUDY SCENARIOS

For the purposes of this study, two (2) scenarios will be analyzed beyond the Existing Year 2026 scenario. Details for each scenario analyzed can be found below:

- Opening Year 2028 – Background Scenario
  - This scenario will include the background growth rate applied for two (2) years. This scenario will not include any project trips from the proposed development.
- Opening Year 2028 – With Project Scenario
  - In addition to the background growth rate applied for two (2) years, this scenario will include new trips from the proposed residential development.

## 2.4. LEVEL OF SERVICE CRITERIA

In order to quantify the impacts of additional traffic and to determine any needed roadway and/or operational improvements, a capacity analysis was performed for each scenario's peak hour conditions based on the methodology outlined in the *Highway Capacity Manual (HCM).* Various computer programs are available which implement the *HCM* methodology. For this project, Synchro 12 was used to analyze each of the study intersections.

HCM defines level of service (LOS) in terms of the amount of control delay, including initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The LOS categories range from A to F, with different thresholds specified according to the type of stop control at the intersection. The LOS criteria for unsignalized and signalized intersections are listed in Table 2.1.

*Table 2.1 – Level of Service Criteria*

| Level of Service (LOS) | Unsignalized or Roundabout Control Delay per Vehicle (sec) | Signalized Control Delay per Vehicle (sec) |
|---|---|---|
| A | ≤ 10 | ≤ 10 |
| B | > 10 and ≤ 15 | > 10 and ≤ 20 |
| C | > 15 and ≤ 25 | > 20 and ≤ 35 |
| D | > 25 and ≤ 35 | > 35 and ≤ 55 |
| E | > 35 and ≤ 50 | > 55 and ≤ 80 |
| F | > 50 | > 80 |

Rural, sparsely developed areas have a minimum LOS requirement of C based on rural residents' expectation for relatively uncongested conditions in combination with design flexibility associated with lower right of way costs. The minimum LOS for urban areas is D, reflecting the greater acceptance of delay and congestion by urban residents. Additionally, the increased density of developments makes right of way costs much higher in urban areas. The study intersections are located in a suburban/transition area; therefore, a minimum LOS D is assumed for the study intersections.

## 2.5. BACK OF QUEUE ANALYSIS

A Back of Queue (BOQ) analysis was used to determine the storage needs for each of the scenarios listed in Section 2.3. The 95$^{th}$ percentile BOQ length was calculated for specific movements at each intersection. The queue is expected to be the reported length or shorter 95 percent of the time. The BOQ results were taken from the capacity analysis reports output by Synchro 12 for each study intersection.

# 3. EXISTING YEAR 2026 CONDITIONS

## 3.1. EXISTING INTERSECTION CAPACITY ANALYSIS

A capacity analysis was performed for the Existing Year 2026 conditions using the current intersection geometries. The results of the analysis are listed in Table 3.1 and the reports from the capacity analysis are included in **Appendix C**.

*Table 3.1 – Existing Year 2026 Capacity Analysis Results*

| No. | Intersection | Intersection Control | Approach | Existing Year 2026 | | | |
|---|---|---|---|---|---|---|---|
| | | | | AM Peak | | PM Peak | |
| | | | | LOS | sec/veh | LOS | sec/veh |
| 1 | Spout Springs Road @ Cherokee Bluff High School/Spout Springs Elementary | Signalized | Overall | B | 17.8 | B | 10.4 |
| | | | EB | C | 28.9 | C | 28.8 |
| | | | WB | C | 25.9 | C | 29.7 |
| | | | NB | B | 15.8 | B | 10.2 |
| | | | SB | B | 14.2 | A | 8.2 |
| 2 | Spout Springs Road @ Union Circle | Side Street Stop Controlled | WB | F | 53.7 | F | 53.2 |
| | | | NB | A | 0.0 | A | 0.0 |
| | | | SBL | B | 12.3 | B | 10.7 |
| 3 | Union Circle @ Elderberry Lane | Side Street Stop Controlled | EB | A | 0.0 | A | 0.0 |
| | | | WBL | A | 8.1 | A | 8.0 |
| | | | NB | C | 15.0 | B | 13.2 |

As shown in Table 3.1, each of the study intersections is currently operating with acceptable LOS during both the AM and PM peak periods, with the exception of Spout Springs Road at Union Circle. The westbound approach at this intersection is currently operating with inadequate LOS F in both peak periods in the existing condition.

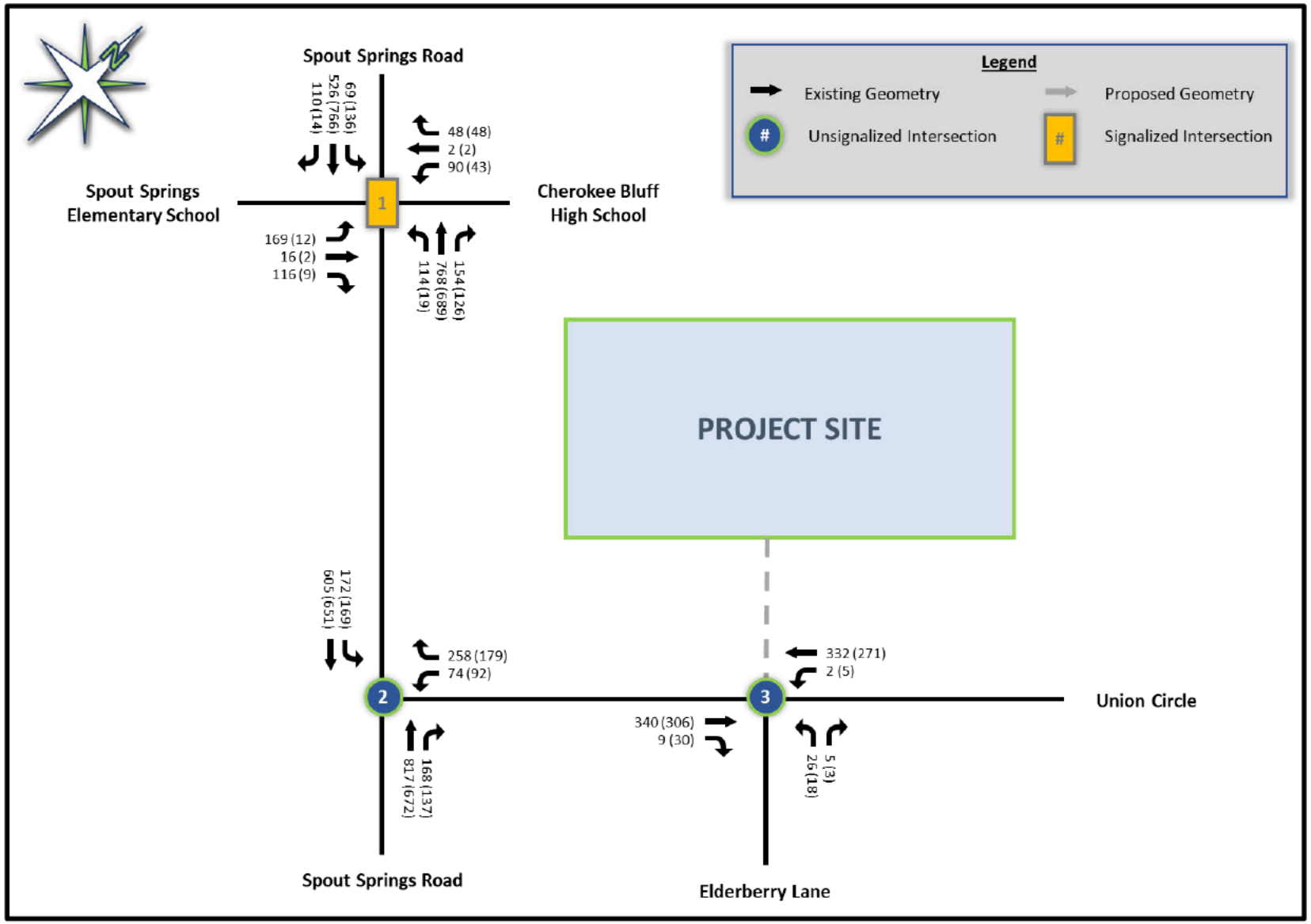



*Figure 3.1 – Existing Year 2026 Peak Hour Traffic*

# 4. TRIP GENERATION

The traffic that would be generated by the proposed development was estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual (TGM) 12th Edition*. The number of trips expected to be generated by this development were determined using the following ITE Land Use Codes:

- ITE Land Use Code 210 – Single Family Detached Housing
- ITE Land Use Code 215 – Single Family Attached Housing (Townhomes)

The total number of project-generated trips was estimated for the typical weekday and the morning and evening peak hours. Since the development is considered a residential development, pass-by trips will not be anticipated for the site.

*Table 4.1 – Trip Generation*

| ITE | ITE | Size | Unit | Daily | | | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category | Code | | | Total | In | Out | Total | In | Out | Total | In | Out |
| Single Family - Total Trips | 210 | 54 | Units | 491 | 245 | 246 | 38 | 10 | 28 | 50 | 31 | 19 |
| Pass-by Trips | 0% AM / 0% PM | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Trips | | | | 491 | 245 | 246 | 38 | 10 | 28 | 50 | 31 | 19 |
| Townhouse - Total Trips | 215 | 66 | Units | 434 | 217 | 217 | 31 | 8 | 23 | 34 | 19 | 15 |
| Pass-by Trips | 0% AM / 0% PM | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Trips | | | | 434 | 217 | 217 | 31 | 8 | 23 | 34 | 19 | 15 |
| Overall Total Trips | (Total Trips) | | | 925 | 462 | 463 | 69 | 18 | 51 | 84 | 50 | 34 |
| Overall Pass-By Trips | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Overall New Trips | | | | 925 | 462 | 463 | 69 | 18 | 51 | 84 | 50 | 34 |

## 4.1. DISTRIBUTION OF PROJECT-GENERATED TRIPS

The new trips generated by the project were distributed to the surrounding roadway network based on existing traffic patterns observed in the peak hours. The inbound trips were allocated based on the existing traffic patterns entering the study area. The outbound trips were then assigned to the site driveways and distributed based on the route vehicles would have taken if the site were not built.

The project-generated traffic (Figure 4.2) was superimposed with the Opening Year 2028 – Background traffic shown in Figure 5.1 to provide an estimate of the traffic expected to be present when the proposed development is complete. Figure 5.2 presents the Opening Year 2028 – With Project peak hour traffic.

## 4.2. ASSIGNMENT OF PROJECT-GENERATED TRIPS

The number of new trips were assigned to the roadway network based on the trip distribution outlined previously. The new trip distribution of project-generated traffic is shown in Figure 4.1. Figure 4.2 shows the new peak hour trip adjustments for the proposed development.

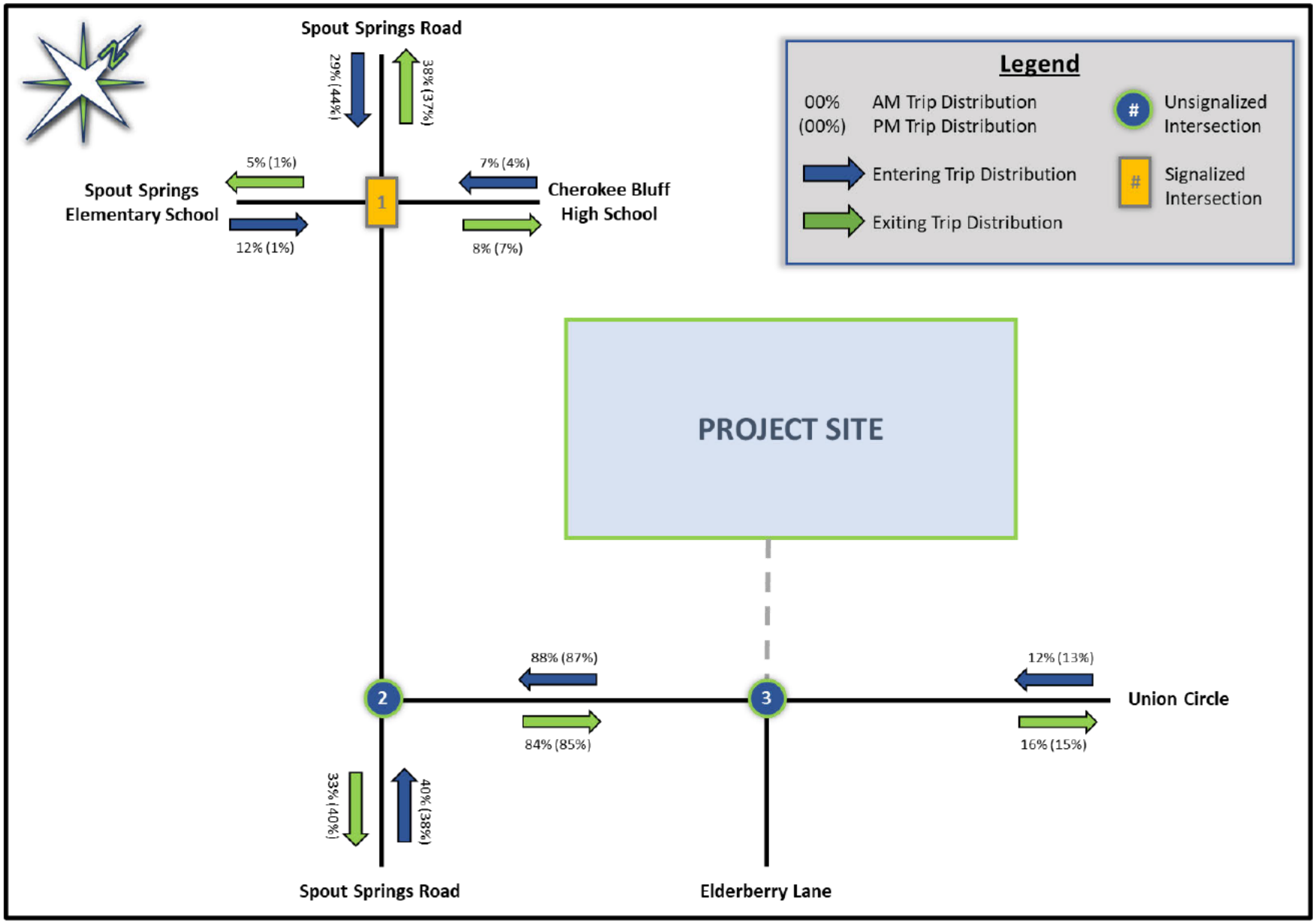



*Figure 4.1 – New Trip Distribution*

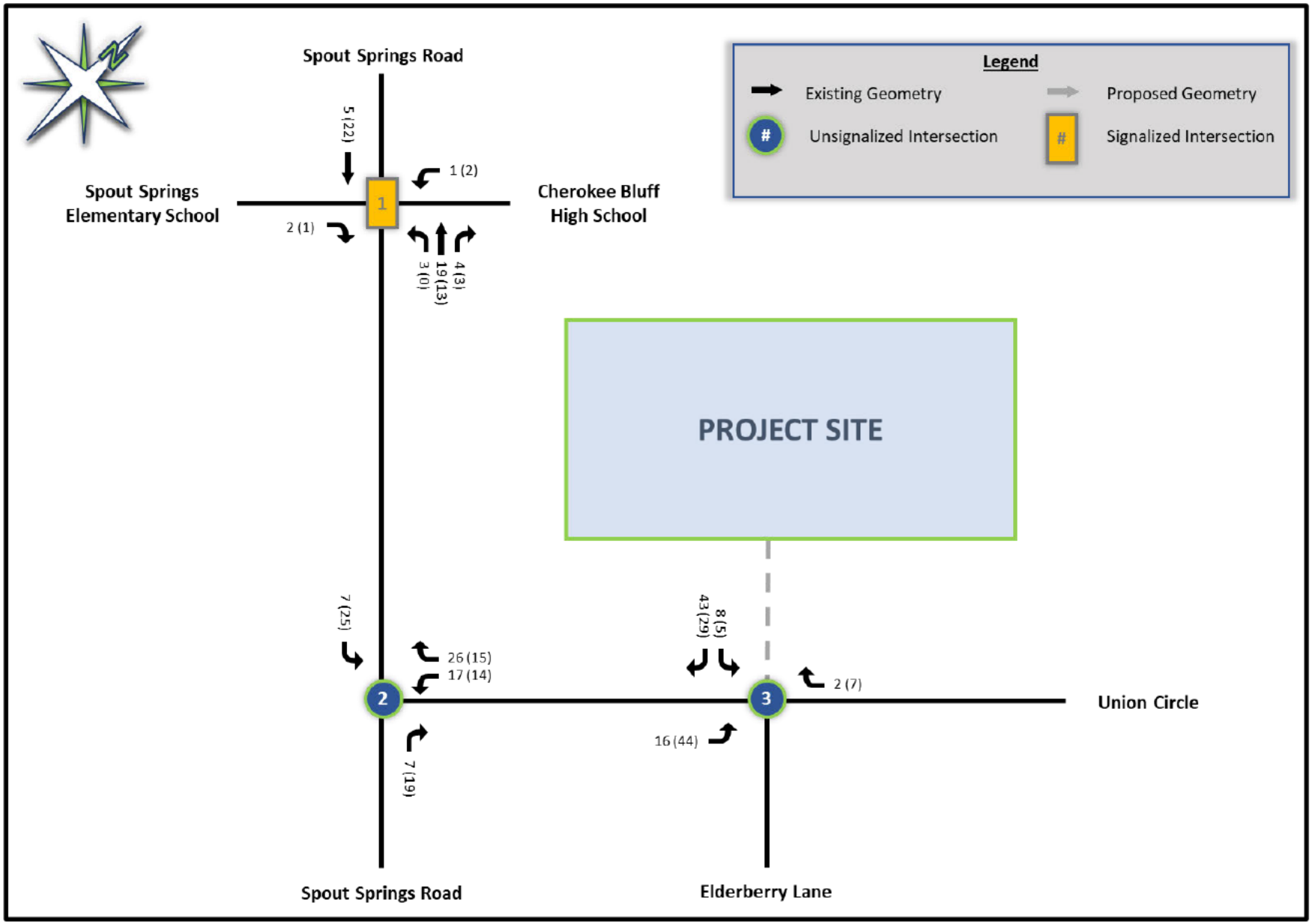



*Figure 4.2 – Peak Hour Project Trip Adjustments*

# 5. OPENING YEAR 2028 CONDITIONS

## 5.1. OPENING YEAR 2028 INTERSECTION CAPACITY ANALYSIS

A capacity analysis was performed to evaluate the AM and PM peak hour periods for both the Opening Year 2028 scenarios. The results of the analysis are listed in Table 5.1. Reports detailing the capacity analysis are included in **Appendix D**. The Opening Year peak hour traffic volumes are shown in Figures 5.1 and 5.2. For the purposes of this study, the following assumptions were made:

- Opening Year 2028 – Background
  - This scenario assumes the same roadway network and lane assignments as in the Existing Year 2026 conditions.
- Opening Year 2028 – With Project
  - This scenario assumes the same roadway network and lane assignments as in the Opening Year 2028 – Background scenario with the addition of the site driveway. The proposed driveways are detailed below:
    - A full access driveway at Union Circle and Elderberry Lane/Site Driveway will be constructed with a single lane in and a single lane out of the site. The eastbound and westbound lane configurations on Union Circle will not be altered. There are no improvements proposed for the Elderberry Lane approach.

*Table 5.1 – Opening Year 2028 Capacity Analysis Results*

| No. | Intersection | Intersection Control | Approach | Opening Year 2028 | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Background | | With Project | | Background | | With Project | |
| | | | | AM Peak | | | | PM Peak | | | |
| | | | | LOS | sec/veh | LOS | sec/veh | LOS | sec/veh | LOS | sec/veh |
| 1 | Spout Springs Road @ Cherokee Bluff High School/Spout Springs Elementary | Signalized | Overall | B | 18.7 | B | 18.8 | B | 10.7 | B | 10.8 |
| | | | EB | C | 29.1 | C | 29.1 | C | 28.9 | C | 28.9 |
| | | | WB | C | 25.8 | C | 25.9 | C | 29.8 | C | 29.8 |
| | | | NB | B | 17.0 | B | 17.2 | B | 10.5 | B | 10.6 |
| | | | SB | B | 15.3 | B | 15.4 | A | 8.6 | A | 8.7 |
| 2 | Spout Springs Road @ Union Circle | Side Street Stop Controlled | WB | F | 84.6 | F | 124.8 | F | 86.2 | F | 138.5 |
| | | | NB | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 |
| | | | SBL | B | 13.2 | B | 13.4 | B | 11.3 | B | 11.7 |
| 3 | Union Circle @ Elderberry Lane/Site Driveway | Side Street Stop Controlled | EBL | A | 0.0 | A | 8.2 | A | 0.0 | A | 8.0 |
| | | | WBL | A | 8.2 | A | 8.2 | A | 8 | A | 8.1 |
| | | | NB | C | 16.0 | C | 20.2 | B | 13.2 | C | 17.7 |
| | | | SB | -- | -- | B | 12.7 | -- | -- | B | 11.4 |

As shown in Table 5.1, the study intersections are expected to remain operating with acceptable LOS for both the AM and PM peak periods with the exception of the Spout Springs Road at Union Circle Intersection.

The westbound approach on Union Circle at Spout Springs Road with the proposed development is expected to remain operating at LOS F in both peak periods, with increase in the approach delays compared to the Background scenario.

## 5.2. BACK OF QUEUE ANALYSIS

A Back of Queue (BOQ) analysis was used to determine the storage needs for the Opening Year 2028 scenarios. The 95th percentile BOQ length was calculated for specific movements at each intersection. The queue is expected to be the reported length or shorter 95 percent of the time. The BOQ results were taken from the capacity analysis reports for each study intersection (refer to **Appendix D** for the capacity analysis reports). Table 5.2 lists the BOQ lengths for each peak hour for the Opening Year 2028 – Background and With Project scenarios.

*Table 5.2 – Opening Year 2028 Back of Queue Results*

| No. | Intersection | Intersection Control | Movement | Existing/Proposed Full Length Storage (feet) | 95th Percentile Back of Queue (feet) | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | Background 2028 | | With Project 2028 | |
| | | | | | AM Peak | PM Peak | AM Peak | PM Peak |
| 1 | Spout Springs Road @ Cherokee Bluff High School/Spout Springs Elementary | Signalized | EBL | N/A | 170 | 25 | 170 | 25 |
| | | | EBT | N/A | 25 | 25 | 25 | 25 |
| | | | EBR | N/A | 39 | 0 | 39 | 0 |
| | | | WBL | 290' | 93 | 52 | 94 | 55 |
| | | | WBT | N/A | 27 | 32 | 27 | 32 |
| | | | NBL | 350' | 65 | 25 | 66 | 25 |
| | | | NBT | N/A | 310 | 187 | 319 | 193 |
| | | | NBR | 200' | 41 | 30 | 42 | 30 |
| | | | SBL | 350' | 44 | 45 | 44 | 45 |
| | | | SBT | N/A | 204 | 188 | 205 | 196 |
| | | | SBR | 275' | 34 | 0 | 34 | 0 |
| 2 | Spout Springs Road @ Union Circle | Side Street Stop Controlled | WBL | N/A | 175 | 200 | 225 | 178 |
| | | | WBR | 350' | 75 | 50 | 100 | 50 |
| | | | NBU | 320' | 0 | 0 | 0 | 0 |
| | | | NBR | 200' | 0 | 0 | 0 | 0 |
| | | | SBL | 390' | 50 | 25 | 50 | 50 |
| 3 | Union Circle @ Elderberry Lane/Site Driveway | Side Street Stop Controlled | EBL | N/A | 0 | 0 | 0 | 25 |
| | | | EBT+R | N/A | 0 | 0 | 0 | 0 |
| | | | WBL | N/A | 0 | 0 | 0 | 0 |
| | | | WBT+R | 150' | 0 | 0 | 0 | 0 |
| | | | NB | N/A | 25 | 25 | 25 | 25 |
| | | | SB | N/A | -- | -- | 25 | 25 |

As shown in Table 5.2, the results of the BOQ analysis indicate that each of the study intersections is expected to have sufficient storage to accommodate the project-generated traffic for each of the Opening Year 2028 scenarios.

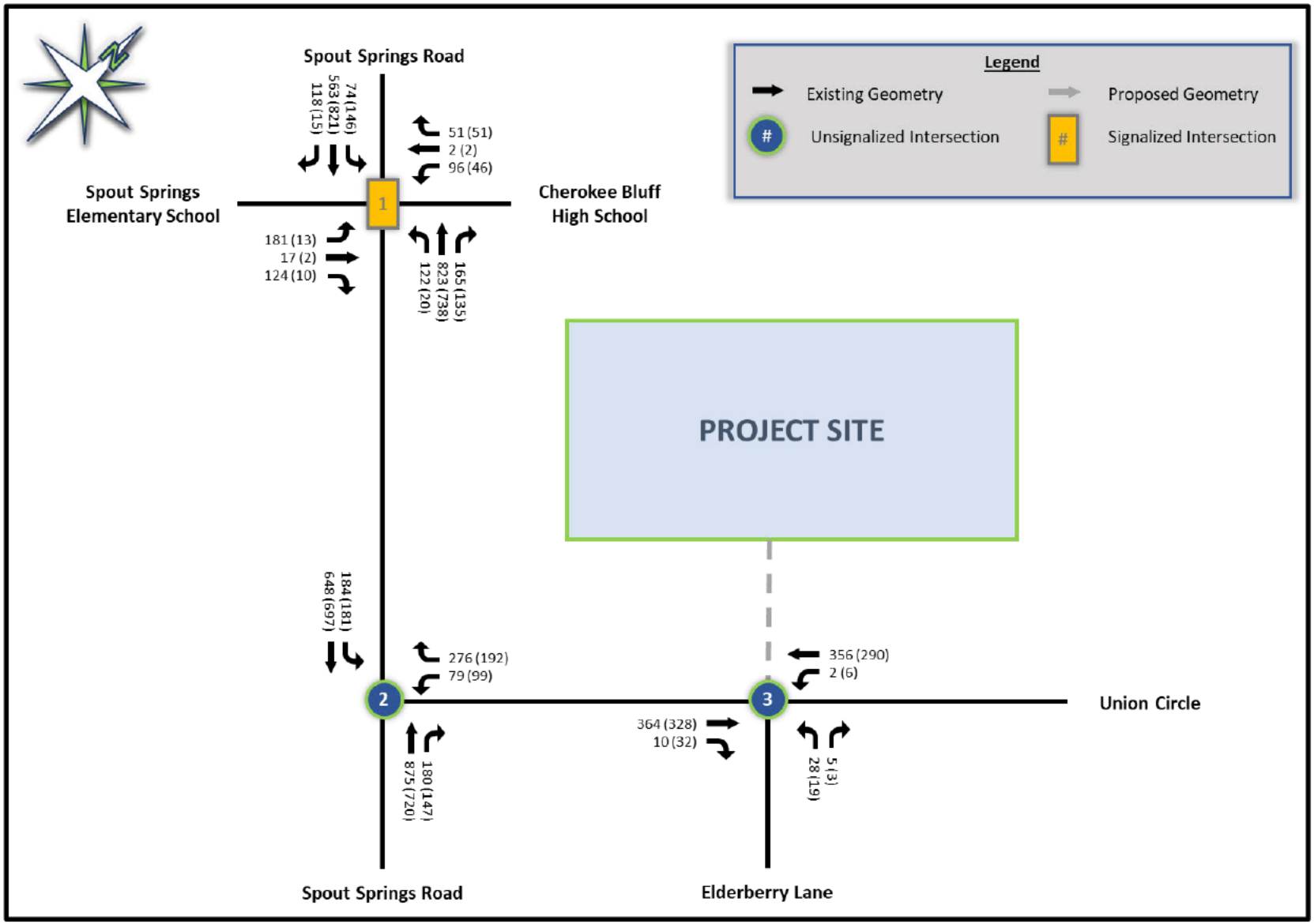



*Figure 5.1 – Opening Year 2028 – Background Peak Hour Traffic*

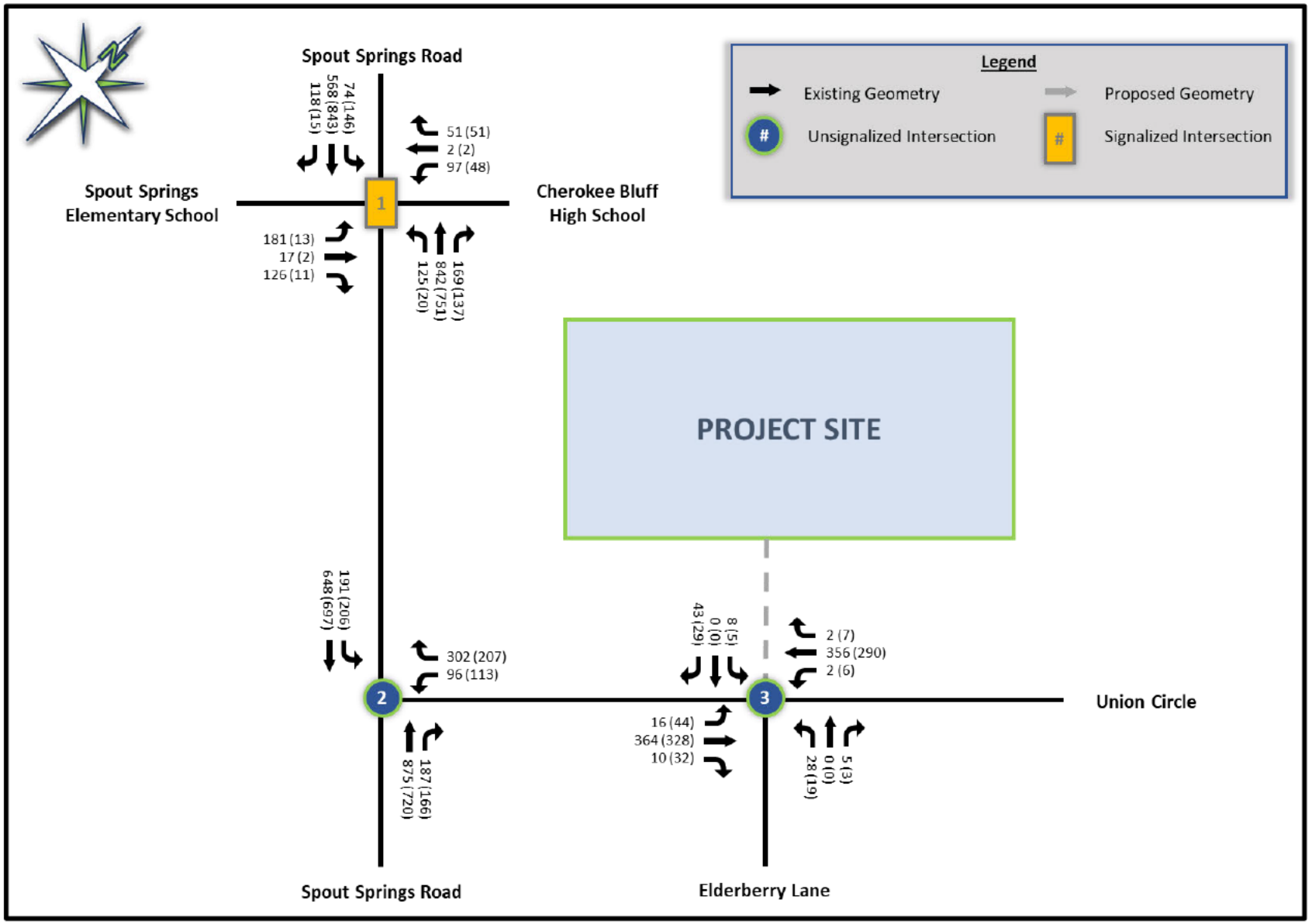



*Figure 5.2 – Opening Year 2028 – With Project Peak Hour Traffic*

# 6. SIGNAL WARRANT ANALYSIS

A signal warrant analysis was conducted for the intersection Spout Springs Road and Union Circle using the criteria in the Manual on Uniform Traffic Control Devices (MUTCD) 11th Edition published by Federal Highway Administration (FHWA). The MUTCD states that an investigation of the need for a traffic signal shall include an analysis of the applicable factors contained in the nine traffic signal warrants and other factors related to the existing operation and safety at the study location. Each of the following signal warrants was considered and were evaluated where appropriate.

- Warrant 1, Eight-Hour Vehicular Volume
  - Evaluated for Existing Year 2026 and Opening Year 2028 – Background & With Project
- Warrant 2, Four-Hour Vehicular Volume
  - Evaluated for Existing Year 2026 and Opening Year 2028 – Background & With Project
- Warrant 7, Crash Experience
  - Evaluated using crash data between 2021 and 2025

Warrants 1 and 2 were evaluated using PC Warrants software for the Existing 2026, Background 2028, and With Project 2028 volumes. 100% right turn reduction was applied to the side street on Union Circle to reflect the dedicated right-turn lane present at this approach. Warrant 7 was evaluated based on the one-year and three-year criteria presented in Section 4C.08 of MUTCD and the historical crash data obtained from GDOT's Numetric platform. The remaining warrants do not apply to the study intersection, and thus, were not evaluated. The PC Warrants reports are included in **Appendix E**.

*Figure 6.1 – Signal Warrant Analysis Results*

| Signal Warrants | Warrant Met? | | |
|---|---|---|---|
| | Existing 2026 | Background 2028 | With Project 2028 |
| Warrant 1A - Minimum Vehicular Volume | No (0 / 8 Hours) | No (0 / 8 Hours) | No (0 / 8 Hours) |
| Warrant 1B - Interruption of Continuous Volumes | No (0 / 8 Hours) | No (4 / 8 Hour) | No (7 / 8 Hour) |
| Warrant 1C - Combination of Warrants | No (0 / 8 Hours) | No (0 / 8 Hours) | No (1 / 8 Hours) |
| Warrant 2 - Four Hour Volumes | No (0 / 4 Hours) | **Yes (4 / 4 Hours)** | **Yes (6 / 4 Hours)** |
| Warrant 7 - Crash Experience (One-Year Period) | No (3 / 4 Crashes) | | |
| Warrant 7 - Crash Experience (Three-Year Period) | **Yes (11 / 5 Crashes)** | | |

The Opening Year 2028 – Background and With Project volumes at the intersection Spout Springs Road and Union Circle are expected to meet the minimum requirements for Warrant 2 – Four Hour Volumes.

Warrant 7 – Crash Experience requires a minimum of 4 crashes susceptible to correction by a traffic signal over a 12-month period, or 5 crashes over a 36-month period. Over the 12-month period from January 2025 to December 2025, three (3) crashes of a type that are considered susceptible to correction by a traffic signal. Over the 36-month period from January 2022 to December 2024, there were eleven (11) crashes that are considered susceptible to correction by a traffic signal. However, no scenarios satisfy the 8-hour volume thresholds stated in Criteria C of Warrant 7, and thus, Warrant 7 is not satisfied for the study intersection.

Based on the results of the traffic signal warrant analysis, the Opening Year 2028 – Background and Opening Year 2028 - With Project volumes at the intersection of Spout Springs Road and Union Circle are expected to warrant a traffic signal.

# 7. AUXILIARY LANES

The GDOT manual of *Regulations for Driveway and Encroachment Control* requires that the need for auxiliary turn lanes be determined in conjunction with commercial driveway permits on state-maintained roadways. The proposed project has one (1) driveway that provides access a minor collector roadway. The proposed driveway was evaluated based on the traffic expected for the Opening Year 2028 – With Project scenarios. No other scenarios were evaluated for auxiliary turn lanes. The intersection evaluated is as follows:

- Union Circle at Elderberry Drive/Site Driveway

## 7.1. RIGHT-TURN LANES

The minimum requirements for right-turn deceleration lanes can be found in Section 4.9.1.1 of the *Regulations for Driveway and Encroachment Control* manual by GDOT. Below is a recreation of "Table 4-6 – Minimum Volume Requiring Right Turn Lanes" taken from that manual:

*Table 7.1 – Minimum Volumes Requiring Right-Turn 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 |

- Union Circle at Elderberry Drive/Site Driveway
    - Union Circle is a 35-mph roadway with two lanes and a 2025 AADT of 5,410 vehicles along this roadway segment. Therefore, a threshold for warranting a right-turn lane is 200 right-turning vehicles a day. The westbound right-turn movement from Union Circle is NOT expected to meet that volume threshold. While a westbound right-turn lane on Union Circle is not required per GDOT standard, the existing right-turn lane at the intersection could be utilized for the proposed site driveway.

## 7.2. LEFT-TURN LANES

The minimum requirements for a left-turn lane can be found in Section 4.9.1.2 of the *Regulations for Driveway and Encroachment Control* manual by GDOT. Below is a recreation of "Table 4-7a – Minimum Volumes Requiring Left Turn Lanes" taken from that manual:

*Table 7.2 – Minimum Volumes Requiring Left-Turn Lanes*

| 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 |

Based on the above table, a left-turn lane would be required as follows:

- Union Circle at Elderberry Drive/Site Driveway
    - Union Circle is a 35-mph roadway with two lanes and approximately 5,410 vehicles (ADT) along this roadway segment. Therefore, a threshold for warranting a left-turn lane is 300 left-turning vehicles a day. The eastbound left-turn movement from Union Circle is NOT expected to meet that volume threshold. Therefore, a southbound left-turn lane is not required for the Opening Year 2028 – With Project scenarios.

# 8. MITIGATION

Based on the results of the data analysis for the study area, there are locations where vehicle delays are inadequate for the Background and With Project scenarios. Based on the results of the signal warrant analysis, the following recommendations are expected to mitigate any negative impacts from proposed project.

## 8.1. SUMMARY OF RECOMMENDATIONS

- Spout Springs Road at Union Circle:
    - Install a traffic signal at the intersection

The results of the With Project 2028 – Mitigated analysis is shown in Tables 8.1 and 8.2. Detailed reports for both the capacity and BOQ analysis are included in **Appendix F.**

*Table 8.1 – Spout Springs Road and Union Circle Mitigation Analysis Results*

| Approach | Opening Year 2028 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | AM Peak | | | | | | PM Peak | | | | | |
| | Background | | With Project | | Mitigated | | Background | | With Project | | Mitigated | |
| | LOS | sec/veh | LOS | sec/veh | LOS | sec/veh | LOS | sec/veh | LOS | sec/veh | LOS | sec/veh |
| Overall Intersection | -- | -- | -- | -- | C | 20.5 | -- | -- | -- | -- | B | 15.4 |
| WB | F | 84.6 | F | 124.8 | D | 47.8 | F | 86.2 | F | 138.5 | D | 47.0 |
| NB | A | 0.0 | A | 0.0 | B | 18.6 | A | 0.0 | A | 0.0 | B | 12.9 |
| SBL | B | 13.2 | B | 13.4 | B | 10.0 | B | 11.3 | B | 11.7 | A | 6.8 |

As shown in Table 8.1, the With Project 2028 – Mitigated scenario with traffic signal at Spout Springs Road and Union Circle is expected to have LOS D or better on all approaches, with significant improvement on the westbound approach compared to the Background and With Project scenarios.

*Table 8.2 – Spout Springs Road and Union Circle Mitigation Back of Queue Results*

| Movement | Existing/Proposed Full Length Storage (feet) | 95th Percentile Back of Queue (feet) | | | | | |
|---|---|---|---|---|---|---|---|
| | | Background 2028 | | With Project 2028 | | Mitigated 2028 | |
| | | AM Peak | PM Peak | AM Peak | PM Peak | AM Peak | PM Peak |
| WBL | N/A | 175 | 200 | 225 | 250 | 109 | 122 |
| WBR | 350' | 75 | 50 | 100 | 50 | 78 | 63 |
| NBT | N/A | -- | -- | -- | -- | 275 | 201 |
| NBR | 200' | 0 | 0 | 0 | 0 | 38 | 33 |
| SBT | N/A | -- | -- | -- | -- | 103 | 127 |
| SBL | 390' | 50 | 25 | 50 | 50 | 194 | 101 |

As shown in Table 8.2, the With Project 2028 – Mitigated scenarios are expected to reduce westbound left-turn queues on Union Circle by half compared to those in the Background and With Project scenario thresholds. The northbound and southbound approaches on Spout Spring Road also expected to maintain reasonable operations with a traffic signal.

# 9. CONCLUSIONS

The residential development will consist of a mix of single-family detached housing and townhomes, with 54 single-family detached homes and 66 townhomes. The proposed development is expected to be built out in the year 2028. Currently, the proposed project site is largely undeveloped and contains only a single residential development.

Access to the site would be provided by a single full access driveway on Union Circle. The proposed project is expected to generate a total of 925 total daily trips on a typical weekday, with 69 new trips in the AM peak and 84 new trips in the PM peak.

For the Existing Year 2026 capacity analysis, each of the study intersections is currently operating with acceptable LOS during both the AM and PM peak periods, with the exception of the westbound movement at the intersection of Spout Springs Road and Union Circle, which operates at an inadequate LOS F.

For the Opening Year 2028 scenarios, each of the study intersections is expected to operate with acceptable LOS for both the AM and PM peak periods with the exception of the Spout Springs Road and Union Circle. For both Background and With Project scenarios in 2028, the westbound approach at the intersection of Spout Springs Road and Union Circle is expected to operate inadequately with LOS F.

For the Opening Year 2028 scenarios, the results of the BOQ analysis indicate that all of the three (3) study intersections are expected to have sufficient storage to accommodate the project generated traffic.

A traffic signal warrant analysis indicates that a traffic signal is warranted at the intersection of Spout Springs Road and Union Circle for the Background and With Project scenarios for the Warrant 2 – Four Hour in 2028.

The need for auxiliary lanes was also evaluated at the intersection of Union Circle and Elderberry Road/Site Driveway. Based on the requirements provided in the GDOT manual *Regulations for Driveway and Encroachment Control*, it was determined that auxiliary lanes should not be considered for the Opening Year 2028– with Project scenarios.

A mitigation scenario was evaluated for the With Project scenario with the installation of a traffic signal at Spout Springs Road and Union Circle. The results indicated that this mitigation will improve the westbound operation on Union Circle from LOS F to LOS D, without significant impact on the mainline of Spout Springs Road. The 95$^{th}$ percentile queue lengths are also expected to reduce by half compared to those in the Background and With Project scenarios.

**Based on the information presented in this report, Keck & Wood recommends the following:**

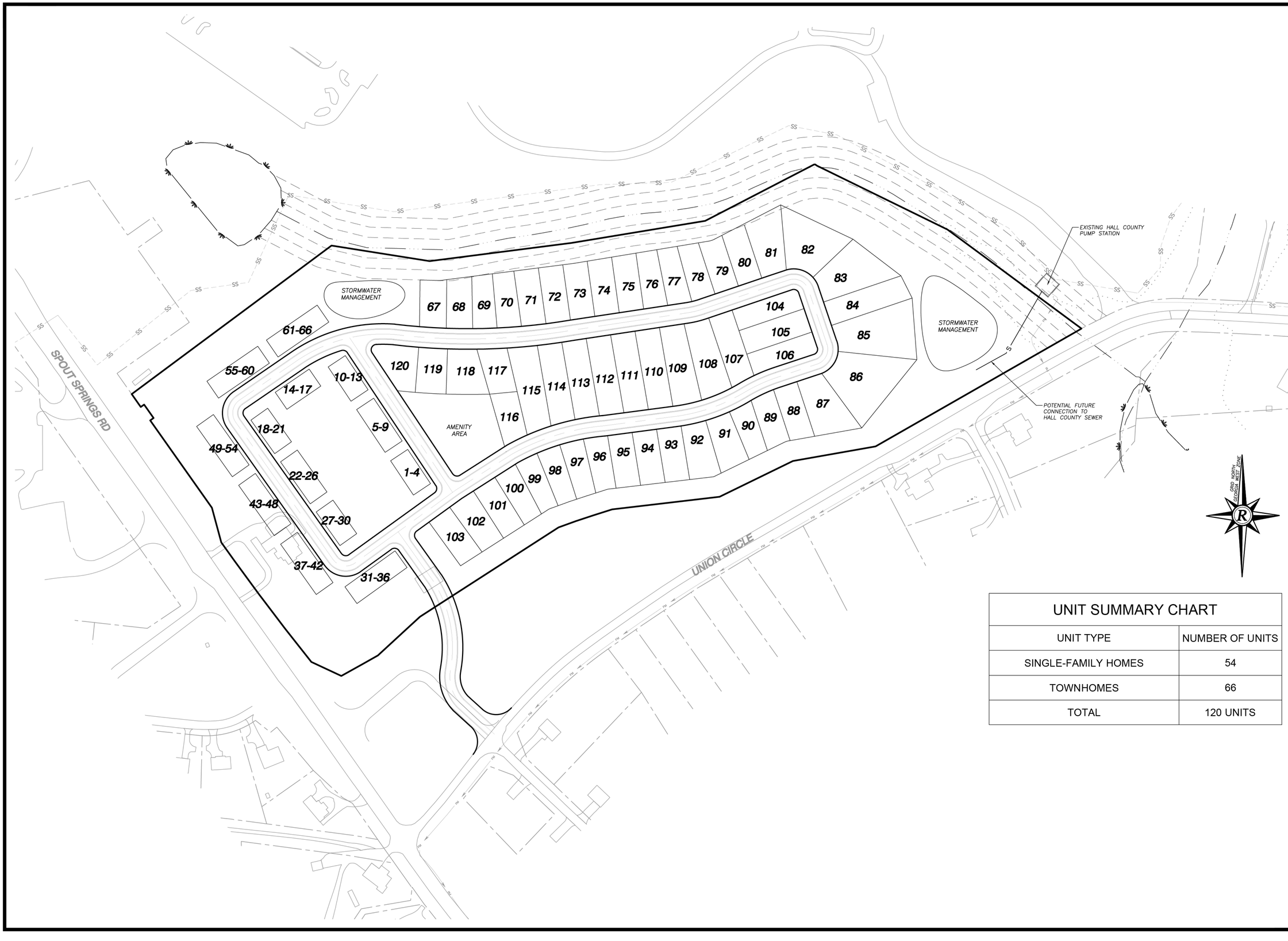
- **Installation of a traffic signal at the intersection of Spout Springs Road and Union Circle**

**While the proposed development is expected to increase delay on the westbound approach of Union Circle at Spout Springs Road, the installation of a traffic signal at this intersection is expected to mitigate westbound delays and queues in both the Background and With Project scenarios.**

# 10. REFERENCES


1. Trip Generation, 12th Edition + Supplement, Institute of Transportation Engineers, Washington, DC, 2021.
2. Synchro, Version 12, Trafficware Ltd., Sugar Land, TX, 2019.
3. Highway Capacity Manual, 6th Edition, Transportation Research Board, Washington, DC, 2016.

# APPENDIX A – SITE LAYOUT




| UNIT SUMMARY CHART | |
|---|---|
| UNIT TYPE | NUMBER OF UNITS |
| SINGLE-FAMILY HOMES | 54 |
| TOWNHOMES | 66 |
| TOTAL | 120 UNITS |

DCCM Infrastructure, Inc.
425 Oak Street NW, Gainesville, GA 30501
770.718.0600 | DCCM.com

LOT LAYOUT VERSION 4
FOR:

# CLARK CHARLES CURTIS TRACT
## SPOUT SPRINGS ROAD

LOCATED IN:
HALL COUNTY GEORGIA

| NO. | DATE | REVISIONS DESCRIPTION |
|---|---|---|

ANY CHANGES OR ALTERATIONS MADE TO THESE CONSTRUCTION DRAWINGS WITHOUT THE KNOWLEDGE AND CONSENT OF THE SEAL AUTHOR SHOWN HEREON AND ANY LIABILITY ASSOCIATED WITH THIS PROJECT. ORIGINAL DRAWINGS ARE KEPT ON FILE FOR VERIFICATION OF ANY CHANGES.

GRAPHIC SCALE
50' 0' 100' 200'

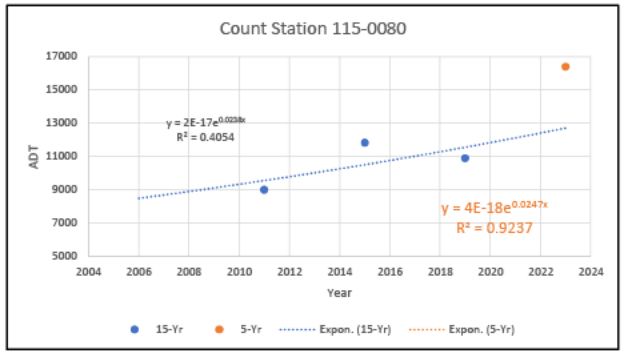
SHEET 1 OF 1

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# APPENDIX B – TRAFFIC COUNTS & GROWTH RATE CALCULATIONS

# Growth Rate Calculations

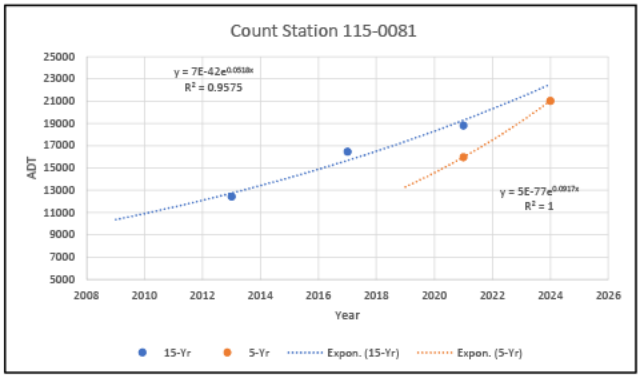
| Count Station # | 139-0437 | | |
|---|---|---|---|
| Count Station Description | Spout Springs Rd south of Williams Rd | | |
| Functional Classification | Minor Arterial (Urban) | | |
| Years | ADT | AADT | Notes |
| 2006 | | | |
| 2007 | | | |
| 2008 | | | |
| 2009 | | | |
| 2010 | | | |
| 2011 | 9009 | | |
| 2012 | | | |
| 2013 | | | |
| 2014 | | | |
| 2015 | 11823 | | |
| 2016 | | | |
| 2017 | | | |
| 2018 | | | |
| 2019 | 10895 | 11200 | |
| 2020 | | | |
| 2021 | | | |
| 2022 | | | |
| 2023 | | | |
| 2024 | | | |
| 2025 | 16401 | 14300 | |




5-Year Growth Rate:
15-Year Growth Rate: 2.38%

| Average 5-Year Growth Rate: | 3.3% |
|---|---|
| Average 15-Year Growth Rate: | 3.7% |
| Proposed: | 3.5% |

| Count Station # | 139-0441 | | |
|---|---|---|---|
| Count Station Description | Spout Springs Rd south of Ivy Springs Dr | | |
| Functional Classification | Minor Arterial (Urban) | | |
| Years | ADT | AADT | Notes |
| 2006 | | | |
| 2007 | | | |
| 2008 | | | |
| 2009 | | | |
| 2010 | 12434 | | |
| 2011 | | | |
| 2012 | | | |
| 2013 | | | |
| 2014 | 16450 | | |
| 2015 | | | |
| 2016 | | | |
| 2017 | | | |
| 2018 | 18816 | 16400 | |
| 2019 | | | |
| 2020 | | | |
| 2021 | | | |
| 2022 | 15970 | 13400 | |
| 2023 | | | |
| 2024 | | | |

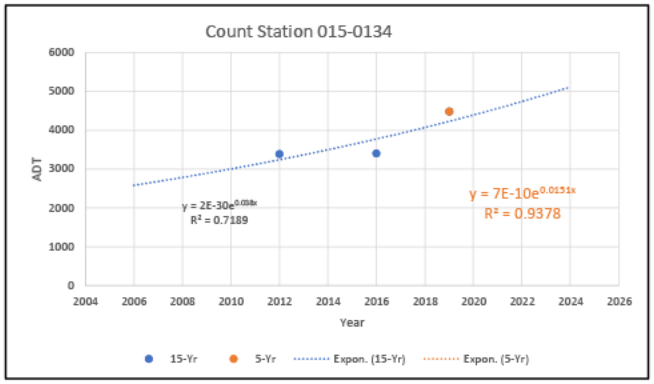



5-Year Growth Rate: 9.17%
15-Year Growth Rate: 5.18%

# Growth Rate Calculations

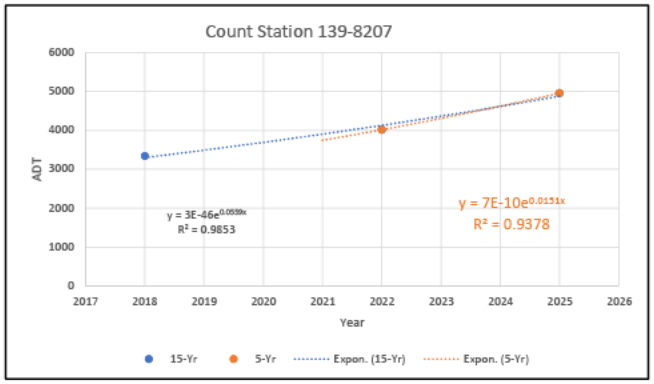
| | | | |
|---|---|---|---|
| 2025 | 21026 | 19200 | |

| Count Station # | 139-8206 | | |
|---|---|---|---|
| Count Station Description | Union Circle east of Spout Springs Rd | | |
| Functional Classification | Minor Collector (Urban) | | |
| Years | ADT | AADT | Notes |
| 2006 | | | |
| 2007 | | | |
| 2008 | | | |
| 2009 | | | |
| 2010 | | | |
| 2011 | | | |
| 2012 | 3390 | | |
| 2013 | | | |
| 2014 | | | |
| 2015 | | | |
| 2016 | 3402 | | |
| 2017 | | | |
| 2018 | | | |
| 2019 | 4488 | | |
| 2020 | | | |
| 2021 | | | |
| 2022 | | | |
| 2023 | | | |
| 2024 | | | |
| 2025 | 6246 | | |




5-Year Growth Rate:
15-Year Growth Rate: 3.80%

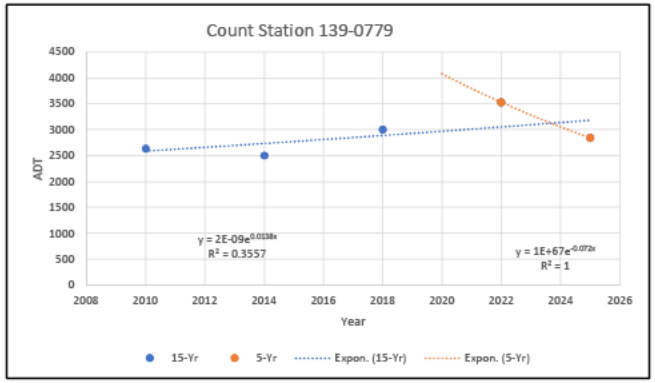
| Count Station # | 139-8207 | | |
|---|---|---|---|
| Count Station Description | Union Church Rd north of Deaton Creek Pkwy | | |
| Functional Classification | Minor Collector (Urban) | | |
| Years | ADT | AADT | Notes |
| 2006 | | | |
| 2007 | | | |
| 2008 | | | |
| 2009 | | | |
| 2010 | | | |
| 2011 | | | |
| 2012 | | | |
| 2013 | | | |
| 2014 | | | |
| 2015 | | | |
| 2016 | | | |
| 2017 | | | |
| 2018 | 3341 | | |
| 2019 | | | |
| 2020 | | | |
| 2021 | | | |
| 2022 | 4018 | | |
| 2023 | | | |
| 2024 | | | |
| 2025 | 4962 | | |




5-Year Growth Rate: 1.51%
15-Year Growth Rate: 5.59%

# Growth Rate Calculations

| Count Station # | 139-0779 | | |
|---|---|---|---|
| Count Station Description | Cash Rd north of Glen Forrest Dr | | |
| Functional Classification | Minor Collector (Urban) | | |
| Years | ADT | AADT | Notes |
| 2006 | | | |
| 2007 | | | |
| 2008 | | | |
| 2009 | | | |
| 2010 | 2636 | | |
| 2011 | | | |
| 2012 | | | |
| 2013 | | | |
| 2014 | 2500 | | |
| 2015 | | | |
| 2016 | | | |
| 2017 | | | |
| 2018 | 3006 | | |
| 2019 | | | |
| 2020 | | | |
| 2021 | | | |
| 2022 | 3531 | | |
| 2023 | | | |
| 2024 | | | |
| 2025 | 2842 | | |

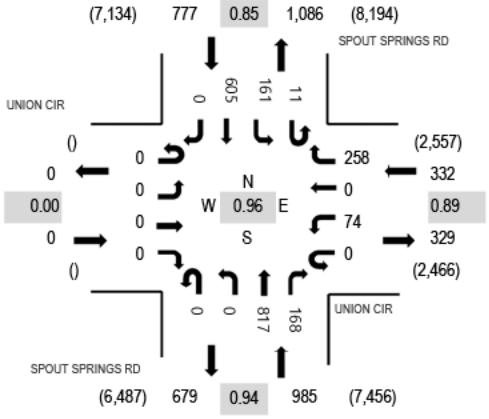



5-Year Growth Rate: -0.72%
15-Year Growth Rate: 1.38%

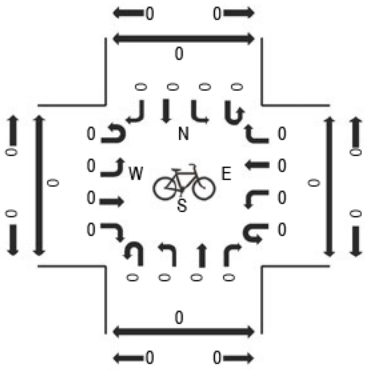
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Location: 2 SPOUT SPRINGS RD & UNION CIR AM
Date: Thursday, August 27, 2026
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

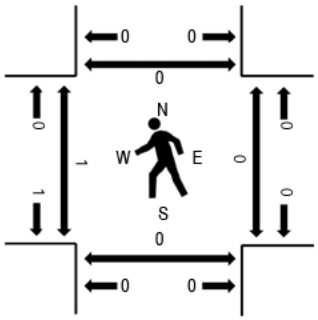
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | UNION CIR Eastbound | | | | UNION CIR Westbound | | | | SPOUT SPRINGS RD Northbound | | | | SPOUT SPRINGS RD Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 24 | 0 | 0 | 96 | 8 | 0 | 6 | 43 | 0 | 183 | 907 | 0 | 0 | 0 | 0 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 29 | 0 | 0 | 109 | 10 | 0 | 7 | 48 | 0 | 210 | 1,033 | 0 | 0 | 0 | 0 |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 35 | 0 | 0 | 123 | 11 | 0 | 9 | 53 | 0 | 239 | 1,306 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 43 | 0 | 0 | 139 | 14 | 0 | 11 | 58 | 0 | 275 | 1,608 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 50 | 0 | 0 | 155 | 16 | 1 | 13 | 62 | 0 | 309 | 1,880 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 42 | 0 | 0 | 216 | 32 | 4 | 35 | 147 | 0 | 483 | 2,094 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 71 | 0 | 0 | 221 | 22 | 3 | 42 | 167 | 0 | 541 | 2,037 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 74 | 0 | 0 | 202 | 59 | 4 | 47 | 138 | 0 | 547 | 1,828 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 71 | 0 | 0 | 178 | 55 | 0 | 37 | 153 | 0 | 523 | 1,628 | 1 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 55 | 0 | 0 | 151 | 23 | 0 | 31 | 150 | 0 | 426 | 1,410 | 2 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 37 | 0 | 0 | 139 | 20 | 0 | 24 | 97 | 0 | 332 | 1,284 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 31 | 0 | 0 | 164 | 24 | 0 | 18 | 91 | 0 | 347 | 1,255 | 0 | 0 | 0 | 0 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 30 | 0 | 0 | 141 | 18 | 0 | 15 | 87 | 0 | 305 | 1,202 | 0 | 0 | 0 | 0 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 31 | 0 | 0 | 118 | 18 | 0 | 28 | 87 | 0 | 300 | 1,214 | 0 | 0 | 0 | 0 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 31 | 0 | 0 | 112 | 19 | 0 | 25 | 104 | 0 | 303 | 1,182 | 0 | 0 | 0 | 0 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 37 | 0 | 0 | 129 | 10 | 0 | 22 | 83 | 0 | 294 | 1,147 | 0 | 0 | 0 | 0 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 36 | 0 | 0 | 122 | 14 | 1 | 21 | 109 | 0 | 317 | 1,090 | 0 | 0 | 0 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 22 | 0 | 0 | 106 | 11 | 0 | 24 | 94 | 0 | 268 | 1,048 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 19 | 0 | 0 | 97 | 15 | 0 | 21 | 100 | 0 | 268 | 1,069 | 0 | 0 | 0 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 23 | 0 | 0 | 99 | 11 | 0 | 18 | 80 | 0 | 237 | 1,099 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 28 | 0 | 0 | 97 | 13 | 0 | 15 | 107 | 0 | 275 | 1,141 | 0 | 0 | 0 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 18 | 0 | 0 | 113 | 11 | 0 | 18 | 105 | 0 | 289 | 1,183 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 32 | 0 | 0 | 113 | 22 | 0 | 17 | 103 | 0 | 298 | 1,219 | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 16 | 0 | 0 | 113 | 10 | 0 | 13 | 108 | 0 | 279 | 1,235 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 26 | 0 | 0 | 133 | 12 | 0 | 22 | 114 | 0 | 317 | 1,257 | 0 | 0 | 0 | 0 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 27 | 0 | 0 | 122 | 29 | 0 | 23 | 109 | 0 | 325 | 1,240 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 28 | 0 | 0 | 113 | 11 | 0 | 24 | 125 | 0 | 314 | 1,218 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 19 | 0 | 0 | 111 | 20 | 0 | 26 | 111 | 0 | 301 | 1,215 | 0 | 0 | 0 | 0 |
| 1:00 PM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 25 | 0 | 0 | 109 | 14 | 2 | 20 | 121 | 0 | 300 | 1,233 | 0 | 0 | 0 | 0 |
| 1:15 PM | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 32 | 0 | 0 | 107 | 13 | 3 | 32 | 100 | 0 | 303 | 1,285 | 0 | 0 | 0 | 0 |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 29 | 0 | 0 | 110 | 13 | 0 | 20 | 119 | 0 | 311 | 1,329 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 22 | 0 | 0 | 112 | 18 | 1 | 27 | 128 | 0 | 319 | 1,401 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 46 | 0 | 0 | 114 | 20 | 0 | 32 | 128 | 0 | 352 | 1,440 | 0 | 0 | 0 | 0 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 33 | 0 | 0 | 117 | 24 | 0 | 41 | 112 | 0 | 347 | 1,459 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 44 | 0 | 0 | 109 | 33 | 0 | 48 | 136 | 0 | 383 | 1,513 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 33 | 0 | 0 | 111 | 33 | 0 | 40 | 124 | 0 | 358 | 1,632 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 32 | 1 | 0 | 107 | 43 | 2 | 48 | 120 | 0 | 371 | 1,727 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 33 | 0 | 0 | 121 | 30 | 1 | 44 | 146 | 0 | 401 | 1,738 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 82 | 0 | 0 | 118 | 12 | 0 | 61 | 192 | 0 | 502 | 1,793 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 39 | 0 | 0 | 128 | 17 | 0 | 45 | 199 | 0 | 453 | 1,758 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 41 | 0 | 0 | 142 | 23 | 1 | 48 | 116 | 0 | 382 | 1,741 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 44 | 0 | 0 | 157 | 31 | 1 | 47 | 148 | 0 | 456 | 1,845 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 26 | 0 | 0 | 171 | 26 | 0 | 44 | 179 | 0 | 467 | 1,878 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 42 | 0 | 0 | 165 | 27 | 1 | 36 | 143 | 0 | 436 | 1,894 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 51 | 1 | 0 | 175 | 21 | 0 | 36 | 182 | 0 | 486 | 1,901 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 43 | 0 | 0 | 184 | 33 | 0 | 36 | 176 | 0 | 489 | | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 46 | 0 | 0 | 171 | 41 | 0 | 54 | 148 | 0 | 483 | | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 39 | 0 | 0 | 142 | 42 | 0 | 43 | 145 | 0 | 443 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vehicle Type | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 0 | 0 | 0 | 0 | 74 | 0 | 256 | 0 | 0 | 808 | 165 | 11 | 148 | 589 | 0 | 2,051 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 9 | 3 | 0 | 13 | 16 | 0 | 43 |
| Total | 0 | 0 | 0 | 0 | 0 | 74 | 0 | 258 | 0 | 0 | 817 | 168 | 11 | 161 | 605 | 0 | 2,094 |

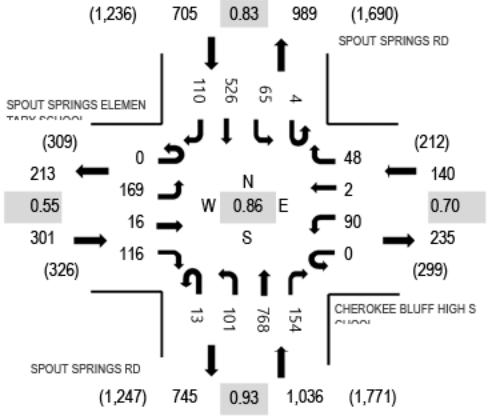
## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total |
| Heavy Vehicle % | | 0.0% | | | | 0.6% | | | | 1.2% | | | | 3.7% | | | 2.1% |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.8% | 0.0% | 0.0% | 1.1% | 1.8% | 0.0% | 8.1% | 2.6% | 0.0% | 2.1% |
| Peak Hour Factor | | 0.00 | | | | 0.89 | | | | 0.94 | | | | 0.85 | | | 0.96 |
| Peak Hour Factor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.72 | 0.00 | 0.92 | 0.25 | 0.00 | 0.92 | 0.71 | 0.75 | 0.82 | 0.93 | 0.00 | 0.96 |

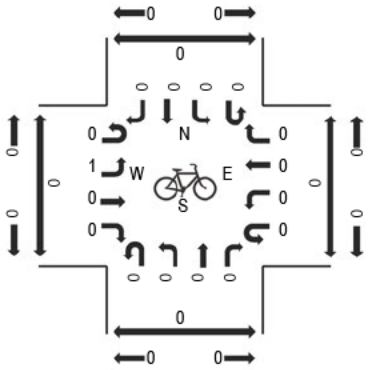
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(303) 216-2439
www.alltrafficdata.net

Location: 1 SPOUT SPRINGS RD & CHEROKEE BLUFF HIGH SCHOOL AM
Date: Thursday, August 27, 2026
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

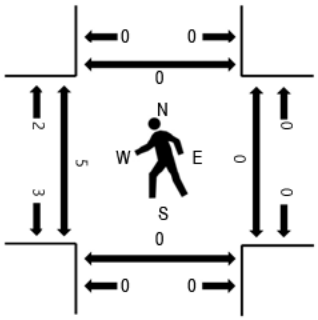
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | SPOUT SPRINGS ELEMENTARY SCHOOL Eastbound | | | | CHEROKEE BLUFF HIGH SCHOOL Westbound | | | | SPOUT SPRINGS RD Northbound | | | | SPOUT SPRINGS RD Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 7:00 AM | 0 | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 28 | 152 | 2 | 3 | 6 | 91 | 43 | 333 | 2,039 | 0 | 1 | 0 | 0 |
| 7:15 AM | 0 | 71 | 7 | 59 | 0 | 17 | 1 | 2 | 1 | 57 | 179 | 3 | 1 | 8 | 100 | 57 | 563 | 2,182 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 75 | 8 | 46 | 0 | 7 | 1 | 6 | 2 | 34 | 219 | 23 | 2 | 19 | 145 | 46 | 633 | 2,025 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 18 | 1 | 9 | 0 | 26 | 0 | 17 | 3 | 9 | 209 | 53 | 1 | 22 | 138 | 4 | 510 | 1,712 | 2 | 0 | 0 | 0 |
| 8:00 AM | 0 | 5 | 0 | 2 | 0 | 40 | 0 | 23 | 7 | 1 | 161 | 75 | 0 | 16 | 143 | 3 | 476 | 1,506 | 3 | 0 | 0 | 0 |
| 8:15 AM | 0 | 4 | 0 | 1 | 0 | 31 | 0 | 25 | 3 | 1 | 167 | 28 | 0 | 5 | 140 | 1 | 406 | | 1 | 0 | 0 | 0 |
| 8:30 AM | 0 | 5 | 0 | 2 | 0 | 5 | 0 | 6 | 0 | 1 | 169 | 8 | 0 | 2 | 116 | 6 | 320 | | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 4 | 1 | 1 | 0 | 2 | 0 | 3 | 1 | 7 | 159 | 8 | 0 | 3 | 106 | 9 | 304 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 163 | 15 | 115 | 0 | 80 | 2 | 44 | 12 | 101 | 762 | 150 | 4 | 65 | 512 | 110 | 2,135 |
| Mediums | 0 | 6 | 1 | 1 | 0 | 10 | 0 | 4 | 1 | 0 | 6 | 4 | 0 | 0 | 14 | 0 | 47 |
| Total | 0 | 169 | 16 | 116 | 0 | 90 | 2 | 48 | 13 | 101 | 768 | 154 | 4 | 65 | 526 | 110 | 2,182 |

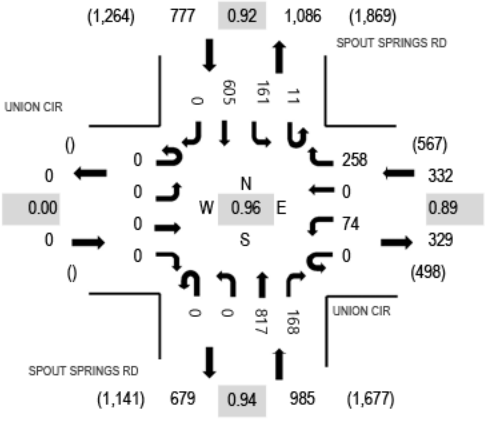
## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 2.7% | | | | 10.0% | | | | 1.1% | | | | 2.0% | | | 2.2% |
| Heavy Vehicle % | 0.0% | 3.6% | 6.3% | 0.9% | 0.0% | 11.1% | 0.0% | 8.3% | 7.7% | 0.0% | 0.8% | 2.6% | 0.0% | 0.0% | 2.7% | 0.0% | 2.2% |
| Peak Hour Factor | | 0.55 | | | | 0.70 | | | | 0.93 | | | | 0.83 | | | 0.86 |
| Peak Hour Factor | 0.00 | 0.56 | 0.53 | 0.49 | 0.00 | 0.65 | 0.50 | 0.71 | 0.54 | 0.56 | 0.88 | 0.60 | 0.58 | 0.74 | 0.98 | 0.66 | 0.86 |

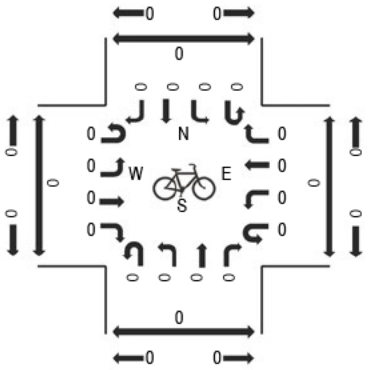
ALL TRAFFIC DATA SERVICES
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Location: 2 SPOUT SPRINGS RD & UNION CIR AM
Date: Thursday, August 27, 2026
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

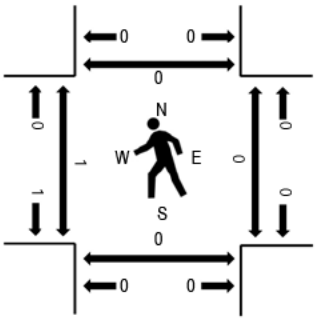
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | UNION CIR Eastbound | | | | UNION CIR Westbound | | | | SPOUT SPRINGS RD Northbound | | | | SPOUT SPRINGS RD Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 50 | 0 | 0 | 155 | 16 | 1 | 13 | 62 | 0 | 309 | 1,880 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 42 | 0 | 0 | 216 | 32 | 4 | 35 | 147 | 0 | 483 | 2,094 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 71 | 0 | 0 | 221 | 22 | 3 | 42 | 167 | 0 | 541 | 2,037 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 74 | 0 | 0 | 202 | 59 | 4 | 47 | 138 | 0 | 547 | 1,828 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 71 | 0 | 0 | 178 | 55 | 0 | 37 | 153 | 0 | 523 | 1,628 | 1 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 55 | 0 | 0 | 151 | 23 | 0 | 31 | 150 | 0 | 426 | | 2 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 37 | 0 | 0 | 139 | 20 | 0 | 24 | 97 | 0 | 332 | | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 31 | 0 | 0 | 164 | 24 | 0 | 18 | 91 | 0 | 347 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 0 | 0 | 0 | 0 | 74 | 0 | 256 | 0 | 0 | 808 | 165 | 11 | 148 | 589 | 0 | 2,051 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 9 | 3 | 0 | 13 | 16 | 0 | 43 |
| Total | 0 | 0 | 0 | 0 | 0 | 74 | 0 | 258 | 0 | 0 | 817 | 168 | 11 | 161 | 605 | 0 | 2,094 |

## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 0.0% | | | | 0.6% | | | | 1.2% | | | | 3.7% | | | 2.1% |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.8% | 0.0% | 0.0% | 1.1% | 1.8% | 0.0% | 8.1% | 2.6% | 0.0% | 2.1% |
| Peak Hour Factor | | 0.00 | | | | 0.89 | | | | 0.94 | | | | 0.92 | | | 0.96 |
| Peak Hour Factor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.72 | 0.00 | 0.92 | 0.00 | 0.00 | 0.92 | 0.71 | 0.75 | 0.86 | 0.91 | 0.00 | 0.96 |

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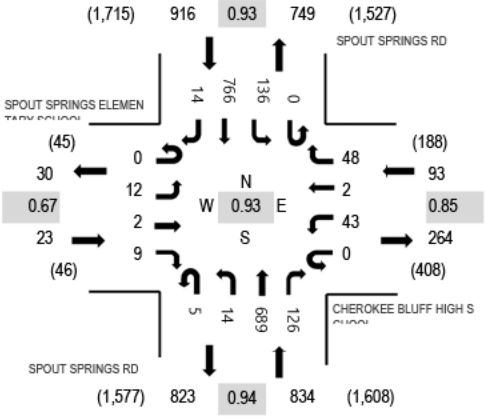
Location: 1 SPOUT SPRINGS RD & CHEROKEE BLUFF HIGH SCHOOL PM

Date: Thursday, August 27, 2026

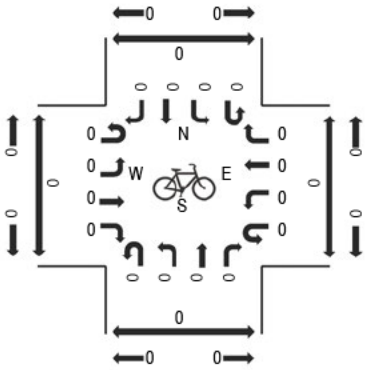
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

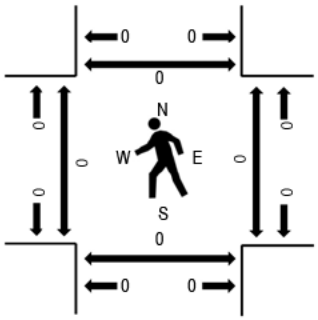
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | SPOUT SPRINGS ELEMENTARY SCHOOL Eastbound | | | | CHEROKEE BLUFF HIGH SCHOOL Westbound | | | | SPOUT SPRINGS RD Northbound | | | | SPOUT SPRINGS RD Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 4:00 PM | 0 | 3 | 0 | 1 | 0 | 11 | 0 | 15 | 0 | 0 | 179 | 8 | 0 | 11 | 156 | 1 | 385 | 1,691 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 4 | 0 | 5 | 0 | 10 | 0 | 11 | 0 | 0 | 183 | 12 | 0 | 14 | 175 | 4 | 418 | 1,806 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 6 | 0 | 1 | 0 | 18 | 0 | 10 | 0 | 0 | 183 | 14 | 0 | 25 | 200 | 7 | 464 | 1,856 | 1 | 0 | 0 | 0 |
| 4:45 PM | 0 | 3 | 0 | 0 | 0 | 7 | 0 | 13 | 0 | 0 | 168 | 27 | 0 | 33 | 170 | 3 | 424 | 1,864 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 3 | 0 | 1 | 0 | 11 | 0 | 12 | 1 | 1 | 193 | 31 | 0 | 29 | 212 | 6 | 500 | 1,866 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 4 | 2 | 3 | 0 | 5 | 0 | 7 | 0 | 7 | 176 | 37 | 0 | 30 | 193 | 4 | 468 | | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 4 | 0 | 4 | 0 | 16 | 2 | 15 | 4 | 3 | 173 | 31 | 0 | 40 | 178 | 2 | 472 | | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 1 | 0 | 1 | 0 | 11 | 0 | 14 | 0 | 3 | 147 | 27 | 0 | 37 | 183 | 2 | 426 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 12 | 2 | 9 | 0 | 43 | 2 | 48 | 5 | 14 | 684 | 125 | 0 | 136 | 764 | 14 | 1,858 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 2 | 0 | 8 |
| Total | 0 | 12 | 2 | 9 | 0 | 43 | 2 | 48 | 5 | 14 | 689 | 126 | 0 | 136 | 766 | 14 | 1,866 |

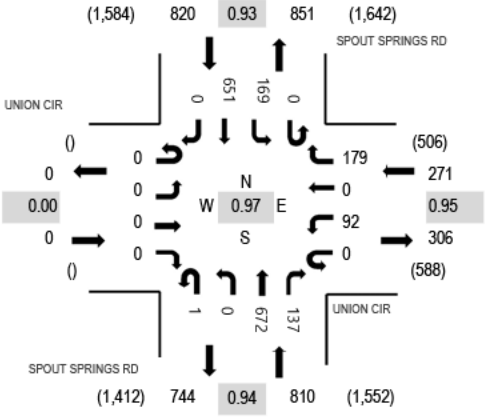
## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 0.0% | | | | 0.0% | | | | 0.7% | | | | 0.2% | | | 0.4% |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.7% | 0.8% | 0.0% | 0.0% | 0.3% | 0.0% | 0.4% |
| Peak Hour Factor | | 0.67 | | | | 0.85 | | | | 0.94 | | | | 0.93 | | | 0.93 |
| Peak Hour Factor | 0.00 | 0.67 | 0.25 | 0.56 | 0.00 | 0.64 | 0.25 | 0.82 | 0.31 | 0.50 | 0.94 | 0.85 | 0.00 | 0.85 | 0.91 | 0.71 | 0.93 |

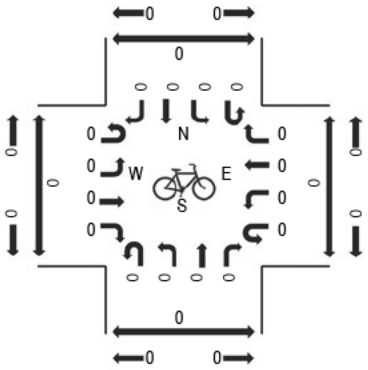
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 SPOUT SPRINGS RD & UNION CIR PM
Date: Thursday, August 27, 2026
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

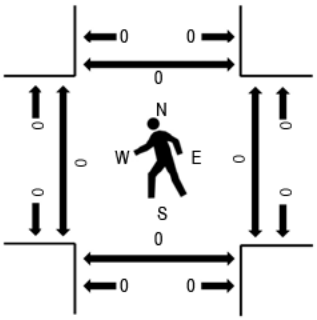
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | UNION CIR Eastbound | | | | UNION CIR Westbound | | | | SPOUT SPRINGS RD Northbound | | | | SPOUT SPRINGS RD Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 41 | 0 | 0 | 142 | 23 | 1 | 48 | 116 | 0 | 382 | 1,741 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 44 | 0 | 0 | 157 | 31 | 1 | 47 | 148 | 0 | 456 | 1,845 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 26 | 0 | 0 | 171 | 26 | 0 | 44 | 179 | 0 | 467 | 1,878 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 42 | 0 | 0 | 165 | 27 | 1 | 36 | 143 | 0 | 436 | 1,894 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 51 | 1 | 0 | 175 | 21 | 0 | 36 | 182 | 0 | 486 | 1,901 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 43 | 0 | 0 | 184 | 33 | 0 | 36 | 176 | 0 | 489 | | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 46 | 0 | 0 | 171 | 41 | 0 | 54 | 148 | 0 | 483 | | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 39 | 0 | 0 | 142 | 42 | 0 | 43 | 145 | 0 | 443 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Lights | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 176 | 1 | 0 | 670 | 134 | 0 | 168 | 649 | 0 | 1,890 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 3 | 0 | 1 | 2 | 0 | 10 |
| Total | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 179 | 1 | 0 | 672 | 137 | 0 | 169 | 651 | 0 | 1,901 |

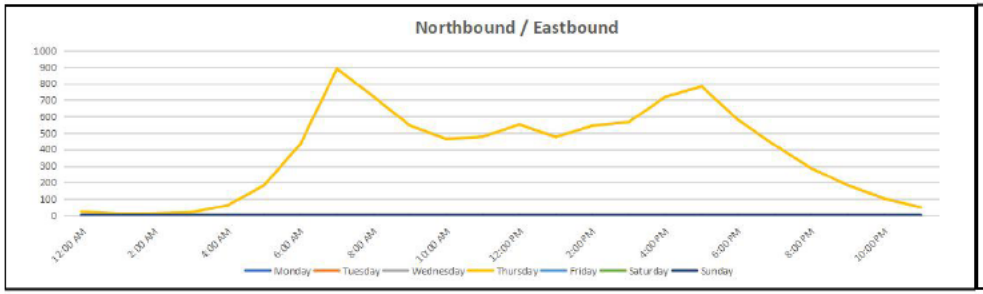
## Heavy Vehicle Percentage and Peak Hour Factor

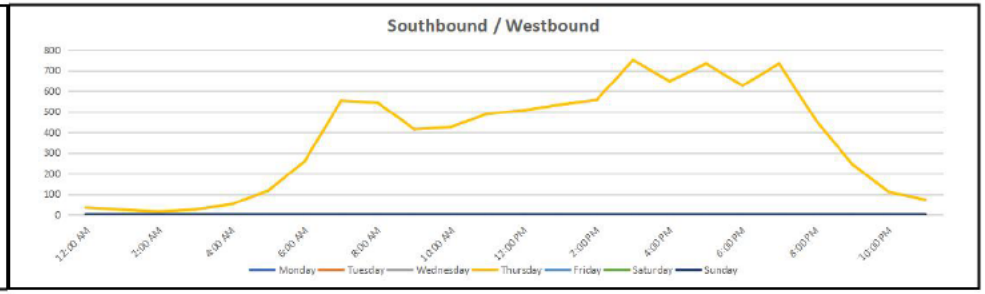
| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 0.0% | | | | 1.1% | | | | 0.6% | | | | 0.4% | | | 0.6% |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.7% | 0.0% | 0.0% | 0.3% | 2.2% | 0.0% | 0.6% | 0.3% | 0.0% | 0.6% |
| Peak Hour Factor | | 0.00 | | | | 0.95 | | | | 0.94 | | | | 0.93 | | | 0.97 |
| Peak Hour Factor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.72 | 0.00 | 0.89 | 0.25 | 0.00 | 0.94 | 0.82 | 0.75 | 0.91 | 0.93 | 0.00 | 0.97 |

# Vehicle Volume Report - Hourly

**Site Description:** Spout Springs Road south of Union Circle
**Site Number:** 1
**Start Date:** 08/27/2026
**End Date:** 08/27/2026

| Time | Monday 8/31/26 | | | Tuesday 9/1/26 | | | Wednesday 9/2/26 | | | Thursday 8/27/26 | | | Friday 8/28/26 | | | Saturday 8/29/26 | | | Sunday 8/30/26 | | | 3 Day Avg Tue-Thu | | 5 Day Avg Mon-Fri | | 7 Day Avg Mon-Sun | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | NB | SB | NB | SB |
| 12:00 AM | - | - | - | - | - | - | - | - | - | 22 | 33 | 55 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 1:00 AM | - | - | - | - | - | - | - | - | - | 10 | 23 | 33 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 2:00 AM | - | - | - | - | - | - | - | - | - | 11 | 14 | 25 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 3:00 AM | - | - | - | - | - | - | - | - | - | 18 | 24 | 42 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 AM | - | - | - | - | - | - | - | - | - | 61 | 50 | 111 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 5:00 AM | - | - | - | - | - | - | - | - | - | 182 | 116 | 298 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 6:00 AM | - | - | - | - | - | - | - | - | - | 434 | 259 | 693 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 7:00 AM | - | - | - | - | - | - | - | - | - | 890 | 553 | 1443 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 8:00 AM | - | - | - | - | - | - | - | - | - | 721 | 543 | 1264 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 9:00 AM | - | - | - | - | - | - | - | - | - | 545 | 415 | 960 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 10:00 AM | - | - | - | - | - | - | - | - | - | 464 | 425 | 889 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 11:00 AM | - | - | - | - | - | - | - | - | - | 478 | 489 | 967 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 12:00 PM | - | - | - | - | - | - | - | - | - | 551 | 506 | 1057 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 1:00 PM | - | - | - | - | - | - | - | - | - | 476 | 534 | 1010 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 2:00 PM | - | - | - | - | - | - | - | - | - | 544 | 557 | 1101 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 3:00 PM | - | - | - | - | - | - | - | - | - | 566 | 750 | 1316 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 PM | - | - | - | - | - | - | - | - | - | 719 | 647 | 1366 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 5:00 PM | - | - | - | - | - | - | - | - | - | 782 | 733 | 1515 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 6:00 PM | - | - | - | - | - | - | - | - | - | 579 | 626 | 1205 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 7:00 PM | - | - | - | - | - | - | - | - | - | 426 | 733 | 1159 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 8:00 PM | - | - | - | - | - | - | - | - | - | 286 | 460 | 746 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 9:00 PM | - | - | - | - | - | - | - | - | - | 183 | 245 | 428 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 10:00 PM | - | - | - | - | - | - | - | - | - | 103 | 110 | 213 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 11:00 PM | - | - | - | - | - | - | - | - | - | 49 | 72 | 121 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 6:00 AM - 9:00 AM | - | - | - | - | - | - | - | - | - | 2045 | 1355 | 3400 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 3:00 PM - 6:00 PM | - | - | - | - | - | - | - | - | - | 2067 | 2130 | 4197 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 6:00 AM - 7:00 PM | - | - | - | - | - | - | - | - | - | 7749 | 7037 | 14786 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 12:00 AM - 12:00 AM | - | - | - | - | - | - | - | - | - | 9100 | 8917 | 18017 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| *Percent* | - | - | - | - | - | - | - | - | - | *50.5%* | *49.5%* | *100.0%* | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| AM Peak | - | - | | - | - | | - | - | | 7:00 AM | 8:00 AM | | - | - | | - | - | | - | - | | | | | | | |
| PM Peak | - | - | | - | - | | - | - | | 5:00 PM | 6:00 PM | | - | - | | - | - | | - | - | | | | | | | |



# Vehicle Classification Report - Hourly

**Site Description:** Spout Springs Road south of Union Circle
**Site Number:** 1
**Start Date:** 08/27/2026
**End Date:** 08/27/2026

| FHWA Vehicle Classification | |
|---|---|
| Class 1 - Motorcycles | Class 8 - Four or Fewer Axle Single-Trailer Trucks |
| Class 2 - Passenger Cars | Class 9 - Five-Axle Single-Trailer Trucks |
| Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles | Class 10 - Six or More Axle Single-Trailer Trucks |
| Class 4 - Buses | Class 11 - Five or fewer Axle Multi-Trailer Trucks |
| Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks | Class 12 - Six-Axle Multi-Trailer Trucks |
| Class 6 - Three-Axle Single-Unit Trucks | Class 13 - Seven or More Axle Multi-Trailer Trucks |
| Class 7 - Four or More Axle Single-Unit Trucks | |

| | | FHWA Vehicle Classification - Total Study | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Total** | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | **13** |
| Northbound | 9100 | 16 | 7464 | 1380 | 64 | 60 | 33 | 48 | 19 | 10 | 3 | 0 | 0 | 3 |
| *Percent* | *100.0%* | *0.2%* | *82.0%* | *15.2%* | *0.7%* | *0.7%* | *0.4%* | *0.5%* | *0.2%* | *0.1%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* |
| Southbound | 8917 | 15 | 7642 | 1078 | 50 | 44 | 30 | 36 | 9 | 5 | 2 | 1 | 0 | 5 |
| *Percent* | *100.0%* | *0.2%* | *85.7%* | *12.1%* | *0.6%* | *0.5%* | *0.3%* | *0.4%* | *0.1%* | *0.1%* | *0.0%* | *0.0%* | *0.0%* | *0.1%* |
| Total | 18017 | 31 | 15106 | 2458 | 114 | 104 | 63 | 84 | 28 | 15 | 5 | 1 | 0 | 8 |
| *Percent* | *100.0%* | *0.2%* | *83.8%* | *13.6%* | *0.6%* | *0.6%* | *0.3%* | *0.5%* | *0.2%* | *0.1%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* |

**Site Description:** Spout Springs Road south of Union Circle
**Site Number:** 1
**Start Date:** 08/27/2026
**End Date:** 08/27/2026

# Vehicle Classification Report (Northbound - 08/27/2026)

| Thursday | | Northbound | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Classes | | | | | | | | | | | | |
| | Total | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 8/27/26 | | | | | | | | | | | | | | |
| 12:00 AM | 22 | 0 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 AM | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 AM | 11 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 AM | 18 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 AM | 61 | 0 | 53 | 6 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 5:00 AM | 182 | 2 | 143 | 33 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 6:00 AM | 434 | 0 | 366 | 61 | 4 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 890 | 0 | 722 | 140 | 12 | 5 | 2 | 6 | 1 | 1 | 1 | 0 | 0 | 0 |
| 8:00 AM | 721 | 1 | 596 | 102 | 4 | 5 | 7 | 3 | 2 | 0 | 0 | 0 | 0 | 1 |
| 9:00 AM | 545 | 2 | 443 | 83 | 3 | 3 | 5 | 2 | 2 | 2 | 0 | 0 | 0 | 0 |
| 10:00 AM | 464 | 0 | 369 | 82 | 1 | 3 | 3 | 5 | 0 | 1 | 0 | 0 | 0 | 0 |
| 11:00 AM | 478 | 0 | 373 | 90 | 6 | 3 | 3 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| 12:00 PM | 551 | 0 | 430 | 104 | 1 | 5 | 1 | 7 | 2 | 0 | 1 | 0 | 0 | 0 |
| 1:00 PM | 476 | 1 | 389 | 72 | 0 | 5 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 544 | 1 | 437 | 87 | 13 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 566 | 2 | 468 | 77 | 7 | 5 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 |
| 4:00 PM | 719 | 1 | 592 | 101 | 10 | 7 | 2 | 4 | 1 | 1 | 0 | 0 | 0 | 0 |
| 5:00 PM | 782 | 1 | 644 | 123 | 1 | 8 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 1 |
| 6:00 PM | 579 | 1 | 487 | 79 | 0 | 3 | 2 | 5 | 2 | 0 | 0 | 0 | 0 | 0 |
| 7:00 PM | 426 | 0 | 357 | 62 | 0 | 2 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 |
| 8:00 PM | 286 | 2 | 248 | 33 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| 9:00 PM | 183 | 1 | 155 | 25 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| 10:00 PM | 103 | 1 | 91 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 PM | 49 | 0 | 44 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 AM - 9:00 AM | 2045 | 1 | 1684 | 303 | 20 | 12 | 9 | 9 | 4 | 1 | 1 | 0 | 0 | 1 |
| 3:00 PM - 6:00 PM | 2067 | 4 | 1704 | 301 | 18 | 20 | 4 | 9 | 3 | 3 | 0 | 0 | 0 | 1 |
| 6:00 AM - 7:00 PM | 7749 | 10 | 6316 | 1201 | 62 | 57 | 32 | 44 | 15 | 7 | 3 | 0 | 0 | 2 |
| 12:00 AM - 12:00 AM | 9100 | 16 | 7464 | 1380 | 64 | 60 | 33 | 48 | 19 | 10 | 3 | 0 | 0 | 3 |
| *Percent* | *100%* | *0.2%* | *82.0%* | *15.2%* | *0.7%* | *0.7%* | *0.4%* | *0.5%* | *0.2%* | *0.1%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* |

**Site Description:** Spout Springs Road south of Union Circle
**Site Number:** 1
**Start Date:** 08/27/2026
**End Date:** 08/27/2026

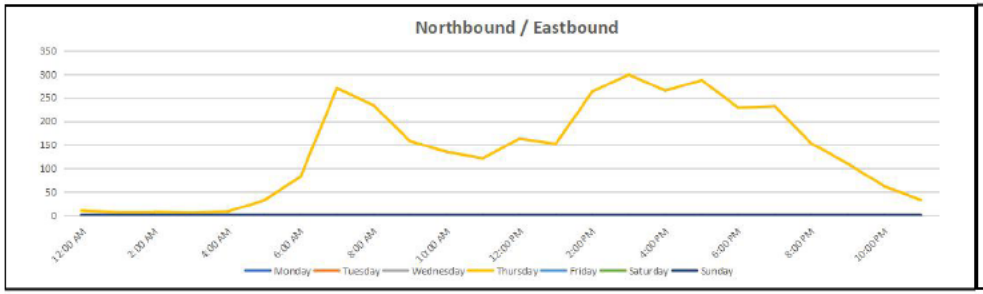
# Vehicle Classification Report (Southbound - 08/27/2026)

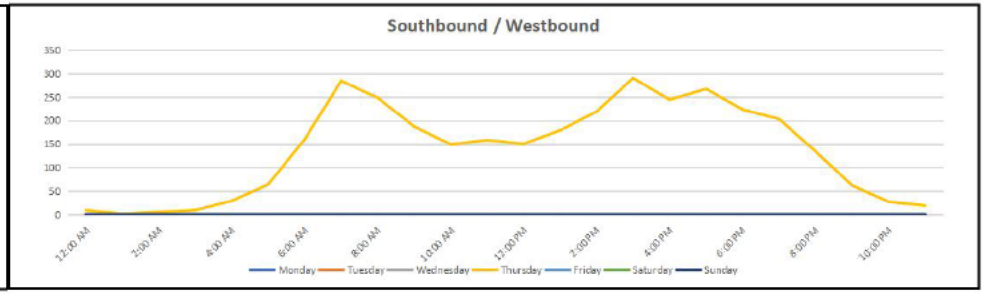
| Thursday | | Southbound | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Classes | | | | | | | | | | | | |
| | Total | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 8/27/26 | | | | | | | | | | | | | | |
| 12:00 AM | 33 | 1 | 29 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 AM | 23 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 AM | 14 | 0 | 11 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 AM | 24 | 0 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 AM | 50 | 0 | 41 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 AM | 116 | 1 | 96 | 17 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 6:00 AM | 259 | 1 | 199 | 47 | 8 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 553 | 0 | 482 | 52 | 5 | 2 | 3 | 6 | 1 | 0 | 1 | 0 | 0 | 1 |
| 8:00 AM | 543 | 0 | 461 | 67 | 1 | 4 | 4 | 3 | 1 | 0 | 1 | 0 | 0 | 1 |
| 9:00 AM | 415 | 1 | 343 | 54 | 5 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 AM | 425 | 1 | 364 | 51 | 3 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 489 | 2 | 410 | 68 | 2 | 1 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 1 |
| 12:00 PM | 506 | 1 | 435 | 62 | 1 | 2 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 0 |
| 1:00 PM | 534 | 1 | 442 | 79 | 4 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 557 | 0 | 471 | 65 | 7 | 4 | 3 | 6 | 0 | 1 | 0 | 0 | 0 | 0 |
| 3:00 PM | 750 | 1 | 666 | 64 | 8 | 3 | 1 | 5 | 2 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 647 | 0 | 572 | 64 | 3 | 2 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 733 | 1 | 642 | 83 | 0 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 6:00 PM | 626 | 0 | 534 | 85 | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:00 PM | 733 | 1 | 621 | 103 | 0 | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 1 |
| 8:00 PM | 460 | 2 | 394 | 60 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 9:00 PM | 245 | 1 | 222 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 PM | 110 | 0 | 95 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 PM | 72 | 0 | 66 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 AM - 9:00 AM | 1355 | 1 | 1142 | 166 | 14 | 9 | 8 | 9 | 2 | 0 | 2 | 0 | 0 | 2 |
| 3:00 PM - 6:00 PM | 2130 | 2 | 1880 | 211 | 11 | 9 | 3 | 10 | 4 | 0 | 0 | 0 | 0 | 0 |
| 6:00 AM - 7:00 PM | 7037 | 9 | 6021 | 841 | 48 | 39 | 28 | 33 | 7 | 4 | 2 | 1 | 0 | 4 |
| 12:00 AM - 12:00 AM | 8917 | 15 | 7642 | 1078 | 50 | 44 | 30 | 36 | 9 | 5 | 2 | 1 | 0 | 5 |
| *Percent* | *100%* | *0.2%* | *85.7%* | *12.1%* | *0.6%* | *0.5%* | *0.3%* | *0.4%* | *0.1%* | *0.1%* | *0.0%* | *0.0%* | *0.0%* | *0.1%* |

# Vehicle Volume Report - Hourly

**Site Description:** Union Circle east of Spout Springs Road
**Site Number:** 2
**Start Date:** 08/27/2026
**End Date:** 08/27/2026

| Time | Monday 8/31/26 | | | Tuesday 9/1/26 | | | Wednesday 9/2/26 | | | Thursday 8/27/26 | | | Friday 8/28/26 | | | Saturday 8/29/26 | | | Sunday 8/30/26 | | | 3 Day Avg Tue-Thu | | 5 Day Avg Mon-Fri | | 7 Day Avg Mon-Sun | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | EB | WB | EB | WB |
| 12:00 AM | - | - | - | - | - | - | - | - | - | 10 | 9 | 19 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 1:00 AM | - | - | - | - | - | - | - | - | - | 6 | 1 | 7 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 2:00 AM | - | - | - | - | - | - | - | - | - | 7 | 5 | 12 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 3:00 AM | - | - | - | - | - | - | - | - | - | 5 | 9 | 14 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 AM | - | - | - | - | - | - | - | - | - | 8 | 29 | 37 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 5:00 AM | - | - | - | - | - | - | - | - | - | 32 | 64 | 96 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 6:00 AM | - | - | - | - | - | - | - | - | - | 82 | 160 | 242 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 7:00 AM | - | - | - | - | - | - | - | - | - | 270 | 284 | 554 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 8:00 AM | - | - | - | - | - | - | - | - | - | 234 | 248 | 482 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 9:00 AM | - | - | - | - | - | - | - | - | - | 158 | 187 | 345 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 10:00 AM | - | - | - | - | - | - | - | - | - | 135 | 149 | 284 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 11:00 AM | - | - | - | - | - | - | - | - | - | 121 | 158 | 279 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 12:00 PM | - | - | - | - | - | - | - | - | - | 163 | 150 | 313 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 1:00 PM | - | - | - | - | - | - | - | - | - | 152 | 179 | 331 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 2:00 PM | - | - | - | - | - | - | - | - | - | 263 | 219 | 482 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 3:00 PM | - | - | - | - | - | - | - | - | - | 299 | 290 | 589 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 PM | - | - | - | - | - | - | - | - | - | 265 | 244 | 509 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 5:00 PM | - | - | - | - | - | - | - | - | - | 287 | 267 | 554 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 6:00 PM | - | - | - | - | - | - | - | - | - | 229 | 223 | 452 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 7:00 PM | - | - | - | - | - | - | - | - | - | 232 | 203 | 435 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 8:00 PM | - | - | - | - | - | - | - | - | - | 153 | 134 | 287 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 9:00 PM | - | - | - | - | - | - | - | - | - | 110 | 62 | 172 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 10:00 PM | - | - | - | - | - | - | - | - | - | 62 | 27 | 89 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 11:00 PM | - | - | - | - | - | - | - | - | - | 33 | 19 | 52 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 6:00 AM - 9:00 AM | - | - | - | - | - | - | - | - | - | 586 | 692 | 1278 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 3:00 PM - 6:00 PM | - | - | - | - | - | - | - | - | - | 851 | 801 | 1652 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 6:00 AM - 7:00 PM | - | - | - | - | - | - | - | - | - | 2658 | 2758 | 5416 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 12:00 AM - 12:00 AM | - | - | - | - | - | - | - | - | - | 3316 | 3320 | 6636 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| *Percent* | - | - | - | - | - | - | - | - | - | *50.0%* | *50.0%* | *100.0%* | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| AM Peak | - | - | | - | - | | - | - | | 7:00 AM | 8:00 AM | | - | - | | - | - | | - | - | | | | | | | |
| PM Peak | - | - | | - | - | | - | - | | 3:00 PM | 4:00 PM | | - | - | | - | - | | - | - | | | | | | | |



# Vehicle Classification Report - Hourly

**Site Description:** Union Circle east of Spout Springs Road
**Site Number:** 2
**Start Date:** 08/27/2026
**End Date:** 08/27/2026

| FHWA Vehicle Classification | |
|---|---|
| Class 1 - Motorcycles | Class 8 - Four or Fewer Axle Single-Trailer Trucks |
| Class 2 - Passenger Cars | Class 9 - Five-Axle Single-Trailer Trucks |
| Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles | Class 10 - Six or More Axle Single-Trailer Trucks |
| Class 4 - Buses | Class 11 - Five or fewer Axle Multi-Trailer Trucks |
| Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks | Class 12 - Six-Axle Multi-Trailer Trucks |
| Class 6 - Three-Axle Single-Unit Trucks | Class 13 - Seven or More Axle Multi-Trailer Trucks |
| Class 7 - Four or More Axle Single-Unit Trucks | |

| | | FHWA Vehicle Classification - Total Study | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Total** | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | **13** |
| Eastbound | 3316 | 8 | 2712 | 489 | 62 | 31 | 13 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| *Percent* | *100.0%* | *0.2%* | *81.8%* | *14.7%* | *1.9%* | *0.9%* | *0.4%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* |
| Westbound | 3320 | 5 | 2734 | 514 | 36 | 28 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| *Percent* | *100.0%* | *0.2%* | *82.3%* | *15.5%* | *1.1%* | *0.8%* | *0.1%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* |
| Total | 6636 | 13 | 5446 | 1003 | 98 | 59 | 15 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| *Percent* | *100.0%* | *0.2%* | *82.1%* | *15.1%* | *1.5%* | *0.9%* | *0.2%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* |

**Site Description:** Union Circle east of Spout Springs Road
**Site Number:** 2
**Start Date:** 08/27/2026
**End Date:** 08/27/2026

# Vehicle Classification Report (Eastbound - 08/27/2026)

| Thursday | | Eastbound | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Classes | | | | | | | | | | | | |
| | Total | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 8/27/26 | | | | | | | | | | | | | | |
| 12:00 AM | 10 | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 AM | 6 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 AM | 7 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 AM | 5 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 AM | 8 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 AM | 32 | 1 | 23 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 AM | 82 | 0 | 65 | 14 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 270 | 0 | 225 | 28 | 12 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 234 | 1 | 192 | 32 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 AM | 158 | 0 | 119 | 34 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 AM | 135 | 0 | 107 | 26 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 11:00 AM | 121 | 0 | 99 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 163 | 0 | 132 | 28 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 152 | 0 | 127 | 22 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 263 | 2 | 215 | 33 | 7 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 299 | 1 | 237 | 36 | 19 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 265 | 0 | 218 | 36 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 287 | 1 | 248 | 32 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 PM | 229 | 0 | 188 | 40 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 PM | 232 | 0 | 184 | 41 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 PM | 153 | 1 | 123 | 28 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 PM | 110 | 0 | 94 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 PM | 62 | 1 | 58 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 PM | 33 | 0 | 30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 AM - 9:00 AM | 586 | 1 | 482 | 74 | 18 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM - 6:00 PM | 851 | 2 | 703 | 104 | 26 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 AM - 7:00 PM | 2658 | 5 | 2172 | 383 | 58 | 29 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 12:00 AM - 12:00 AM | 3316 | 8 | 2712 | 489 | 62 | 31 | 13 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| *Percent* | *100%* | *0.2%* | *81.8%* | *14.7%* | *1.9%* | *0.9%* | *0.4%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* |

**Site Description:** Union Circle east of Spout Springs Road
**Site Number:** 2
**Start Date:** 08/27/2026
**End Date:** 08/27/2026

# Vehicle Classification Report (Westbound - 08/27/2026)

| Thursday | | Westbound | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Classes | | | | | | | | | | | | |
| | Total | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 8/27/26 | | | | | | | | | | | | | | |
| 12:00 AM | 9 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 AM | 5 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 AM | 9 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 AM | 29 | 0 | 21 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 AM | 64 | 0 | 48 | 12 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 AM | 160 | 0 | 119 | 31 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 284 | 0 | 238 | 41 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 248 | 0 | 202 | 40 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 AM | 187 | 0 | 154 | 29 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 AM | 149 | 0 | 127 | 21 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 158 | 0 | 122 | 32 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 150 | 0 | 132 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 179 | 0 | 139 | 32 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 219 | 0 | 182 | 31 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 290 | 0 | 248 | 38 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 244 | 1 | 211 | 29 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 267 | 0 | 219 | 43 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 PM | 223 | 0 | 190 | 30 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 7:00 PM | 203 | 2 | 144 | 54 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 PM | 134 | 0 | 116 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:00 PM | 62 | 0 | 58 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 PM | 27 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 PM | 19 | 1 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 AM - 9:00 AM | 692 | 0 | 559 | 112 | 14 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM - 6:00 PM | 801 | 1 | 678 | 110 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 AM - 7:00 PM | 2758 | 1 | 2283 | 414 | 32 | 25 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 12:00 AM - 12:00 AM | 3320 | 5 | 2734 | 514 | 36 | 28 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| *Percent* | *100%* | *0.2%* | *82.3%* | *15.5%* | *1.1%* | *0.8%* | *0.1%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* | *0.0%* |

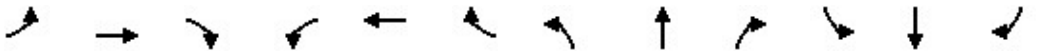
# APPENDIX C – EXISTING YEAR 2026 OPERATIONAL ANALYSIS REPORTS



| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 197 | 19 | 135 | 105 | 58 | 133 | 893 | 179 | 80 | 612 | 128 |
| v/c Ratio | 0.69 | 0.05 | 0.30 | 0.35 | 0.15 | 0.28 | 0.55 | 0.22 | 0.23 | 0.41 | 0.17 |
| Control Delay (s/veh) | 42.2 | 24.6 | 6.8 | 30.1 | 8.6 | 9.7 | 19.8 | 3.8 | 10.2 | 18.8 | 4.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 42.2 | 24.6 | 6.8 | 30.1 | 8.6 | 9.7 | 19.8 | 3.8 | 10.2 | 18.8 | 4.2 |
| Queue Length 50th (ft) | 92 | 8 | 0 | 45 | 1 | 26 | 176 | 0 | 15 | 110 | 0 |
| Queue Length 95th (ft) | 158 | 24 | 37 | 88 | 27 | 61 | 280 | 36 | 41 | 186 | 31 |
| Internal Link Dist (ft) | | 278 | | | 386 | | 1263 | | | 1000 | |
| Turn Bay Length (ft) | 100 | | 100 | | | 350 | | 200 | 350 | | 275 |
| Base Capacity (vph) | 458 | 637 | 630 | 475 | 581 | 676 | 1622 | 822 | 561 | 1477 | 737 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.43 | 0.03 | 0.21 | 0.22 | 0.10 | 0.20 | 0.55 | 0.22 | 0.14 | 0.41 | 0.17 |

Intersection Summary

HCM 7th Signalized Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 169 | 16 | 116 | 90 | 2 | 48 | 114 | 768 | 154 | 69 | 526 | 110 |
| Future Volume (veh/h) | 169 | 16 | 116 | 90 | 2 | 48 | 114 | 768 | 154 | 69 | 526 | 110 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 197 | 19 | 135 | 105 | 2 | 56 | 133 | 893 | 179 | 80 | 612 | 128 |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 338 | 392 | 332 | 345 | 12 | 323 | 448 | 1577 | 703 | 328 | 1575 | 702 |
| Arrive On Green | 0.21 | 0.21 | 0.21 | 0.21 | 0.21 | 0.21 | 0.07 | 0.44 | 0.44 | 0.05 | 0.44 | 0.44 |
| Sat Flow, veh/h | 1345 | 1870 | 1585 | 1233 | 55 | 1538 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 197 | 19 | 135 | 105 | 0 | 58 | 133 | 893 | 179 | 80 | 612 | 128 |
| Grp Sat Flow(s),veh/h/ln | 1345 | 1870 | 1585 | 1233 | 0 | 1593 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 10.5 | 0.6 | 5.5 | 5.6 | 0.0 | 2.2 | 3.0 | 14.0 | 5.3 | 1.8 | 8.7 | 3.7 |
| Cycle Q Clear(g_c), s | 12.8 | 0.6 | 5.5 | 6.2 | 0.0 | 2.2 | 3.0 | 14.0 | 5.3 | 1.8 | 8.7 | 3.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.97 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 338 | 392 | 332 | 345 | 0 | 334 | 448 | 1577 | 703 | 328 | 1575 | 702 |
| V/C Ratio(X) | 0.58 | 0.05 | 0.41 | 0.30 | 0.00 | 0.17 | 0.30 | 0.57 | 0.25 | 0.24 | 0.39 | 0.18 |
| Avail Cap(c_a), veh/h | 544 | 679 | 575 | 534 | 0 | 579 | 771 | 1577 | 703 | 652 | 1575 | 702 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 29.5 | 23.6 | 25.6 | 26.1 | 0.0 | 24.3 | 10.4 | 15.5 | 13.1 | 11.4 | 14.0 | 12.6 |
| Incr Delay (d2), s/veh | 1.6 | 0.1 | 0.8 | 0.5 | 0.0 | 0.2 | 0.4 | 1.5 | 0.9 | 0.4 | 0.7 | 0.6 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.4 | 0.3 | 2.1 | 1.6 | 0.0 | 0.8 | 1.1 | 5.5 | 1.9 | 0.7 | 3.4 | 1.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 31.1 | 23.7 | 26.4 | 26.6 | 0.0 | 24.5 | 10.8 | 17.0 | 13.9 | 11.8 | 14.8 | 13.2 |
| LnGrp LOS | C | C | C | C | | C | B | B | B | B | B | B |
| Approach Vol, veh/h | | 351 | | | 163 | | | 1205 | | | 820 | |
| Approach Delay, s/veh | | 28.9 | | | 25.9 | | | 15.8 | | | 14.2 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 11.4 | 40.0 | | 23.5 | 11.4 | 40.0 | | 23.5 | | | | |
| Change Period (Y+Rc), s | 7.3 | 6.8 | | 7.8 | 6.5 | 6.8 | | 7.8 | | | | |
| Max Green Setting (Gmax), s | 17.7 | 33.2 | | 27.2 | 18.5 | 33.2 | | 27.2 | | | | |
| Max Q Clear Time (g_c+I1), s | 3.8 | 16.0 | | 14.8 | 5.0 | 10.7 | | 8.2 | | | | |
| Green Ext Time (p_c), s | 0.1 | 6.6 | | 0.9 | 0.3 | 4.7 | | 0.6 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 7th Control Delay, s/veh | | | 17.8 | | | | | | | | | |
| HCM 7th LOS | | | B | | | | | | | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 9.5 |

| Movement | WBL | WBR | NBU | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Vol, veh/h | 74 | 258 | 0 | 817 | 168 | 172 | 605 |
| Future Vol, veh/h | 74 | 258 | 0 | 817 | 168 | 172 | 605 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free | Free |
| RT Channelized | - | None | - | - | None | - | None |
| Storage Length | 0 | 300 | 320 | - | 200 | 390 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | - | - | 0 |
| Grade, % | 0 | - | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 77 | 269 | 0 | 851 | 175 | 179 | 630 |

| Major/Minor | Minor1 | | Major1 | | | Major2 | |
|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1524 | 426 | 630 | 0 | 0 | 1026 | 0 |
| Stage 1 | 851 | - | - | - | - | - | - |
| Stage 2 | 673 | - | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | 6.44 | - | - | 4.14 | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.52 | - | - | 2.22 | - |
| Pot Cap-1 Maneuver | 109 | 577 | 572 | - | - | 672 | - |
| Stage 1 | 379 | - | - | - | - | - | - |
| Stage 2 | 468 | - | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | | - |
| Mov Cap-1 Maneuver | 80 | 577 | 572 | - | - | 672 | - |
| Mov Cap-2 Maneuver | 80 | - | - | - | - | - | - |
| Stage 1 | 278 | - | - | - | - | - | - |
| Stage 2 | 468 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 53.69 | 0 | 2.72 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBU | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 572 | - | - | 80 | 577 | 672 | - |
| HCM Lane V/C Ratio | - | - | - | 0.967 | 0.466 | 0.266 | - |
| HCM Ctrl Dly (s/v) | 0 | - | - | 183.2 | 16.6 | 12.3 | - |
| HCM Lane LOS | A | - | - | F | C | B | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 5.2 | 2.5 | 1.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 340 | 9 | 2 | 332 | 26 | 5 |
| Future Vol, veh/h | 340 | 9 | 2 | 332 | 26 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 5 | 5 | 5 | 5 | 5 | 5 |
| Mvmt Flow | 382 | 10 | 2 | 373 | 29 | 6 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 392 | 0 | 765 | 387 |
| Stage 1 | - | - | - | - | 387 | - |
| Stage 2 | - | - | - | - | 378 | - |
| Critical Hdwy | - | - | 4.15 | - | 6.45 | 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.45 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.45 | - |
| Follow-up Hdwy | - | - | 2.245 | - | 3.545 | 3.345 |
| Pot Cap-1 Maneuver | - | - | 1150 | - | 367 | 654 |
| Stage 1 | - | - | - | - | 680 | - |
| Stage 2 | - | - | - | - | 687 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1150 | - | 366 | 654 |
| Mov Cap-2 Maneuver | - | - | - | - | 366 | - |
| Stage 1 | - | - | - | - | 678 | - |
| Stage 2 | - | - | - | - | 687 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0.05 | 15.01 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 394 | - | - | 11 | - |
| HCM Lane V/C Ratio | 0.088 | - | - | 0.002 | - |
| HCM Ctrl Dly (s/v) | 15 | - | - | 8.1 | 0 |
| HCM Lane LOS | C | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 0 | - |

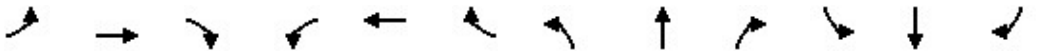
Queues



| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 13 | 2 | 10 | 46 | 54 | 20 | 741 | 135 | 146 | 824 | 15 |
| v/c Ratio | 0.09 | 0.01 | 0.04 | 0.29 | 0.24 | 0.04 | 0.40 | 0.15 | 0.28 | 0.33 | 0.01 |
| Control Delay (s/veh) | 29.6 | 28.0 | 0.2 | 34.0 | 12.6 | 4.2 | 12.9 | 3.0 | 6.2 | 6.7 | 0.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 29.6 | 28.0 | 0.2 | 34.0 | 12.6 | 4.2 | 12.9 | 3.0 | 6.2 | 6.7 | 0.0 |
| Queue Length 50th (ft) | 5 | 1 | 0 | 19 | 1 | 2 | 107 | 0 | 19 | 64 | 0 |
| Queue Length 95th (ft) | 21 | 7 | 0 | 49 | 31 | 9 | 171 | 28 | 41 | 171 | 0 |
| Internal Link Dist (ft) | | 278 | | | 383 | | 1263 | | | 1000 | |
| Turn Bay Length (ft) | 100 | | 100 | | | 350 | | 200 | 350 | | 275 |
| Base Capacity (vph) | 522 | 723 | 689 | 547 | 650 | 751 | 1834 | 886 | 746 | 2534 | 1172 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.02 | 0.00 | 0.01 | 0.08 | 0.08 | 0.03 | 0.40 | 0.15 | 0.20 | 0.33 | 0.01 |

Intersection Summary

HCM 7th Signalized Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 12 | 2 | 9 | 43 | 2 | 48 | 19 | 689 | 126 | 136 | 766 | 14 |
| Future Volume (veh/h) | 12 | 2 | 9 | 43 | 2 | 48 | 19 | 689 | 126 | 136 | 766 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 13 | 2 | 10 | 46 | 2 | 52 | 20 | 741 | 135 | 146 | 824 | 15 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Cap, veh/h | 179 | 156 | 132 | 226 | 5 | 128 | 444 | 1826 | 815 | 482 | 2042 | 911 |
| Arrive On Green | 0.08 | 0.08 | 0.08 | 0.08 | 0.08 | 0.08 | 0.02 | 0.51 | 0.51 | 0.07 | 0.57 | 0.57 |
| Sat Flow, veh/h | 1361 | 1885 | 1598 | 1413 | 60 | 1547 | 1795 | 3582 | 1598 | 1795 | 3582 | 1598 |
| Grp Volume(v), veh/h | 13 | 2 | 10 | 46 | 0 | 54 | 20 | 741 | 135 | 146 | 824 | 15 |
| Grp Sat Flow(s),veh/h/ln | 1361 | 1885 | 1598 | 1413 | 0 | 1607 | 1795 | 1791 | 1598 | 1795 | 1791 | 1598 |
| Q Serve(g_s), s | 0.6 | 0.1 | 0.4 | 2.0 | 0.0 | 2.1 | 0.3 | 8.3 | 2.9 | 2.4 | 8.4 | 0.3 |
| Cycle Q Clear(g_c), s | 2.7 | 0.1 | 0.4 | 2.1 | 0.0 | 2.1 | 0.3 | 8.3 | 2.9 | 2.4 | 8.4 | 0.3 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.96 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 179 | 156 | 132 | 226 | 0 | 133 | 444 | 1826 | 815 | 482 | 2042 | 911 |
| V/C Ratio(X) | 0.07 | 0.01 | 0.08 | 0.20 | 0.00 | 0.41 | 0.05 | 0.41 | 0.17 | 0.30 | 0.40 | 0.02 |
| Avail Cap(c_a), veh/h | 636 | 787 | 667 | 700 | 0 | 671 | 912 | 1826 | 815 | 842 | 2042 | 911 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 29.6 | 27.4 | 27.6 | 28.4 | 0.0 | 28.4 | 6.0 | 9.9 | 8.5 | 6.9 | 7.8 | 6.1 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 0.2 | 0.4 | 0.0 | 2.0 | 0.0 | 0.7 | 0.4 | 0.3 | 0.6 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 0.0 | 0.1 | 0.7 | 0.0 | 0.8 | 0.1 | 3.0 | 1.0 | 0.8 | 2.8 | 0.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 29.8 | 27.5 | 27.8 | 28.8 | 0.0 | 30.4 | 6.0 | 10.5 | 9.0 | 7.3 | 8.4 | 6.1 |
| LnGrp LOS | C | C | C | C | | C | A | B | A | A | A | A |
| Approach Vol, veh/h | | 25 | | | 100 | | | 896 | | | 985 | |
| Approach Delay, s/veh | | 28.8 | | | 29.7 | | | 10.2 | | | 8.2 | |
| Approach LOS | | C | | | C | | | B | | | A | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 11.9 | 40.0 | | 13.2 | 8.0 | 43.9 | | 13.2 | | | | |
| Change Period (Y+Rc), s | 7.3 | 6.8 | | 7.8 | 6.5 | 6.8 | | 7.8 | | | | |
| Max Green Setting (Gmax), s | 17.7 | 33.2 | | 27.2 | 18.5 | 33.2 | | 27.2 | | | | |
| Max Q Clear Time (g_c+I1), s | 4.4 | 10.3 | | 4.7 | 2.3 | 10.4 | | 4.1 | | | | |
| Green Ext Time (p_c), s | 0.3 | 5.9 | | 0.0 | 0.0 | 6.2 | | 0.4 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 7th Control Delay, s/veh | | | 10.4 | | | | | | | | | |
| HCM 7th LOS | | | B | | | | | | | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 8.5 |

| Movement | WBL | WBR | NBU | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Vol, veh/h | 92 | 179 | 1 | 672 | 137 | 169 | 651 |
| Future Vol, veh/h | 92 | 179 | 1 | 672 | 137 | 169 | 651 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free | Free |
| RT Channelized | - | None | - | - | None | - | None |
| Storage Length | 0 | 300 | 320 | - | 200 | 390 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | - | - | 0 |
| Grade, % | 0 | - | - | 0 | - | - | 0 |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Mvmt Flow | 95 | 185 | 1 | 693 | 141 | 174 | 671 |

| Major/Minor | Minor1 | | Major1 | | | Major2 | |
|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1379 | 346 | 671 | 0 | 0 | 834 | 0 |
| Stage 1 | 695 | - | - | - | - | - | - |
| Stage 2 | 684 | - | - | - | - | - | - |
| Critical Hdwy | 6.82 | 6.92 | 6.42 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.82 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.82 | - | - | - | - | - | - |
| Follow-up Hdwy | 3.51 | 3.31 | 2.51 | - | - | 2.21 | - |
| Pot Cap-1 Maneuver | 137 | 653 | 543 | - | - | 801 | - |
| Stage 1 | 459 | - | - | - | - | - | - |
| Stage 2 | 465 | - | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | | - |
| Mov Cap-1 Maneuver | 107 | 653 | 543 | - | - | 801 | - |
| Mov Cap-2 Maneuver | 107 | - | - | - | - | - | - |
| Stage 1 | 359 | - | - | - | - | - | - |
| Stage 2 | 465 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 53.19 | 0.01 | 2.21 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBU | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 543 | - | - | 107 | 653 | 801 | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.887 | 0.283 | 0.217 | - |
| HCM Ctrl Dly (s/v) | 11.6 | - | - | 132 | 12.7 | 10.7 | - |
| HCM Lane LOS | B | - | - | F | B | B | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 5.3 | 1.2 | 0.8 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 306 | 30 | 5 | 271 | 18 | 3 |
| Future Vol, veh/h | 306 | 30 | 5 | 271 | 18 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 5 | 5 | 5 | 5 | 5 | 5 |
| Mvmt Flow | 322 | 32 | 5 | 285 | 19 | 3 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 354 | 0 | 634 | 338 |
| Stage 1 | - | - | - | - | 338 | - |
| Stage 2 | - | - | - | - | 296 | - |
| Critical Hdwy | - | - | 4.15 | - | 6.45 | 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.45 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.45 | - |
| Follow-up Hdwy | - | - | 2.245 | - | 3.545 | 3.345 |
| Pot Cap-1 Maneuver | - | - | 1189 | - | 439 | 697 |
| Stage 1 | - | - | - | - | 716 | - |
| Stage 2 | - | - | - | - | 748 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1189 | - | 436 | 697 |
| Mov Cap-2 Maneuver | - | - | - | - | 436 | - |
| Stage 1 | - | - | - | - | 712 | - |
| Stage 2 | - | - | - | - | 748 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0.15 | 13.2 |
| HCM LOS | | | B |

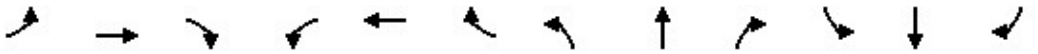
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 461 | - | - | 33 | - |
| HCM Lane V/C Ratio | 0.048 | - | - | 0.004 | - |
| HCM Ctrl Dly (s/v) | 13.2 | - | - | 8 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0 | - |

# APPENDIX D –OPENING YEAR 2028 OPERATIONAL ANALYSIS REPORTS



| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 210 | 20 | 144 | 112 | 61 | 142 | 957 | 192 | 86 | 655 | 137 |
| v/c Ratio | 0.71 | 0.05 | 0.31 | 0.36 | 0.15 | 0.31 | 0.60 | 0.23 | 0.26 | 0.45 | 0.19 |
| Control Delay (s/veh) | 43.0 | 24.5 | 6.6 | 30.1 | 8.3 | 10.5 | 21.2 | 4.2 | 11.1 | 19.9 | 4.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 43.0 | 24.5 | 6.6 | 30.1 | 8.3 | 10.5 | 21.2 | 4.2 | 11.1 | 19.9 | 4.4 |
| Queue Length 50th (ft) | 100 | 8 | 0 | 49 | 1 | 28 | 198 | 2 | 17 | 123 | 0 |
| Queue Length 95th (ft) | 170 | 25 | 39 | 93 | 27 | 65 | 310 | 41 | 44 | 204 | 34 |
| Internal Link Dist (ft) | | 278 | | | 243 | | 1263 | | | 1000 | |
| Turn Bay Length (ft) | 100 | | 100 | | | 350 | | 200 | 350 | | 275 |
| Base Capacity (vph) | 450 | 627 | 629 | 467 | 575 | 648 | 1602 | 818 | 532 | 1455 | 731 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.47 | 0.03 | 0.23 | 0.24 | 0.11 | 0.22 | 0.60 | 0.23 | 0.16 | 0.45 | 0.19 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 181 | 17 | 124 | 96 | 2 | 51 | 122 | 823 | 165 | 74 | 563 | 118 |
| Future Volume (veh/h) | 181 | 17 | 124 | 96 | 2 | 51 | 122 | 823 | 165 | 74 | 563 | 118 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 210 | 20 | 144 | 112 | 2 | 59 | 142 | 957 | 192 | 86 | 655 | 137 |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 348 | 412 | 349 | 353 | 12 | 340 | 427 | 1557 | 695 | 305 | 1543 | 688 |
| Arrive On Green | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.07 | 0.44 | 0.44 | 0.05 | 0.43 | 0.43 |
| Sat Flow, veh/h | 1341 | 1870 | 1585 | 1222 | 52 | 1541 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 210 | 20 | 144 | 112 | 0 | 61 | 142 | 957 | 192 | 86 | 655 | 137 |
| Grp Sat Flow(s),veh/h/ln | 1341 | 1870 | 1585 | 1222 | 0 | 1593 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 11.5 | 0.6 | 6.0 | 6.1 | 0.0 | 2.4 | 3.3 | 15.8 | 5.9 | 2.0 | 9.8 | 4.1 |
| Cycle Q Clear(g_c), s | 13.9 | 0.6 | 6.0 | 6.7 | 0.0 | 2.4 | 3.3 | 15.8 | 5.9 | 2.0 | 9.8 | 4.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.97 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 348 | 412 | 349 | 353 | 0 | 351 | 427 | 1557 | 695 | 305 | 1543 | 688 |
| V/C Ratio(X) | 0.60 | 0.05 | 0.41 | 0.32 | 0.00 | 0.17 | 0.33 | 0.61 | 0.28 | 0.28 | 0.42 | 0.20 |
| Avail Cap(c_a), veh/h | 530 | 666 | 564 | 519 | 0 | 567 | 735 | 1557 | 695 | 620 | 1543 | 688 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 29.8 | 23.5 | 25.6 | 26.1 | 0.0 | 24.2 | 11.0 | 16.5 | 13.7 | 12.3 | 15.0 | 13.4 |
| Incr Delay (d2), s/veh | 1.7 | 0.0 | 0.8 | 0.5 | 0.0 | 0.2 | 0.5 | 1.8 | 1.0 | 0.5 | 0.9 | 0.6 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.7 | 0.3 | 2.2 | 1.8 | 0.0 | 0.9 | 1.2 | 6.3 | 2.2 | 0.7 | 3.8 | 1.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 31.5 | 23.5 | 26.3 | 26.6 | 0.0 | 24.4 | 11.5 | 18.3 | 14.7 | 12.8 | 15.9 | 14.0 |
| LnGrp LOS | C | C | C | C | | C | B | B | B | B | B | B |
| Approach Vol, veh/h | | 374 | | | 173 | | | 1291 | | | 878 | |
| Approach Delay, s/veh | | 29.1 | | | 25.8 | | | 17.0 | | | 15.3 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 11.5 | 40.3 | | 24.6 | 11.8 | 40.0 | | 24.6 | | | | |
| Change Period (Y+Rc), s | 7.3 | 6.8 | | 7.8 | 6.5 | 6.8 | | 7.8 | | | | |
| Max Green Setting (Gmax), s | 17.7 | 33.2 | | 27.2 | 18.5 | 33.2 | | 27.2 | | | | |
| Max Q Clear Time (g_c+I1), s | 4.0 | 17.8 | | 15.9 | 5.3 | 11.8 | | 8.7 | | | | |
| Green Ext Time (p_c), s | 0.1 | 6.7 | | 1.0 | 0.3 | 5.1 | | 0.6 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 7th Control Delay, s/veh | | | 18.7 | | | | | | | | | |
| HCM 7th LOS | | | B | | | | | | | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 14.5 |

| Movement | WBL | WBR | NBU | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Vol, veh/h | 79 | 276 | 0 | 875 | 180 | 184 | 648 |
| Future Vol, veh/h | 79 | 276 | 0 | 875 | 180 | 184 | 648 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free | Free |
| RT Channelized | - | None | - | - | None | - | None |
| Storage Length | 0 | 300 | 320 | - | 200 | 390 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | - | - | 0 |
| Grade, % | 0 | - | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 82 | 288 | 0 | 911 | 188 | 192 | 675 |

| Major/Minor | Minor1 | | Major1 | | | Major2 | |
|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1632 | 456 | 675 | 0 | 0 | 1099 | 0 |
| Stage 1 | 911 | - | - | - | - | - | - |
| Stage 2 | 721 | - | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | 6.44 | - | - | 4.14 | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.52 | - | - | 2.22 | - |
| Pot Cap-1 Maneuver | 92 | 552 | 536 | - | - | 631 | - |
| Stage 1 | 352 | - | - | - | - | - | - |
| Stage 2 | 443 | - | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | | - |
| Mov Cap-1 Maneuver | ~ 64 | 552 | 536 | - | - | 631 | - |
| Mov Cap-2 Maneuver | ~ 64 | - | - | - | - | - | - |
| Stage 1 | 245 | - | - | - | - | - | - |
| Stage 2 | 443 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 84.61 | 0 | 2.91 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBU | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 536 | - | - | 64 | 552 | 631 | - |
| HCM Lane V/C Ratio | - | - | - | 1.283 | 0.521 | 0.304 | - |
| HCM Ctrl Dly (s/v) | 0 | - | - | $ 315.9 | 18.4 | 13.2 | - |
| HCM Lane LOS | A | - | - | F | C | B | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 6.8 | 3 | 1.3 | - |

| Notes | |
|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s |
| +: Computation Not Defined | *: All major volume in platoon |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 364 | 10 | 2 | 356 | 28 | 5 |
| Future Vol, veh/h | 364 | 10 | 2 | 356 | 28 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 5 | 5 | 5 | 5 | 5 | 5 |
| Mvmt Flow | 409 | 11 | 2 | 400 | 31 | 6 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 420 | 0 | 819 | 415 |
| Stage 1 | - | - | - | - | 415 | - |
| Stage 2 | - | - | - | - | 404 | - |
| Critical Hdwy | - | - | 4.15 | - | 6.45 | 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.45 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.45 | - |
| Follow-up Hdwy | - | - | 2.245 | - | 3.545 | 3.345 |
| Pot Cap-1 Maneuver | - | - | 1123 | - | 341 | 631 |
| Stage 1 | - | - | - | - | 660 | - |
| Stage 2 | - | - | - | - | 667 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1123 | - | 340 | 631 |
| Mov Cap-2 Maneuver | - | - | - | - | 340 | - |
| Stage 1 | - | - | - | - | 659 | - |
| Stage 2 | - | - | - | - | 667 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0.05 | 15.95 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 366 | - | - | 10 | - |
| HCM Lane V/C Ratio | 0.101 | - | - | 0.002 | - |
| HCM Ctrl Dly (s/v) | 16 | - | - | 8.2 | 0 |
| HCM Lane LOS | C | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 0 | - |

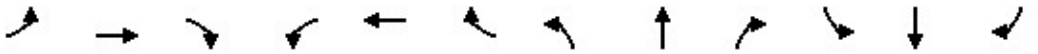
Queues



| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 14 | 2 | 11 | 49 | 57 | 22 | 794 | 145 | 157 | 883 | 16 |
| v/c Ratio | 0.09 | 0.01 | 0.04 | 0.31 | 0.25 | 0.05 | 0.43 | 0.16 | 0.32 | 0.37 | 0.01 |
| Control Delay (s/veh) | 29.8 | 28.0 | 0.2 | 34.4 | 12.5 | 4.5 | 13.4 | 3.0 | 6.6 | 8.6 | 0.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 29.8 | 28.0 | 0.2 | 34.4 | 12.5 | 4.5 | 13.4 | 3.0 | 6.6 | 8.6 | 0.0 |
| Queue Length 50th (ft) | 6 | 1 | 0 | 20 | 1 | 3 | 117 | 0 | 20 | 71 | 0 |
| Queue Length 95th (ft) | 21 | 7 | 0 | 52 | 32 | 10 | 187 | 30 | 45 | 188 | 0 |
| Internal Link Dist (ft) | | 278 | | | 243 | | 1263 | | | 1000 | |
| Turn Bay Length (ft) | 100 | | 100 | | | 350 | | 200 | 350 | | 275 |
| Base Capacity (vph) | 518 | 719 | 686 | 544 | 649 | 724 | 1827 | 888 | 721 | 2409 | 1120 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.03 | 0.00 | 0.02 | 0.09 | 0.09 | 0.03 | 0.43 | 0.16 | 0.22 | 0.37 | 0.01 |

Intersection Summary

HCM 7th Signalized Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 13 | 2 | 10 | 46 | 2 | 51 | 20 | 738 | 135 | 146 | 821 | 15 |
| Future Volume (veh/h) | 13 | 2 | 10 | 46 | 2 | 51 | 20 | 738 | 135 | 146 | 821 | 15 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 14 | 2 | 11 | 49 | 2 | 55 | 22 | 794 | 145 | 157 | 883 | 16 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Cap, veh/h | 178 | 158 | 134 | 227 | 5 | 130 | 422 | 1822 | 813 | 462 | 2034 | 907 |
| Arrive On Green | 0.08 | 0.08 | 0.08 | 0.08 | 0.08 | 0.08 | 0.03 | 0.51 | 0.51 | 0.07 | 0.57 | 0.57 |
| Sat Flow, veh/h | 1357 | 1885 | 1598 | 1412 | 56 | 1550 | 1795 | 3582 | 1598 | 1795 | 3582 | 1598 |
| Grp Volume(v), veh/h | 14 | 2 | 11 | 49 | 0 | 57 | 22 | 794 | 145 | 157 | 883 | 16 |
| Grp Sat Flow(s),veh/h/ln | 1357 | 1885 | 1598 | 1412 | 0 | 1606 | 1795 | 1791 | 1598 | 1795 | 1791 | 1598 |
| Q Serve(g_s), s | 0.6 | 0.1 | 0.4 | 2.2 | 0.0 | 2.2 | 0.3 | 9.1 | 3.2 | 2.6 | 9.2 | 0.3 |
| Cycle Q Clear(g_c), s | 2.8 | 0.1 | 0.4 | 2.2 | 0.0 | 2.2 | 0.3 | 9.1 | 3.2 | 2.6 | 9.2 | 0.3 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.96 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 178 | 158 | 134 | 227 | 0 | 134 | 422 | 1822 | 813 | 462 | 2034 | 907 |
| V/C Ratio(X) | 0.08 | 0.01 | 0.08 | 0.22 | 0.00 | 0.42 | 0.05 | 0.44 | 0.18 | 0.34 | 0.43 | 0.02 |
| Avail Cap(c_a), veh/h | 630 | 786 | 666 | 697 | 0 | 669 | 885 | 1822 | 813 | 819 | 2034 | 907 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 29.8 | 27.4 | 27.6 | 28.4 | 0.0 | 28.4 | 6.1 | 10.1 | 8.7 | 7.1 | 8.1 | 6.2 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 0.3 | 0.5 | 0.0 | 2.1 | 0.1 | 0.8 | 0.5 | 0.4 | 0.7 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 0.0 | 0.2 | 0.7 | 0.0 | 0.9 | 0.1 | 3.3 | 1.1 | 0.9 | 3.1 | 0.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 29.9 | 27.5 | 27.9 | 28.9 | 0.0 | 30.5 | 6.2 | 10.9 | 9.1 | 7.6 | 8.8 | 6.2 |
| LnGrp LOS | C | C | C | C | | C | A | B | A | A | A | A |
| Approach Vol, veh/h | | 27 | | | 106 | | | 961 | | | 1056 | |
| Approach Delay, s/veh | | 28.9 | | | 29.8 | | | 10.5 | | | 8.6 | |
| Approach LOS | | C | | | C | | | B | | | A | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 12.0 | 40.0 | | 13.3 | 8.1 | 43.9 | | 13.3 | | | | |
| Change Period (Y+Rc), s | 7.3 | 6.8 | | 7.8 | 6.5 | 6.8 | | 7.8 | | | | |
| Max Green Setting (Gmax), s | 17.7 | 33.2 | | 27.2 | 18.5 | 33.2 | | 27.2 | | | | |
| Max Q Clear Time (g_c+I1), s | 4.6 | 11.1 | | 4.8 | 2.3 | 11.2 | | 4.2 | | | | |
| Green Ext Time (p_c), s | 0.3 | 6.3 | | 0.0 | 0.0 | 6.6 | | 0.4 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 7th Control Delay, s/veh | | | 10.7 | | | | | | | | | |
| HCM 7th LOS | | | B | | | | | | | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 13.3 |

| Movement | WBL | WBR | NBU | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Vol, veh/h | 99 | 192 | 1 | 720 | 147 | 181 | 697 |
| Future Vol, veh/h | 99 | 192 | 1 | 720 | 147 | 181 | 697 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free | Free |
| RT Channelized | - | None | - | - | None | - | None |
| Storage Length | 0 | 300 | 320 | - | 200 | 390 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | - | - | 0 |
| Grade, % | 0 | - | - | 0 | - | - | 0 |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Mvmt Flow | 102 | 198 | 1 | 742 | 152 | 187 | 719 |

| Major/Minor | Minor1 | | Major1 | | | Major2 | |
|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1477 | 371 | 719 | 0 | 0 | 894 | 0 |
| Stage 1 | 744 | - | - | - | - | - | - |
| Stage 2 | 732 | - | - | - | - | - | - |
| Critical Hdwy | 6.82 | 6.92 | 6.42 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.82 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.82 | - | - | - | - | - | - |
| Follow-up Hdwy | 3.51 | 3.31 | 2.51 | - | - | 2.21 | - |
| Pot Cap-1 Maneuver | 118 | 629 | 506 | - | - | 761 | - |
| Stage 1 | 433 | - | - | - | - | - | - |
| Stage 2 | 439 | - | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | | - |
| Mov Cap-1 Maneuver | ~ 89 | 629 | 506 | - | - | 761 | - |
| Mov Cap-2 Maneuver | ~ 89 | - | - | - | - | - | - |
| Stage 1 | 326 | - | - | - | - | - | - |
| Stage 2 | 439 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 86.19 | 0.01 | 2.32 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBU | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 506 | - | - | 89 | 629 | 761 | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 1.149 | 0.315 | 0.245 | - |
| HCM Ctrl Dly (s/v) | 12.1 | - | - | 227.5 | 13.3 | 11.3 | - |
| HCM Lane LOS | B | - | - | F | B | B | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 7.1 | 1.3 | 1 | - |

| Notes | |
|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s |
| +: Computation Not Defined | *: All major volume in platoon |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 306 | 30 | 5 | 271 | 18 | 3 |
| Future Vol, veh/h | 306 | 30 | 5 | 271 | 18 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 5 | 5 | 5 | 5 | 5 | 5 |
| Mvmt Flow | 322 | 32 | 5 | 285 | 19 | 3 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 354 | 0 | 634 | 338 |
| Stage 1 | - | - | - | - | 338 | - |
| Stage 2 | - | - | - | - | 296 | - |
| Critical Hdwy | - | - | 4.15 | - | 6.45 | 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.45 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.45 | - |
| Follow-up Hdwy | - | - | 2.245 | - | 3.545 | 3.345 |
| Pot Cap-1 Maneuver | - | - | 1189 | - | 439 | 697 |
| Stage 1 | - | - | - | - | 716 | - |
| Stage 2 | - | - | - | - | 748 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1189 | - | 436 | 697 |
| Mov Cap-2 Maneuver | - | - | - | - | 436 | - |
| Stage 1 | - | - | - | - | 712 | - |
| Stage 2 | - | - | - | - | 748 | - |

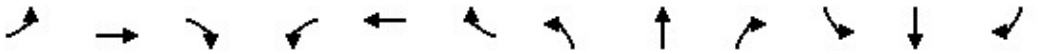
| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0.15 | 13.2 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 461 | - | - | 33 | - |
| HCM Lane V/C Ratio | 0.048 | - | - | 0.004 | - |
| HCM Ctrl Dly (s/v) | 13.2 | - | - | 8 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0 | - |



| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 210 | 20 | 147 | 113 | 61 | 145 | 979 | 197 | 86 | 660 | 137 |
| v/c Ratio | 0.71 | 0.05 | 0.32 | 0.37 | 0.15 | 0.32 | 0.61 | 0.24 | 0.27 | 0.45 | 0.19 |
| Control Delay (s/veh) | 43.0 | 24.5 | 6.5 | 30.2 | 8.4 | 10.5 | 21.4 | 4.4 | 11.2 | 20.0 | 4.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 43.0 | 24.5 | 6.5 | 30.2 | 8.4 | 10.5 | 21.4 | 4.4 | 11.2 | 20.0 | 4.5 |
| Queue Length 50th (ft) | 100 | 8 | 0 | 49 | 1 | 29 | 205 | 3 | 17 | 124 | 0 |
| Queue Length 95th (ft) | 170 | 25 | 39 | 94 | 27 | 66 | 319 | 42 | 44 | 205 | 34 |
| Internal Link Dist (ft) | | 278 | | | 371 | | 1263 | | | 1000 | |
| Turn Bay Length (ft) | 100 | | 100 | | | 350 | | 200 | 350 | | 275 |
| Base Capacity (vph) | 449 | 627 | 630 | 466 | 575 | 646 | 1604 | 819 | 526 | 1453 | 731 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.47 | 0.03 | 0.23 | 0.24 | 0.11 | 0.22 | 0.61 | 0.24 | 0.16 | 0.45 | 0.19 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 181 | 17 | 126 | 97 | 2 | 51 | 125 | 842 | 169 | 74 | 568 | 118 |
| Future Volume (veh/h) | 181 | 17 | 126 | 97 | 2 | 51 | 125 | 842 | 169 | 74 | 568 | 118 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 210 | 20 | 147 | 113 | 2 | 59 | 145 | 979 | 197 | 86 | 660 | 137 |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 348 | 412 | 349 | 352 | 12 | 340 | 427 | 1559 | 695 | 299 | 1541 | 687 |
| Arrive On Green | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.07 | 0.44 | 0.44 | 0.05 | 0.43 | 0.43 |
| Sat Flow, veh/h | 1341 | 1870 | 1585 | 1218 | 52 | 1541 | 1781 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 210 | 20 | 147 | 113 | 0 | 61 | 145 | 979 | 197 | 86 | 660 | 137 |
| Grp Sat Flow(s),veh/h/ln | 1341 | 1870 | 1585 | 1218 | 0 | 1593 | 1781 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 11.5 | 0.6 | 6.1 | 6.2 | 0.0 | 2.4 | 3.4 | 16.3 | 6.1 | 2.0 | 9.9 | 4.1 |
| Cycle Q Clear(g_c), s | 13.9 | 0.6 | 6.1 | 6.8 | 0.0 | 2.4 | 3.4 | 16.3 | 6.1 | 2.0 | 9.9 | 4.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.97 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 348 | 412 | 349 | 352 | 0 | 351 | 427 | 1559 | 695 | 299 | 1541 | 687 |
| V/C Ratio(X) | 0.60 | 0.05 | 0.42 | 0.32 | 0.00 | 0.17 | 0.34 | 0.63 | 0.28 | 0.29 | 0.43 | 0.20 |
| Avail Cap(c_a), veh/h | 529 | 664 | 563 | 517 | 0 | 566 | 732 | 1559 | 695 | 613 | 1541 | 687 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 29.8 | 23.5 | 25.6 | 26.2 | 0.0 | 24.2 | 11.1 | 16.6 | 13.8 | 12.4 | 15.1 | 13.4 |
| Incr Delay (d2), s/veh | 1.7 | 0.0 | 0.8 | 0.5 | 0.0 | 0.2 | 0.5 | 1.9 | 1.0 | 0.5 | 0.9 | 0.7 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.7 | 0.3 | 2.3 | 1.8 | 0.0 | 0.9 | 1.3 | 6.5 | 2.2 | 0.8 | 3.9 | 1.5 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 31.5 | 23.6 | 26.5 | 26.7 | 0.0 | 24.4 | 11.5 | 18.6 | 14.8 | 13.0 | 16.0 | 14.1 |
| LnGrp LOS | C | C | C | C | | C | B | B | B | B | B | B |
| Approach Vol, veh/h | | 377 | | | 174 | | | 1321 | | | 883 | |
| Approach Delay, s/veh | | 29.1 | | | 25.9 | | | 17.2 | | | 15.4 | |
| Approach LOS | | C | | | C | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 11.5 | 40.4 | | 24.7 | 11.9 | 40.0 | | 24.7 | | | | |
| Change Period (Y+Rc), s | 7.3 | 6.8 | | 7.8 | 6.5 | 6.8 | | 7.8 | | | | |
| Max Green Setting (Gmax), s | 17.7 | 33.2 | | 27.2 | 18.5 | 33.2 | | 27.2 | | | | |
| Max Q Clear Time (g_c+I1), s | 4.0 | 18.3 | | 15.9 | 5.4 | 11.9 | | 8.8 | | | | |
| Green Ext Time (p_c), s | 0.1 | 6.7 | | 1.0 | 0.3 | 5.1 | | 0.6 | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 7th Control Delay, s/veh | | 18.8 | |
| HCM 7th LOS | | B | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 22.7 |

| Movement | WBL | WBR | NBU | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Vol, veh/h | 96 | 302 | 0 | 875 | 187 | 191 | 648 |
| Future Vol, veh/h | 96 | 302 | 0 | 875 | 187 | 191 | 648 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free | Free |
| RT Channelized | - | None | - | - | None | - | None |
| Storage Length | 0 | 0 | 320 | - | 200 | 390 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | - | - | 0 |
| Grade, % | 0 | - | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 100 | 315 | 0 | 911 | 195 | 199 | 675 |

| Major/Minor | Minor1 | | Major1 | | | Major2 | |
|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1647 | 456 | 675 | 0 | 0 | 1106 | 0 |
| Stage 1 | 911 | - | - | - | - | - | - |
| Stage 2 | 735 | - | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | 6.44 | - | - | 4.14 | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.52 | - | - | 2.22 | - |
| Pot Cap-1 Maneuver | ~ 90 | 552 | 536 | - | - | 627 | - |
| Stage 1 | 352 | - | - | - | - | - | - |
| Stage 2 | 435 | - | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | | - |
| Mov Cap-1 Maneuver | ~ 61 | 552 | 536 | - | - | 627 | - |
| Mov Cap-2 Maneuver | ~ 61 | - | - | - | - | - | - |
| Stage 1 | 240 | - | - | - | - | - | - |
| Stage 2 | 435 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 124.79 | 0 | 3.05 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBU | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 536 | - | - | 61 | 552 | 627 | - |
| HCM Lane V/C Ratio | - | - | - | 1.627 | 0.57 | 0.317 | - |
| HCM Ctrl Dly (s/v) | 0 | - | - | $ 455 | 19.8 | 13.4 | - |
| HCM Lane LOS | A | - | - | F | C | B | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 9 | 3.6 | 1.4 | - |

| Notes | |
|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s |
| +: Computation Not Defined | *: All major volume in platoon |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↰ | ↱ | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 16 | 364 | 10 | 2 | 356 | 2 | 28 | 0 | 5 | 8 | 0 | 43 |
| Future Vol, veh/h | 16 | 364 | 10 | 2 | 356 | 2 | 28 | 0 | 5 | 8 | 0 | 43 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 150 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Mvmt Flow | 18 | 409 | 11 | 2 | 400 | 2 | 31 | 0 | 6 | 9 | 0 | 48 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 402 | 0 | 0 | 420 | 0 | 0 | 855 | 857 | 415 | 849 | 861 | 400 |
| Stage 1 | - | - | - | - | - | - | 451 | 451 | - | 404 | 404 | - |
| Stage 2 | - | - | - | - | - | - | 404 | 407 | - | 445 | 456 | - |
| Critical Hdwy | 4.15 | - | - | 4.15 | - | - | 7.15 | 6.55 | 6.25 | 7.15 | 6.55 | 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.15 | 5.55 | - | 6.15 | 5.55 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.15 | 5.55 | - | 6.15 | 5.55 | - |
| Follow-up Hdwy | 2.245 | - | - | 2.245 | - | - | 3.545 | 4.045 | 3.345 | 3.545 | 4.045 | 3.345 |
| Pot Cap-1 Maneuver | 1140 | - | - | 1123 | - | - | 275 | 291 | 631 | 277 | 290 | 643 |
| Stage 1 | - | - | - | - | - | - | 582 | 566 | - | 617 | 594 | - |
| Stage 2 | - | - | - | - | - | - | 617 | 592 | - | 586 | 563 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1140 | - | - | 1123 | - | - | 248 | 285 | 631 | 269 | 283 | 643 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 248 | 285 | - | 269 | 283 | - |
| Stage 1 | - | - | - | - | - | - | 570 | 555 | - | 615 | 592 | - |
| Stage 2 | - | - | - | - | - | - | 569 | 591 | - | 569 | 551 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.34 | 0.05 | 20.21 | 12.65 |
| HCM LOS | | | C | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 274 | 73 | - | - | 10 | - | - | 528 |
| HCM Lane V/C Ratio | 0.136 | 0.016 | - | - | 0.002 | - | - | 0.109 |
| HCM Ctrl Dly (s/v) | 20.2 | 8.2 | 0 | - | 8.2 | 0 | - | 12.6 |
| HCM Lane LOS | C | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.5 | 0 | - | - | 0 | - | - | 0.4 |

Queues

| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 14 | 2 | 12 | 52 | 57 | 22 | 808 | 147 | 157 | 906 | 16 |
| v/c Ratio | 0.09 | 0.01 | 0.04 | 0.32 | 0.25 | 0.05 | 0.44 | 0.17 | 0.32 | 0.38 | 0.01 |
| Control Delay (s/veh) | 29.7 | 28.0 | 0.3 | 34.7 | 12.4 | 4.5 | 13.6 | 3.0 | 6.7 | 8.8 | 0.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 29.7 | 28.0 | 0.3 | 34.7 | 12.4 | 4.5 | 13.6 | 3.0 | 6.7 | 8.8 | 0.0 |
| Queue Length 50th (ft) | 6 | 1 | 0 | 22 | 1 | 3 | 121 | 0 | 21 | 74 | 0 |
| Queue Length 95th (ft) | 21 | 7 | 0 | 55 | 32 | 10 | 193 | 30 | 45 | 196 | 0 |
| Internal Link Dist (ft) | | 278 | | | 378 | | 1263 | | | 1000 | |
| Turn Bay Length (ft) | 100 | | 100 | | | 350 | | 200 | 350 | | 275 |
| Base Capacity (vph) | 517 | 718 | 685 | 544 | 648 | 715 | 1824 | 888 | 713 | 2405 | 1119 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.03 | 0.00 | 0.02 | 0.10 | 0.09 | 0.03 | 0.44 | 0.17 | 0.22 | 0.38 | 0.01 |

Intersection Summary

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 13 | 2 | 11 | 48 | 2 | 51 | 20 | 751 | 137 | 146 | 843 | 15 |
| Future Volume (veh/h) | 13 | 2 | 11 | 48 | 2 | 51 | 20 | 751 | 137 | 146 | 843 | 15 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 14 | 2 | 12 | 52 | 2 | 55 | 22 | 808 | 147 | 157 | 906 | 16 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Cap, veh/h | 179 | 159 | 135 | 228 | 5 | 131 | 413 | 1821 | 812 | 456 | 2033 | 907 |
| Arrive On Green | 0.08 | 0.08 | 0.08 | 0.08 | 0.08 | 0.08 | 0.03 | 0.51 | 0.51 | 0.07 | 0.57 | 0.57 |
| Sat Flow, veh/h | 1357 | 1885 | 1598 | 1411 | 56 | 1550 | 1795 | 3582 | 1598 | 1795 | 3582 | 1598 |
| Grp Volume(v), veh/h | 14 | 2 | 12 | 52 | 0 | 57 | 22 | 808 | 147 | 157 | 906 | 16 |
| Grp Sat Flow(s),veh/h/ln | 1357 | 1885 | 1598 | 1411 | 0 | 1606 | 1795 | 1791 | 1598 | 1795 | 1791 | 1598 |
| Q Serve(g_s), s | 0.6 | 0.1 | 0.5 | 2.3 | 0.0 | 2.2 | 0.3 | 9.4 | 3.3 | 2.6 | 9.6 | 0.3 |
| Cycle Q Clear(g_c), s | 2.8 | 0.1 | 0.5 | 2.4 | 0.0 | 2.2 | 0.3 | 9.4 | 3.3 | 2.6 | 9.6 | 0.3 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.96 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 179 | 159 | 135 | 228 | 0 | 135 | 413 | 1821 | 812 | 456 | 2033 | 907 |
| V/C Ratio(X) | 0.08 | 0.01 | 0.09 | 0.23 | 0.00 | 0.42 | 0.05 | 0.44 | 0.18 | 0.34 | 0.45 | 0.02 |
| Avail Cap(c_a), veh/h | 630 | 785 | 665 | 696 | 0 | 669 | 876 | 1821 | 812 | 813 | 2033 | 907 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 29.7 | 27.4 | 27.6 | 28.5 | 0.0 | 28.4 | 6.2 | 10.2 | 8.7 | 7.2 | 8.2 | 6.2 |
| Incr Delay (d2), s/veh | 0.2 | 0.0 | 0.3 | 0.5 | 0.0 | 2.1 | 0.1 | 0.8 | 0.5 | 0.4 | 0.7 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 0.0 | 0.2 | 0.8 | 0.0 | 0.9 | 0.1 | 3.4 | 1.1 | 0.9 | 3.2 | 0.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 29.9 | 27.4 | 27.9 | 29.0 | 0.0 | 30.5 | 6.3 | 11.0 | 9.2 | 7.7 | 8.9 | 6.2 |
| LnGrp LOS | C | C | C | C | | C | A | B | A | A | A | A |
| Approach Vol, veh/h | | 28 | | | 109 | | | 977 | | | 1079 | |
| Approach Delay, s/veh | | 28.9 | | | 29.8 | | | 10.6 | | | 8.7 | |
| Approach LOS | | C | | | C | | | B | | | A | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 12.0 | 40.0 | | 13.3 | 8.1 | 43.9 | | 13.3 | | | | |
| Change Period (Y+Rc), s | 7.3 | 6.8 | | 7.8 | 6.5 | 6.8 | | 7.8 | | | | |
| Max Green Setting (Gmax), s | 17.7 | 33.2 | | 27.2 | 18.5 | 33.2 | | 27.2 | | | | |
| Max Q Clear Time (g_c+I1), s | 4.6 | 11.4 | | 4.8 | 2.3 | 11.6 | | 4.4 | | | | |
| Green Ext Time (p_c), s | 0.3 | 6.4 | | 0.0 | 0.0 | 6.8 | | 0.4 | | | | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 7th Control Delay, s/veh | | | 10.8 | | | | | | | | | |
| HCM 7th LOS | | | B | | | | | | | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 22.2 |

| Movement | WBL | WBR | NBU | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Vol, veh/h | 113 | 207 | 0 | 720 | 166 | 206 | 697 |
| Future Vol, veh/h | 113 | 207 | 0 | 720 | 166 | 206 | 697 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free | Free |
| RT Channelized | - | None | - | - | None | - | None |
| Storage Length | 0 | 0 | 320 | - | 200 | 390 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | - | - | 0 |
| Grade, % | 0 | - | - | 0 | - | - | 0 |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Mvmt Flow | 116 | 213 | 0 | 742 | 171 | 212 | 719 |

| Major/Minor | Minor1 | | Major1 | | | Major2 | |
|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1526 | 371 | 719 | 0 | 0 | 913 | 0 |
| Stage 1 | 742 | - | - | - | - | - | - |
| Stage 2 | 784 | - | - | - | - | - | - |
| Critical Hdwy | 6.82 | 6.92 | 6.42 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.82 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.82 | - | - | - | - | - | - |
| Follow-up Hdwy | 3.51 | 3.31 | 2.51 | - | - | 2.21 | - |
| Pot Cap-1 Maneuver | ~ 109 | 629 | 506 | - | - | 748 | - |
| Stage 1 | 434 | - | - | - | - | - | - |
| Stage 2 | 413 | - | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | | - |
| Mov Cap-1 Maneuver | ~ 78 | 629 | 506 | - | - | 748 | - |
| Mov Cap-2 Maneuver | ~ 78 | - | - | - | - | - | - |
| Stage 1 | 311 | - | - | - | - | - | - |
| Stage 2 | 413 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 138.5 | 0 | 2.67 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBU | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 506 | - | - | 78 | 629 | 748 | - |
| HCM Lane V/C Ratio | - | - | - | 1.487 | 0.339 | 0.284 | - |
| HCM Ctrl Dly (s/v) | 0 | - | - | $ 367.2 | 13.6 | 11.7 | - |
| HCM Lane LOS | A | - | - | F | B | B | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 9.4 | 1.5 | 1.2 | - |

| Notes | |
|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s |
| +: Computation Not Defined | *: All major volume in platoon |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↰ | ↱ | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 44 | 328 | 32 | 6 | 290 | 7 | 19 | 0 | 3 | 5 | 0 | 29 |
| Future Vol, veh/h | 44 | 328 | 32 | 6 | 290 | 7 | 19 | 0 | 3 | 5 | 0 | 29 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 150 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Mvmt Flow | 46 | 345 | 34 | 6 | 305 | 7 | 20 | 0 | 3 | 5 | 0 | 31 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 313 | 0 | 0 | 379 | 0 | 0 | 773 | 780 | 362 | 756 | 789 | 305 |
| Stage 1 | - | - | - | - | - | - | 455 | 455 | - | 318 | 318 | - |
| Stage 2 | - | - | - | - | - | - | 318 | 325 | - | 438 | 472 | - |
| Critical Hdwy | 4.15 | - | - | 4.15 | - | - | 7.15 | 6.55 | 6.25 | 7.15 | 6.55 | 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.15 | 5.55 | - | 6.15 | 5.55 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.15 | 5.55 | - | 6.15 | 5.55 | - |
| Follow-up Hdwy | 2.245 | - | - | 2.245 | - | - | 3.545 | 4.045 | 3.345 | 3.545 | 4.045 | 3.345 |
| Pot Cap-1 Maneuver | 1231 | - | - | 1163 | - | - | 313 | 323 | 676 | 321 | 319 | 728 |
| Stage 1 | - | - | - | - | - | - | 579 | 564 | - | 687 | 648 | - |
| Stage 2 | - | - | - | - | - | - | 687 | 644 | - | 592 | 554 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1231 | - | - | 1163 | - | - | 283 | 306 | 676 | 302 | 302 | 728 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 283 | 306 | - | 302 | 302 | - |
| Stage 1 | - | - | - | - | - | - | 552 | 537 | - | 683 | 644 | - |
| Stage 2 | - | - | - | - | - | - | 654 | 639 | - | 561 | 528 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.88 | 0.16 | 17.65 | 11.35 |
| HCM LOS | | | C | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 308 | 193 | - | - | 36 | - | - | 603 |
| HCM Lane V/C Ratio | 0.075 | 0.038 | - | - | 0.005 | - | - | 0.059 |
| HCM Ctrl Dly (s/v) | 17.7 | 8 | 0 | - | 8.1 | 0 | - | 11.3 |
| HCM Lane LOS | C | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0.1 | - | - | 0 | - | - | 0.2 |

# APPENDIX E – TRAFFIC SIGNAL WARRANT ANALYSIS REPORT

# Spout Springs Road at Union Circle

## Signal Warrant Analysis

### Existing 2026

**Study Name: Spout @ Union Existing 2026 - (100% RT Reduction)**

**Study Date : 9/4/2026**

## Signal Warrants - Summary

### Major Street Approaches

**Northbound:**
Number of Lanes : 1

Total Approach Volume: 0

**Southbound: Union Circle**
Number of Lanes :1

Total Approach Volume: 2,557

### Minor Street Approaches

**Westbound: Spout Springs Rd**
Number of Lanes :2+

Total Approach Volume: 7,109

### Warrant Summary (Urban Values Apply)

**Warrant 1 - Eight Hour Vehicular Volumes**.....Not Satisfied

**Warrant 1A - Minimum Vehicular Volume**.....Not Satisfied
Required volumes reached for 0 hours, 8 are needed

**Warrant 1B - Interruption Of Continuous Traffic**.....Not Satisfied
Required volumes reached for 0 hours, 8 are needed

**Warrant 1C - Combination Of Warrants**.....Not Satisfied
Required 1A volumes reached for 0 hours, 8 are needed
Required 1B volumes reached for 0 hours, 8 are needed

**Warrant 2 - Four Hour Volumes**.....Not Satisfied
Number of hours (0) volumes exceed minimum < minimum required (4).

**Warrant 3 - Peak Hour**.....Satisfied

**Warrant 3A - Peak Hour Delay**.....Satisfied
Number of one hour periods (47) volumes exceed minimum >= required (1). Delay data not evaluated.

**Warrant 3B - Peak Hour Volumes**.....Satisfied
Volumes exceed minimums for at least one hour period.

**Warrant 4 - Pedestrian Volumes**.....Not Evaluated

**Warrant 5 - School Crossing**.....Not Evaluated

**Warrant 6 - Coordinated Signal System**.....Not Evaluated

**Warrant 7 - Crash Experience**.....Not Evaluated

**Warrant 8 - Roadway Network**.....Not Evaluated

**Warrant 9 - Intersection Near a Grade Crossing**.....Not Evaluated

# Spout Springs Road at Union Circle

## Signal Warrant Analysis

### Existing 2026

**Study Name: Spout @ Union Existing 2026 - (100% RT Reduction)**

**Study Date : 9/4/2026**

## Warrant 1A - Minimum Volumes

### Description

Intended For sites where the volume Of intersecting traffic Is the principal reason For consideration Of a signal installation.

### Summary

Only 0 one hour periods meet minimums.
Warrant is NOT met.

### Site Data Required

Rural Settings Apply = **False**
Number Of Major Lanes = **1**
Number Of Minor Lanes = **2 or more**

### Volume Requirements

Veh/Hr Major = **500**

Veh/Hr Minor = **200**

| | Major Road | | | | | Minor Road | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | Spout Springs Rd | | |
| Time | Major EB | + | Major WB | = | Total | Minor NB | Minor SB | Met? |
| 07:30 - 08:30 | 0 | + | 354 | = | 354 | 752 | 765 | No |
| 07:15 - 08:15 | 0 | + | 332 | = | 332 | 817 | 766 | No |
| 07:45 - 08:45 | 0 | + | 320 | = | 320 | 670 | 677 | No |
| 15:30 - 16:30 | 0 | + | 307 | = | 307 | 545 | 856 | No |
| 07:00 - 08:00 | 0 | + | 294 | = | 294 | 794 | 651 | No |
| 15:15 - 16:15 | 0 | + | 294 | = | 294 | 509 | 851 | No |
| 15:00 - 16:00 | 0 | + | 292 | = | 292 | 474 | 855 | No |
| 14:45 - 15:45 | 0 | + | 278 | = | 278 | 457 | 775 | No |
| 08:00 - 09:00 | 0 | + | 273 | = | 273 | 632 | 601 | No |
| 17:00 - 18:00 | 0 | + | 271 | = | 271 | 672 | 820 | No |
| 16:45 - 17:45 | 0 | + | 264 | = | 264 | 695 | 811 | No |
| 16:15 - 17:15 | 0 | + | 254 | = | 254 | 668 | 815 | No |
| 06:45 - 07:45 | 0 | + | 250 | = | 250 | 731 | 535 | No |
| 16:30 - 17:30 | 0 | + | 242 | = | 242 | 695 | 832 | No |
| 15:45 - 16:45 | 0 | + | 235 | = | 235 | 598 | 826 | No |
| 16:00 - 17:00 | 0 | + | 235 | = | 235 | 635 | 761 | No |
| 14:00 - 15:00 | 0 | + | 218 | = | 218 | 451 | 661 | No |
| 08:15 - 09:15 | 0 | + | 217 | = | 217 | 595 | 513 | No |
| 14:30 - 15:30 | 0 | + | 216 | = | 216 | 448 | 706 | No |
| 14:15 - 15:15 | 0 | + | 210 | = | 210 | 444 | 669 | No |
| 06:30 - 07:30 | 0 | + | 207 | = | 207 | 633 | 388 | No |
| 13:45 - 14:45 | 0 | + | 201 | = | 201 | 452 | 652 | No |
| 17:15 - 18:15 | 0 | + | 200 | = | 200 | 497 | 602 | No |
| 08:30 - 09:30 | 0 | + | 195 | = | 195 | 562 | 447 | No |
| 06:15 - 07:15 | 0 | | 194 | | 194 | 526 | 261 | No |

# Spout Springs Road at Union Circle

## Signal Warrant Analysis

### Existing 2026

**Study Name: Spout @ Union Existing 2026 - (100% RT Reduction)**

**Study Date : 9/4/2026**

## Warrant 1B - Interruption Of Continuous Traffic

### Description

Intended For sites where the volume Of the major street Is so heavy that traffic On the minor street suffers excessive delay Or hazard.

### Summary

Only 0 one hour periods meet minimums.
Warrant is NOT met.

### Site Data Required

Rural Settings Apply = **False**
Number Of Major Lanes = **1**
Number Of Minor Lanes = **2 or more**

### Volume Requirements

Veh/Hr Major = **750**

Veh/Hr Minor = **100**

| | Major Road | | | | | Minor Road | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | Spout Springs Rd | | |
| Time | Major EB | + | Major WB | = | Total | Minor NB | Minor SB | Met? |
| 07:30 - 08:30 | 0 | + | 354 | = | 354 | 752 | 765 | No |
| 07:15 - 08:15 | 0 | + | 332 | = | 332 | 817 | 766 | No |
| 07:45 - 08:45 | 0 | + | 320 | = | 320 | 670 | 677 | No |
| 15:30 - 16:30 | 0 | + | 307 | = | 307 | 545 | 856 | No |
| 15:15 - 16:15 | 0 | + | 294 | = | 294 | 509 | 851 | No |
| 07:00 - 08:00 | 0 | + | 294 | = | 294 | 794 | 651 | No |
| 15:00 - 16:00 | 0 | + | 292 | = | 292 | 474 | 855 | No |
| 14:45 - 15:45 | 0 | + | 278 | = | 278 | 457 | 775 | No |
| 08:00 - 09:00 | 0 | + | 273 | = | 273 | 632 | 601 | No |
| 17:00 - 18:00 | 0 | + | 271 | = | 271 | 672 | 820 | No |
| 16:45 - 17:45 | 0 | + | 264 | = | 264 | 695 | 811 | No |
| 16:15 - 17:15 | 0 | + | 254 | = | 254 | 668 | 815 | No |
| 06:45 - 07:45 | 0 | + | 250 | = | 250 | 731 | 535 | No |
| 16:30 - 17:30 | 0 | + | 242 | = | 242 | 695 | 832 | No |
| 15:45 - 16:45 | 0 | + | 235 | = | 235 | 598 | 826 | No |
| 16:00 - 17:00 | 0 | + | 235 | = | 235 | 635 | 761 | No |
| 14:00 - 15:00 | 0 | + | 218 | = | 218 | 451 | 661 | No |
| 08:15 - 09:15 | 0 | + | 217 | = | 217 | 595 | 513 | No |
| 14:30 - 15:30 | 0 | + | 216 | = | 216 | 448 | 706 | No |
| 14:15 - 15:15 | 0 | + | 210 | = | 210 | 444 | 669 | No |
| 06:30 - 07:30 | 0 | + | 207 | = | 207 | 633 | 388 | No |
| 13:45 - 14:45 | 0 | + | 201 | = | 201 | 452 | 652 | No |
| 17:15 - 18:15 | 0 | + | 200 | = | 200 | 497 | 602 | No |
| 08:30 - 09:30 | 0 | + | 195 | = | 195 | 562 | 447 | No |
| 06:15 - 07:15 | 0 | | 194 | | 194 | 526 | 261 | No |

# Spout Springs Road at Union Circle

## Signal Warrant Analysis

### Existing 2026

**Study Name: Spout @ Union Existing 2026 - (100% RT Reduction)**

**Study Date : 9/4/2026**

## Warrant 1C Combination Of Warrants

### Description

Intended For sites where the traffic volumes don't meet individual warrants but where Warrants 1A and 1B are both met to 80% of their stated values.

### Summary

Only 0 hours meet 1A minimums.
Only 0 hours meet 1B minimums.
Warrant is NOT met.

### Site Data Required

| | |
|---|---|
| Rural Settings Apply = | **False** |
| Number Of Major Lanes = | **1** |
| Number Of Minor Lanes = | **2 or more** |

### Volume Requirements

| Warrant | 1A | 1B |
|---|---|---|
| Veh/Hr Major = | **400** | **600** |
| Veh/Hr Minor = | **160** | **80** |

| | Major Road | | | | | Minor Road | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | Spout Springs Rd | | |
| Time | Major EB | + | Major WB | = | Total | Minor NB | Minor SB | Met1A? |
| 07:30 - 08:30 | 0 | + | 354 | = | 354 | 752 | 765 | No |
| 07:15 - 08:15 | 0 | + | 332 | = | 332 | 817 | 766 | No |
| 07:45 - 08:45 | 0 | + | 320 | = | 320 | 670 | 677 | No |
| 15:30 - 16:30 | 0 | + | 307 | = | 307 | 545 | 856 | No |
| 07:00 - 08:00 | 0 | + | 294 | = | 294 | 794 | 651 | No |
| 15:15 - 16:15 | 0 | + | 294 | = | 294 | 509 | 851 | No |
| 15:00 - 16:00 | 0 | + | 292 | = | 292 | 474 | 855 | No |
| 14:45 - 15:45 | 0 | + | 278 | = | 278 | 457 | 775 | No |
| 08:00 - 09:00 | 0 | + | 273 | = | 273 | 632 | 601 | No |
| 17:00 - 18:00 | 0 | + | 271 | = | 271 | 672 | 820 | No |
| 16:45 - 17:45 | 0 | + | 264 | = | 264 | 695 | 811 | No |
| 16:15 - 17:15 | 0 | | 254 | | 254 | 668 | 815 | No |

| Time | Major EB | + | Major WB | = | Total | Minor NB | Minor SB | Met1B? |
|---|---|---|---|---|---|---|---|---|
| 07:30 - 08:30 | 0 | + | 354 | = | 354 | 752 | 765 | No |
| 07:15 - 08:15 | 0 | + | 332 | = | 332 | 817 | 766 | No |
| 07:45 - 08:45 | 0 | + | 320 | = | 320 | 670 | 677 | No |
| 15:30 - 16:30 | 0 | + | 307 | = | 307 | 545 | 856 | No |
| 07:00 - 08:00 | 0 | + | 294 | = | 294 | 794 | 651 | No |
| 15:15 - 16:15 | 0 | + | 294 | = | 294 | 509 | 851 | No |
| 15:00 - 16:00 | 0 | + | 292 | = | 292 | 474 | 855 | No |
| 14:45 - 15:45 | 0 | + | 278 | = | 278 | 457 | 775 | No |
| 08:00 - 09:00 | 0 | + | 273 | = | 273 | 632 | 601 | No |
| 17:00 - 18:00 | 0 | + | 271 | = | 271 | 672 | 820 | No |
| 16:45 - 17:45 | 0 | + | 264 | = | 264 | 695 | 811 | No |
| 16:15 - 17:15 | 0 | | 254 | | 254 | 668 | 815 | No |

# Spout Springs Road at Union Circle

## Signal Warrant Analysis

### Existing 2026

**Study Name: Spout @ Union Existing 2026 - (100% RT Reduction)**

**Study Date : 9/4/2026**

## Warrant 2 - Four Hour Volumes

### Description

Intended for sites where the volume of intersecting traffic during any four hours of the day is the principal reason for consideration of a signal installation.

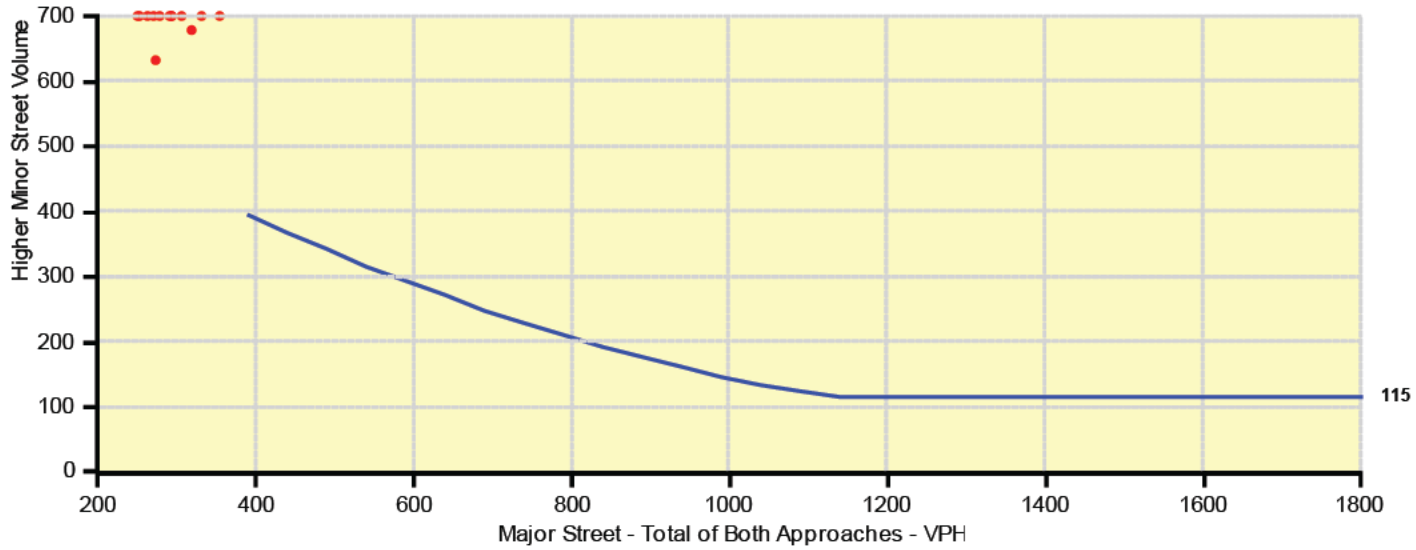
### Summary

Only 0 one hour periods meet minimums.
Warrant is NOT met.

### Site Data Required

Rural Settings Apply = **False**
Number of Major Lanes = **1**
Number of Minor Lanes = **2 or more**

| | Major Road | | | | | Minor Road | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | Spout Springs Rd | | |
| Time | Major EB | + | Major WB | = | Total | Minor NB | Minor SB | Met? |
| 07:30 - 08:30 | 0 | + | 354 | = | 354 | 752 | 765 | No |
| 07:15 - 08:15 | 0 | + | 332 | = | 332 | 817 | 766 | No |
| 07:45 - 08:45 | 0 | + | 320 | = | 320 | 670 | 677 | No |
| 15:30 - 16:30 | 0 | + | 307 | = | 307 | 545 | 856 | No |
| 15:15 - 16:15 | 0 | + | 294 | = | 294 | 509 | 851 | No |
| 07:00 - 08:00 | 0 | + | 294 | = | 294 | 794 | 651 | No |
| 15:00 - 16:00 | 0 | + | 292 | = | 292 | 474 | 855 | No |
| 14:45 - 15:45 | 0 | + | 278 | = | 278 | 457 | 775 | No |
| 08:00 - 09:00 | 0 | + | 273 | = | 273 | 632 | 601 | No |
| 17:00 - 18:00 | 0 | + | 271 | = | 271 | 672 | 820 | No |
| 16:45 - 17:45 | 0 | + | 264 | = | 264 | 695 | 811 | No |
| 16:15 - 17:15 | 0 | | 254 | | 254 | 668 | 815 | No |



# Spout Springs Road at Union Circle

## Signal Warrant Analysis

### Background 2028

**Study Name: Spout @ Union Background 2028 (100% RT Reduction)**

**Study Date : 9/4/2026**

## Signal Warrants - Summary

### Major Street Approaches

**Northbound: Spout Springs Rd**
Number of Lanes : 2+

Total Approach Volume: 7,986

**Southbound: Spout Springs Rd**
Number of Lanes :2+

Total Approach Volume: 7,613

### Minor Street Approaches

**Westbound: Union Circle**
Number of Lanes :1

Total Approach Volume: 845

### Warrant Summary (Urban Values Apply)

**Warrant 1 - Eight Hour Vehicular Volumes**.....**Not Satisfied**

**Warrant 1A - Minimum Vehicular Volume**.....**Not Satisfied**
Required volumes reached for 0 hours, 8 are needed

**Warrant 1B - Interruption Of Continuous Traffic**.....**Not Satisfied**
Required volumes reached for 4 hours, 8 are needed

**Warrant 1C - Combination Of Warrants**.....**Not Satisfied**
Required 1A volumes reached for 0 hours, 8 are needed
Required 1B volumes reached for 10 hours, 8 are needed

**Warrant 2 - Four Hour Volumes**.....**Satisfied**
Number of hours (4) volumes exceed minimum >= minimum required (4).

**Warrant 3 - Peak Hour**.....**Satisfied**

**Warrant 3A - Peak Hour Delay**.....**Satisfied**
Number of one hour periods (4) volumes exceed minimum >= required (1). Delay data not evaluated.

**Warrant 3B - Peak Hour Volumes**.....**Not Satisfied**
Volumes do not exceed minimums for any one hour period.

**Warrant 4 - Pedestrian Volumes**.....**Not Evaluated**

**Warrant 5 - School Crossing**.....**Not Evaluated**

**Warrant 6 - Coordinated Signal System**.....**Not Evaluated**

**Warrant 7 - Crash Experience**.....**Not Evaluated**

**Warrant 8 - Roadway Network**.....**Not Evaluated**

**Warrant 9 - Intersection Near a Grade Crossing**.....**Not Evaluated**

# Spout Springs Road at Union Circle

## Signal Warrant Analysis

### Background 2028

**Study Name: Spout @ Union Background 2028 (100% RT Reduction)**

**Study Date : 9/4/2026**

## Warrant 1A - Minimum Volumes

### Description

Intended For sites where the volume Of intersecting traffic Is the principal reason For consideration Of a signal installation.

### Summary

Only 0 one hour periods meet minimums.
Warrant is NOT met.

### Site Data Required

Rural Settings Apply = **False**
Number Of Major Lanes = **2 or more**
Number Of Minor Lanes = **1**

### Volume Requirements

Veh/Hr Major = **600**

Veh/Hr Minor = **150**

| | Major Road Spout Springs Rd | | | | | Minor Road Union Circle | | |
|---|---|---|---|---|---|---|---|---|
| Time | Major NB | + | Major SB | = | Total | Minor EB | Minor WB | Met? |
| 07:15 - 08:15 | 1055 | + | 820 | = | 1875 | 0 | 79 | No |
| 07:30 - 08:30 | 977 | + | 820 | = | 1797 | 0 | 89 | No |
| 16:30 - 17:30 | 858 | + | 893 | = | 1751 | 0 | 85 | No |
| 16:45 - 17:45 | 874 | + | 871 | = | 1745 | 0 | 88 | No |
| 17:00 - 18:00 | 865 | + | 880 | = | 1745 | 0 | 98 | No |
| 16:15 - 17:15 | 827 | + | 874 | = | 1701 | 0 | 97 | No |
| 07:00 - 08:00 | 988 | + | 696 | = | 1684 | 0 | 61 | No |
| 15:45 - 16:45 | 744 | + | 884 | = | 1628 | 0 | 91 | No |
| 07:45 - 08:45 | 886 | + | 726 | = | 1612 | 0 | 89 | No |
| 16:00 - 17:00 | 795 | + | 815 | = | 1610 | 0 | 88 | No |
| 15:30 - 16:30 | 672 | + | 916 | = | 1588 | 0 | 109 | No |
| 15:15 - 16:15 | 633 | + | 910 | = | 1543 | 0 | 107 | No |
| 15:00 - 16:00 | 617 | + | 915 | = | 1532 | 0 | 114 | No |
| 08:00 - 09:00 | 809 | + | 644 | = | 1453 | 0 | 84 | No |
| 14:45 - 15:45 | 616 | + | 830 | = | 1446 | 0 | 105 | No |
| 06:45 - 07:45 | 873 | + | 572 | = | 1445 | 0 | 47 | No |
| 14:30 - 15:30 | 629 | + | 756 | = | 1385 | 0 | 79 | No |
| 14:15 - 15:15 | 618 | + | 717 | = | 1335 | 0 | 72 | No |
| 14:00 - 15:00 | 600 | + | 708 | = | 1308 | 0 | 66 | No |
| 17:15 - 18:15 | 656 | + | 646 | = | 1302 | 0 | 77 | No |
| 13:45 - 14:45 | 585 | + | 698 | = | 1283 | 0 | 60 | No |
| 08:15 - 09:15 | 729 | + | 549 | = | 1278 | 0 | 68 | No |
| 13:30 - 14:30 | 565 | + | 649 | = | 1214 | 0 | 67 | No |
| 12:00 - 13:00 | 590 | + | 595 | = | 1185 | 0 | 56 | No |
| 06:30 - 07:30 | 756 | | 415 | | 1171 | 0 | 40 | No |

# Spout Springs Road at Union Circle

## Signal Warrant Analysis

### Background 2028

**Study Name: Spout @ Union Background 2028 (100% RT Reduction)**

**Study Date : 9/4/2026**

## Warrant 1B - Interruption Of Continuous Traffic

### Description

Intended For sites where the volume Of the major street Is so heavy that traffic On the minor street suffers excessive delay Or hazard.

### Summary

Only 4 one hour periods meet minimums.
Warrant is NOT met.

### Site Data Required

Rural Settings Apply = **False**
Number Of Major Lanes = **2 or more**
Number Of Minor Lanes = **1**

### Volume Requirements

Veh/Hr Major = **900**

Veh/Hr Minor = **75**

| | Major Road Spout Springs Rd | | | | | Minor Road Union Circle | | |
|---|---|---|---|---|---|---|---|---|
| Time | Major NB | + | Major SB | = | Total | Minor EB | Minor WB | Met? |
| 07:15 - 08:15 | 1055 | + | 820 | = | 1875 | 0 | 79 | Yes |
| 16:30 - 17:30 | 858 | + | 893 | = | 1751 | 0 | 85 | Yes |
| 15:30 - 16:30 | 672 | + | 916 | = | 1588 | 0 | 109 | Yes |
| 14:30 - 15:30 | 629 | + | 756 | = | 1385 | 0 | 79 | Yes |
| 07:00 - 08:00 | 988 | + | 696 | = | 1684 | 0 | 61 | No |
| 06:45 - 07:45 | 873 | + | 572 | = | 1445 | 0 | 47 | No |
| 14:15 - 15:15 | 618 | + | 717 | = | 1335 | 0 | 72 | No |
| 14:00 - 15:00 | 600 | + | 708 | = | 1308 | 0 | 66 | No |
| 13:45 - 14:45 | 585 | + | 698 | = | 1283 | 0 | 60 | No |
| 08:15 - 09:15 | 729 | + | 549 | = | 1278 | 0 | 68 | No |
| 13:30 - 14:30 | 565 | + | 649 | = | 1214 | 0 | 67 | No |
| 12:00 - 13:00 | 590 | + | 595 | = | 1185 | 0 | 56 | No |
| 06:30 - 07:30 | 756 | + | 415 | = | 1171 | 0 | 40 | No |
| 13:15 - 14:15 | 543 | + | 626 | = | 1169 | 0 | 63 | No |
| 12:15 - 13:15 | 567 | + | 600 | = | 1167 | 0 | 55 | No |
| 08:30 - 09:30 | 687 | + | 478 | = | 1165 | 0 | 70 | No |
| 11:45 - 12:45 | 582 | + | 578 | = | 1160 | 0 | 61 | No |
| 08:45 - 09:45 | 657 | + | 486 | = | 1143 | 0 | 67 | No |
| 11:30 - 12:30 | 594 | + | 546 | = | 1140 | 0 | 59 | No |
| 13:00 - 14:00 | 532 | + | 606 | = | 1138 | 0 | 60 | No |
| 12:30 - 13:30 | 534 | + | 599 | = | 1133 | 0 | 56 | No |
| 12:45 - 13:45 | 533 | + | 587 | = | 1120 | 0 | 63 | No |
| 11:15 - 12:15 | 565 | + | 535 | = | 1100 | 0 | 69 | No |
| 09:15 - 10:15 | 580 | + | 513 | = | 1093 | 0 | 61 | No |
| 09:00 - 10:00 | 604 | | 483 | | 1087 | 0 | 61 | No |

# Spout Springs Road at Union Circle

## Signal Warrant Analysis

### Background 2028

**Study Name: Spout @ Union Background 2028 (100% RT Reduction)**

**Study Date : 9/4/2026**

## Warrant 1C Combination Of Warrants

### Description

Intended For sites where the traffic volumes don't meet individual warrants but where Warrants 1A and 1B are both met to 80% of their stated values.

### Summary

Only 0 hours meet 1A minimums.
10 hours meet 1B minimums.
Warrant is NOT met.

### Site Data Required

| | |
|---|---|
| Rural Settings Apply = | **False** |
| Number Of Major Lanes = | **2 or more** |
| Number Of Minor Lanes = | **1** |

### Volume Requirements

| Warrant | 1A | 1B |
|---|---|---|
| Veh/Hr Major = | **480** | **720** |
| Veh/Hr Minor = | **120** | **60** |

**Major Road: Spout Springs Rd** | **Minor Road: Union Circle**

| Time | Major NB | + | Major SB | = | Total | Minor EB | Minor WB | Met1A? |
|---|---|---|---|---|---|---|---|---|
| 07:15 - 08:15 | 1055 | + | 820 | = | 1875 | 0 | 79 | No |
| 07:30 - 08:30 | 977 | + | 820 | = | 1797 | 0 | 89 | No |
| 16:30 - 17:30 | 858 | + | 893 | = | 1751 | 0 | 85 | No |
| 16:45 - 17:45 | 874 | + | 871 | = | 1745 | 0 | 88 | No |
| 17:00 - 18:00 | 865 | + | 880 | = | 1745 | 0 | 98 | No |
| 16:15 - 17:15 | 827 | + | 874 | = | 1701 | 0 | 97 | No |
| 07:00 - 08:00 | 988 | + | 696 | = | 1684 | 0 | 61 | No |
| 15:45 - 16:45 | 744 | + | 884 | = | 1628 | 0 | 91 | No |
| 07:45 - 08:45 | 886 | + | 726 | = | 1612 | 0 | 89 | No |
| 16:00 - 17:00 | 795 | + | 815 | = | 1610 | 0 | 88 | No |
| 15:30 - 16:30 | 672 | + | 916 | = | 1588 | 0 | 109 | No |
| 15:15 - 16:15 | 633 | + | 910 | = | 1543 | 0 | 107 | No |

| Time | Major NB | + | Major SB | = | Total | Minor EB | Minor WB | Met1B? |
|---|---|---|---|---|---|---|---|---|
| 16:45 - 17:45 | 874 | + | 871 | = | 1745 | 0 | 88 | Yes |
| 07:00 - 08:00 | 988 | + | 696 | = | 1684 | 0 | 61 | Yes |
| 15:45 - 16:45 | 744 | + | 884 | = | 1628 | 0 | 91 | Yes |
| 08:00 - 09:00 | 809 | + | 644 | = | 1453 | 0 | 84 | Yes |
| 14:45 - 15:45 | 616 | + | 830 | = | 1446 | 0 | 105 | Yes |
| 13:45 - 14:45 | 585 | + | 698 | = | 1283 | 0 | 60 | Yes |
| 11:45 - 12:45 | 582 | + | 578 | = | 1160 | 0 | 61 | Yes |
| 12:45 - 13:45 | 533 | + | 587 | = | 1120 | 0 | 63 | Yes |
| 09:00 - 10:00 | 604 | + | 483 | = | 1087 | 0 | 61 | Yes |
| 10:30 - 11:30 | 489 | + | 496 | = | 985 | 0 | 65 | Yes |
| 06:45 - 07:45 | 873 | + | 572 | = | 1445 | 0 | 47 | No |
| 06:30 - 07:30 | 756 | + | 415 | = | 1171 | 0 | 40 | No |

# Spout Springs Road at Union Circle

## Signal Warrant Analysis

### Background 2028

**Study Name: Spout @ Union Background 2028 (100% RT Reduction)**

**Study Date : 9/4/2026**

## Warrant 2 - Four Hour Volumes

### Description

Intended for sites where the volume of intersecting traffic during any four hours of the day is the principal reason for consideration of a signal installation.

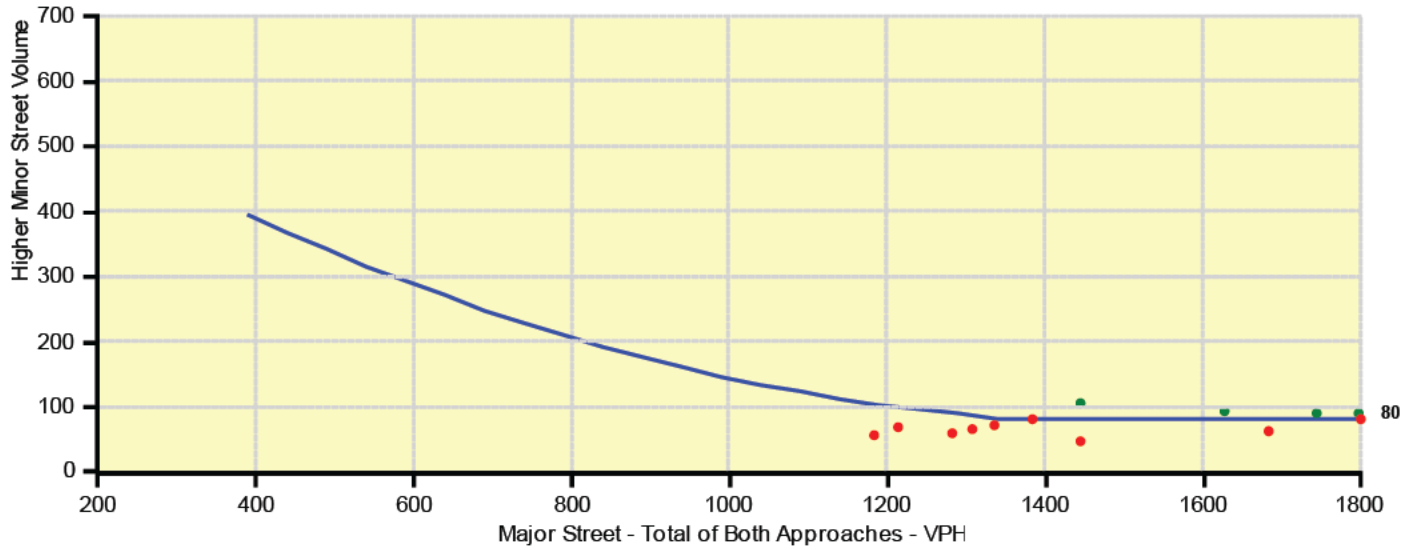
### Summary

4 one hour periods meet minimums.
Warrant IS met.

### Site Data Required

Rural Settings Apply = **False**
Number of Major Lanes = **2 or more**
Number of Minor Lanes = **1**

| | Major Road Spout Springs Rd | | | | | Minor Road Union Circle | | |
|---|---|---|---|---|---|---|---|---|
| Time | Major NB | + | Major SB | = | Total | Minor EB | Minor WB | Met? |
| 07:30 - 08:30 | 977 | + | 820 | = | 1797 | 0 | 89 | Yes |
| 16:45 - 17:45 | 874 | + | 871 | = | 1745 | 0 | 88 | Yes |
| 15:45 - 16:45 | 744 | + | 884 | = | 1628 | 0 | 91 | Yes |
| 14:45 - 15:45 | 616 | + | 830 | = | 1446 | 0 | 105 | Yes |
| 07:15 - 08:15 | 1055 | + | 820 | = | 1875 | 0 | 79 | No |
| 07:00 - 08:00 | 988 | + | 696 | = | 1684 | 0 | 61 | No |
| 06:45 - 07:45 | 873 | + | 572 | = | 1445 | 0 | 47 | No |
| 14:30 - 15:30 | 629 | + | 756 | = | 1385 | 0 | 79 | No |
| 14:15 - 15:15 | 618 | + | 717 | = | 1335 | 0 | 72 | No |
| 14:00 - 15:00 | 600 | + | 708 | = | 1308 | 0 | 66 | No |
| 13:45 - 14:45 | 585 | + | 698 | = | 1283 | 0 | 60 | No |
| 13:30 - 14:30 | 565 | | 649 | | 1214 | 0 | 67 | No |



# Spout Springs Road at Union Circle

## Signal Warrant Analysis

### With Project 2028

**Study Name: Spout @ Union WP 2028 (100% Reduced Rights)**

**Study Date : 9/4/2026**

# Signal Warrants - Summary

## Major Street Approaches

**Northbound: Spout Springs Rd**
Number of Lanes : 2+

Total Approach Volume: 8,114

**Southbound: Spout Springs Rd**
Number of Lanes :2+

Total Approach Volume: 7,753

## Minor Street Approaches

**Westbound: Union Circle**
Number of Lanes :1

Total Approach Volume: 977

## Warrant Summary (Urban Values Apply)

**Warrant 1 - Eight Hour Vehicular Volumes**.....**Not Satisfied**

**Warrant 1A - Minimum Vehicular Volume**.....**Not Satisfied**
Required volumes reached for 0 hours, 8 are needed

**Warrant 1B - Interruption Of Continuous Traffic**.....**Not Satisfied**
Required volumes reached for 7 hours, 8 are needed

**Warrant 1C - Combination Of Warrants**.....**Not Satisfied**
Required 1A volumes reached for 1 hours, 8 are needed
Required 1B volumes reached for 11 hours, 8 are needed

**Warrant 2 - Four Hour Volumes**.....**Satisfied**
Number of hours (6) volumes exceed minimum >= minimum required (4).

**Warrant 3 - Peak Hour**.....**Satisfied**

**Warrant 3A - Peak Hour Delay**.....**Satisfied**
Number of one hour periods (12) volumes exceed minimum >= required (1). Delay data not evaluated.

**Warrant 3B - Peak Hour Volumes**.....**Satisfied**
Volumes exceed minimums for at least one hour period.

**Warrant 4 - Pedestrian Volumes**.....**Not Evaluated**

**Warrant 5 - School Crossing**.....**Not Evaluated**

**Warrant 6 - Coordinated Signal System**.....**Not Evaluated**

**Warrant 7 - Crash Experience**.....**Not Evaluated**

**Warrant 8 - Roadway Network**.....**Not Evaluated**

**Warrant 9 - Intersection Near a Grade Crossing**.....**Not Evaluated**

# Spout Springs Road at Union Circle

## Signal Warrant Analysis

### With Project 2028

**Study Name: Spout @ Union WP 2028 (100% Reduced Rights)**

**Study Date : 9/4/2026**

## Warrant 1A - Minimum Volumes

### Description

Intended For sites where the volume Of intersecting traffic Is the principal reason For consideration Of a signal installation.

### Summary

Only 0 one hour periods meet minimums.
Warrant is NOT met.

### Site Data Required

Rural Settings Apply = **False**
Number Of Major Lanes = **2 or more**
Number Of Minor Lanes = **1**

### Volume Requirements

Veh/Hr Major = **600**

Veh/Hr Minor = **150**

| | Major Road Spout Springs Rd | | | | | Minor Road Union Circle | | |
|---|---|---|---|---|---|---|---|---|
| Time | Major NB | + | Major SB | = | Total | Minor EB | Minor WB | Met? |
| 07:15 - 08:15 | 1063 | + | 832 | = | 1895 | 0 | 98 | No |
| 07:30 - 08:30 | 985 | + | 832 | = | 1817 | 0 | 107 | No |
| 16:30 - 17:30 | 878 | + | 911 | = | 1789 | 0 | 97 | No |
| 17:00 - 18:00 | 885 | + | 900 | = | 1785 | 0 | 110 | No |
| 16:45 - 17:45 | 894 | + | 890 | = | 1784 | 0 | 100 | No |
| 16:15 - 17:15 | 847 | + | 891 | = | 1738 | 0 | 109 | No |
| 07:00 - 08:00 | 996 | + | 708 | = | 1704 | 0 | 81 | No |
| 15:45 - 16:45 | 763 | + | 900 | = | 1663 | 0 | 102 | No |
| 16:00 - 17:00 | 815 | + | 831 | = | 1646 | 0 | 100 | No |
| 07:45 - 08:45 | 894 | + | 738 | = | 1632 | 0 | 106 | No |
| 15:30 - 16:30 | 690 | + | 932 | = | 1622 | 0 | 119 | No |
| 15:15 - 16:15 | 650 | + | 926 | = | 1576 | 0 | 116 | No |
| 15:00 - 16:00 | 633 | + | 931 | = | 1564 | 0 | 122 | No |
| 14:45 - 15:45 | 631 | + | 845 | = | 1476 | 0 | 114 | No |
| 08:00 - 09:00 | 817 | + | 656 | = | 1473 | 0 | 100 | No |
| 06:45 - 07:45 | 880 | + | 582 | = | 1462 | 0 | 64 | No |
| 14:30 - 15:30 | 643 | + | 770 | = | 1413 | 0 | 89 | No |
| 14:15 - 15:15 | 631 | + | 730 | = | 1361 | 0 | 83 | No |
| 17:15 - 18:15 | 671 | + | 661 | = | 1332 | 0 | 86 | No |
| 14:00 - 15:00 | 612 | + | 720 | = | 1332 | 0 | 78 | No |
| 13:45 - 14:45 | 596 | + | 709 | = | 1305 | 0 | 71 | No |
| 08:15 - 09:15 | 737 | + | 560 | = | 1297 | 0 | 83 | No |
| 13:30 - 14:30 | 575 | + | 659 | = | 1234 | 0 | 77 | No |
| 12:00 - 13:00 | 598 | + | 607 | = | 1205 | 0 | 64 | No |
| 13:15 - 14:15 | 552 | | 635 | | 1187 | 0 | 72 | No |

# Spout Springs Road at Union Circle

## Signal Warrant Analysis

### With Project 2028

**Study Name: Spout @ Union WP 2028 (100% Reduced Rights)**

**Study Date : 9/4/2026**

## Warrant 1B - Interruption Of Continuous Traffic

### Description

Intended For sites where the volume Of the major street Is so heavy that traffic On the minor street suffers excessive delay Or hazard.

### Summary

Only 7 one hour periods meet minimums.
Warrant is NOT met.

### Site Data Required

Rural Settings Apply = **False**
Number Of Major Lanes = **2 or more**
Number Of Minor Lanes = **1**

### Volume Requirements

Veh/Hr Major = **900**

Veh/Hr Minor = **75**

| | Major Road | | | | | Minor Road | | |
|---|---|---|---|---|---|---|---|---|
| | Spout Springs Rd | | | | | Union Circle | | |
| Time | Major NB | + | Major SB | = | Total | Minor EB | Minor WB | Met? |
| 16:30 - 17:30 | 878 | + | 911 | = | 1789 | 0 | 97 | Yes |
| 07:00 - 08:00 | 996 | + | 708 | = | 1704 | 0 | 81 | Yes |
| 15:30 - 16:30 | 690 | + | 932 | = | 1622 | 0 | 119 | Yes |
| 08:00 - 09:00 | 817 | + | 656 | = | 1473 | 0 | 100 | Yes |
| 14:30 - 15:30 | 643 | + | 770 | = | 1413 | 0 | 89 | Yes |
| 13:30 - 14:30 | 575 | + | 659 | = | 1234 | 0 | 77 | Yes |
| 11:00 - 12:00 | 536 | + | 532 | = | 1068 | 0 | 82 | Yes |
| 06:45 - 07:45 | 880 | + | 582 | = | 1462 | 0 | 64 | No |
| 12:00 - 13:00 | 598 | + | 607 | = | 1205 | 0 | 64 | No |
| 13:15 - 14:15 | 552 | + | 635 | = | 1187 | 0 | 72 | No |
| 12:15 - 13:15 | 575 | + | 611 | = | 1186 | 0 | 63 | No |
| 06:30 - 07:30 | 762 | + | 423 | = | 1185 | 0 | 54 | No |
| 13:00 - 14:00 | 540 | + | 614 | = | 1154 | 0 | 68 | No |
| 12:30 - 13:30 | 542 | + | 609 | = | 1151 | 0 | 64 | No |
| 12:45 - 13:45 | 541 | + | 596 | = | 1137 | 0 | 71 | No |
| 09:15 - 10:15 | 588 | + | 521 | = | 1109 | 0 | 72 | No |
| 09:00 - 10:00 | 612 | + | 491 | = | 1103 | 0 | 73 | No |
| 09:30 - 10:30 | 569 | + | 525 | = | 1094 | 0 | 64 | No |
| 09:45 - 10:45 | 549 | + | 516 | = | 1065 | 0 | 67 | No |
| 10:45 - 11:45 | 522 | + | 506 | = | 1028 | 0 | 68 | No |
| 10:00 - 11:00 | 518 | + | 508 | = | 1026 | 0 | 58 | No |
| 10:30 - 11:30 | 497 | + | 506 | = | 1003 | 0 | 73 | No |
| 10:15 - 11:15 | 490 | + | 501 | = | 991 | 0 | 59 | No |
| 06:15 - 07:15 | 624 | + | 285 | = | 909 | 0 | 51 | No |
| 17:30 - 18:30 | 434 | | 428 | | 862 | 0 | 65 | No |

# Spout Springs Road at Union Circle

## Signal Warrant Analysis

### With Project 2028

**Study Name: Spout @ Union WP 2028 (100% Reduced Rights)**

**Study Date : 9/4/2026**

## Warrant 1C Combination Of Warrants

### Description

Intended For sites where the traffic volumes don't meet individual warrants but where Warrants 1A and 1B are both met to 80% of their stated values.

### Summary

Only 1 hours meet 1A minimums.
11 hours meet 1B minimums.
Warrant is NOT met.

### Site Data Required

| | |
|---|---|
| Rural Settings Apply = | **False** |
| Number Of Major Lanes = | **2 or more** |
| Number Of Minor Lanes = | **1** |

### Volume Requirements

| Warrant | 1A | 1B |
|---|---|---|
| Veh/Hr Major = | **480** | **720** |
| Veh/Hr Minor = | **120** | **60** |

| Major Road | Minor Road |
|---|---|
| Spout Springs Rd | Union Circle |

| Time | Major NB | + | Major SB | = | Total | Minor EB | Minor WB | Met1A? |
|---|---|---|---|---|---|---|---|---|
| 15:00 - 16:00 | 633 | + | 931 | = | 1564 | 0 | 122 | Yes |
| 07:15 - 08:15 | 1063 | + | 832 | = | 1895 | 0 | 98 | No |
| 07:30 - 08:30 | 985 | + | 832 | = | 1817 | 0 | 107 | No |
| 16:30 - 17:30 | 878 | + | 911 | = | 1789 | 0 | 97 | No |
| 17:00 - 18:00 | 885 | + | 900 | = | 1785 | 0 | 110 | No |
| 16:45 - 17:45 | 894 | + | 890 | = | 1784 | 0 | 100 | No |
| 16:15 - 17:15 | 847 | + | 891 | = | 1738 | 0 | 109 | No |
| 07:00 - 08:00 | 996 | + | 708 | = | 1704 | 0 | 81 | No |
| 16:00 - 17:00 | 815 | + | 831 | = | 1646 | 0 | 100 | No |
| 07:45 - 08:45 | 894 | + | 738 | = | 1632 | 0 | 106 | No |
| 14:45 - 15:45 | 631 | + | 845 | = | 1476 | 0 | 114 | No |
| 08:00 - 09:00 | 817 | + | 656 | = | 1473 | 0 | 100 | No |

| Time | Major NB | + | Major SB | = | Total | Minor EB | Minor WB | Met1B? |
|---|---|---|---|---|---|---|---|---|
| 16:45 - 17:45 | 894 | + | 890 | = | 1784 | 0 | 100 | Yes |
| 15:45 - 16:45 | 763 | + | 900 | = | 1663 | 0 | 102 | Yes |
| 07:45 - 08:45 | 894 | + | 738 | = | 1632 | 0 | 106 | Yes |
| 14:45 - 15:45 | 631 | + | 845 | = | 1476 | 0 | 114 | Yes |
| 06:45 - 07:45 | 880 | + | 582 | = | 1462 | 0 | 64 | Yes |
| 13:45 - 14:45 | 596 | + | 709 | = | 1305 | 0 | 71 | Yes |
| 11:45 - 12:45 | 590 | + | 590 | = | 1180 | 0 | 69 | Yes |
| 08:45 - 09:45 | 665 | + | 495 | = | 1160 | 0 | 80 | Yes |
| 12:45 - 13:45 | 541 | + | 596 | = | 1137 | 0 | 71 | Yes |
| 09:45 - 10:45 | 549 | + | 516 | = | 1065 | 0 | 67 | Yes |
| 10:45 - 11:45 | 522 | + | 506 | = | 1028 | 0 | 68 | Yes |
| 06:30 - 07:30 | 762 | + | 423 | = | 1185 | 0 | 54 | No |

# Spout Springs Road at Union Circle

## Signal Warrant Analysis

### With Project 2028

**Study Name: Spout @ Union WP 2028 (100% Reduced Rights)**

**Study Date : 9/4/2026**

## Warrant 2 - Four Hour Volumes

### Description

Intended for sites where the volume of intersecting traffic during any four hours of the day is the principal reason for consideration of a signal installation.

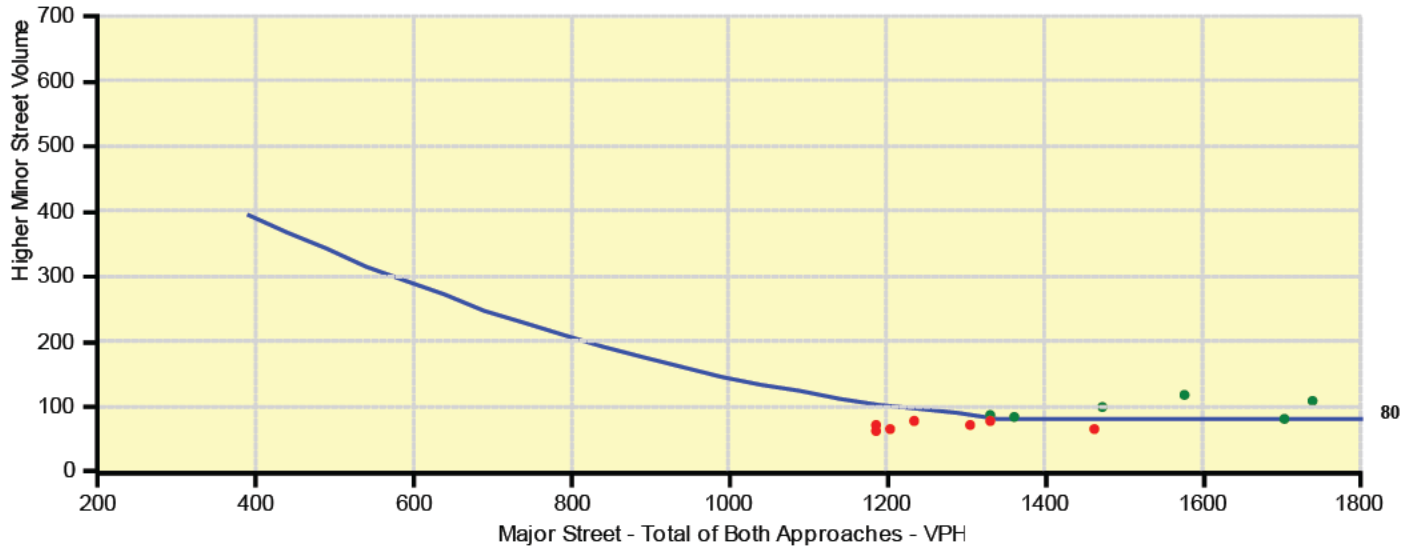
### Summary

6 one hour periods meet minimums.
Warrant IS met.

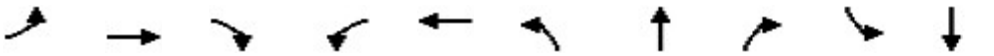
### Site Data Required

Rural Settings Apply = **False**
Number of Major Lanes = **2 or more**
Number of Minor Lanes = **1**

| | Major Road Spout Springs Rd | | | | | Minor Road Union Circle | | |
|---|---|---|---|---|---|---|---|---|
| Time | Major NB | + | Major SB | = | Total | Minor EB | Minor WB | Met? |
| 16:15 - 17:15 | 847 | + | 891 | = | 1738 | 0 | 109 | Yes |
| 07:00 - 08:00 | 996 | + | 708 | = | 1704 | 0 | 81 | Yes |
| 15:15 - 16:15 | 650 | + | 926 | = | 1576 | 0 | 116 | Yes |
| 08:00 - 09:00 | 817 | + | 656 | = | 1473 | 0 | 100 | Yes |
| 14:15 - 15:15 | 631 | + | 730 | = | 1361 | 0 | 83 | Yes |
| 17:15 - 18:15 | 671 | + | 661 | = | 1332 | 0 | 86 | Yes |
| 06:45 - 07:45 | 880 | + | 582 | = | 1462 | 0 | 64 | No |
| 14:00 - 15:00 | 612 | + | 720 | = | 1332 | 0 | 78 | No |
| 13:45 - 14:45 | 596 | + | 709 | = | 1305 | 0 | 71 | No |
| 13:30 - 14:30 | 575 | + | 659 | = | 1234 | 0 | 77 | No |
| 12:00 - 13:00 | 598 | + | 607 | = | 1205 | 0 | 64 | No |
| 13:15 - 14:15 | 552 | | 635 | | 1187 | 0 | 72 | No |



# APPENDIX F – MITIGATION OPENING YEAR 2028 OPERATIONAL ANALYSIS REPORTS



| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 210 | 20 | 147 | 113 | 61 | 145 | 979 | 197 | 86 | 660 |
| v/c Ratio | 0.76 | 0.05 | 0.33 | 0.40 | 0.16 | 0.30 | 0.53 | 0.21 | 0.25 | 0.38 |
| Control Delay (s/veh) | 54.3 | 29.1 | 7.1 | 36.9 | 9.3 | 6.2 | 12.0 | 1.5 | 10.2 | 18.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 54.3 | 29.1 | 7.1 | 36.9 | 9.3 | 6.2 | 12.0 | 1.5 | 10.2 | 18.0 |
| Queue Length 50th (ft) | 129 | 10 | 0 | 64 | 1 | 10 | 234 | 17 | 19 | 134 |
| Queue Length 95th (ft) | 185 | 27 | 41 | 102 | 29 | 29 | 237 | 2 | 43 | 203 |
| Internal Link Dist (ft) | | 278 | | | 371 | | 1263 | | | 1000 |
| Turn Bay Length (ft) | 100 | | 100 | | | 350 | | 200 | 350 | |
| Base Capacity (vph) | 363 | 506 | 537 | 376 | 476 | 637 | 1857 | 919 | 503 | 1746 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.58 | 0.04 | 0.27 | 0.30 | 0.13 | 0.23 | 0.53 | 0.21 | 0.17 | 0.38 |

Intersection Summary



| Lane Group | SBR |
|---|---|
| Lane Group Flow (vph) | 137 |
| v/c Ratio | 0.16 |
| Control Delay (s/veh) | 3.8 |
| Queue Delay | 0.0 |
| Total Delay (s/veh) | 3.8 |
| Queue Length 50th (ft) | 0 |
| Queue Length 95th (ft) | 33 |
| Internal Link Dist (ft) | |
| Turn Bay Length (ft) | 275 |
| Base Capacity (vph) | 850 |
| Starvation Cap Reductn | 0 |
| Spillback Cap Reductn | 0 |
| Storage Cap Reductn | 0 |
| Reduced v/c Ratio | 0.16 |

Intersection Summary

HCM 7th Signalized Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (veh/h) | 181 | 17 | 126 | 97 | 2 | 51 | 125 | 842 | 169 | 74 |
| Future Volume (veh/h) | 181 | 17 | 126 | 97 | 2 | 51 | 125 | 842 | 169 | 74 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 210 | 20 | 147 | 113 | 2 | 59 | 145 | 979 | 197 | 86 |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 313 | 395 | 335 | 319 | 11 | 325 | 456 | 1864 | 831 | 317 |
| Arrive On Green | 0.21 | 0.21 | 0.21 | 0.21 | 0.21 | 0.21 | 0.06 | 0.52 | 0.52 | 0.05 |
| Sat Flow, veh/h | 1341 | 1870 | 1585 | 1218 | 52 | 1541 | 1781 | 3554 | 1585 | 1781 |
| Grp Volume(v), veh/h | 210 | 20 | 147 | 113 | 0 | 61 | 145 | 979 | 197 | 86 |
| Grp Sat Flow(s),veh/h/ln | 1341 | 1870 | 1585 | 1218 | 0 | 1593 | 1781 | 1777 | 1585 | 1781 |
| Q Serve(g_s), s | 15.2 | 0.9 | 8.1 | 8.2 | 0.0 | 3.1 | 3.7 | 18.1 | 6.7 | 2.2 |
| Cycle Q Clear(g_c), s | 18.4 | 0.9 | 8.1 | 9.0 | 0.0 | 3.1 | 3.7 | 18.1 | 6.7 | 2.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.97 | 1.00 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 313 | 395 | 335 | 319 | 0 | 336 | 456 | 1864 | 831 | 317 |
| V/C Ratio(X) | 0.67 | 0.05 | 0.44 | 0.35 | 0.00 | 0.18 | 0.32 | 0.53 | 0.24 | 0.27 |
| Avail Cap(c_a), veh/h | 395 | 509 | 431 | 393 | 0 | 433 | 680 | 1864 | 831 | 551 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.84 | 0.84 | 0.84 | 1.00 |
| Uniform Delay (d), s/veh | 39.9 | 31.5 | 34.3 | 35.0 | 0.0 | 32.4 | 10.5 | 15.6 | 12.9 | 11.7 |
| Incr Delay (d2), s/veh | 3.1 | 0.1 | 0.9 | 0.7 | 0.0 | 0.3 | 0.3 | 0.9 | 0.6 | 0.5 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 5.2 | 0.4 | 3.2 | 2.5 | 0.0 | 1.2 | 1.4 | 7.2 | 2.5 | 0.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 42.9 | 31.5 | 35.2 | 35.7 | 0.0 | 32.6 | 10.8 | 16.5 | 13.5 | 12.2 |
| LnGrp LOS | D | C | D | D | | C | B | B | B | B |
| Approach Vol, veh/h | | 377 | | | 174 | | | 1321 | | |
| Approach Delay, s/veh | | 39.3 | | | 34.6 | | | 15.4 | | |
| Approach LOS | | D | | | C | | | B | | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 11.8 | 59.2 | | 28.9 | 12.4 | 58.7 | | 28.9 | | |
| Change Period (Y+Rc), s | 7.3 | 6.8 | | 7.8 | 6.5 | 6.8 | | 7.8 | | |
| Max Green Setting (Gmax), s | 17.7 | 33.2 | | 27.2 | 18.5 | 33.2 | | 27.2 | | |
| Max Q Clear Time (g_c+I1), s | 4.2 | 20.1 | | 20.4 | 5.7 | 13.0 | | 11.0 | | |
| Green Ext Time (p_c), s | 0.1 | 6.3 | | 0.7 | 0.3 | 5.0 | | 0.6 | | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 7th Control Delay, s/veh | | 19.5 | |
| HCM 7th LOS | | B | |



| Movement | SBT | SBR |
|---|---|---|
| Lane Configurations | | |
| Traffic Volume (veh/h) | 568 | 118 |
| Future Volume (veh/h) | 568 | 118 |
| Initial Q (Qb), veh | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 |
| Work Zone On Approach | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 |
| Adj Flow Rate, veh/h | 660 | 137 |
| Peak Hour Factor | 0.86 | 0.86 |
| Percent Heavy Veh, % | 2 | 2 |
| Cap, veh/h | 1843 | 822 |
| Arrive On Green | 0.52 | 0.52 |
| Sat Flow, veh/h | 3554 | 1585 |
| Grp Volume(v), veh/h | 660 | 137 |
| Grp Sat Flow(s),veh/h/ln | 1777 | 1585 |
| Q Serve(g_s), s | 11.0 | 4.6 |
| Cycle Q Clear(g_c), s | 11.0 | 4.6 |
| Prop In Lane | | 1.00 |
| Lane Grp Cap(c), veh/h | 1843 | 822 |
| V/C Ratio(X) | 0.36 | 0.17 |
| Avail Cap(c_a), veh/h | 1843 | 822 |
| HCM Platoon Ratio | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 14.2 | 12.7 |
| Incr Delay (d2), s/veh | 0.5 | 0.4 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.4 | 1.7 |
| Unsig. Movement Delay, s/veh | | |
| LnGrp Delay(d), s/veh | 14.8 | 13.1 |
| LnGrp LOS | B | B |
| Approach Vol, veh/h | 883 | |
| Approach Delay, s/veh | 14.3 | |
| Approach LOS | B | |
| Timer - Assigned Phs | | |

Queues



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 100 | 315 | 911 | 195 | 199 | 675 |
| v/c Ratio | 0.51 | 0.69 | 0.46 | 0.20 | 0.43 | 0.26 |
| Control Delay (s/veh) | 50.0 | 13.2 | 14.9 | 2.7 | 7.3 | 5.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 50.0 | 13.2 | 14.9 | 2.7 | 7.3 | 5.6 |
| Queue Length 50th (ft) | 62 | 0 | 170 | 0 | 52 | 127 |
| Queue Length 95th (ft) | 109 | 78 | 275 | 38 | 103 | 194 |
| Internal Link Dist (ft) | 161 | | 815 | | | 1263 |
| Turn Bay Length (ft) | | | | 200 | 390 | |
| Base Capacity (vph) | 534 | 697 | 1995 | 977 | 518 | 2627 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.19 | 0.45 | 0.46 | 0.20 | 0.38 | 0.26 |

Intersection Summary



| Movement | WBL | WBR | NBU | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (veh/h) | 96 | 302 | 0 | 875 | 187 | 191 | 648 |
| Future Volume (veh/h) | 96 | 302 | 0 | 875 | 187 | 191 | 648 |
| Initial Q (Qb), veh | 0 | 0 | | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 100 | 315 | | 911 | 195 | 199 | 675 |
| Peak Hour Factor | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 2 | 2 | | 2 | 2 | 2 | 2 |
| Cap, veh/h | 397 | 353 | | 1715 | 765 | 362 | 2244 |
| Arrive On Green | 0.22 | 0.22 | | 0.48 | 0.48 | 0.08 | 0.63 |
| Sat Flow, veh/h | 1781 | 1585 | | 3647 | 1585 | 1781 | 3647 |
| Grp Volume(v), veh/h | 100 | 315 | | 911 | 195 | 199 | 675 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | | 1777 | 1585 | 1781 | 1777 |
| Q Serve(g_s), s | 4.6 | 19.3 | | 17.8 | 7.3 | 5.3 | 8.6 |
| Cycle Q Clear(g_c), s | 4.6 | 19.3 | | 17.8 | 7.3 | 5.3 | 8.6 |
| Prop In Lane | 1.00 | 1.00 | | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 397 | 353 | | 1715 | 765 | 362 | 2244 |
| V/C Ratio(X) | 0.25 | 0.89 | | 0.53 | 0.25 | 0.55 | 0.30 |
| Avail Cap(c_a), veh/h | 538 | 479 | | 1715 | 765 | 489 | 2244 |
| HCM Platoon Ratio | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | | 1.00 | 1.00 | 0.94 | 0.94 |
| Uniform Delay (d), s/veh | 32.0 | 37.7 | | 18.0 | 15.3 | 13.2 | 8.4 |
| Incr Delay (d2), s/veh | 0.3 | 15.0 | | 1.2 | 0.8 | 1.2 | 0.3 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.0 | 8.8 | | 7.3 | 2.7 | 2.1 | 3.2 |
| Unsig. Movement Delay, s/veh | | | | | | | |
| LnGrp Delay(d), s/veh | 32.3 | 52.7 | | 19.2 | 16.1 | 14.5 | 8.7 |
| LnGrp LOS | C | D | | B | B | B | A |
| Approach Vol, veh/h | 415 | | | 1106 | | | 874 |
| Approach Delay, s/veh | 47.8 | | | 18.6 | | | 10.0 |
| Approach LOS | D | | | B | | | B |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 14.9 | 55.1 | | | | 69.9 | | 30.1 |
| Change Period (Y+Rc), s | 7.3 | 6.8 | | | | 6.8 | | 7.8 |
| Max Green Setting (Gmax), s | 14.7 | 33.2 | | | | 55.2 | | 30.2 |
| Max Q Clear Time (g_c+I1), s | 7.3 | 19.8 | | | | 10.6 | | 21.3 |
| Green Ext Time (p_c), s | 0.3 | 5.9 | | | | 5.5 | | 1.0 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 20.5 |
| HCM 7th LOS | C |

Notes

User approved ignoring U-Turning movement.

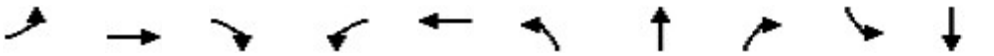
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 16 | 364 | 10 | 2 | 356 | 2 | 28 | 0 | 5 | 8 | 0 | 43 |
| Future Vol, veh/h | 16 | 364 | 10 | 2 | 356 | 2 | 28 | 0 | 5 | 8 | 0 | 43 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 150 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Mvmt Flow | 18 | 409 | 11 | 2 | 400 | 2 | 31 | 0 | 6 | 9 | 0 | 48 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 402 | 0 | 0 | 420 | 0 | 0 | 855 | 857 | 415 | 849 | 861 | 400 |
| Stage 1 | - | - | - | - | - | - | 451 | 451 | - | 404 | 404 | - |
| Stage 2 | - | - | - | - | - | - | 404 | 407 | - | 445 | 456 | - |
| Critical Hdwy | 4.15 | - | - | 4.15 | - | - | 7.15 | 6.55 | 6.25 | 7.15 | 6.55 | 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.15 | 5.55 | - | 6.15 | 5.55 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.15 | 5.55 | - | 6.15 | 5.55 | - |
| Follow-up Hdwy | 2.245 | - | - | 2.245 | - | - | 3.545 | 4.045 | 3.345 | 3.545 | 4.045 | 3.345 |
| Pot Cap-1 Maneuver | 1140 | - | - | 1123 | - | - | 275 | 291 | 631 | 277 | 290 | 643 |
| Stage 1 | - | - | - | - | - | - | 582 | 566 | - | 617 | 594 | - |
| Stage 2 | - | - | - | - | - | - | 617 | 592 | - | 586 | 563 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1140 | - | - | 1123 | - | - | 248 | 285 | 631 | 269 | 283 | 643 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 248 | 285 | - | 269 | 283 | - |
| Stage 1 | - | - | - | - | - | - | 570 | 555 | - | 615 | 592 | - |
| Stage 2 | - | - | - | - | - | - | 569 | 591 | - | 569 | 551 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.34 | 0.05 | 20.21 | 12.65 |
| HCM LOS | | | C | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 274 | 73 | - | - | 10 | - | - | 528 |
| HCM Lane V/C Ratio | 0.136 | 0.016 | - | - | 0.002 | - | - | 0.109 |
| HCM Ctrl Dly (s/v) | 20.2 | 8.2 | 0 | - | 8.2 | 0 | - | 12.6 |
| HCM Lane LOS | C | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.5 | 0 | - | - | 0 | - | - | 0.4 |



| Lane Group | EBL | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 14 | 2 | 12 | 52 | 57 | 22 | 808 | 147 | 157 | 906 |
| v/c Ratio | 0.11 | 0.01 | 0.05 | 0.40 | 0.29 | 0.04 | 0.36 | 0.14 | 0.30 | 0.34 |
| Control Delay (s/veh) | 42.1 | 39.0 | 0.4 | 51.0 | 16.0 | 3.0 | 6.1 | 0.9 | 5.3 | 6.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 42.1 | 39.0 | 0.4 | 51.0 | 16.0 | 3.0 | 6.1 | 0.9 | 5.3 | 6.8 |
| Queue Length 50th (ft) | 8 | 1 | 0 | 32 | 1 | 2 | 47 | 0 | 22 | 78 |
| Queue Length 95th (ft) | 27 | 8 | 0 | 68 | 38 | m8 | 111 | 8 | 45 | 196 |
| Internal Link Dist (ft) | | 278 | | | 378 | | 1263 | | | 1000 |
| Turn Bay Length (ft) | 100 | | 100 | | | 350 | | 200 | 350 | |
| Base Capacity (vph) | 368 | 511 | 523 | 387 | 477 | 666 | 2261 | 1065 | 677 | 2690 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.04 | 0.00 | 0.02 | 0.13 | 0.12 | 0.03 | 0.36 | 0.14 | 0.23 | 0.34 |

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



| Lane Group | SBR |
|---|---|
| Lane Group Flow (vph) | 16 |
| v/c Ratio | 0.01 |
| Control Delay (s/veh) | 0.0 |
| Queue Delay | 0.0 |
| Total Delay (s/veh) | 0.0 |
| Queue Length 50th (ft) | 0 |
| Queue Length 95th (ft) | 0 |
| Internal Link Dist (ft) | |
| Turn Bay Length (ft) | 275 |
| Base Capacity (vph) | 1236 |
| Starvation Cap Reductn | 0 |
| Spillback Cap Reductn | 0 |
| Storage Cap Reductn | 0 |
| Reduced v/c Ratio | 0.01 |

Intersection Summary



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (veh/h) | 13 | 2 | 11 | 48 | 2 | 51 | 20 | 751 | 137 | 146 |
| Future Volume (veh/h) | 13 | 2 | 11 | 48 | 2 | 51 | 20 | 751 | 137 | 146 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | |
| Adj Sat Flow, veh/h/ln | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 14 | 2 | 12 | 52 | 2 | 55 | 22 | 808 | 147 | 157 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Cap, veh/h | 111 | 120 | 102 | 160 | 4 | 98 | 481 | 2392 | 1067 | 499 |
| Arrive On Green | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.02 | 0.67 | 0.67 | 0.05 |
| Sat Flow, veh/h | 1357 | 1885 | 1598 | 1411 | 56 | 1550 | 1795 | 3582 | 1598 | 1795 |
| Grp Volume(v), veh/h | 14 | 2 | 12 | 52 | 0 | 57 | 22 | 808 | 147 | 157 |
| Grp Sat Flow(s),veh/h/ln | 1357 | 1885 | 1598 | 1411 | 0 | 1606 | 1795 | 1791 | 1598 | 1795 |
| Q Serve(g_s), s | 1.0 | 0.1 | 0.7 | 3.6 | 0.0 | 3.4 | 0.3 | 9.7 | 3.4 | 2.7 |
| Cycle Q Clear(g_c), s | 4.5 | 0.1 | 0.7 | 3.7 | 0.0 | 3.4 | 0.3 | 9.7 | 3.4 | 2.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.96 | 1.00 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 111 | 120 | 102 | 160 | 0 | 102 | 481 | 2392 | 1067 | 499 |
| V/C Ratio(X) | 0.13 | 0.02 | 0.12 | 0.32 | 0.00 | 0.56 | 0.05 | 0.34 | 0.14 | 0.31 |
| Avail Cap(c_a), veh/h | 394 | 513 | 435 | 454 | 0 | 437 | 772 | 2392 | 1067 | 728 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.92 | 0.92 | 0.92 | 1.00 |
| Uniform Delay (d), s/veh | 47.6 | 43.9 | 44.2 | 45.6 | 0.0 | 45.5 | 4.3 | 7.1 | 6.1 | 5.0 |
| Incr Delay (d2), s/veh | 0.5 | 0.1 | 0.5 | 1.2 | 0.0 | 4.7 | 0.0 | 0.4 | 0.2 | 0.4 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 0.0 | 0.3 | 1.3 | 0.0 | 1.5 | 0.1 | 3.4 | 1.1 | 0.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 48.1 | 43.9 | 44.7 | 46.8 | 0.0 | 50.2 | 4.4 | 7.5 | 6.3 | 5.4 |
| LnGrp LOS | D | D | D | D | | D | A | A | A | A |
| Approach Vol, veh/h | | 28 | | | 109 | | | 977 | | |
| Approach Delay, s/veh | | 46.4 | | | 48.6 | | | 7.2 | | |
| Approach LOS | | D | | | D | | | A | | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 12.3 | 73.6 | | 14.2 | 8.8 | 77.1 | | 14.2 | | |
| Change Period (Y+Rc), s | 7.3 | 6.8 | | 7.8 | 6.5 | 6.8 | | 7.8 | | |
| Max Green Setting (Gmax), s | 17.7 | 33.2 | | 27.2 | 18.5 | 33.2 | | 27.2 | | |
| Max Q Clear Time (g_c+I1), s | 4.7 | 11.7 | | 6.5 | 2.3 | 12.1 | | 5.7 | | |
| Green Ext Time (p_c), s | 0.3 | 6.4 | | 0.0 | 0.0 | 6.7 | | 0.4 | | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 7th Control Delay, s/veh | | 9.3 | |
| HCM 7th LOS | | A | |



| Movement | SBT | SBR |
|---|---|---|
| Lane Configurations | | |
| Traffic Volume (veh/h) | 843 | 15 |
| Future Volume (veh/h) | 843 | 15 |
| Initial Q (Qb), veh | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 |
| Work Zone On Approach | No | |
| Adj Sat Flow, veh/h/ln | 1885 | 1885 |
| Adj Flow Rate, veh/h | 906 | 16 |
| Peak Hour Factor | 0.93 | 0.93 |
| Percent Heavy Veh, % | 1 | 1 |
| Cap, veh/h | 2517 | 1122 |
| Arrive On Green | 0.70 | 0.70 |
| Sat Flow, veh/h | 3582 | 1598 |
| Grp Volume(v), veh/h | 906 | 16 |
| Grp Sat Flow(s),veh/h/ln | 1791 | 1598 |
| Q Serve(g_s), s | 10.1 | 0.3 |
| Cycle Q Clear(g_c), s | 10.1 | 0.3 |
| Prop In Lane | | 1.00 |
| Lane Grp Cap(c), veh/h | 2517 | 1122 |
| V/C Ratio(X) | 0.36 | 0.01 |
| Avail Cap(c_a), veh/h | 2517 | 1122 |
| HCM Platoon Ratio | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 5.9 | 4.5 |
| Incr Delay (d2), s/veh | 0.4 | 0.0 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.4 | 0.1 |
| Unsig. Movement Delay, s/veh | | |
| LnGrp Delay(d), s/veh | 6.3 | 4.5 |
| LnGrp LOS | A | A |
| Approach Vol, veh/h | 1079 | |
| Approach Delay, s/veh | 6.2 | |
| Approach LOS | A | |
| Timer - Assigned Phs | | |

Queues



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Group Flow (vph) | 116 | 213 | 742 | 171 | 212 | 719 |
| v/c Ratio | 0.55 | 0.57 | 0.36 | 0.17 | 0.40 | 0.27 |
| Control Delay (s/veh) | 50.9 | 11.7 | 13.2 | 2.5 | 12.1 | 4.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay (s/veh) | 50.9 | 11.7 | 13.2 | 2.5 | 12.1 | 4.7 |
| Queue Length 50th (ft) | 71 | 0 | 126 | 0 | 33 | 63 |
| Queue Length 95th (ft) | 122 | 63 | 201 | 33 | 127 | 101 |
| Internal Link Dist (ft) | 161 | | 815 | | | 1263 |
| Turn Bay Length (ft) | | | | 200 | 390 | |
| Base Capacity (vph) | 432 | 548 | 2036 | 984 | 590 | 2630 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.27 | 0.39 | 0.36 | 0.17 | 0.36 | 0.27 |

Intersection Summary



| Movement | WBL | WBR | NBU | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (veh/h) | 113 | 207 | 0 | 720 | 166 | 206 | 697 |
| Future Volume (veh/h) | 113 | 207 | 0 | 720 | 166 | 206 | 697 |
| Initial Q (Qb), veh | 0 | 0 | | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1885 | 1885 | | 1885 | 1885 | 1885 | 1885 |
| Adj Flow Rate, veh/h | 116 | 213 | | 742 | 171 | 212 | 719 |
| Peak Hour Factor | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 1 | 1 | | 1 | 1 | 1 | 1 |
| Cap, veh/h | 282 | 251 | | 1981 | 883 | 468 | 2497 |
| Arrive On Green | 0.16 | 0.16 | | 0.55 | 0.55 | 0.07 | 0.70 |
| Sat Flow, veh/h | 1795 | 1598 | | 3676 | 1598 | 1795 | 3676 |
| Grp Volume(v), veh/h | 116 | 213 | | 742 | 171 | 212 | 719 |
| Grp Sat Flow(s),veh/h/ln | 1795 | 1598 | | 1791 | 1598 | 1795 | 1791 |
| Q Serve(g_s), s | 5.8 | 13.0 | | 11.7 | 5.4 | 4.8 | 7.6 |
| Cycle Q Clear(g_c), s | 5.8 | 13.0 | | 11.7 | 5.4 | 4.8 | 7.6 |
| Prop In Lane | 1.00 | 1.00 | | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 282 | 251 | | 1981 | 883 | 468 | 2497 |
| V/C Ratio(X) | 0.41 | 0.85 | | 0.37 | 0.19 | 0.45 | 0.29 |
| Avail Cap(c_a), veh/h | 434 | 387 | | 1981 | 883 | 605 | 2497 |
| HCM Platoon Ratio | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | | 1.00 | 1.00 | 0.95 | 0.95 |
| Uniform Delay (d), s/veh | 38.0 | 41.0 | | 12.6 | 11.2 | 8.6 | 5.7 |
| Incr Delay (d2), s/veh | 1.0 | 10.4 | | 0.5 | 0.5 | 0.7 | 0.3 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.6 | 5.8 | | 4.6 | 1.9 | 1.8 | 2.6 |
| Unsig. Movement Delay, s/veh | | | | | | | |
| LnGrp Delay(d), s/veh | 38.9 | 51.4 | | 13.1 | 11.7 | 9.3 | 6.0 |
| LnGrp LOS | D | D | | B | B | A | A |
| Approach Vol, veh/h | 329 | | | 913 | | | 931 |
| Approach Delay, s/veh | 47.0 | | | 12.9 | | | 6.8 |
| Approach LOS | D | | | B | | | A |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 14.4 | 62.1 | | | | 76.5 | | 23.5 |
| Change Period (Y+Rc), s | 7.3 | 6.8 | | | | 6.8 | | 7.8 |
| Max Green Setting (Gmax), s | 14.7 | 39.2 | | | | 61.2 | | 24.2 |
| Max Q Clear Time (g_c+I1), s | 6.8 | 13.7 | | | | 9.6 | | 15.0 |
| Green Ext Time (p_c), s | 0.4 | 6.2 | | | | 6.0 | | 0.7 |

| Intersection Summary | | |
|---|---|---|
| HCM 7th Control Delay, s/veh | 15.4 | |
| HCM 7th LOS | B | |

| Notes |
|---|
| User approved ignoring U-Turning movement. |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 44 | 328 | 32 | 6 | 290 | 7 | 19 | 0 | 3 | 5 | 0 | 29 |
| Future Vol, veh/h | 44 | 328 | 32 | 6 | 290 | 7 | 19 | 0 | 3 | 5 | 0 | 29 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 150 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Mvmt Flow | 46 | 345 | 34 | 6 | 305 | 7 | 20 | 0 | 3 | 5 | 0 | 31 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 313 | 0 | 0 | 379 | 0 | 0 | 773 | 780 | 362 | 756 | 789 | 305 |
| Stage 1 | - | - | - | - | - | - | 455 | 455 | - | 318 | 318 | - |
| Stage 2 | - | - | - | - | - | - | 318 | 325 | - | 438 | 472 | - |
| Critical Hdwy | 4.15 | - | - | 4.15 | - | - | 7.15 | 6.55 | 6.25 | 7.15 | 6.55 | 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.15 | 5.55 | - | 6.15 | 5.55 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.15 | 5.55 | - | 6.15 | 5.55 | - |
| Follow-up Hdwy | 2.245 | - | - | 2.245 | - | - | 3.545 | 4.045 | 3.345 | 3.545 | 4.045 | 3.345 |
| Pot Cap-1 Maneuver | 1231 | - | - | 1163 | - | - | 313 | 323 | 676 | 321 | 319 | 728 |
| Stage 1 | - | - | - | - | - | - | 579 | 564 | - | 687 | 648 | - |
| Stage 2 | - | - | - | - | - | - | 687 | 644 | - | 592 | 554 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1231 | - | - | 1163 | - | - | 283 | 306 | 676 | 302 | 302 | 728 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 283 | 306 | - | 302 | 302 | - |
| Stage 1 | - | - | - | - | - | - | 552 | 537 | - | 683 | 644 | - |
| Stage 2 | - | - | - | - | - | - | 654 | 639 | - | 561 | 528 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.88 | 0.16 | 17.65 | 11.35 |
| HCM LOS | | | C | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 308 | 193 | - | - | 36 | - | - | 603 |
| HCM Lane V/C Ratio | 0.075 | 0.038 | - | - | 0.005 | - | - | 0.059 |
| HCM Ctrl Dly (s/v) | 17.7 | 8 | 0 | - | 8.1 | 0 | - | 11.3 |
| HCM Lane LOS | C | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.2 | 0.1 | - | - | 0 | - | - | 0.2 |

CITY OF
GAINESVILLE

WATER RESOURCES

September 4, 2026

DCCM
Beth Garmon
bgarmon@dccm.com

Re: Water Availability
Proposed Residential Development
6651 Spout Springs Road
PIN: 15042 000093

Dear Beth,,

The purpose of this letter is to confirm the availability of water service to the above-referenced property.

The City of Gainesville owns and operates an existing 16-inch DIP water main in the right-of-way of Spout Springs Road as well as 12-inch DIP in the right-of-way of Union Circle along the frontages of the subject property.

Currently, the City has adequate domestic water capacity to serve your proposed 120-unit residential development.

Confirmation of water availability is good for one year from the date of this letter at which time, it will become null and void unless development plans have been submitted.

Please call me at (770) 538-2452 should you have any questions.

Sincerely,

Nick Swafford

Nick Swafford
Permitting Services and GIS Manager

cc: Tracy Robar, P.E., Engineering and Construction Div. Manager

# Hall County Government
PUBLIC WORKS AND UTILITIES

HALL COUNTY
GEORGIA

POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.531.6800 | f: 770.531.3945

Jorge Gomez, P.E.
**Director**

Jason E. Skarda, PLS
**Assistant Director**

September 3, 2026

DCCM
Attn: Beth Garmon
425 Oak Street
Gainesville, Georgia 30501

Subject: Sanitary Sewer Letter of Availability
6651 Spout Springs Road
Parcel Id No.: 15042 000093
Flowery Branch, GA 30542

Dear Beth Garmon,

In response to your request, this letter will serve as confirmation that Hall County has sufficient volume to serve 6651 Spout Springs Road for a proposed development consisting of 54 single-family detached homes and 66 attached townhomes with amenity area (estimated average daily flow of 24,000 GPD) at this time. The nearest sanitary sewer main to this address is located on Spout Springs Road.

Sanitary sewer capacity allocation is available on a first come, first serve basis by purchasing the sewer taps. As such, this "availability" letter does not guarantee capacity. Additionally, this letter is non-transferable. If the project design changes, this letter is void and a new "availability" letter must be obtained.

If you have any questions or need more information, please call the Hall County Public Works and Utilities Department at 770-531-6800.

Sincerely,

Jason E. Skarda, PLS

## Application for Sewer Availability Letter

Date: September 3, 2026

Name of Applicant: DCCM Contact Number: 770-718-0600

Address of Applicant: 425 Oak St.

City: Gainesville State: GA Zip: 30501 E-mail: bgarmon@dccm.com

Name of Agent: Beth Garmon Contact Number: [redacted]

Address of Agent: 425 Oak St.

City: Gainesville State: GA Zip: 30501 E-mail: bgarmon@dccm.com

**THE APPLICANT NAMED ABOVE AFFIRMS THAT THEY ARE THE OWNER OR AGENT FOR THE OWNER OF THE PROPERTY DESCRIBED BELOW AND REQUESTS:** (Please check the purpose of letter request and fill in all applicable information legibly and completely.)

**AVAILABILITY:** ☐ General Availability ☑ Rezoning ☐ Conditional Use Permit

Availability letters will require a minimum of one week from the date of application submittal.

Request from AR-1 (Present Zoning) to R-X (Requested Zoning)

For the Purpose of Residential subdivision (townhomes and single-family detached) (Type of Development)

Address of Property: 6651 Spout Springs Road, Flowery Branch, GA 30542

Nearest Intersection to Property: Union Circle and Spout Springs Road

Size of Tract: 33.27 acre(s), Lane Lot Number(s): 15042 000093, District(s): 1

Development Estimate Average Daily Sewer Flow (GPD): 24,000

Property Tax Parcel Number: 15042 000093 Proposed number of Lots: 120

**(Below: For properties within protected watershed districts only)**

Gross Density: units per acre Net Density: units per acre

Estimated amount of impervious surface: Minimum Lot Size:

Patricia A. Millard
Notary

Elizabeth Garmon
Signature of Owner(s)/Agent(s)

Elizabeth Garmon
Printed Name of Owner(s)/Agent(s)

Sr. Project Manager, DCCM
Title of Agent

PATRICIA A MILLARD NOTARY PUBLIC BANKS COUNTY GEORGIA Notary Seal EXPIRES JULY 4, 2028

# Memorandum

**To:** Jason Skarda, Hall County, Assistant Director of Public Works and Utilities

**From:** Beth Garmon, DCCM, Senior Project Manager

**Date:** September 3, 2026

**Subject:** Letter of Intent – 6651 Spout Springs Road

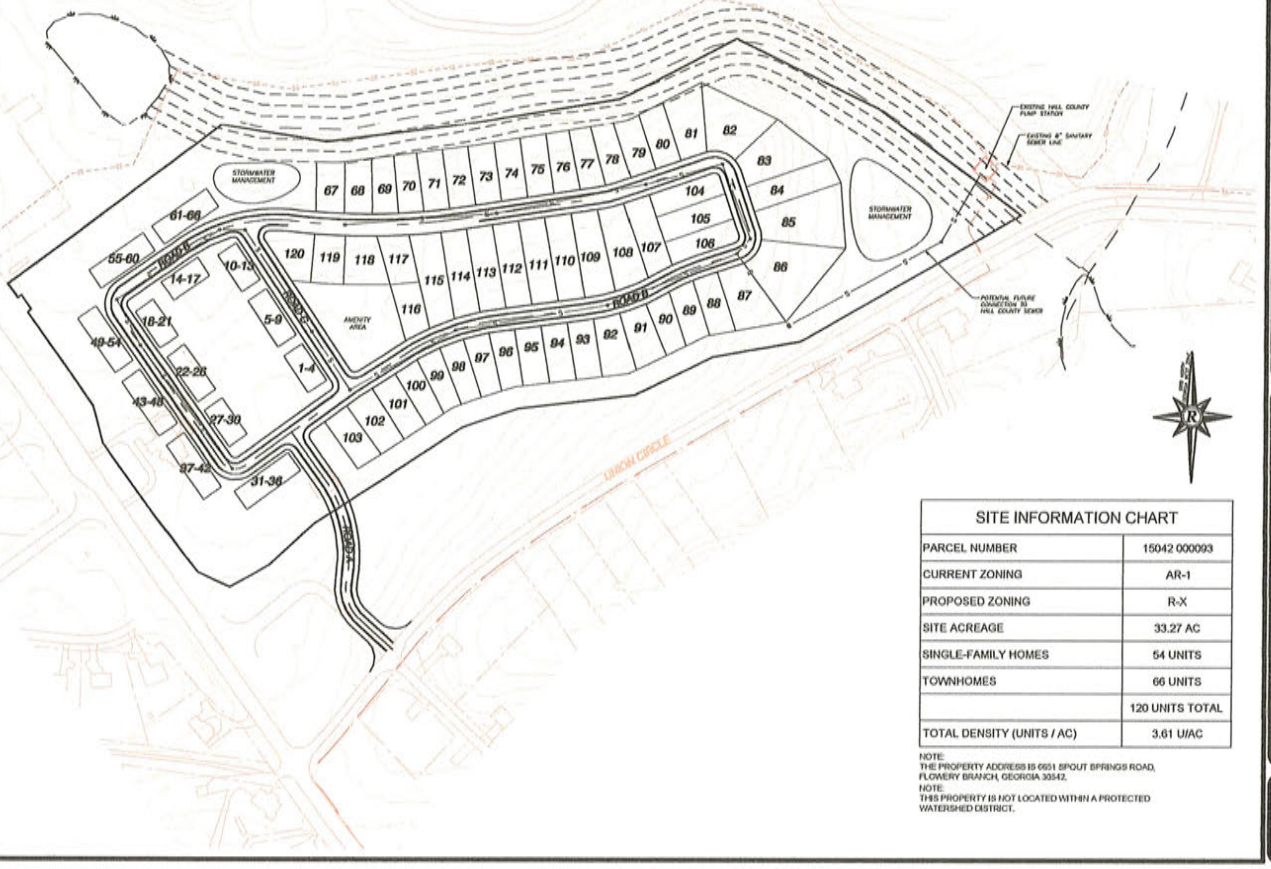
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This memo serves as the Letter of Intent for DCCM Infrastructure, Inc. to apply for a sewer availability letter for the proposed rezoning and development of 6651 Spout Springs Road. It is the developer's intention to rezone the property from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) for a residential development consisting of 54 single-family detached homes and 66 attached townhomes with an amenity area. The development will be served by public water provided by the City of Gainesville Water Resources Department and Hall County sewer. An existing pump station is located to the east of the property as well as an 8" sanitary sewer line, and the property owner has indicated that an easement would be considered should the rezoning request be approved.

After completion of the rezoning process, the developer intends to obtain a land disturbance permit and begin site work for the development with a target occupancy of 2028.

A conceptual site plan is also included in this submittal, as well as the completed application form.

Thank you for your consideration of this request. Should you have any questions, please feel free to reach out to Beth Garmon at bgarmon@dccm.com.




| SITE INFORMATION CHART | |
|---|---|
| PARCEL NUMBER | 15042 000093 |
| CURRENT ZONING | AR-1 |
| PROPOSED ZONING | R-X |
| SITE ACREAGE | 33.27 AC |
| SINGLE-FAMILY HOMES | 54 UNITS |
| TOWNHOMES | 66 UNITS |
| | 120 UNITS TOTAL |
| TOTAL DENSITY (UNITS / AC) | 3.61 U/AC |

NOTE:
THE PROPERTY ADDRESS IS 6651 SPOUT SPRINGS ROAD, FLOWERY BRANCH, GEORGIA 30542.

NOTE:
THIS PROPERTY IS NOT LOCATED WITHIN A PROTECTED WATERSHED DISTRICT.

DCCM

DCCM Intersections, Inc.
425 One Street NW, Gainesville, GA 30501
770.718.3000 | DCCM.com

CONCEPTUAL SITE PLAN
FOR
CLARK CHARLES CURTIS TRACT
SPOUT SPRINGS ROAD
LOCATED IN
HALL COUNTY, GEORGIA

| NO. | DATE | DESCRIPTION |
|---|---|---|
| | | REVISIONS |

SCALE: 1" = 100'

SHEET 1 OF 1

GEORGIA DEPARTMENT OF PUBLIC HEALTH
District 2 Public Health

# Hall County Environmental Health

Location: 2875 Browns Bridge Road, Gainesville, GA 30504
Mailing Address: P. O. Box 5901, Gainesville, GA 30504
PH: 770-531-3973 • www.phdistrict2.org

Banks, Dawson, Forsyth, Franklin, Habersham, Hall, Hart, Lumpkin, Rabun, Stephens, Towns, Union and White Counties

To: Katie Ahmed, Director of Planning and Zoning

From: Hall County Environmental Health Department

Date: October 19, 2026

Subject: November 16, 2026 Hall County Planning Commission Meeting – Planning Items

Environmental Health has reviewed the Planning items listed below for the above referenced meeting. Please be advised that Environmental Health comments are based upon information provided by the applicant and current regulations and policies. If the information, site conditions, regulations, and/or policies, etc. change after comments are provided, these recommendations/comments will be invalidated. The comments provided are not considered approval. Furthermore, Board of Commissioners approval does not constitute Environmental Health approval.

* 3411 Springdale Forrest Circle, KD South, LLC: All proposed lots must meet Hall County Board of Health Lot Size Resolution requirements. Please note that BOC approval does not imply approval from other county departments. Further determination will be made during the plat review process. All proposed plats must be submitted to the Hall County Plat Review Team for review and approval prior to submittal to Clerk of Courts for recordation.

* Item 2A/B, 1646 Candler Road, Patton: No comment.

* 3054/3056/3060/0 Poplar Springs Church Rd, Cook Communities: Public Sewer. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

* 1646 March Drive, Calderon: Must meet all residential permitting requirements. Original copy of Level 3 soil evaluation and copy of recorded plat will be required at time of septic permit application.

* 0 Ridge Road, bSide Oakwood: No comment. Public Sewer.

* 6651 Spout Springs Rd, DCCM: Public Sewer. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

* 5300/5334/5348/5372/0 Ponderosa Farm Rd, CKK: Public Sewer. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

* 6337 Lanier Islands Pkwy/6330/6450 Old Lanier Island Drvie, DCCM: All proposed lots must meet Hall County Board of Health Lot Size Resolution requirements. Please note that BOC approval does not imply approval from other county departments. Further determination will be made during the plat review process. All proposed plats must be submitted to the Hall County Plat Review Team for review and approval prior to submittal to Clerk of Courts for recordation.

  Must meet all Environmental Health commercial septic system permitting requirements. Further determination will be made during the civil plan review process. A detailed business plan must be submitted to Hall County Environmental Health for review. Additional items, including, but not limited to: recorded plat, soil evaluation, and septic system installation/modification may be required after review of business plan.

* 0 Cagle Road, DCCM, Habitat for Humanity: Public sewer. Community septic systems and/or community wells to be permitted by EPD.

Outlook

## RE: Tentative Planning Commission Agenda November 16, 2026

**From** Hash, Christopher M <CHash@dot.ga.gov>
**Date** Wed 10/7/2026 7:54 AM
**To** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Cc** Dorminey, Madison N <mdorminey@dot.ga.gov>; Lynn Taylor (Planning) <ltaylor@hallcounty.org>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Kaitlyn,

Please see the below responses in red from our office.

If you have any questions, please let me know.

Thanks,

**Christopher Hash, P.E.**
*D1 Traffic Operations Supervisor*

GDOT Georgia Department of Transportation

A1, A4 Access and Operations
1475 Jesse Jewell Pkwy
Suite 100
Gainesville, GA, 30501
470.201.8029 cell

---

**From:** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Sent:** Tuesday, October 6, 2026 4:05 PM
**Subject:** Tentative Planning Commission Agenda November 16, 2026

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Please see the Tentative Agenda and Maps for the Monday, November 16, 2026 Hall County Planning Commission Meeting below. Use the links to review the documents and submit any comments in the form of a memorandum to Hall County Planning and Zoning. When providing comments, include the applicant's name and the property address associated with each comment. Failure to submit comments in a timely manner may result in the information being omitted from the staff report.

**PLEASE NOTE: These items will be discussed in next week's Development Review meeting.**

Comments are due by **Monday, October 19, 2026.** (The due dates have changed as we are now operating on a Planning Commission schedule.) Email comments to Lynn (ltaylor@hallcounty.org) and Kaitlyn (kelliott@hallcounty.org).

Link 1 & Link 2

1. **3411 Springdale Forrest Circle | Special Use |** for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 **| Proposed Use:** 2-lot subdivision **|** ** Commission District 2 **| KD South, LLC, applicant**

   Off-system. No impacts expected to the State Highway System.

2. **(A) 1646 Candler Road | Rezone** | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

   **(B) 1646 Candler Road** | **Variance to Section 8.2** | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

   Since access will be from Calvary Church Rd. The access's on SR 60 should be removed.

3. **(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Rezone** | from Planned Development (PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

   **(B) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Special Use** | for a subdivision, residential | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

   Off-system. Impacts expected to the State Highway System. Applicant to submit TIS to GDOT District 1 for review. Potential improvements for SR 332 and Poplar Springs Church Rd and SR 332 and Gilleland Cir may be needed.

4. **1646 March Drive | Rezone** | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 **| Proposed Use: Single-family dwelling** | ** Commission District 4 **| Udis Calderon, applicant**

   Off-system. No impacts expected to the State Highway System.

5. **0 Ridge Road | Rezone** | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development** | ** Commission District 1 **| bSide Oakwood, LLC, applicant**

   Off-system. Impacts expected to the State Highway System. Applicant to submit TIS to GDOT District 1 for review. Potential improvements for SR 347 and Ridge Rd may be needed.

6. **(A) 6651 Spout Springs Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle **|** Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development | ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

   **(B) 6651 Spout Springs Road | Special Use** | for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development |** ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

   Off-system. No impacts expected to the State Highway System.

7. **(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Rezone** | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development** | ** Commission District 1 **| CKK Development Services, LLC, applicant**

   **(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Special Use** | for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development |** ** Commission District 1 **| CKK Development Services, LLC, applicant**

   Off-system. Impacts expected to the State Highway System. Applicant to submit TIS to GDOT District 1 for review. Potential improvements for SR 211 and Ponderosa Farm Rd may be needed.

8. **(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Rezone** | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 **| Proposed Use: To recognize & allow expansion of boat sales & repair** | ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

   **(B) 6337 Lanier Islands Parkway and 6330, 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Special Use |** to allow boat sales & repair within the GCOD | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 | **Proposed Use: To recognize & allow expansion of boat sales & repair |** ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

   On System, coordination required for potential improvements of existing commercial driveway access's.

*The Planning Commission's decision will be the final action taken unless appealed to the Board of Commissioners. To do so, file an application with the Planning Department within 30 days of the Planning Commission's decision. The Hall County Board of Commissioners will hear appeals at a public hearing **Thursday, December 10, 2026,** at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.
**The Planning Commission's recommendation will be forwarded to the Board of Commissioners for final action at a public hearing on **Thursday, December 10, 2026**. The Board will meet at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.

Thank you,

**Kaitlyn Elliott**
**Planning Commission Clerk**
**Planning and Zoning**
(770) 531-6810
kelliott@hallcounty.org
www.hallcounty.org

HALL COUNTY
GEORGIA
*We have it **all** in Hall*

**Effective July 1, 2026, all open records requests should be submitted through Hall County's Next Request Portal (https://hallcountyga.nextrequest.com).**

## Hall County Planning and Zoning does NOT accept wire transfers.

**All payments must be made through the Accela Portal or in person. If you receive any request for a wire transfer, please contact our office immediately—it may be fraudulent.**

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Human trafficking impacts every corner of the globe, including our state and local communities. Georgia DOT is committed to end human trafficking in Georgia through education enabling its employees and the public to recognize the signs of human trafficking and how to react in order to help make a change. To learn more about the warning signs of human trafficking, visit https://doas.ga.gov/human-resources-administration/human-trafficking-awareness/trafficking-in-georgia. To report any suspicious activity, call the Georgia Human Trafficking Hotline at 866-363-4842. Let's band together to end human trafficking in Georgia.

Outlook

## Tentative Planning Commission Agenda November 16, 2026

**From** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Date** Mon 10/19/2026 8:43 AM
**To** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

**From:** Hash, Christopher M <CHash@dot.ga.gov>
**Sent:** Monday, October 19, 2026 8:41 AM
**To:** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Subject:** RE: Tentative Planning Commission Agenda November 16, 2026

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Kaitlyn,

Please see the below response in red.

**Christopher Hash, P.E.**
*D1 Traffic Operations Supervisor*

GDOT Georgia Department of Transportation

A1, A4 Access and Operations
1475 Jesse Jewell Pkwy
Suite 100
Gainesville, GA, 30501
470.201.8029 cell

**From:** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Sent:** Thursday, October 15, 2026 12:26 PM
**Subject:** Re: Tentative Planning Commission Agenda November 16, 2026
**Importance:** High

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Please see the attached tentative packet and provide your comments by **Monday, October 19, 2026**. If you have already submitted comments, please send us a new or updated memorandum with your comments on this application. There may be a minor change to the narrative and site plan, which we will send later to determine whether it affects your comments.

Thank you for working with us on this tight turnaround.

**0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

Off-system, no impacts expected to the State Highway system.

Thank you,

**Kaitlyn Elliott**
**Planning Commission Clerk**
**Planning and Zoning**
(770) 531-6810
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GAINESVILLE, GA 30503

t: 770.531.6800 | f: 770.531.3945

DIRECTOR
**Jorge Gomez, P.E.**

# Hall County Government
## COMMUNITY DEVELOPMENT AND INFRASTRUCTURE
## PUBLIC WORKS AND UTILITIES

**M E M O R A N D U M**

**To:** Katie Ahmed, Planning and Zoning Director

**From:** Jorge Gomez, Director of Public Works and Utilities

**Date:** October 19, 2026

**Subject:** November 16, 2026
Planning Commission Meeting

---

Please be advised that our office has reviewed the Hall County Planning Commission agenda for the November 16, 2026, meeting. Upon review, we provide the following comments.

- **3411 Springdale Forrest Circle | Special Use |** for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 **| Proposed Use:** 2-lot subdivision **|** ** Commission District 2 **| KD South, LLC, applicant**

  - **Engineering**: No comment
  - **Traffic:** Ther are no traffic concerns with the proposed SFR use. Any proposed driveways must be located to maximize intersection sight distance.
  - **Utilities:** Property is in the Gainesville-Hall County service district, but sewer infrastructure is not near this location.

- **(A) 1646 Candler Road** | Rezone | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 | Proposed Use: Storage lot | ** Commission District 4 | Chris Patton, applicant

**(B) 1646 Candler Road** | Variance to Section 8.2 | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 | Proposed Use: Storage lot | ** Commission District 4 | Chris Patton, applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.

Show FEMA and Hall County studied Flood plains that are present on site.
Show stream buffer and impervious setback from wrested vegetation not centerline of stream

- **Traffic:** Public Works agrees with the findings of the traffic assessment/Trip generation memo. The driveway will be included in the LDP and must meet all applicable design criteria.
- **Utilities:** Property is in the Gainesville service district.

- **(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension** | Rezone | from Planned Development (PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; | Proposed Use: 234-unit mixed residential development | ** Commission District 3 | Cook Communities, applicant

  **(B) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension** | Special Use | for a subdivision, residential | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; | Proposed Use: 234-unit mixed residential development | ** Commission District 3 | Cook Communities, applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
    Show FEMA and Hall County studied Flood plains that are present on site.
    Show stream buffer and impervious setback from wrested vegetation not centerline of stream
  - **Traffic:** Traffic impact study TIS under review. All recommended improvements from the approved TIS will be required in the LDP.
  - **Utilities:** Property is in the Gainesville service district.

- **1646 March Drive** | Rezone | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 | Proposed Use: Single-family dwelling | ** Commission District 4 | Udis Calderon, applicant

  - **Engineering**: No comment
  - **Traffic:** there are no traffic issues with the proposed SRF use. Any proposed driveways must be located to maximize intersection sight distance.
  - **Utilities:** Property is in the Gainesville service district.

- **0 Ridge Road** | Rezone | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 | Proposed Use: 160-unit mixed residential development | ** Commission District 1 | bSide Oakwood, LLC, applicant

    - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
      Show stream buffer and impervious setback from wrested vegetation not centerline of stream.
    - **Traffic:** The provided Traffic Impact Study (TIS) has not been approved at this time. Any recommended improvements identified in the approved TIS must be incorporated in the LDP.
    - **Utilities:** Property is in the Buford service district, but an IGA between Buford and Hall County has been obtained.

- **(A) 6651 Spout Springs Road** | Rezone | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 | Proposed Use: 119-unit mixed residential development | ** Commission District 1 | DCCM Infrastructure, Inc., applicant

  **(B) 6651 Spout Springs Road** | Special Use | for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 | Proposed Use: 119-unit mixed residential development | ** Commission District 1 | DCCM Infrastructure, Inc., applicant

    - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
      Show FEMA and Hall County studied Flood plains that are present on site.
      Show stream buffer and impervious setback from wrested vegetation not centerline of stream
    - **Traffic:** The driveway labeled Road A is too close to Spout Springs Road. It must be relocated further away. The traffic impact (TIS) is under review. All improvements in the TIS will be included in the LDP. A traffic engineering (TE) report /warrant analysis and signal design will be part of the LDP review process. The traffic signal shall be installed within 120 days of the issuance of the LDP.
    - **Utilities**: Property is in the Hall County service district and will to connect to Hall County sewer. Any easements or improvements required for connection / system upgrades shall be obtained and funded by the developer / development owner.

- **(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road** | Rezone | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A | Proposed Use: 146-unit residential development | ** Commission District 1 | CKK Development Services, LLC, applicant

  **(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road** | Special Use | for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A | Proposed Use: 146-unit residential development | ** Commission District 1 | CKK Development Services, LLC, applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
    Show FEMA and Hall County studied Flood plains that are present on site.
    Show stream buffer and impervious setback from wrested vegetation not centerline of stream
  - **Traffic:** The Traffic Impact Study (TIS) is under review and is not approved. All improvements in the approved TIS will be included in the LDP.
  - **Utilities:** Property is in the Hall County service district and will to connect to Hall County sewer. Any easements or improvements required for connection / system upgrades shall be obtained and funded by the developer / development owner.

- **(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way** | Rezone | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 | Proposed Use: To recognize & allow expansion of boat sales & repair | ** Commission District 2 | DCCM Infrastructure, Inc., applicant

  **(B) 6337 Lanier Islands Parkway and 6330, 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way** | Special Use | to allow boat sales & repair within the GCOD | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 | Proposed Use: To recognize & allow expansion of boat sales & repair | ** Commission District 2 | DCCM Infrastructure, Inc., applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
  - **Traffic:** There are no traffic concerns with the required use. Public Works does support the request to abandon Old Lanier Island Drive.
  - **Utilities:** Property is in the Buford service district.

**0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

- **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
  Show stream buffer and impervious setback from wrested vegetation not centerline of stream.
- **Traffic:** A Traffic Impact Study (TIS) will be required. The improvements recommended in the approval TIS will be included in the LDP.
- **Utilities:** Property is in the Hall County service district and will to connect to Hall County sewer. Any easements or improvements required for connection / system upgrades shall be obtained and funded by the developer / development owner.

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FIRE CHIEF
**Jerry Smith**

# Hall County Government
FIRE RESCUE

**To:** Katie Ahmed, Director of Planning and Zoning
**From: Hall County Fire Marshal's Office**
**Date: 10/6/26**
**Subject:** Date Hall County Board of Commissioners meeting – Planning Items – 11/16/2026
Please be advised that Hall County Fire Marshal's Office has reviewed the Planning items forwarded to the Hall County Board of Commissioners for consideration at the 11/16/26 meeting. Upon review, we provide the following comments.

1. **3411 Springdale Forrest Circle | Special Use |** for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 **| Proposed Use:** 2-lot subdivision **|** ** Commission District 2 **| KD South, LLC, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

2. **(A) 1646 Candler Road | Rezone** | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

**(B) 1646 Candler Road | Variance to Section 8.2** | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

3. **(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Rezone** | from Planned Development

(PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

**(B) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Special Use** | for a subdivision, residential | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

4. **1646 March Drive | Rezone** | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 **| Proposed Use: Single-family dwelling** | ** Commission District 4 **| Udis Calderon, applicant**

   **The Hall County Fire Marshal's Office has no comments as proposed.**

5. **0 Ridge Road | Rezone** | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development** | ** Commission District 1 **| bSide Oakwood, LLC, applicant**

   **The Hall County Fire Marshal's Office has no comments as proposed.**

6. **(A) 6651 Spout Springs Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle **|** Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development | ** Commission District 1 | DCCM Infrastructure, Inc., applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

**(B) 6651 Spout Springs Road | Special Use** | for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development |** ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

7. **(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Rezone** | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development** | ** Commission District 1 **| CKK Development Services, LLC, applicant**

**The proposed concept plan shows both ingress / egress locations on Ponderosa Farm Road too close together. Below is the fire code standard used to determine the distance between two access road ingress/egress locations.**

**International Fire Code 2024 Edition**

**D107.2 Remoteness.**

Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

The secondary fire access road cannot be installed because of location on the property, topography, waterways, nonnegotiable grades or other similar conditions. Per Fire Marshal Vieira the applicant can use the state adopted alternative to increase the road width to 26' the increased road width will eliminate the requirement for a secondary emergency access.

**(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Special Use** | for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132,

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**D107.2 Remoteness.**

Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

The secondary fire access road cannot be installed because of location on the property, topography, waterways, nonnegotiable grades or other similar conditions. Per Fire Marshal Vieira the applicant can use the state adopted alternative to increase the road width to 26' the increased road width will eliminate the requirement for a secondary emergency access.

8. **(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Rezone** | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 **| Proposed Use: To recognize & allow expansion of boat sales & repair** | ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

**The Hall County Fire Marshal's Office considers the plan conceptual and if approved the site plan may require modifications during the development review to meet Life Safety and International Fire Code requirements including any applicable state modifications.**

**(B) 6337 Lanier Islands Parkway and 6330, 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Special Use |** to allow boat sales & repair within the GCOD | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east

of its intersection with Merritts Drive | Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 | **Proposed Use: To recognize & allow expansion of boat sales & repair |** ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

**The Hall County Fire Marshal's Office considers the plan conceptual and if approved the site plan may require modifications during the development review to meet Life Safety and International Fire Code requirements including any applicable state modifications.**

**0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

**A 48-unit residential development will require fire hydrants to be installed for potential fire suppression needs. Currently the nearest fire hydrant is located over 1 mile south at Cagel and Buffington Farm Road. See Code requirement below.**

## International Fire Code 2024 Edition 507.5.1 Where required.

Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 500 feet from a hydrant on a fire apparatus access road, as measured by an *approved* route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the *fire code official*.

Regards,

**John Hornick, NPQ Fire Service Plans Examiner 1**

**Lieutenant, Hall County Fire Rescue**

**Hall County Government**

Main: 770-531-6838 | Cell: 404-597-0083

Website: www.Hallcounty.org

HALL COUNTY

We have it all on Hall!



# Hall County Government

COMMUNITY DEVELOPMENT & INFRASTRUCTURE
BUILDING INSPECTIONS DIVISION

HALL COUNTY
GEORGIA
*We have it **all** in Hall*

POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.531.6809 | Option 1
e: permits@hallcounty.org

INTERIM DEVELOPMENT SERVICES DIRECTOR
**Barry Shaw**

INTERIM CHIEF BUILDING OFFICIAL
**Cody Edwards**

**To:** Katie Ahmed, Director of Planning and Zoning

**From:** Barry Shaw, Interim Director of Development Services

**Date:** October 19, 2026

**Subject:** November 16, 2026

---

**3411 Springdale Forrest Circle | Special Use | for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 | Proposed Use: 2-lot subdivision | ** Commission District 2 | KD South, LLC, applicant**

- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures. All structures were built prior to 1980 and will require asbestos inspections and reports by a state licensed asbestos Inspector.

**(A) 1646 Candler Road | Rezone** | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**
**(B) 1646 Candler Road** | **Variance to Section 8.2** | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures. All structures were built prior to 1980 and will require asbestos inspections and reports by a state licensed asbestos Inspector.

**(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Rezone** | from Planned Development (PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of

Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

**(B) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Special Use** | for a subdivision, residential | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures apart from 2 structures all were built prior to 1980 and will require asbestos inspections and reports by a state licensed asbestos Inspector. 3060 Poplar Springs Church Road and 3549 Gilleland Extension were both built in 1980 and will not require asbestos inspections and reports before demolition.

**1646 March Drive | Rezone** | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 **| Proposed Use: Single-family dwelling** | ** Commission District 4 **| Udis Calderon, applicant**

- NO COMMENT

**0 Ridge Road | Rezone** | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development** | ** Commission District 1 **| bSide Oakwood, LLC, applicant**

- NO COMMENT

**(A) 6651 Spout Springs Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle **|** Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development | ****** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

**(B) 6651 Spout Springs Road | Special Use** | for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development |** ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures. All structures that were built prior to 1980 will require asbestos inspections and reports by a state licensed asbestos inspector. The single-family residence at this location was built in 1998 and will not require asbestos inspections and reports before demolition.

**(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Rezone** | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development** | ** Commission District 1 **| CKK Development Services, LLC, applicant**
**(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Special Use** | for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development |** ** Commission District 1 **| CKK Development Services, LLC, applicant**

- Applicants would be required to get demo permits for all structures from Building Inspections before building new structures. All structures that were built prior to 1980 will require asbestos inspections and reports by a state licensed asbestos inspector. 5372 Ponderosa Farm Road currently has a parcel tag dated 03.23.2022 and placed by Planning and Zoning referencing a demo of a pole barn and is no longer relevant should proposed development be granted.

**(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Rezone** | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 **| Proposed Use: To recognize & allow expansion of boat sales & repair** | ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**
**(B) 6337 Lanier Islands Parkway and 6330, 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Special Use |** to allow boat sales & repair within the GCOD | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 | **Proposed Use: To recognize & allow expansion of boat sales & repair |** ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

- NO COMMENT

**0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

- NO COMMENT

PLANNING AND DEVELOPMENT DEPARTMENT
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
t: 770-531-6809 I f: 770-531-3902

HALL COUNTY
GEORGIA
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## PUBLIC NOTICE REQUIREMENTS

Zoning regulations require that public notice must be given prior to all zoning hearings as follows:

1. The Planning Department shall publish a legal advertisement no less than fifteen (15) days and no more than forty-five (45) days prior to the public hearing.

2. The Planning Department shall send notification by letter of all other property owners within a 500-foot radius of the applicant's property, which is standard administrative policy of the Planning Department.

3. The applicant/property owner shall place the public notice sign in a conspicuous location on the property not less than fifteen (15) days and not more than forty-five (45) days prior to the public hearing.

**The Planning Department shall post the legal advertisement and notify property owners within a 500ft radius to the subject property.**

**The applicant is required to post the public notice sign not less than fifteen (15) days and no more than forty-five (45) days prior to the public hearing. A photo of the sign placed at the location is required and must be sent to the Planning Department.**

Multiple sign postings on a site may be required as determined by the Planning Department. The sign must be in a location where it is clearly visible from the roadway. The sign cannot be obstructed in any manner, placed too far from the road, or placed in such manner as would cause it to blend into the landscape.

Should you find the sign missing or vandalized in any manner, contact the Planning Department for a replacement sign. When the proceeding is complete and final Board action has occurred, the sign shall then be removed from the property by the applicant.

**THE ZONING SIGN MUST BE POSTED NO EARLIER THAN October 21, 2026 AND NO LATER THAN October 25, 2026.**

**THE ORGINAL SIGNED AFFIDAVIT MUST BE RETURNED TO THE PLANNING DEPARTMENT NO LATER THAN October 25, 2026 ALONG WITH A MINIMUM OF ONE PHOTO SHOWING THE SIGN POSTED AT THE SUBJECT PROPERTY.**

**Failure to comply will result in a delay of the application.**

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## AFFIDAVIT

**By my signature, I,** Beth Garmon (Please Print Name) **, hereby acknowledge that I have read and understand the sign posting requirements. I further certify that the required public notice sign was posted on** 10/23/2026 (Date) **for** DCCM Infrastructure, Inc. (Name application filed as).

**Signature** Elizabeth Garmon

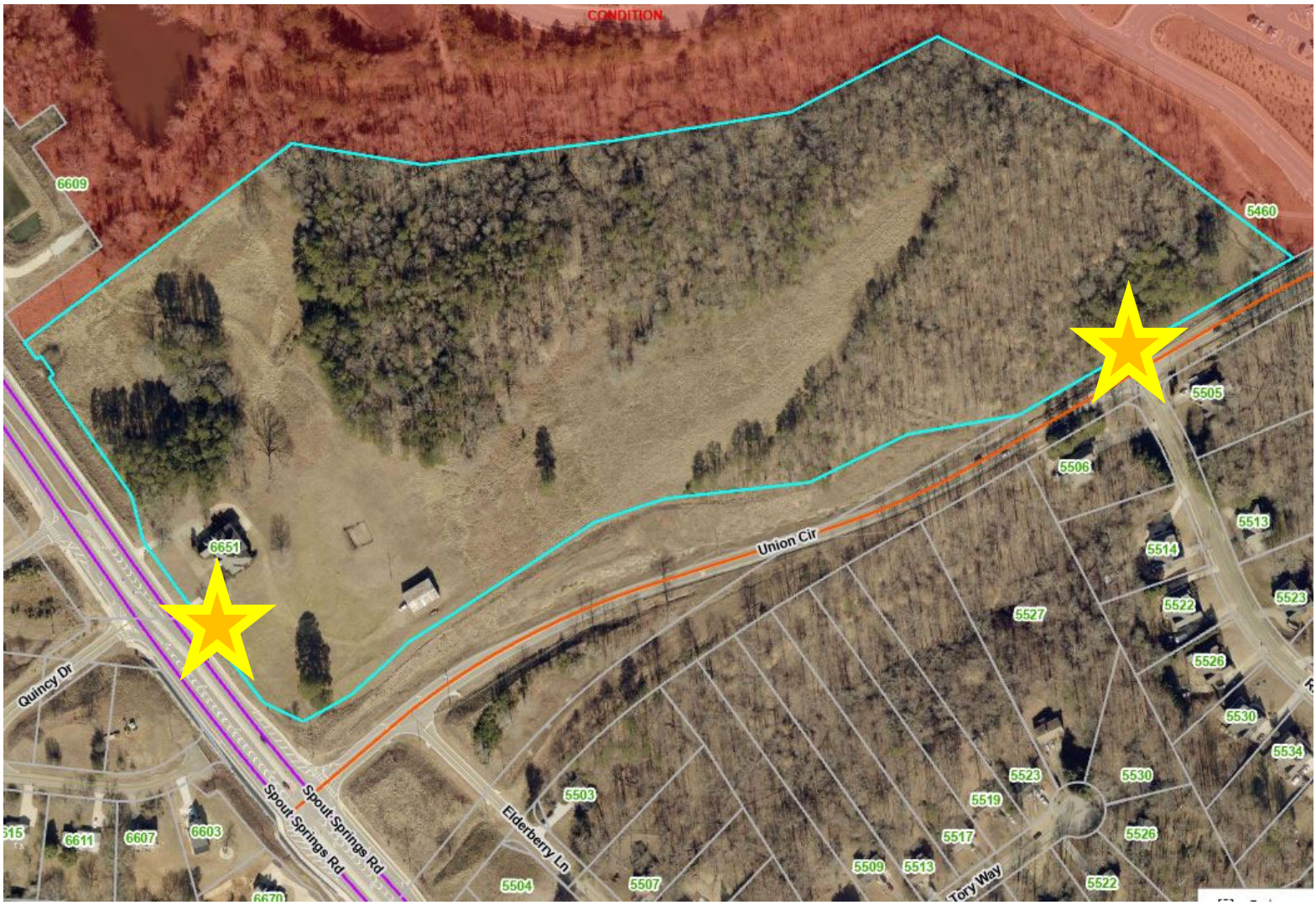
(The original document is required)

Revised September 2021


Oct 23, 2026 at 12:00:48 PM
6651 Spout Springs Rd
Flowery Branch GA 30542
United States
ZONING NOTICE
AN APPLICATION HAS BEEN FILED WITH HALL COUNTY IN REGARD TO THE ZONING REGULATIONS AS THEY APPLY TO THIS PROPERTY
APPLICANT: DCCM INFRASTRUCTURE, INC
REQUEST: REZONE FROM AR-1 TO R-X AND A SPECIAL USE FOR A 119-UNIT MIXED RESIDENTIAL DEVELOPMENT
PUBLIC HEARINGS WILL BE HELD ON:
PLANNING COMMISSION
Date: NOV 16, 2026
Time: 5:15 P.M.
&
COUNTY COMMISSION
Date: DEC 10, 2026
Time: 6:00 P.M.
HALL COUNTY GOVERNMENT CENTER, 2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA
FOR MORE INFORMATION CALL: (770) 531-6809


Oct 23, 2026 at 11:50:24 AM
5505 River Valley Way
Flowery Branch GA 30542
United States
ZONING NOTICE
AN APPLICATION HAS BEEN FILED WITH HALL COUNTY IN REGARD TO THE ZONING REGULATIONS AS THEY APPLY TO THIS PROPERTY
APPLICANT: DCCM INFRASTRUCTURE, INC
REQUEST: REZONE FROM AR-1 TO R-X AND A SPECIAL USE FOR A 119-UNIT MIXED RESIDENTIAL DEVELOPMENT
PUBLIC HEARINGS WILL BE HELD ON:
PLANNING COMMISSION
Date: NOV 16, 2026
Time: 5:15 P.M.
&
COUNTY COMMISSION
Date: DEC 10, 2026
Time: 6:00 P.M.
HALL COUNTY GOVERNMENT CENTER, 2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA
FOR MORE INFORMATION CALL: (770) 531-68

# 6651 Spout Springs Road - DCCM Infrastructure, Inc.



# AGENDA ITEM

## New Business

**REPORT TO:** **Planning Commission Meeting (11/16/26)**

**ITEM NO:** 748/2026

**SUBJECT:** **(B) 6651 Spout Springs Road | Special Use |** for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development |** ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

## Meetings:

**Voting Meeting Date:** 11/16/26

## Executive Summary:

**Presenter:** LT

**Recommendation:**

(B) Approval, with conditions, as the proposed use meets all minimum standards of the Residential Mixed (R-X) zoning district.

1. The property shall be developed in accordance with the site plan dated September 30, 2026, and as described in the project narrative dated September 14, 2026, modified as necessary for compliance with the conditions herein and development standards enforced at the time of site plan approval.
2. The development shall be limited to a total of 119 lots: 65 townhomes and 54 single-family detached dwellings.
3. Access to the development shall be approved by Hall County Public Works Department. Following review and acceptance of the Traffic Impact Study (TIS) by Public Works, all required improvements shall be incorporated into the development plans for review and approval. Any costs associated with these improvements shall be the responsibility of the developer.
4. All buffers surrounding the development shall meet the definition of a "Buffer, natural" or "Buffer, landscaped" as defined in the Hall County UDC. Where the undisturbed or provided buffer does not meet this definition, the Director of Planning and Zoning, or their designee, may require supplemental plantings or other improvements necessary to ensure the buffer achieves the intent and performance standards intended.
5. The proposed 20-foot landscape strip along Spout Springs and Union Church Road shall be part of the required 50-foot buffer required along the exterior boundaries of the proposed development.
6. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval.
7. All conditions of zoning shall be made a part of any plats or construction plans created for the property.

**Purpose of Request:**

**History:**

**(B) 6651 Spout Springs Road | Special Use |** for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 | **Proposed Use: 119-unit mixed residential development |** ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

**Facts and Issues:**

**Options:**

**Approvals:**

| Submit | Review |
|---|---|
| KE | LT |

**Attachments:**

See Rezone Application for all other items

**Due to file sizes, materials for the following applications have been combined. See the highlighted agenda item for all materials related to the following applications:**

**(A) 6651 Spout Springs Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle **|** Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development |** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

**(B) 6651 Spout Springs Road | Special Use** | for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development |** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

# AGENDA ITEM

## New Business

**REPORT TO:** **Planning Commission Meeting (11/16/26)**

**ITEM NO:** 749/2026

**SUBJECT:** **(A) 3054, 3056, & 3060 Poplar Springs Church Road, 0 Poplar Springs Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Rezone |** from Planned Development (PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located at the northeast corner of Poplar Springs Church Road and Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development |** ** Commission Districts 3 and 4 **| Cook Communities, applicant**

## Meetings:

**Voting Meeting Date:** 11/16/26

## Executive Summary:

**Presenter:** LT

**Recommendation:**

(A) Approval, with conditions as the proposed development is consistent with the "Suburban Neighborhood, Medium Density" future land use classification within the Comprehensive Plan in the Gainesville character area.

1. The property shall be developed in accordance with the site plan dated September 30, 2026, and as described in the project narrative dated September 17, 2026, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.
2. The development shall be limited to a total of 234 lots: 51 townhomes and 183 single-family detached.
3. Access to the development shall be approved by Hall County Public Works Department. Following review of the Traffic Impact Study (TIS) by Public Works, all required improvements shall be incorporated into the development plans for review and approval. Any costs associated with these improvements shall be the responsibility of the developer.
4. All buffers surrounding the development shall meet the definition of a "Buffer, natural" or "Buffer, landscaped" as defined in the Hall County UDC. Where the undisturbed or provided buffer does not meet this definition, the Director of Planning and Zoning, or their designee, may require supplemental plantings or other improvements necessary to ensure the buffer achieves the intent and performance standards intended.
5. The following statement regarding the potential impacts of agricultural operations in the area shall be made a part of any plat recorded on the property: "Owners, occupants, and users of property shown on this plat are hereby informed of the impacts associated with normal farming practices which may take place on adjacent and nearby property including, but not limited to, noise, odors, dust, the operation of machinery of any kind, the storage and disposal of manure, and the application of fertilizers, herbicides, and pesticides. Therefore, owners, occupants, and users of the property shown on this plat should be prepared to expect the effects of such practices."
6. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval. The development shall be compliant with the Unified Development Code of Hall County, as well as any other agencies or reviewing departments, including, but not limited to Environmental Health, the Fire Marshal, and Hall County Engineering. Where there are discrepancies between the proposed standards and County regulations, the County regulations shall overrule unless otherwise approved herein.
7. All conditions of zoning shall be made part of any plats created for the property.

**Purpose of Request:**

**(A) 3054, 3056, & 3060 Poplar Springs Church Road, 0 Poplar Springs Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Rezone |** from Planned Development (PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located at the northeast corner of Poplar Springs Church Road and Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development |** ** Commission Districts 3 and 4 **| Cook Communities, applicant**

**History:**

**Facts and Issues:**

**Options:**

**Approvals:**

| Submit | Review |
|---|---|
| KE | LT |

**Attachments:**

Staff Report
Application
Narrative
Site Plan
Plats
Maps
Deeds
Traffic Impact Study
Water & Sewer Availability Letter
Department Comments

Notice Sign

**HALL COUNTY PLANNING COMMISSION**
**STAFF REPORT**

| | |
|---|---|
| **Applicant** | Cook Communities |
| **Request** | (A) **Rezone** \| from Planned Residential Development (PRD), Agricultural Residential 1 (AR-1) & Residential 1 (R-1) to Residential Mixed(R-X)<br>(B) **Special Use** \| for a subdivision, residential |
| **Proposed Use** | 234-unit mixed residential development |
| **Size** | 105.69± acres |
| **Zoning** | **Current:** Planned Residential Development (PRD), Agricultural Residential 1 (AR-1) & Residential 1 (R-1)<br>**Proposed:** Residential Single-Family Detached (R-SF) |
| **Location** | 3054, 3056 & 3060 Poplar Springs Church Road, 0 Poplar Springs Road, 3531, 3535, 3545, 3547 & 3549 Gilleland Extension **\|** Tax Parcels 15036 00010, 000010B, 000009, 000013A; 15036D000002I, 000002H, 000002B, 000002C, 000002A |
| **Commission Districts** | Three and Four |
| **Planning Commission Date** | November 16, 2026 |
| **Staff Recommendation** | (A) **Approval, with conditions** as the proposed development is consistent with the "Suburban Neighborhood, Medium Density" future land use classification within the Comprehensive Plan in the Gainesville character area.<br>(B) **Approval, with conditions** as the proposed use meets all minimum standards of the Residential Mixed (R-X) zoning district. |
| **Record Number(s)** | (A) HZON26-0036<br>(B) HZCU26-0044 |

**Staff recommends APPROVAL of the applicant's requests with the following conditions:**

1. The property shall be developed in accordance with the site plan dated September 30, 2026, and as described in the project narrative dated September 17, 2026, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.

2. The development shall be limited to a total of 234 lots: 51 townhomes and 183 single-family detached.

3. Access to the development shall be approved by Hall County Public Works Department. Following review of the Traffic Impact Study (TIS) by Public Works, all required improvements shall be incorporated into the development plans for review and approval. Any costs associated with these improvements shall be the responsibility of the developer.

4. All buffers surrounding the development shall meet the definition of a "Buffer, natural" or "Buffer, landscaped" as defined in the Hall County UDC. Where the undisturbed or provided buffer does not meet this definition, the Director of Planning and Zoning, or their designee, may require supplemental plantings or other improvements necessary to ensure the buffer achieves the intent and performance standards intended.

5. The following statement regarding the potential impacts of agricultural operations in the area shall be made a part of any plat recorded on the property:
   "Owners, occupants, and users of property shown on this plat are hereby informed of the impacts associated with normal farming practices which may take place on adjacent and nearby property including, but not limited to, noise, odors, dust, the operation of machinery of any kind, the storage and disposal of manure, and the application of fertilizers, herbicides, and pesticides. Therefore, owners, occupants, and users of the property shown on this plat should be prepared to expect the effects of such practices."

6. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval. The development shall be compliant with the Unified Development Code of Hall County, as well as any other agencies or reviewing departments, including, but not limited to Environmental Health, the Fire Marshal, and Hall County Engineering. Where there are discrepancies between the proposed standards and County regulations, the County regulations shall overrule unless otherwise approved herein.

7. All conditions of zoning shall be made part of any plats created for the property.

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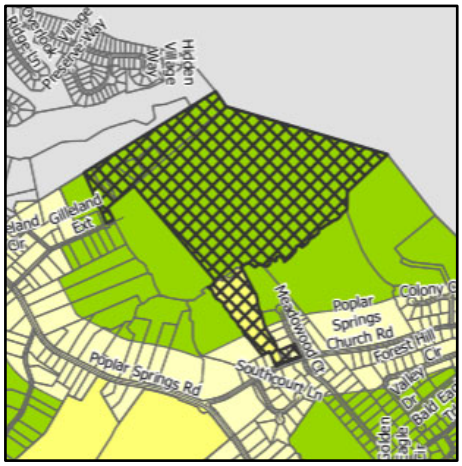
**Summary Analysis**

The applicant is requesting to rezone a combined 105.69± acre tract from Planned Residential Development (PRD), Agricultural Residential 1 (AR-1), and Residential 1 (R-1) to Residential Mixed (R-X) for a 234-unit mixed residential development. The proposed development includes 183 single-family detached lots, 51 townhome lots and several amenity features with an overall density of 2.21 dwelling units per acre.

The subject properties are currently either undeveloped or developed with single-family dwellings and accessory structures, all of which will be removed. The parcel at 3060 Poplar Springs Church Road (Tax Parcel 15036 000009) was rezoned from Residential I (R-I) and Agricultural Residential III (AR-III) to Planned Residential Development (PRD) on August 14, 1989, to allow a second residence and rental of the primary residence. Several creeks run through the project area, and portions of the site contain both FEMA-designated and County-studied flood zones.

Surrounding properties are zoned and developed as follows:

- **North**: City of Gainesville PUD: Amberleigh subdivision; City of Gainesville R-I-A: Chicopee Woods Nature Preserve
- **East**: Agricultural Residential 1 (AR-1) & Residential 1 (R-1): single-family dwellings
  City of Gainesville R-I-A: Chicopee Woods Nature Preserve
- **South**: Agricultural Residential 1 (AR-1) & Residential 1 (R-1): single-family dwellings
- **West**: Agricultural Residential 1 (AR-1) & Residential 1 (R-1): single-family dwellings & mobile home park

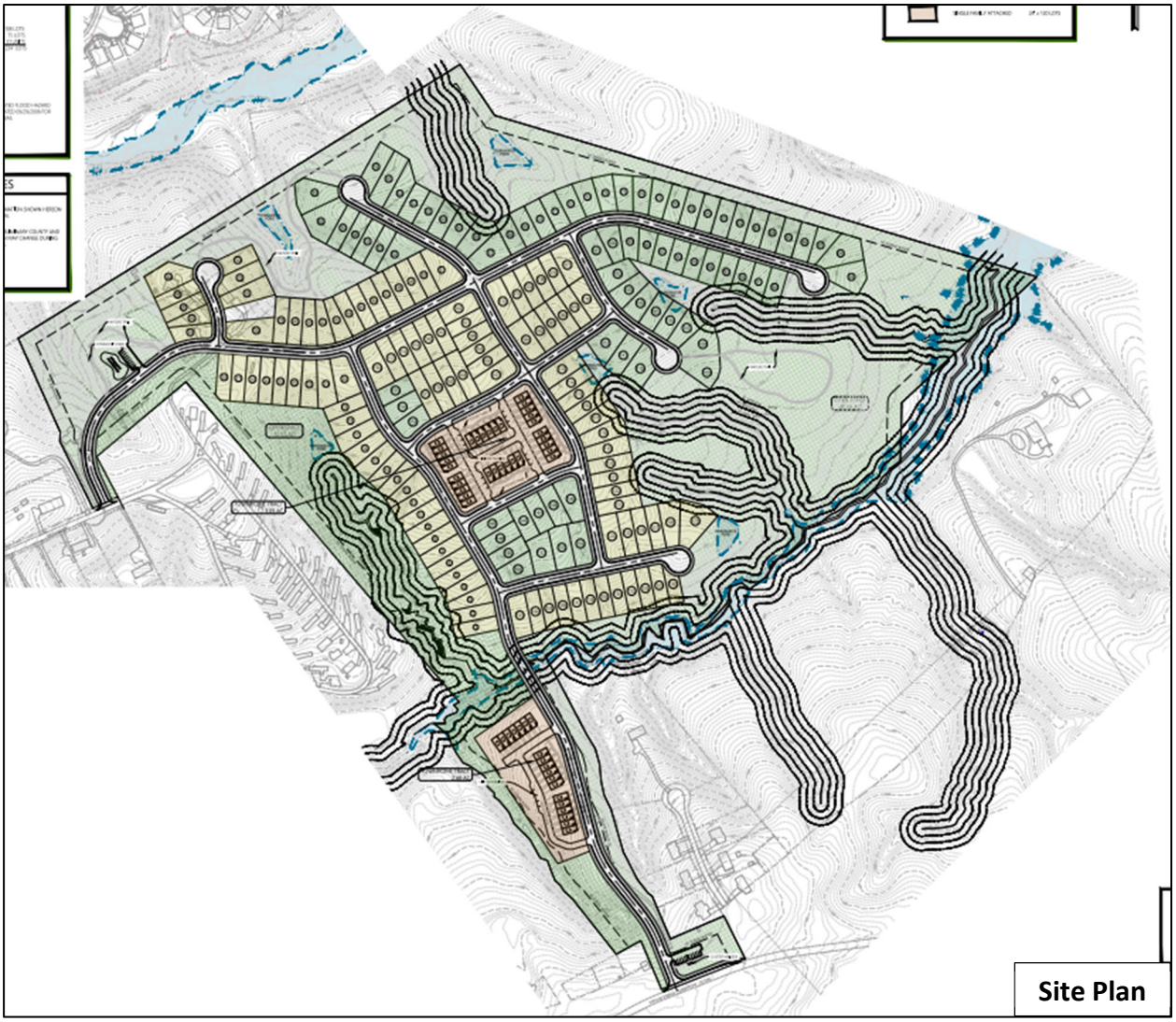



Per the submitted narrative and site plan, the proposed single-family detached lots will have a minimum area of 8,000 square feet and widths of 60 feet by 135 feet and 50 feet by 160 feet. Two townhome neighborhoods are identified within the development area and lots measure 24 feet by 120 feet. Residences will have a minimum heated floor area of 1,000 square feet and typically a minimum of two bedrooms and two bathrooms. The intent of the development is to vary the architectural styles for different portions of the neighborhood. Amenities proposed for the development include a playground, sidewalks with connected walking trails, pocket parks and landscaping. Approximately 51.98± acres, or 49.2% of the site, will remain as undisturbed open space consisting of streams, stream buffers, and wetlands.

The development will be served by a primary access point from Poplar Springs Church Road and a secondary emergency access from Gilleland Extension. The project will include a 50-foot undisturbed buffer along the exterior property boundary.

Water and sanitary sewer services will be provided by the City of Gainesville as confirmed in a letter from Nick Swafford, Permitting Services & GIS Manager, dated September 17, 2026.

A Traffic Impact Study (TIS) prepared by Southeastern Engineering, Inc., dated September 18, 2026, concluded several improvements may be warranted. Hall County Public Works commented that the Traffic Impact Study (TIS) is under review and all recommended improvements from the approved TIS will be required in the LDP. The Georgia Department of Transportation (GDOT) commented that impacts are expected to the State Highway System, and that potential improvements for State Route 332 and Poplar Springs Church Road and State Route 332 and Gilleland Cir may be needed.




**Development Standards Analysis**

The development standards for the project are summarized in the table below and are compared against the Residential Mixed (R-X) district standards and the applicable Article 8 Site Development requirements of the Hall County Unified Development Code (UDC):

| Development Standard (§) | Proposed | UDC Standard | Compliance |
|---|---|---|---|
| **Overall R-X Standards (§4.7)** | | | |
| Lot Area | 105.69± acres | 5 acres (min) | Complies |
| Density | 2.21 U/A | 8 U/A max (urbanized) | Complies |
| Site Coverage | 50.8% | 60% max | Complies |
| Overall Yard Setbacks | 50 feet | 50 feet | Complies |
| **R-SF Standards (§4.5)** | | | |
| Minimum Lot Area | 8,000 sf (min) | 8,000 sf (min) | Complies |
| Front Yard | Not specified | 25 feet | Shall comply |

| | | | |
|---|---|---|---|
| Side Yard | Not specified | 5 feet | Shall comply |
| Rear Yard | Not specified | 20 feet | Shall comply |
| Maximum Building Height | 35 feet | 35 feet | Complies |
| Minimum Heated Floor Area | 1,000 sf | N/A | N/A |
| **R-TH Standards (§4.6)** | | | |
| Minimum Lot Area | 2,880 sf | 2,000 sf | Complies |
| Front Yard | Not specified | 15 feet | Shall comply |
| Side Yard | Not specified | 10 feet (bldg. separation) | Shall comply |
| Rear Yard | Not specified | 20 feet | Shall comply |
| Maximum Building Height | 35 feet | 35 feet | Complies |
| Minimum Heated Floor Area | 1,000 sf | N/A | N/A |
| **Article 8** | | | |
| Parking | Not specified | 2 spaces per DU<br>TH: additional 1 guest space for every 4 DU | Shall comply |
| Buffers (§8.2.3) | 50 feet undisturbed perimeter buffer | 50 feet undisturbed perimeter buffer | Complies |
| Landscaping (§8.2.4.H.2) | Not specified | 2 trees per lot/unit | Shall comply |
| Frontage Landscape Strip (§8.2.5) | 50 ft undisturbed buffer | 20 feet planted unless 50 ft undisturbed buffer provided | Complies |
| Sidewalks (§8.4, 9.4.8.C) | Not specified | 5 feet wide on both sides of street | Shall comply |
| Open Space (§8.5) | 49.2% | 30% | Complies |
| Architectural Standards (§8.7) | Shall comply per narrative | Various | Complies |
| Amenities Maintenance (§8.8.5) | Not specified | HOA required | Shall comply |
| Cluster Mailbox Unit (CBU) (§8.10) | CBU with parking spaces | CBU with parking spaces | Shall comply |

**Comprehensive Plan Analysis**

**Based on the Hall County Comprehensive Plan, staff finds that the requested rezoning to Residential Mixed (R-X) *is consistent* with the future land use designation of *Suburban Neighborhood, Medium-Density* within the Gainesville Character Area.** This designation supports medium-density single-family housing, either attached or detached, in areas served by existing water and sewer infrastructure or where such infrastructure is planned for future expansion. Future infrastructure improvements may be guided by the Sewer System Master Plan & Rate Study or may be provided by developers in areas where service is not currently planned.

As the subject property is located within the urbanized portion of the Gainesville Character Area, where water and sewer services are available, the Residential Mixed (R-X) zoning district allows a maximum density of 8 dwelling units per acre. The proposed development has an overall density of 2.21 dwelling units per acre, which is within the permitted range.

**Zoning Analysis – Rezone & Special Use**

When considering a zoning amendment to the zoning maps and use subject to approval by the County Commission, the Commission must study the need and justification for the change based on a determination of the facts applicable to the particular case, and the following general lines of inquiry must be considered:

a) Whether the zoning proposal will permit a use that is suitable in view of the use, development and zoning of adjacent and nearby property; **The proposed rezoning and use is suitable in view of the use, development, and zoning of adjacent and nearby properties.**

b) Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property; **The proposed rezoning does not appear to adversely affect the existing use or usability of adjacent or nearby properties.**

c) Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned; **The property appears to have reasonable economic use as currently zoned.**

d) Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, schools, police protection, fire protection, public health facilities or emergency medical service; **The proposed rezoning is not expected to cause an excessive or burdensome use of existing streets, transportation facilities, utilities, schools, police protection, fire protection public facilities, or emergency medical service. The property will be served by City of Gainesville public water and sanitary sewer systems. Any transportation improvements identified in the final approved Traffic Study and required by Hall County Public Works and/or the Georgia Department of Transportation (GDOT) will be addressed with the Land Disturbance Permit (LDP).**

e) Whether the zoning proposal is in conformity with the policy and intent of the future land use plan for the physical development of the area; **The proposed Residential Mixed (R-X) zoning and subdivision design are consistent with the Comprehensive Plan's future land use designation of "Suburban Neighborhood, Medium-Density." As the subject property is located within the urbanized portion of the Gainesville Character Area, where water and sewer services are available, the Residential Mixed (R-X) zoning district allows a maximum density of 8 dwelling units per acre. The proposed development has an overall density of 2.21 dwelling units per acre, which is within the permitted range.**

f) The extent to which property values are diminished by the existing zoning restrictions; **Staff is unable to determine the extent to which property values are affected by the existing zoning restrictions.**

g) The extent to which the destruction of the subject property's value under the existing zoning promotes the health, safety, morals or general welfare of the public; **Staff is unable to comment on the impact of property values without a full market analysis. Multiple factors impact property value including construction types, proposed uses, and maintenance.**

h) The relative gain to the public as compared to the hardship imposed upon the individual property owner; **Staff has not identified a hardship imposed on the property owner as the property is currently zoned.**

i) The length of time the property has been vacant as zoned considered in the context of land development in the area in the vicinity of the property; **The subject parcels are developed with single-family residences and various accessory structures.**

j) Whether there are other existing or changing conditions affecting the use or development of the property which give supporting grounds for either approval or disapproval of the zoning proposal; **Staff is not aware of any changing conditions affecting the use or development of the property.**

k) Whether the change would create an isolated district unrelated to the surrounding districts; **The proposed zoning Residential Mixed (R-X) is a new zoning district effective November 2024. Previously this type of development would have been proposed under the Planned Residential Development (PRD) district which no longer exists. The subject property is adjacent to a Planned Unit Development (PUD) within the City of Gainesville, known as the Amberleigh subdivision, and within 0.2 miles of an undeveloped Planned Residential Development (PRD) at 3580 Poplar Springs Road (ZON2021-00097 for 192 SFR on 96.44 ± acres), both of which are of similar design and residential character. Therefore, the proposed zoning change would not create an isolated district unrelated to surrounding districts.**

l) Whether the present zoning district boundaries are illogically drawn in relation to existing conditions in the area; **There is no evidence that the present zoning district boundaries are illogically drawn.**

m) Whether the change requested is out of scale with the needs of the county as a whole or the immediate neighborhood; **The proposed development does not appear to be out of scale with the needs of the county as a whole, as there is a need for additional housing to support population growth.**

n) Whether it is impossible to find adequate sites for the proposed use in districts permitting such use and already appropriately zoned; **There are no other zoning districts that permit the mix of residential uses, density and lot sizes proposed in this subdivision. Because the R-X district is newly established, an appropriately zoned site for this residential pattern is not yet available elsewhere.**

o) Whether the need for rezoning could be handled instead by a variance request to the Planning Commission; **The request could not be handled alternatively as a variance.**

p) Whether there would be an ecological or pollution impact resulting from major modifications to the land if the request is granted; **Any land disturbance activities on the property shall be required to go through the land development permitting process, and as a result are subject to local, state, and federal regulations. As a result, there are no anticipated ecological or pollution impacts resulting from any modification to the land if the request is granted.**

q) Whether there is reasonable evidence based upon existing and anticipated land use that would indicate a mistake was made in the original zoning of the property; **There is no indication that a mistake was made in the original zoning.**

**Development Support and Constraints**

**Hall County Environmental Health**
In a memorandum dated October 19, 2026, the Hall County Environmental Health Department stated, "Public Sewer. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled."

**Georgia Department of Transportation**
In an email dated October 7, 2026, Christopher Hash, D1 Traffic Operations Supervisor, stated, "Off-system. Impacts expected to the State Highway System. Applicant to submit TIS to GDOT District 1 for review. Potential improvements for SR332 and Poplar Springs Church Rd and SR332 and Gilleland Cir may be needed."

**Hall County Public Works and Utilities**
In a memorandum dated October 19, 2026, Jorge Gomez, Director of Public Works and Utilities, provided the following comments:

**Engineering:**
This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
Show FEMA and Hall County studied Flood plains that are present on site.
Show stream buffer and impervious setback from wrested vegetation not centerline of stream.

**Traffic:**
The Traffic Impact Study (TIS) is under review. All recommended improvements from the approved TIS will be required in the LDP.

**Utilities**
Property is in the Gainesville service district.

**Hall County Fire Marshal**
In a memorandum October 6, 2026, the Hall County Fire Marshal's Office stated, "The Hall County Fire Marshal's Office has no comments as proposed."

**Hall County Building Inspections**
In a memorandum dated October 19, 2026, Barry Shaw, Interim Director of Development Services, provided the following comments:

Applicants will be required to get demo permits for all structures from Building Inspections before building new structures apart from 2 structures all were built prior to 1980 and will require asbestos inspections and reports by a state licensed asbestos inspector. 3060 Poplar Springs Church Road and 3549 Gilleland Extension were both built in 1980 and will not require asbestos inspections and reports before demolition.

**PLANNING AND ZONING DEPARTMENT**
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
T: 770-531-6809 I Email: planning@hallcounty.org

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# ZONING APPLICATION

**Applicant (Name & Mailing Address)**

Cook Communities
3120 Frontage Road
Gainesville, GA 30504

Phone [redacted]

Email gcook@cook-residential.com

**Property Owner (Name & Mailing Address)**

Multiple (See Attached)

Phone

Email

**Contact Person (Name & Mailing Address)**

C. Luke Pressley, P.E.
3120 Frontage Road.
Gainesville, GA 30504

Phone [redacted]

Email luke@thecookandcompany.com

**Status of Applicant**

☒ Owner
☒ Option to Purchase
☐ Area Resident
☐ Other:

**Requested Action**

Current Zoning: AR-1/PRD/R-1

Rezone to: R-X

**Property Information**

Location Address(es): 3060 Poplar Springs Church Road - Gainesville, GA 30507

Tax Parcel Number(s): Multiple (See Attached)

Acreage: ±105.69 Acres

Existing Use(s):

Proposed Use(s): Residential Subdivision (Single Family Detached and Attached) with Amenity

**I hereby certify that the above information and all attached information are true and correct.**

Applicant Name Printed: C. Luke Pressley, P.E.

Applicant Signature: C. Luke Pressley

Date: 9/18/2026

***Applicant must complete all required information above. Incomplete applications will not be accepted. The Planning Department has 15 days after application deadline to review each submittal and will assign scheduling dates during that review period. If an application is determined to be insufficient, no agenda date will be set until all required information has been provided.***

---

**Application Withdrawal:** I hereby **withdraw** the application.

Applicant Signature:

Date:

**PLANNING AND ZONING DEPARTMENT**
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
T: 770-531-6809 **I** Email: planning@hallcounty.org

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# SPECIAL/CONDITIONAL USE APPLICATION

**Applicant (Name & Mailing Address)**

Cook Communities
3120 Frontage Road
Gainesville, GA 30504

Phone [redacted]

Email gcook@cook-residential.com

**Property Owner (Name & Mailing Address)**

Phone

Email

**Contact Person (Name & Mailing Address)**

C. Luke Pressley, P.E.
3120 Frontage Road.

Phone [redacted]

Email luke@thecookandcompany.com

**Status of Applicant**

☒ Owner
☒ Option to Purchase
☐ Area Resident
☐ Other:

**Requested Action**

☐ Special Use
☐ Conditional Use

**Property Information**

Location Address(es): 3060 Poplar Springs Church Road - Gainesville, GA 30507

Tax Parcel Number(s): Multiple (See Attached)

Acreage: ±105.69 Acres

Existing Use(s): Mostly undeveloped land with several older single-family homes located on the property

Zoning: R-X (Proposed)

Proposed Use(s): Residential Subdivision (Single Family Detached and Attached) with Amenity

**I hereby certify that the above information and all attached information are true and correct.**

Applicant Name Printed: C. Luke Pressley, P.E.

Applicant Signature: C. Luke Pressley

Date: 9/18/2026

***Applicant must complete all required information above. Incomplete applications will not be accepted. The Planning Department has 15 days after application deadline to review each submittal and will assign scheduling dates during that review period. If an application is determined to be insufficient, no agenda date will be set until all required information has been provided.***

---

**Application Withdrawal:** I hereby **withdraw** the application.

Applicant Signature: _____ Date: _____

September 18th, 2026

Hall County
2875 Browns Bridge Road
Gainesville, GA 30504
(770) 531-6809

**PROPERTY OWNERS (Name and Mailing Address)**

Tax Parcel No. 15036 000009
Don and Tammy Ratajski - 3060 Poplar Springs Church Road - Gainesville, GA 30507

Tax Parcel No. 15036 000010B
Gloria and Dewayne Kidd – P.O. Box 1393 – Oakwood, GA 30566

Tax Parcel No. 15036 000010
Tanners Ridge, LLC – 3120 Frontage Road – Gainesville, GA 30504

Tax Parcel No. 15036 000013A
Shadowstone Partners, LLC – 3120 Frontage Road – Gainesville, GA 30504

Tax Parcel No. 15036D000002A
Tanners Ridge, LLC – 3120 Frontage Road – Gainesville, GA 30504

Tax Parcel No. 15036D000002B
Tanners Ridge, LLC – 3120 Frontage Road – Gainesville, GA 30504

Tax Parcel No. 15036D000002C
James Johnson – 3547 Gilleland Ext 3120 – Gainesville, GA 30507

Tax Parcel No. 15036D000002H
Tanners Ridge, LLC – 3120 Frontage Road – Gainesville, GA 30504

Tax Parcel No. 15036D000002I
Tanners Ridge, LLC – 3120 Frontage Road – Gainesville, GA 30504

**PLANNING AND ZONING DEPARTMENT**
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T: 770-531-6809 I Email: planning@hallcounty.org

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# PROPERTY OWNER AUTHORIZATION

*** Note: If the applicant is the property owner, disregard this form.**

**Name of Property Owner as shown on deed:** Tammy Ratajski & Don Ratajski

Name of Authorized Agent (if owner is a company): _____

Address: 3060 Poplar Springs Church Road

Gainesville, GA 30507

Phone: [redacted]

Email: [redacted]

**Name of Applicant:** Cook Communities

Name of Authorized Agent (if applicant is a company): Geoff Cook

Address: 3120 Frontage Road

Gainesville, GA 30504

Phone: [redacted]

Email: _____

**Application Address & Description:** 3060 Poplar Springs Church Road, Gainesville, GA 30507 - Parcel 15036 000009

☐ I have attached proof of Authorized Agent (if applicable)

---

***I hereby swear that I am the owner of the property which is the subject matter of the attached applications as shown in the records of Hall County, Georgia. I authorize the person named above to act as applicant in the pursuit of a rezoning, special/conditional use or variance of this property.***

Tammy Ratajski Donald Ratajski — Tammy Ratajski & Don Ratajski

Owner Signature — Owner Printed Name

**Personally appeared before me on** 9-16-26 **who swears that the information**
**DATE**

**contained in this authorization is true and correct to the best of his/her knowledge and belief.**

Robert Michael Santi

Notary Printed Name

ROBERT MICHAEL SANTI NOTARY PUBLIC FORSYTH COUNTY GEORGIA EXPIRES 08/21/2027

Notary Public Signature — 9/16/26 Date

8.3.2026

**PLANNING AND ZONING DEPARTMENT**
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
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T: 770-531-6809 I Email: planning@hallcounty.org

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# PROPERTY OWNER AUTHORIZATION

*** Note: If the applicant is the property owner, disregard this form.**

**Name of Property Owner as shown on deed:** Dewayne L. Kidd & Gloria J. Kidd

Name of Authorized Agent (if owner is a company): _____

Address: P.O. Box 1393

Oakwood, GA 30566

Phone: [redacted]

Email: [redacted]

**Name of Applicant:** Cook Communities

Name of Authorized Agent (if applicant is a company): Geoff Cook

Address: 3120 Frontage Road

Gainesville, GA 30504

Phone: [redacted]

Email: _____

**Application Address & Description:** 3056 Poplar Springs Church Road, Gainesville, GA 30507 - Parcel 15036 000010B

☐ I have attached proof of Authorized Agent (if applicable)

---

***I hereby swear that I am the owner of the property which is the subject matter of the attached applications as shown in the records of Hall County, Georgia. I authorize the person named above to act as applicant in the pursuit of a rezoning, special/conditional use or variance of this property.***

Dewayne L. Kidd
Gloria J. Kidd
Owner Signature

Dewayne L. Kidd & Gloria J. Kidd
Owner Printed Name

**Personally appeared before me on** 9/16/2026 **who swears that the information**
DATE

**contained in this authorization is true and correct to the best of his/her knowledge and belief.**

ROBERT MICHAEL SANTI NOTARY EXPIRES GEORGIA 08/21/2027 PUBLIC FORSYTH COUNTY

Robert Michael Santi
Notary Printed Name

Notary Public Signature

9/16/27
Date

8.3.2026

**PLANNING AND ZONING DEPARTMENT**
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# PROPERTY OWNER AUTHORIZATION

*** Note: If the applicant is the property owner, disregard this form.**

**Name of Property Owner as shown on deed:** Tanners Ridge, LLC

Name of Authorized Agent (if owner is a company): Keith Cook

Address: 3120 Frontage Road

Gainesville, GA 30504

Phone:

Email:

**Name of Applicant:** Cook Communities

Name of Authorized Agent (if applicant is a company): Geoff Cook

Address: 3120 Frontage Road

Gainesville, GA 30504

Phone: [redacted]

Email:

**Application Address & Description:** 3549 Gilleland Extension, Gainesville, GA 30507 - Parcel 15036D000002A

Parcel 15036 000010, Parcel 15036D000002B, Parcel 15036D000002H, Parcel 15036D000002I

☐ I have attached proof of Authorized Agent (if applicable)

---

***I hereby swear that I am the owner of the property which is the subject matter of the attached applications as shown in the records of Hall County, Georgia. I authorize the person named above to act as applicant in the pursuit of a rezoning, special/conditional use or variance of this property.***

Owner Signature

Keith Cook
Owner Printed Name

**Personally appeared before me on** 9/17/26 **who swears that the information contained in this authorization is true and correct to the best of his/her knowledge and belief.**

DATE

ROBERT MICHAEL SANTI
NOTARY
EXPIRES
GEORGIA
08/21/2027
PUBLIC
FORSYTH COUNTY

Robert Michael Santi
Notary Printed Name

Notary Public Signature

9/17/26
Date

**PLANNING AND ZONING DEPARTMENT**
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
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# PROPERTY OWNER AUTHORIZATION

*** Note: If the applicant is the property owner, disregard this form.**

**Name of Property Owner as shown on deed:** Shadowstone Partners, LLC

Name of Authorized Agent (if owner is a company): Keith Cook

Address: 3120 Frontage Road

Gainesville, GA 30504

Phone:

Email:

**Name of Applicant:** Cook Communities

Name of Authorized Agent (if applicant is a company): Geoff Cook

Address: 3120 Frontage Road

Gainesville, GA 30504

Phone: [redacted]

Email:

**Application Address & Description:** Poplar Springs Road (vacant land), Gainesville, GA - Parcel 15036 000013A

☐ I have attached proof of Authorized Agent (if applicable)

---

***I hereby swear that I am the owner of the property which is the subject matter of the attached applications as shown in the records of Hall County, Georgia. I authorize the person named above to act as applicant in the pursuit of a rezoning, special/conditional use or variance of this property.***

Owner Signature

Keith Cook
Owner Printed Name

**Personally appeared before me on** 9/17/26 **who swears that the information contained in this authorization is true and correct to the best of his/her knowledge and belief.**

DATE

ROBERT MICHAEL SANTI
NOTARY PUBLIC
FORSYTH COUNTY
GEORGIA
EXPIRES
08/21/2027

Robert Michael Santi
Notary Printed Name

Notary Public Signature

9/17/26
Date

**PLANNING AND ZONING DEPARTMENT**
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# PROPERTY OWNER AUTHORIZATION

*** Note: If the applicant is the property owner, disregard this form.**

**Name of Property Owner as shown on deed:** James Johnson

Name of Authorized Agent (if owner is a company): _____

Address: 3547 Gilleland Ext

Gainesville, GA 30507

Phone: _____

Email: _____

**Name of Applicant:** Cook Communities

Name of Authorized Agent (if applicant is a company): Geoff Cook

Address: 3120 Frontage Road

Gainesville, GA 30504

Phone: [redacted]

Email: _____

**Application Address & Description:** 3547 Gilleland Extension, Gainesville, GA 30507 - Parcel 15036D000002C

☐ I have attached proof of Authorized Agent (if applicable)

---

***I hereby swear that I am the owner of the property which is the subject matter of the attached applications as shown in the records of Hall County, Georgia. I authorize the person named above to act as applicant in the pursuit of a rezoning, special/conditional use or variance of this property.***

James B Johnson
Owner Signature

James Johnson
Owner Printed Name

**Personally appeared before me on** 9/14/26 **DATE who swears that the information contained in this authorization is true and correct to the best of his/her knowledge and belief.**

ROBERT MICHAEL SANTI
NOTARY
EXPIRES
GEORGIA
08/21/2027
PUBLIC
FORSYTH COUNTY

Robert Michael Santi
Notary Printed Name

Notary Public Signature

9/14/26
Date

8.3.2026

BK349 PG280

FILED
HALL CO., GA
2019 FEB 15 PM 2:19
CHARLES BAKER, CLERK
SUPERIOR-STATE COURT
BY LC

# APPLICATION TO REGISTER A BUSINESS TO BE CONDUCTED UNDER TRADE NAME, PARTNERSHIP OR OTHERS

**STATE OF GEORGIA**
**COUNTY OF** Hall.

**The undersigned does hereby certify that** Shadowstone Parnters, LLC

**conducting a business as** Cook Communities

**in the City of** Gainesville

**County of** Hall **in the State of Georgia, under the name of** Cook Communities

**and that the nature of the business is** Real Estate Development

**and that the names and addresses of the persons, firms or partnership owning and carrying on said trade or business are** Keith Cook- 4447 Sandhurst Place, Flowery Branch GA 30542
Geoff Cook- 6026 Jim Crow Road, Flowery Branch GA 30542

**Signature-Title**

**Subscribed and sworn to before me**
**this** 15 **day of** February **20** 19

**Notary Public**

BETTIJANE BEATTIE
Jackson County
Notary
Public
Expires
10-19-2019
STATE OF GEORGIA

**Filed in office, this** 15th **day of** February **20** 19

**Clerk Superior Court** Hall **County, Ga.**

**Note: The Act requires that this notice be published once a week for two weeks in the paper in which the Sheriff's advertisements are printed. This paper is** Gainesville Times 2-28 & 3-7
**Also, upon change of ownership, a new and amended registration be filed. (Ga. Laws 1981, p 872)**

**PLANNING AND ZONING DEPARTMENT**
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
T: 770-531-6809 I Email: planning@hallcounty.org

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# CAMPAIGN CONTRIBUTIONS DISCLOSURE FORM

This form must be completed by the applicant and property owner, or person representing the property owner, for all zoning actions.

OCGA § 36-67A-3: Disclosure of Campaign Contributions:

(a) When any applicant for rezoning action has made, within two years immediately preceding the filing of that applicant's application for the rezoning action, campaign contributions aggregating $250.00 or more to a local government official who will consider the application, it shall be the duty of the applicant to file a disclosure report with the governing authority of the respective local government showing:

(1) The name and official position of the local government official to whom the campaign contribution was made; and

(2) The dollar amount and description of each campaign contribution made by the applicant to the local government official during the two years immediately preceding the filing of the application for the rezoning action and the date of each such contribution.

(b) The disclosures required by subsection (a) of this Code section shall be filed within ten days after the application for the zoning action is first filed.

Code OCGA 1981, § 36-67A-3, enacted by Ga L. 1986, page 1269, § 1; Ga L. 1991, page 1365, § 1; Ga L. 1993, page 91, § 36).

---

**I hereby certify that I have read the above and that:**

I have**____ I have not X

within the two years immediately preceding this date, made any contribution(s) aggregating $250.00 or more to any local government official involved in the review or consideration of this application.

**If you have made such contribution(s), you must provide the data required below within ten (10) days of filing this application.

Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Name Printed: Tammy Ratajski & Don Ratajski

Applicant's/Owner's Signature: Tammy Ratajski Donald Ratajski Date: 9-16-26

**PLANNING AND ZONING DEPARTMENT**
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
T: 770-531-6809 I Email: planning@hallcounty.org

HALL COUNTY
GEORGIA
*We have it all in Hall*

# CAMPAIGN CONTRIBUTIONS DISCLOSURE FORM

This form must be completed by the applicant and property owner, or person representing the property owner, for all zoning actions.

OCGA § 36-67A-3: Disclosure of Campaign Contributions:

(a) When any applicant for rezoning action has made, within two years immediately preceding the filing of that applicant's application for the rezoning action, campaign contributions aggregating $250.00 or more to a local government official who will consider the application, it shall be the duty of the applicant to file a disclosure report with the governing authority of the respective local government showing:

(1) The name and official position of the local government official to whom the campaign contribution was made; and

(2) The dollar amount and description of each campaign contribution made by the applicant to the local government official during the two years immediately preceding the filing of the application for the rezoning action and the date of each such contribution.

(b) The disclosures required by subsection (a) of this Code section shall be filed within ten days after the application for the zoning action is first filed.

Code OCGA 1981, § 36-67A-3, enacted by Ga L. 1986, page 1269, § 1; Ga L. 1991, page 1365, § 1; Ga L. 1993, page 91, § 36).

---

**I hereby certify that I have read the above and that:**

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**If you have made such contribution(s), you must provide the data required below within ten (10) days of filing this application.

Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Name Printed: Dewayne L. Kidd & Gloria J. Kidd

Applicant's/Owner's Signature: Dewayne L Kidd Gloria J Kidd Date: 9/16/2026

**PLANNING AND ZONING DEPARTMENT**
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
T: 770-531-6809 **I** Email: planning@hallcounty.org

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****If you have made such contribution(s), you must provide the data required below within ten (10) days of filing this application.**

Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Name Printed: Keith Cook

Applicant's/Owner's Signature: _____ Date: 9/16/2026

**PLANNING AND ZONING DEPARTMENT**
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
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****If you have made such contribution(s), you must provide the data required below within ten (10) days of filing this application.**

Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Name Printed: Geoff Cook

Applicant's/Owner's Signature: _____ Date: 9/16/2026

**PLANNING AND ZONING DEPARTMENT**
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
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**If you have made such contribution(s), you must provide the data required below within ten (10) days of filing this application.

Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Name Printed: James Johnson

Applicant's/Owner's Signature: James B Johnson Date: 09-14-26

September 17th, 2026

Hall County
2875 Browns Bridge Road
Gainesville, GA 30504
(770) 531-6809

**LETTER OF INTENT**

Rezoning for The Village at Tanner Estates (Hall County, GA)
3060 Poplar Springs Church Road – Gainesville, GA 30507
Tax Parcel No.'s – 15036 000009, 15036 000010B, 15036 000010, 15036 000013A, 15036D000002A, 15036D000002B, 15036D000002C, 15036D000002H, 15036D000002I
G.M.D. 385 (Morgan)

Cook Communities submits this Letter of Intent and attached application for the purpose of rezoning to Hall County's R-X (Residential Mixed) Zoning Classification for the ±105.69-acre tract located at 3060 Poplar Springs Church Road in unincorporated Hall County. The subject property is mostly undeveloped land with several older single-family homes located on the property. The existing zoning is AR-I (Agricultural Residential), R-1 (Residential 1) and PRD (Planned Residential Development) with the Hall County 2045 Comprehensive Plan designating the property for Suburban Neighborhood (Medium-Density) within the Gainesville Character Area. The Subject Property lies within the designated Urbanized Zone for Hall County.

Cook Communities proposes to develop a distinctive and attractive single-family residential neighborhood with a mix of detached and attached homes with amenities. The neighborhood is intended to be developed in phases and is currently planned to have a total of 234 homes at full buildout. Each home will have a minimum of 1,000 S.F.+ of heated floor space and will typically include a minimum of 2 bedrooms and 2 bathrooms. The intent of the development would be to vary the architectural styles for different portions of the neighborhood as the R-X zoning classification encourages. Amenities proposed for the development include a playground, sidewalks with connected walking trails, pocket parks and attractive landscaping.

Access to the development will be provided along Poplar Springs Church Road and will include an attractive monument sign with landscaping. A secondary emergency entrance will also be provided connecting to Gilleland Extension as required by the Hall County Unified Development Code (UDC). A traffic impact analysis is included with this submittal that summarizes the existing and proposed traffic conditions along Poplar Springs Church Road at the Subject Property. Cook Communities will coordinate with Hall County Staff regarding feasible roadway improvements to

minimize the impact of the proposed development. The provisions for water and sewer will be provided by the City of Gainesville.

The applicant and its representatives welcome the opportunity to meet with Hall County staff to answer any questions or concerns you may have. Cook Communities respectfully requests your approval of this application.

Respectfully,



Geoff Cook
Cook Communities

## SITE INFORMATION

PROPERTY ADDRESS:
POPLAR SPRINGS ROAD
GAINESVILLE, GA 30507

TOTAL SITE AREA 105.69 ACRES

CURRENT ZONING: R-X ( RESIDENTIAL-MIXED )

PROPOSED USE: MIXED USE RESIDENTIAL

| | |
|---|---|
| LOT CONFIGURATION A ( 50' x 160') | 108 LOTS |
| LOT CONFIGURATION B ( 60' x 135') | 75 LOTS |
| TOWNHOMES | 51 UNITS |
| TOTAL | 234 LOTS |

OPEN SPACE:
51.98/ 105.69 AC. = 49.2%

MINIMUM FLOOR AREA: 1,000 S.F.

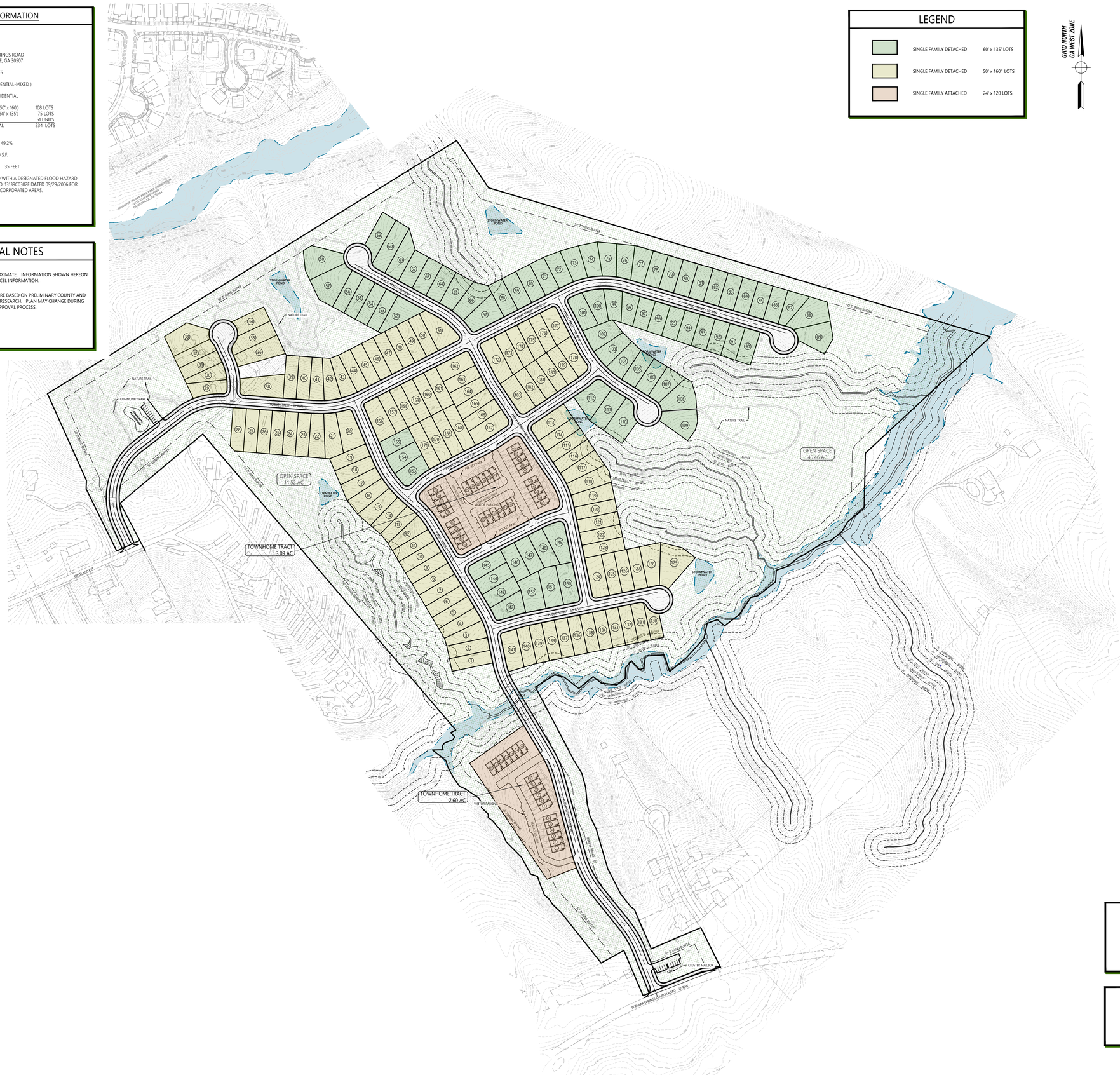
MAXIMUM BUILDING HEIGHT: 35 FEET

THIS PROPERTY IS NOT LOCATED WITH A DESIGNATED FLOOD HAZARD AREA PER FEMA F.I.R.M PANEL NO. 13139C0302F DATED 09/29/2006 FOR HALL COUNTY, GEORGIA AND INCORPORATED AREAS.

## GENERAL NOTES

BOUNDARY INFORMATION IS APPROXIMATE. INFORMATION SHOWN HEREON IS BASED ON HALL COUNTY GIS PARCEL INFORMATION.

THIS PLAN IS CONCEPTUAL IN NATURE BASED ON PRELIMINARY COUNTY AND DEVELOPMENT INFORMATION AND RESEARCH. PLAN MAY CHANGE DURING PERMITTING AND GOVERNMENT APPROVAL PROCESS.





OWNER / DEVELOPER:

COOK COMMUNITIES
3120 FRONTAGE ROAD
GAINESVILLE, GA 30504

24 HR. CONTACT:
LUKE PRESSLEY
(678) 267-7153
LUKE@THECOOKANDCOMPANY.COM

DESIGNER / ENGINEER:

ACUMINIS CONSULTING GROUP, LLC.

CONTACT:
ALEX NASH, P.E.
(770) 527-3450
ANASH@ACUMINISCONSULTING.COM


Graphic Scale: 1" = 150 FEET

75 0 150 300 450 600


acuminis consulting group
PO Box 1074
Grayson, Georgia 30017
770.527.3450
www.acuminisconsulting.com


GEORGIA REGISTERED PROFESSIONAL ENGINEER No. 34111 CHARLES A. NASH 11/2/26

LEVEL II CERTIFIED DESIGN
PROFESSIONAL NO. 0000026918

| No. | REVISION | DATE |
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| 1 | | |
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PREPARED FOR:
COOK COMMUNITIES
3120 FRONTAGE ROAD
GAINESVILLE ROAD, GEORGIA 30504
24-HOUR CONTACT
LUKE PRESSLEY
678.267.7153

PROJECT NAME:
THE VILLAGE AT TANNER ESTATES
POPULAR SPRINGS ROAD
PARCEL 15-00036-00-013A
GAINESVILLE, GEORGIA 30507
HALL COUNTY

TASK:
CONCEPT PLAN

| | |
|---|---|
| CAN DESIGN | AS SHOWN SCALE |
| CAN DRAWN | 1 of 1 |
| CAN CHECKED | SHEET |
| 11/02/26 DATE | 26-231 PROJECT No. |

## SITE INFORMATION

PROPERTY ADDRESS:
POPLAR SPRINGS ROAD
GAINESVILLE, GA 30507

TOTAL SITE AREA 105.69 ACRES

CURRENT ZONING: R-X ( RESIDENTIAL-MIXED )

PROPOSED USE: MIXED USE RESIDENTIAL

| | |
|---|---|
| LOT CONFIGURATION A ( 50' x 160') | 108 LOTS |
| LOT CONFIGURATION B ( 60' x 135') | 75 LOTS |
| TOWNHOMES | 51 UNITS |
| TOTAL | 234 LOTS |

OPEN SPACE:
51.98/ 105.69 AC. = 49.2%

MINIMUM FLOOR AREA: 1,000 S.F.

MAXIMUM BUILDING HEIGHT: 35 FEET

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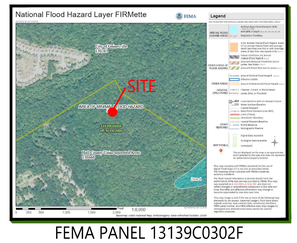
## LEGEND

- SINGLE FAMILY DETACHED 60' x 135' LOTS
- SINGLE FAMILY DETACHED 50' x 160' LOTS
- SINGLE FAMILY ATTACHED 24' x 120 LOTS

GRID NORTH
GA WEST ZONE




LOCATION MAP




FEMA PANEL 13139C0302F




### OWNER / DEVELOPER:

COOK COMMUNITIES
3120 FRONTAGE ROAD
GAINESVILLE, GA 30504

24 HR. CONTACT:
LUKE PRESSLEY
(678) 267-7153
LUKE@THECOOKANDCOMPANY.COM

### DESIGNER / ENGINEER:

ACUMINIS CONSULTING GROUP, LLC.

CONTACT:
ALEX NASH, P.E.
(770) 527-3450
ANASH@ACUMINISCONSULTING.COM

Graphic Scale: 1" = 100 FEET

50 0 100 200 300 400

acuminis consulting group
PO Box 1074
Grayson, Georgia 30017
770.527.3450
www.acuminisconsulting.com

GEORGIA REGISTERED PROFESSIONAL ENGINEER No. 34115 CHARLES A. NASH 9/30/26

LEVEL II CERTIFIED DESIGN
PROFESSIONAL NO. 000026918

| No. | REVISION | DATE |
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PREPARED FOR:
COOK COMMUNITIES
3120 FRONTAGE ROAD
GAINESVILLE ROAD, GEORGIA 30504
24-HOUR CONTACT
LUKE PRESSLEY
678.267.7153

PROJECT NAME:
THE VILLAGE AT TANNER ESTATES
POPULAR SPRINGS ROAD
PARCEL 15-00036-00-013A
GAINESVILLE GEORGIA 30507
HALL COUNTY

TASK:
CONCEPT PLAN

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| CAN DESIGN | AS SHOWN SCALE |
| CAN DRAWN | 1 of 2 SHEET |
| CAN CHECKED | |
| 9/30/26 DATE | 26-231 PROJECT No. |

## SITE INFORMATION

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POPLAR SPRINGS ROAD
GAINESVILLE, GA 30507

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PROPOSED USE: MIXED USE RESIDENTIAL

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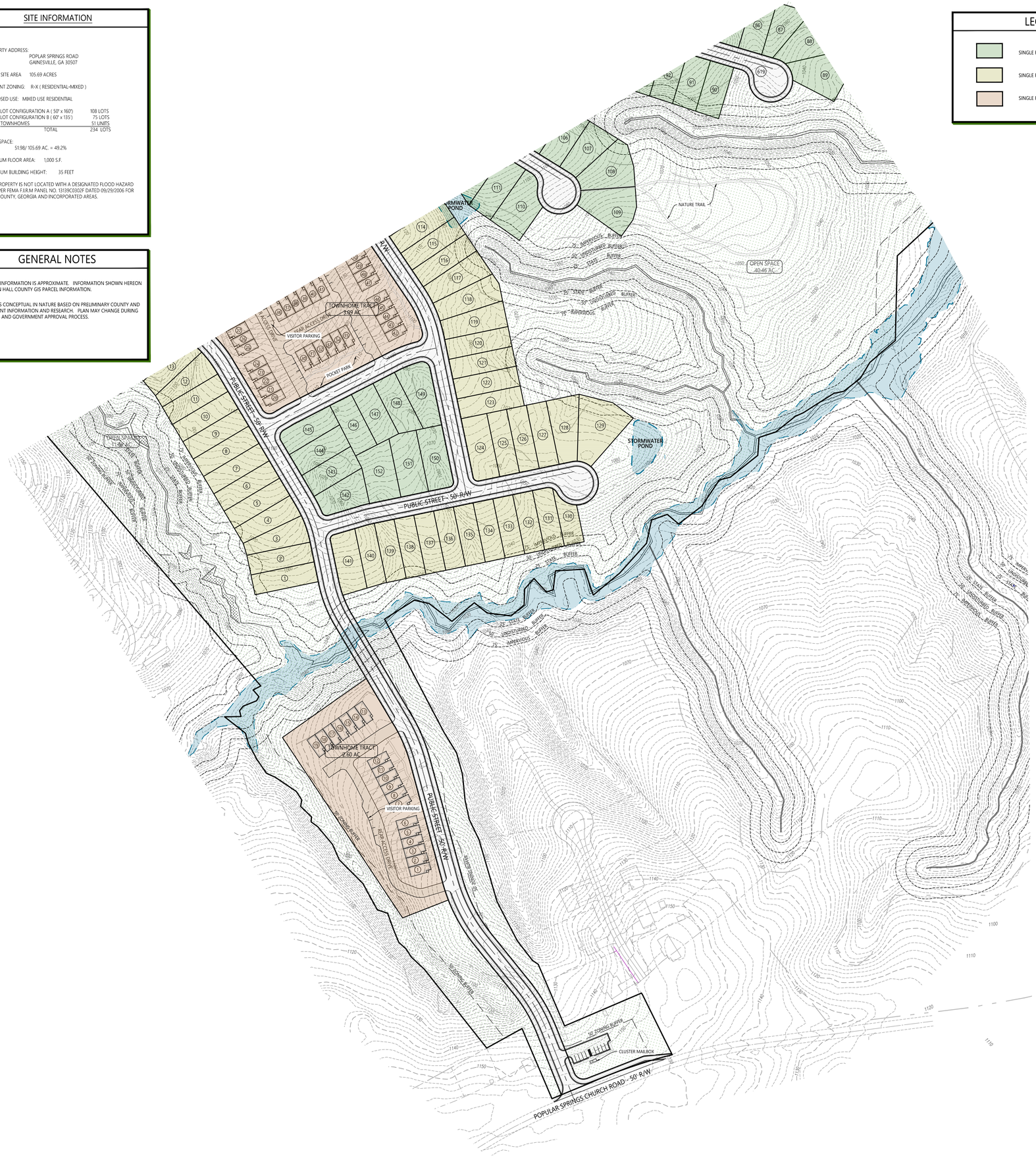
MAXIMUM BUILDING HEIGHT: 35 FEET

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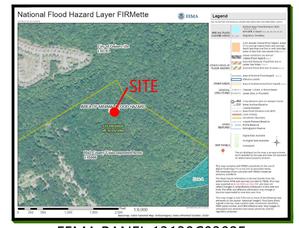

GRID NORTH
GA WEST ZONE

## LEGEND

| | | |
|---|---|---|
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| | SINGLE FAMILY DETACHED | 50' x 160' LOTS |
| | SINGLE FAMILY ATTACHED | 24' x 120 LOTS |




LOCATION MAP




FEMA PANEL 13139C0302F

**OWNER / DEVELOPER:**

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3120 FRONTAGE ROAD
GAINESVILLE, GA 30504

24 HR. CONTACT:
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Graphic Scale: 1" = 100 FEET

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GEORGIA REGISTERED PROFESSIONAL ENGINEER No. 34119 CHARLES A. NASH 9/30/26

LEVEL II CERTIFIED DESIGN
PROFESSIONAL NO. 00000269018

| No. | REVISION | DATE |
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PREPARED FOR:
COOK COMMUNITIES
3120 FRONTAGE ROAD
GAINESVILLE ROAD, GEORGIA 30504

24-HOUR CONTACT
LUKE PRESSLEY
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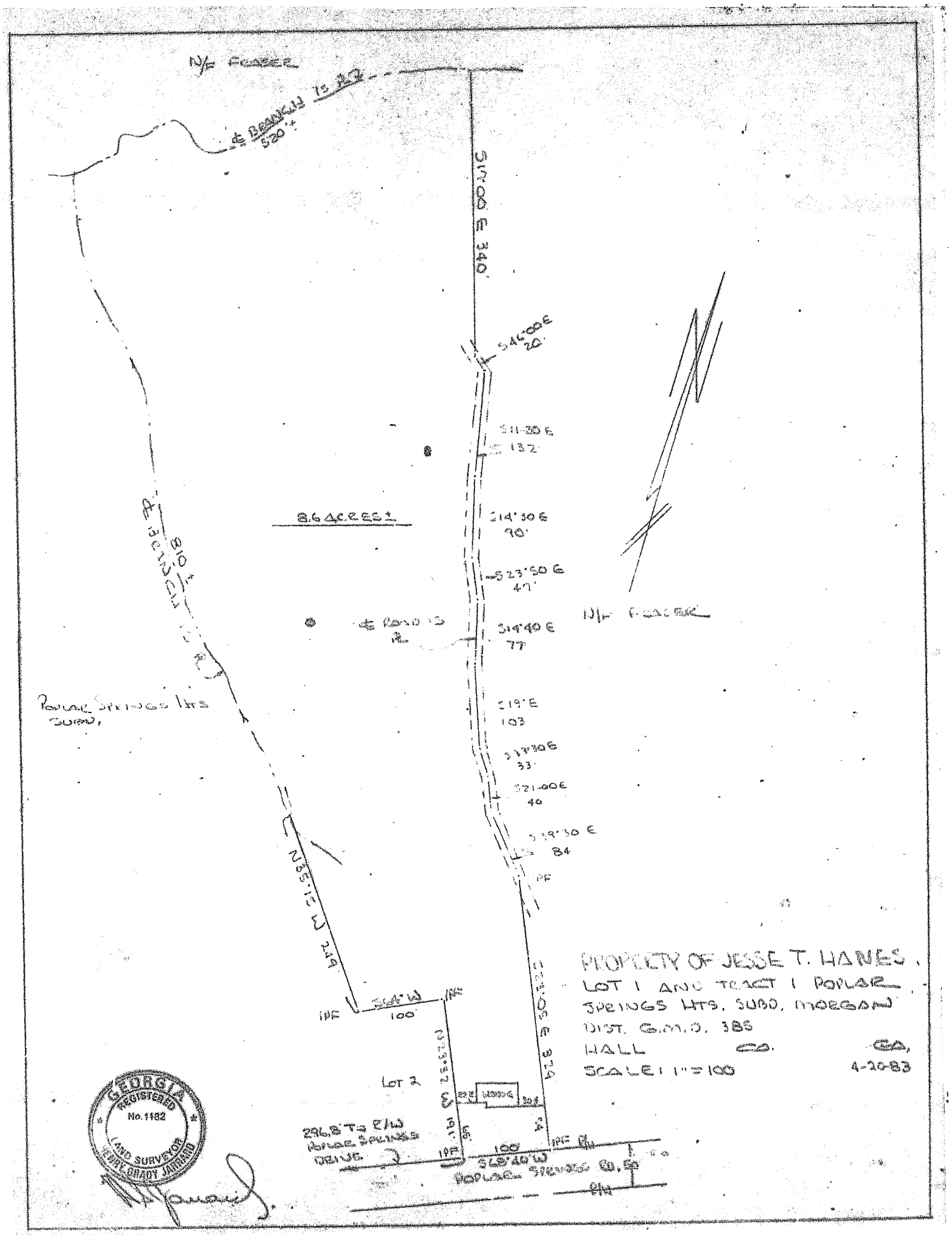
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PARCEL 15-00036-00-013A
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HALL COUNTY

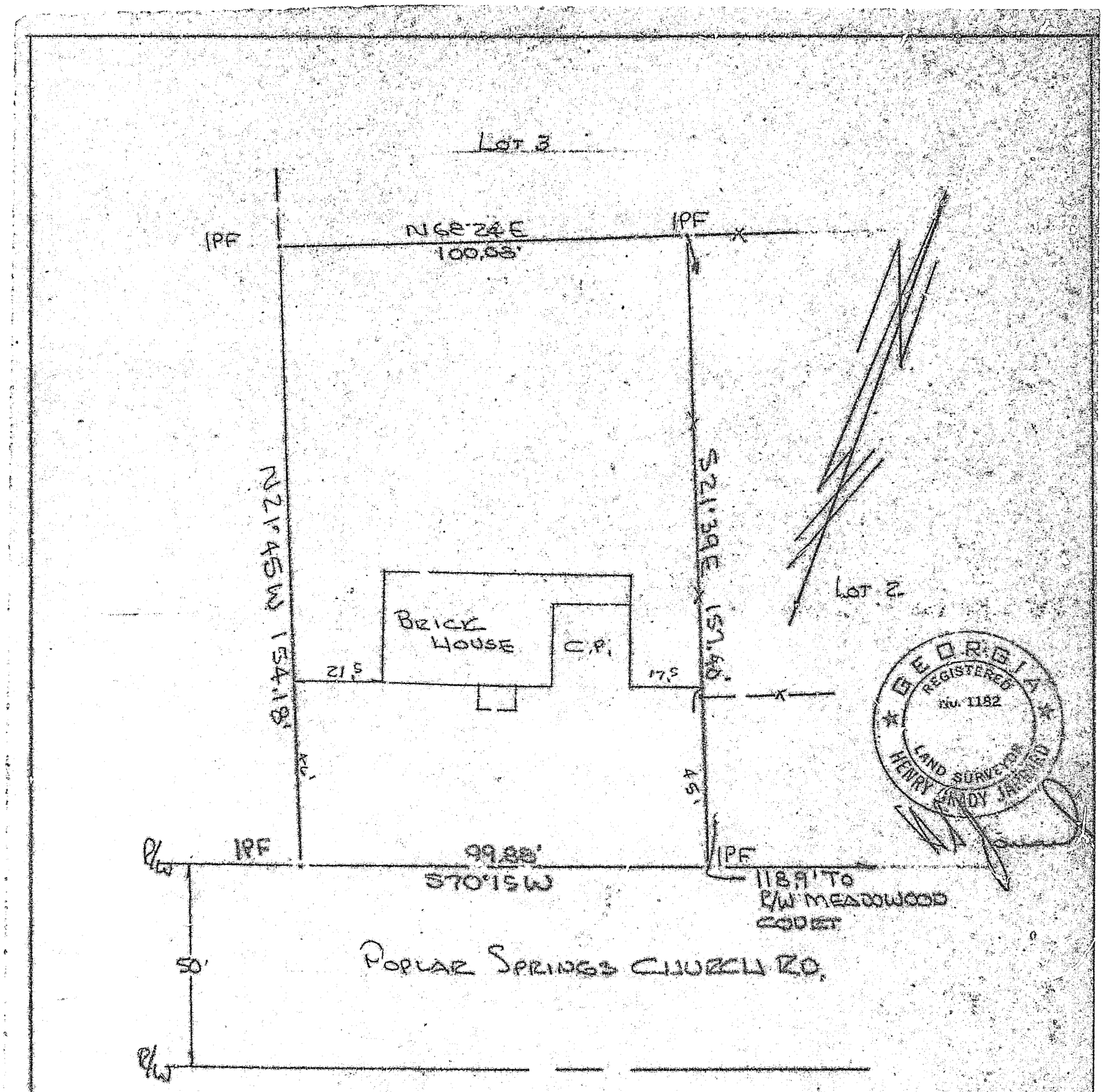
TASK:
CONCEPT PLAN

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| CAN DESIGN | AS SHOWN SCALE |
| CAN DRAWN | 2 of 2 |
| CAN CHECKED | SHEET |
| 9/30/26 DATE | 26-231 PROJECT No. |

302




Recorded April 22 1983 — H. Grady Watson Clerk




TO WHOM IT MAY CONCERN:

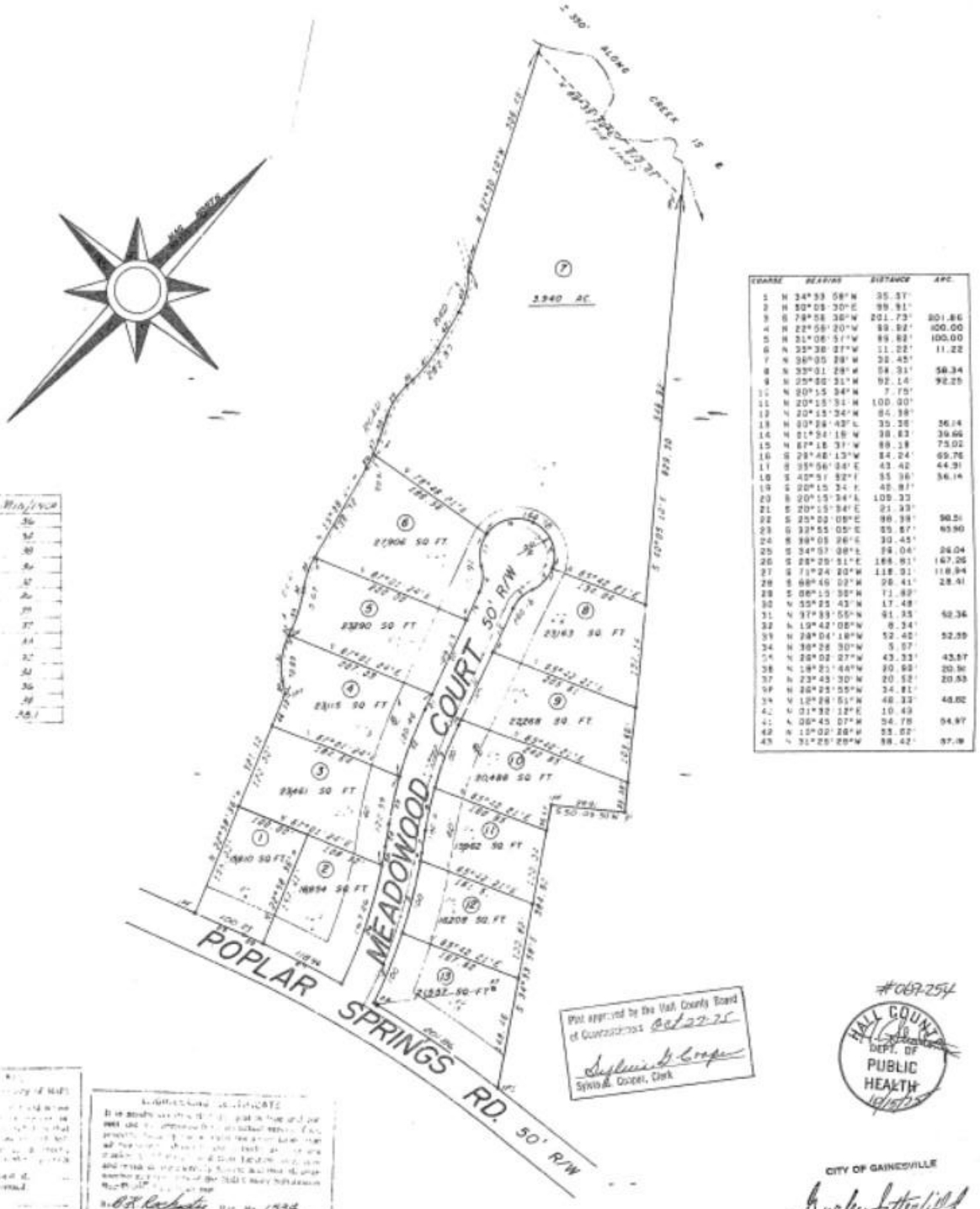
This is to advise that the property referred to above is located in an area for which the F.I.A. official flow hazard map is not yet available.

Respectfully submitted,

Georgia Registered Number 1182

PROPERTY OF
ROBERT L. & DEBORAH L. NOLAN
LOT No. 1 MEADOWOOD SUBD.
MORGAN DISTRICT G.M.D. 385
HALL CO., GA.
SCALE: 1" = 30'
11-19-80

Recorded November 18, 1980 — N. Grady Watson, Clerk




| LOT NO. | WIDTH/ARC |
|---|---|
| 1 | 134 |
| 2 | 141 |
| 3 | 100 |
| 4 | 134 |
| 5 | 127 |
| 6 | 134 |
| 7 | 171 |
| 8 | 177 |
| 9 | 141 |
| 10 | 127 |
| 11 | 141 |
| 12 | 141 |
| 13 | 141 |
| AVE. | 141 |

| COURSE | BEARING | DISTANCE | ARC |
|---|---|---|---|
| 1 | N 34°33' 58"W | 35.37' | |
| 2 | N 50°08' 30"E | 99.91' | |
| 3 | S 79°58' 38"W | 201.73' | 201.86 |
| 4 | N 22°56' 20"W | 89.82' | 100.00 |
| 5 | N 31°08' 51"W | 89.82' | 100.00 |
| 6 | N 35°38' 27"W | 11.22' | 11.22 |
| 7 | N 36°05' 28"W | 38.45' | |
| 8 | N 33°01' 28"W | 58.31' | 58.34 |
| 9 | N 25°00' 31"W | 92.14' | 92.25 |
| 10 | N 20°15' 34"W | 7.75' | |
| 11 | N 20°15' 34"W | 100.00' | |
| 12 | N 20°15' 34"W | 84.38' | |
| 13 | N 20°24' 43"E | 35.36' | 36.14 |
| 14 | N 21°34' 18"W | 38.83' | 39.66 |
| 15 | N 67°18' 31"W | 69.18' | 75.02 |
| 16 | S 28°48' 13"W | 84.24' | 89.76 |
| 17 | S 35°56' 36"E | 43.42' | 44.91 |
| 18 | S 40°51' 52"E | 55.36' | 56.14 |
| 19 | S 20°15' 34"E | 40.81' | |
| 20 | S 20°15' 34"E | 109.33' | |
| 21 | S 20°15' 34"E | 91.33' | |
| 22 | S 25°00' 08"E | 98.38' | 98.51 |
| 23 | S 32°55' 05"E | 85.87' | 85.90 |
| 24 | S 38°05' 28"E | 30.45' | |
| 25 | S 34°57' 38"E | 24.04' | 24.04 |
| 26 | S 28°29' 51"E | 166.81' | 167.26 |
| 27 | S 71°24' 20"W | 118.31' | 118.94 |
| 28 | S 68°46' 02"W | 28.41' | 28.41 |
| 29 | S 68°15' 38"W | 12.62' | |
| 30 | N 55°25' 43"W | 17.48' | |
| 31 | N 37°39' 55"W | 51.35' | 52.36 |
| 32 | N 19°42' 08"W | 8.34' | |
| 33 | N 28°04' 18"W | 52.42' | 52.59 |
| 34 | N 30°28' 30"W | 5.57' | |
| 35 | N 28°02' 27"W | 43.33' | 43.57 |
| 36 | N 18°21' 46"W | 20.68' | 20.91 |
| 37 | N 23°43' 30"W | 20.52' | 20.53 |
| 38 | N 28°25' 55"W | 34.81' | |
| 39 | N 18°28' 51"W | 48.33' | 48.82 |
| 40 | N 01°32' 12"E | 10.43' | |
| 41 | N 28°45' 07"W | 94.78' | 94.97 |
| 42 | N 18°02' 28"W | 93.02' | |
| 43 | N 31°25' 28"W | 98.42' | 97.19 |

Plat approved by the Hall County Board of Commissioners Oct 27-75
Sylvia B. Cooper, Clerk

#069-254
HALL COUNTY DEPT. OF PUBLIC HEALTH 10/15/75

CITY OF GAINESVILLE
Barley Satterfield
WATER & SEWER DEPT.

GEORGIA REGISTERED No. 1534 PROFESSIONAL Land Surveyor B. K. ROCHESTER, JR.

B. K. Rochester Jr. Reg. No. 1534
Date SEPT 29, 1975

N/A
20
October
75
Owners: Clifton Cooper Donald Jackson
Date: October 21, 1975

# FINAL PLAT OF MEADOWOOD SUBDIVISION

LOCATED IN

MORGAN GMD 385

HALL COUNTY, GEORGIA

SCALE 1" = 100' SEPTEMBER 8, 1975

**B. Keith Rochester & Assoc.**

ATLANTA GA 577-4432 GAINESVILLE GA 534-5106

Recorded: January 13, 1976 — M. Heraldy Watson, Clerk

## NOTES:

A PORTION OF THIS PROPERTY IS LOCATED WITHIN A FLOOD HAZARD AREA AS PER FIRM FLOOD INSURANCE RATE MAP OF HALL COUNTY, GA COMMUNITY PANEL NO. 130466 0302 F EFFECTIVE DATE: SEPTEMBER 29, 2006

EQUIPMENT USED FOR MEASUREMENT: TOPCON G.T.S. 303.

IN MY OPINION, THIS PLAT IS A CORRECT REPRESENTATION OF THE LAND PLATTED, & HAS BEEN PREPARED IN CONFORMITY WITH THE MINIMUM STANDARDS AND REQUIREMENTS OF LAW.

## AREA: 80.98 ACRES

THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 21,495 FEET AND AN ANGULAR ERROR OF 00°00'01" PER ANGLE POINT, AND WAS ADJUSTED USING COMPASS RULE.
PARTY: WW & KM

THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND WAS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 494,683 FEET.

## ZONING AND SETBACKS:

CURRENT HALL COUNTY ZONING:
AGRICULTURAL-RESIDENTIAL (AR-III)
SETBACKS:
FRONT: 65' FROM C/L OF ROAD, OR 40' FROM P/L, WHICHEVER IS GREATER
SIDE: 15'
REAR: 25'

THIS PLAT OR SURVEY IS FOR THE EXCLUSIVE USE OF THE PARTY OR PARTIES LISTED UNDER THE CAPTION "SURVEY FOR:". ANY THIRD PARTY USE TO BE AT THEIR OWN RISK.

THIS SURVEY WAS NOT PREPARED FROM THE AID OF A TITLE SEARCH AND IS SUBJECT TO ANY RESTRICTIONS OR EASEMENTS THAT MIGHT BE RECORDED.

## REFERENCES:

1. DEED BOOK 4098, PAGE 446
2. DEED BOOK 492, PAGE 469
3. PLAT BOOK 51, PAGE 24
4. DEED BOOK 2543, PAGE 303
5. DEED BOOK 3826, PAGE 317
6. PLAT BOOK 51, PAGE 25
7. DEED BOOK 5560, PAGE 640
8. PLAT BOOK 54, PAGE 298
9. DEED BOOK 723, PAGE 543-546
10. PLAT BOOK 77, PAGE 130-131
11. DEED BOOK 1056, PAGE 29
12. PLAT BOOK 117, PAGE 16-17
13. DEED BOOK 140, PAGE 209
14. DEED BOOK 5290, PAGE 337-338
15. PLAT BOOK 95, PAGE 78
16. DEED BOOK 5405, PAGE 362-365

## STATE WATERS BUFFER:

AN UNDISTURBED VEGETATIVE BUFFER MEETING COUNTY AND STATE REGULATIONS WILL BE PRESERVED ADJACENT TO ALL STREAMS AND LAKES. BUFFER IS TO BE MEASURED HORIZONTALLY FROM POINT WHERE VEGETATION HAS BEEN WRESTED BY NORMAL STREAM FLOW OR WAVE ACTION.

## CALL TABLE: ALONG EASEMENT & UNNAMED STREET

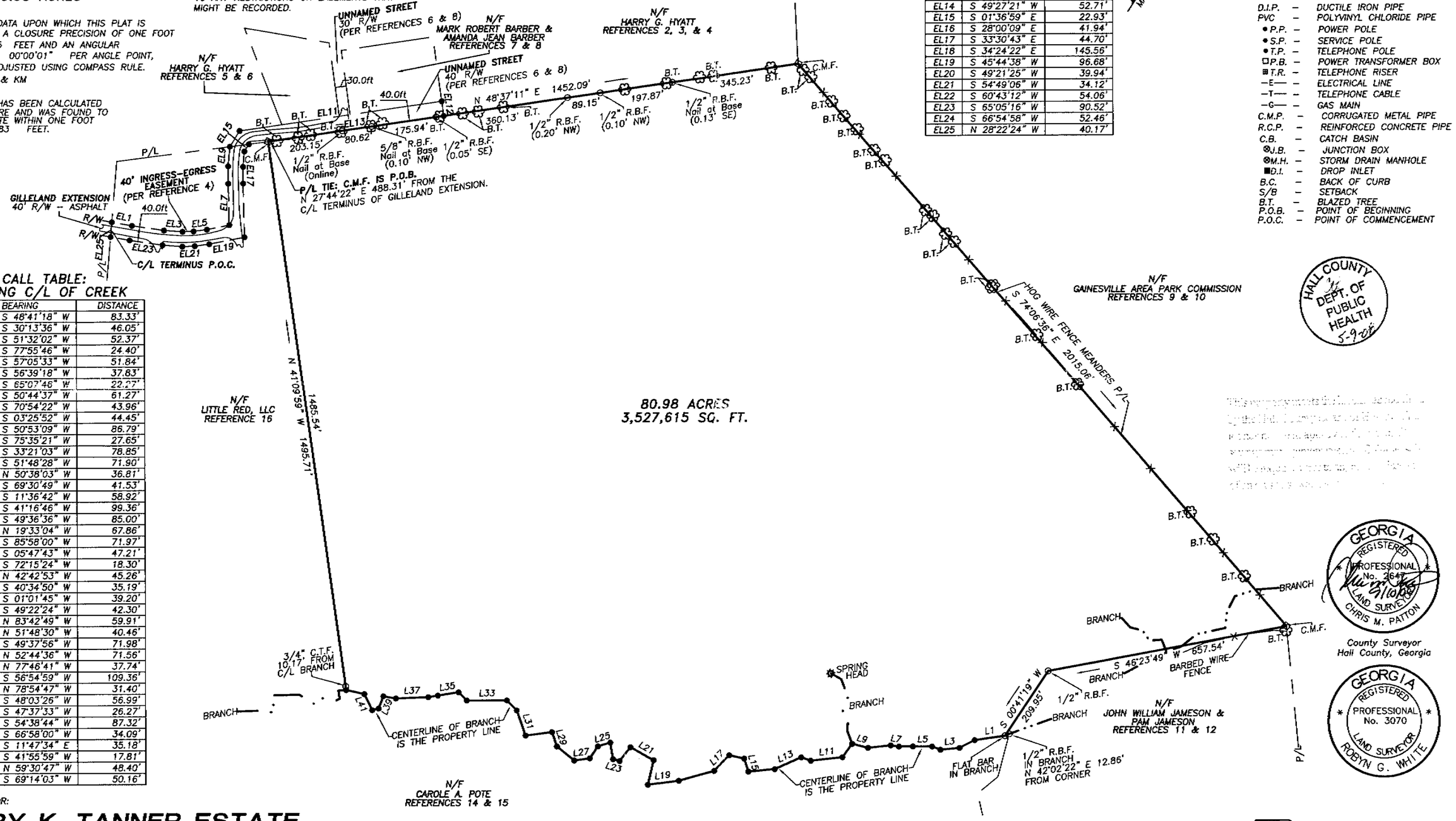
| LINE | BEARING | DISTANCE |
|---|---|---|
| EL1 | N 66°54'58" E | 55.53' |
| EL2 | N 65°05'16" E | 88.36' |
| EL3 | N 60°43'12" E | 50.47' |
| EL4 | N 54°49'06" E | 30.15' |
| EL5 | N 49°21'25" E | 36.77' |
| EL6 | N 45°44'38" E | 61.76' |
| EL7 | N 34°24'22" W | 112.22' |
| EL8 | N 33°30'43" W | 46.94' |
| EL9 | N 28°00'09" W | 53.24' |
| EL10 | N 01°36'59" W | 50.06' |
| EL11 | N 48°37'11" E | 552.92' |
| EL12 | S 41°00'10" E | 40.00' |
| EL13 | S 48°37'11" W | 480.56' |
| EL14 | S 49°27'21" W | 52.71' |
| EL15 | S 01°36'59" E | 22.93' |
| EL16 | S 28°00'09" E | 41.94' |
| EL17 | S 33°30'43" E | 44.70' |
| EL18 | S 34°24'22" E | 145.56' |
| EL19 | S 45°44'38" W | 96.68' |
| EL20 | S 49°21'25" W | 39.94' |
| EL21 | S 54°49'06" W | 34.12' |
| EL22 | S 60°43'12" W | 54.06' |
| EL23 | S 65°05'16" W | 90.52' |
| EL24 | S 66°54'58" W | 52.46' |
| EL25 | N 28°22'24" W | 40.17' |

## CALL TABLE: ALONG C/L OF CREEK

| LINE | BEARING | DISTANCE |
|---|---|---|
| L1 | S 48°41'18" W | 83.33' |
| L2 | S 30°13'36" W | 46.05' |
| L3 | S 51°32'02" W | 52.37' |
| L4 | S 77°55'46" W | 24.40' |
| L5 | S 57°05'33" W | 51.84' |
| L6 | S 56°39'18" W | 37.83' |
| L7 | S 65°07'46" W | 22.27' |
| L8 | S 50°44'37" W | 61.27' |
| L9 | S 70°54'22" W | 43.96' |
| L10 | S 03°25'52" W | 44.45' |
| L11 | S 50°53'09" W | 86.79' |
| L12 | S 75°35'21" W | 27.65' |
| L13 | S 33°21'03" W | 78.85' |
| L14 | S 51°48'28" W | 71.90' |
| L15 | N 50°38'03" W | 36.81' |
| L16 | S 69°30'49" W | 41.53' |
| L17 | S 11°36'42" W | 58.92' |
| L18 | S 41°16'46" W | 99.36' |
| L19 | S 49°36'36" W | 85.00' |
| L20 | N 19°33'04" W | 67.86' |
| L21 | S 85°58'00" W | 71.97' |
| L22 | S 05°47'43" W | 47.21' |
| L23 | S 72°15'24" W | 18.30' |
| L24 | N 42°42'53" W | 45.26' |
| L25 | S 40°34'50" W | 35.19' |
| L26 | S 01°01'45" W | 39.20' |
| L27 | S 49°22'24" W | 42.30' |
| L28 | N 83°42'49" W | 59.91' |
| L29 | N 51°48'30" W | 40.46' |
| L30 | S 49°37'56" W | 71.98' |
| L31 | N 52°44'36" W | 71.56' |
| L32 | N 77°46'41" W | 37.74' |
| L33 | S 56°54'59" W | 109.36' |
| L34 | N 78°54'47" W | 31.40' |
| L35 | S 48°03'26" W | 56.99' |
| L36 | S 47°37'33" W | 26.27' |
| L37 | S 54°38'44" W | 87.32' |
| L38 | S 66°58'00" W | 34.09' |
| L39 | S 11°47'34" E | 35.18' |
| L40 | S 41°55'59" W | 17.81' |
| L41 | N 59°30'47" W | 48.40' |
| L42 | S 69°14'03" W | 50.16' |

## LEGEND:

- ⊙I.P.F. – IRON PIN FOUND
- ⊙C.T.F. – CRIMPED TOP PIN FOUND
- ⊙R.B.F. – REBAR PIN FOUND
- ⊙R.B.S. – REBAR PIN SET
- ⊙O.T.F. – OPEN TOP FOUND
- △A.I.F. – ANGLE IRON FOUND
- □C.M.F. – CONCRETE MONUMENT FOUND
- P/L – PROPERTY LINE
- R/W – RIGHT OF WAY
- N/F – NOW OR FORMERLY
- C/L – CENTER LINE
- L.L.L. – LAND LOT LINE
- ⊕F.H. – FIRE HYDRANT
- ⊗G.V. – GATE VALVE
- ⊠W.M. – WATER METER
- —W— – WATER MAIN
- D.I.P. – DUCTILE IRON PIPE
- PVC – POLYVINYL CHLORIDE PIPE
- ●P.P. – POWER POLE
- ●S.P. – SERVICE POLE
- ●T.P. – TELEPHONE POLE
- □P.B. – POWER TRANSFORMER BOX
- ⊠T.R. – TELEPHONE RISER
- —E— – ELECTRICAL LINE
- —T— – TELEPHONE CABLE
- —G— – GAS MAIN
- C.M.P. – CORRUGATED METAL PIPE
- R.C.P. – REINFORCED CONCRETE PIPE
- C.B. – CATCH BASIN
- ⊗J.B. – JUNCTION BOX
- ⊗M.H. – STORM DRAIN MANHOLE
- ■D.I. – DROP INLET
- B.C. – BACK OF CURB
- S/B – SETBACK
- B.T. – BLAZED TREE
- P.O.B. – POINT OF BEGINNING
- P.O.C. – POINT OF COMMENCEMENT




**80.98 ACRES**
**3,527,615 SQ. FT.**

HALL COUNTY DEPT. OF PUBLIC HEALTH 5-9-08

GEORGIA REGISTERED PROFESSIONAL No. 2647 LAND SURVEYOR CHRIS M. PATTON 5/16/08

County Surveyor
Hall County, Georgia

GEORGIA REGISTERED PROFESSIONAL No. 3070 LAND SURVEYOR ROBYN G. WHITE

SURVEY FOR:

## GARY K. TANNER ESTATE

LOCATED IN:
G.M.D. 385 (MORGAN)
HALL COUNTY, GEORGIA
SCALE: 1" = 200'
SURVEY DATE: 09 - 05 - 2007
PLAT DATE: 09 - 07 - 2007

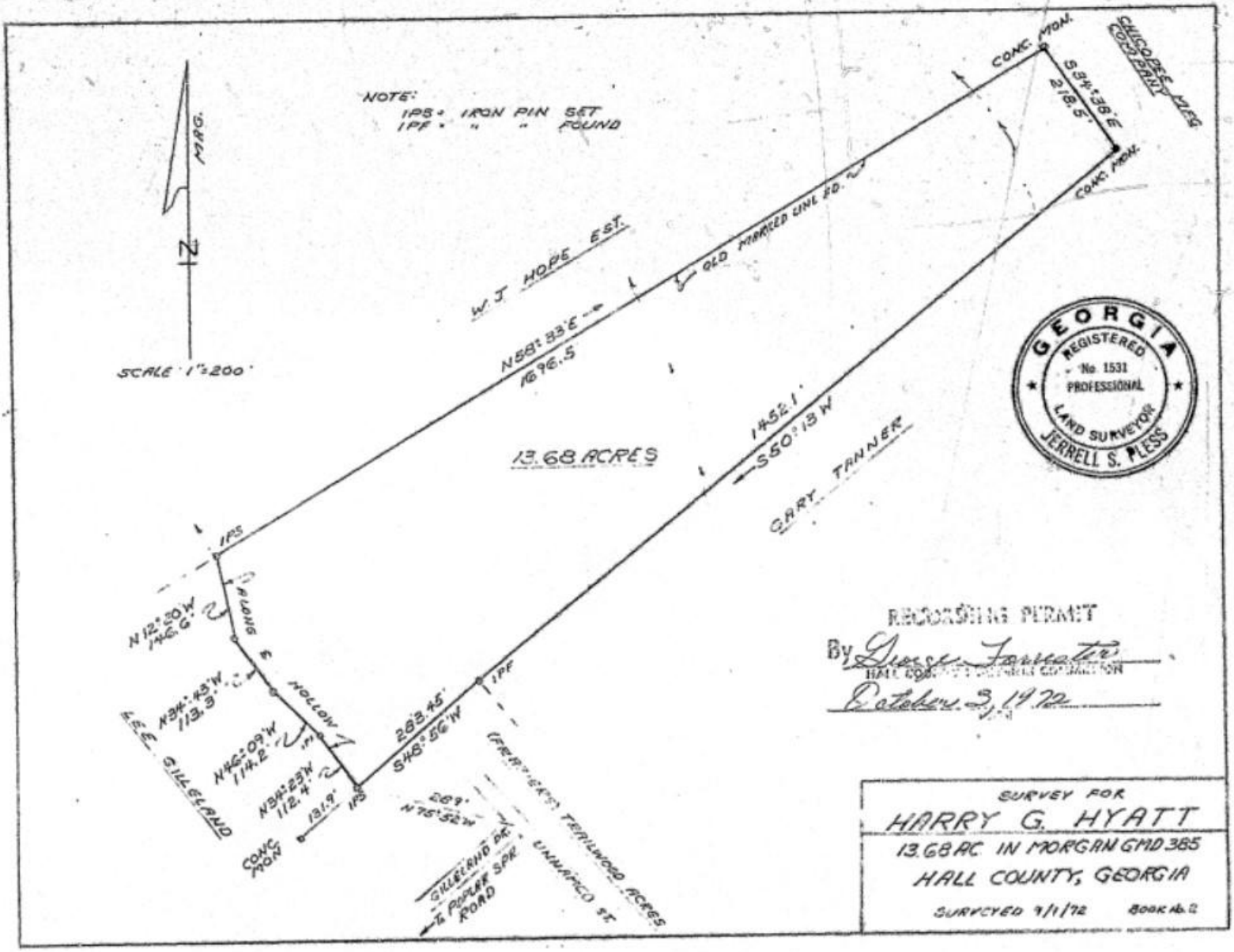
200' 0 200' 400' 600'
GRAPHIC SCALE - FEET

RECORDING PERMIT
BY _____
HALL COUNTY PLANNING COMMISSION

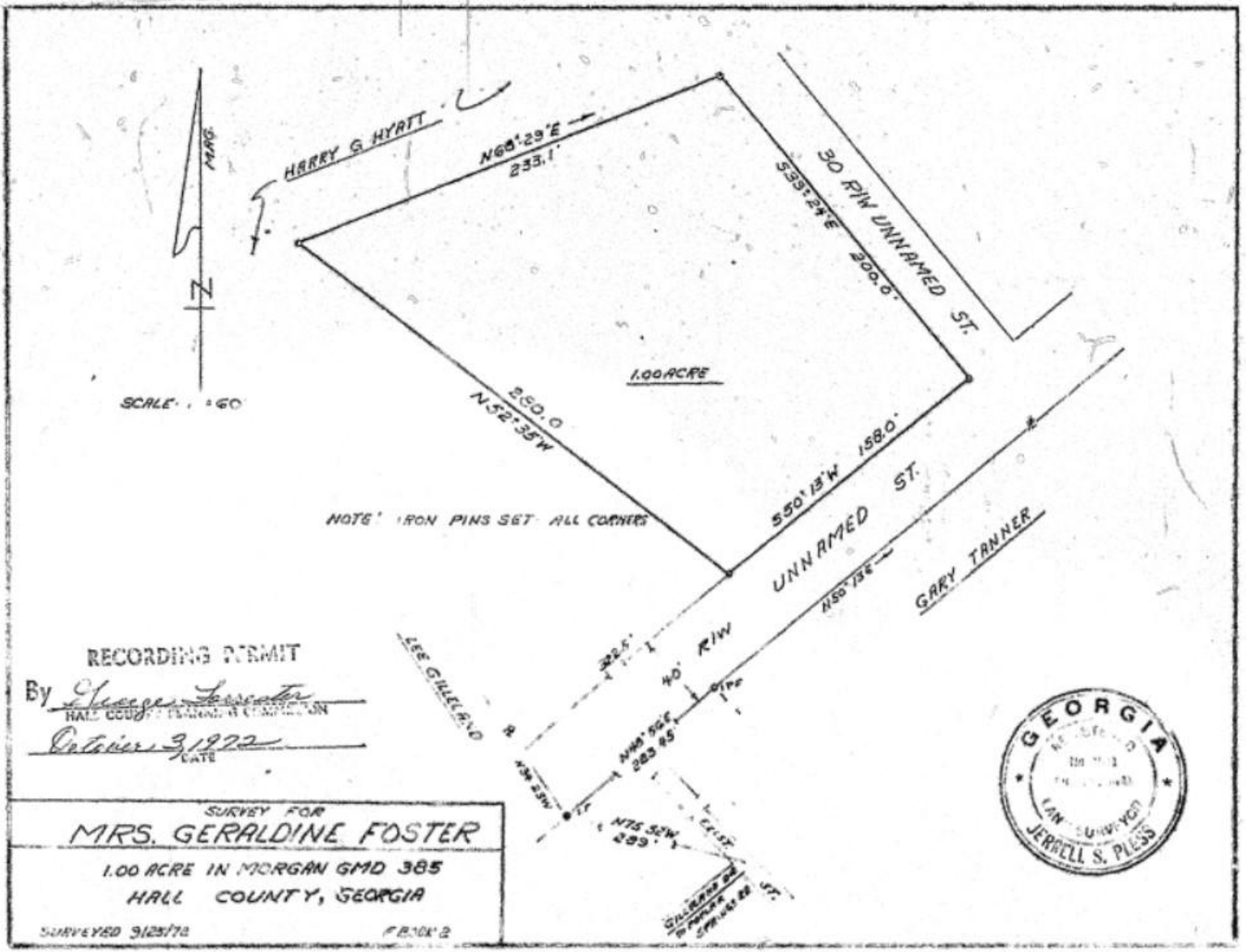
Hall County, Georgia, Clerk Superior Court
filed in office this 14 day of May
20 08 at 3:14 PM. Recorded in Plat
Book 859 Page 70
Dwight S. Wood, Clerk


Patton - Boyer, Inc.
LAND SURVEYORS & CIVIL ENGINEERS
909 ATLANTA HIGHWAY
GAINESVILLE, GEORGIA 30501
1(877) 807 - 2481
PHONE (770) 532 - 6492
FAX (770) 532 - 1995

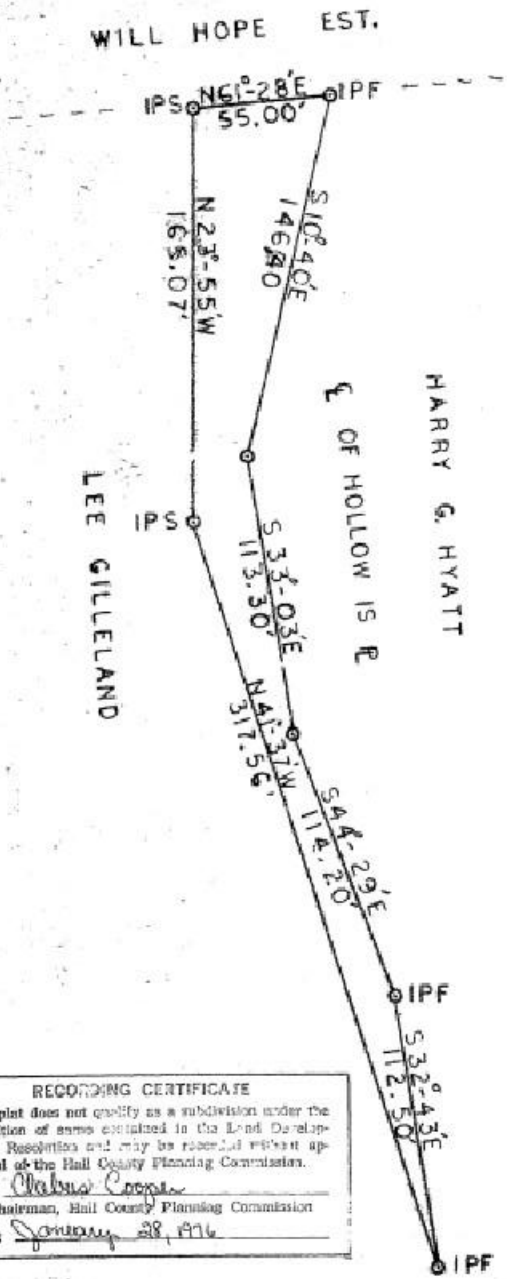

P.M. ARJ J.N.: 07-076

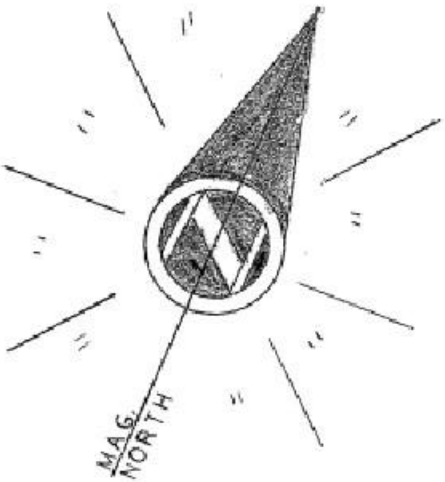



Recorded Oct 4, 1972 H. Grady Watson, Clerk




Recorded Oct 4, 1972 H. Grady Watson, Clerk




LEGEND
IPS – IRON PIN SET
IPF – IRON PIN FOUND

TOTAL ACREAGE 0.2339

RECORDING CERTIFICATE

This plat does not qualify as a subdivision under the definition of terms contained in the Land Development Resolution and may be recorded without approval of the Hall County Planning Commission.

By: Chairman, Hall County Planning Commission

Date: January 28, 1976

This survey is subject to all existing r/w, easements, and encroachments not shown hereon.

SURVEY FOR HARRY G. HYATT

Property Owner LEE GILLELAND

County Of HALL

State Of GEORGIA

Dist. No. 385

Land Lot No. MORGAN

Scale 1" = 50'

Date JANUARY 21, 1976

Survey By Roy A. Terrell & Assoc.

GEORGIA REGISTERED NO. 2700 GEORGIA LAND SURVEYOR ROY A. TERRELL

Recorded January 28, 1976

H. Grady Watson, Clerk

# 2.066 ACRES

NOTE:
LOT SERVED BY CITY WATER DEPT.

SEWAGE SYSTEM CONSIST OF ONE 1,000 GALLON SEPTIC TANK AND 252' OF 36"x36" FIELD LINES.

RECORDING PERMIT
1/23/88
By C. Edwards
HALL COUNTY PLANNING COMMISSION
Lot of Record

MAG. NORTH

N / F
HARRY HYATT

I.P.S.
S 23°55'00"E
165.70
I.R.F.
S 41°37'00"E
317.38
I.R.F.
N 61°32'35"E
105.12
I.R.F.
N 21°42'07"W
361.37

N / F
SCARBOROUGH

REFERENCE PLAT
R.B. 84 — PG. 80

S 50°57'28"W
131.96
I.R.F.
S 25°0'33"E
164.59
I.R.F.
S 67°59'00"W
107.42
I.R.F.
N 20°10'21"W
174.83
I.R.F.

GILLELAND EXTENTION
40' R/W

ONE STORY FRAME HOUSE WITH BASEMENT
PORCH
STOOPS
CONC.
GARAGE
WALK
CONC. FLOOR
CONC. DRIVE
CONC. DRIVE
POWER BOX
WOOD
CONC. WDW.

I.R.F.
N 80°21'24"E
32.46
I.R.F.
N 30°33'35"W
92.39
FL 77

40 20 0 100
50 30 10 50

TO WHOM IT MAY CONCERN:
THIS IS TO FURTHER CERTIFY THE PLAT SHOWN HEREON IS NOT LOCATED IN A HAZARDOUS FLOOD AREA ACCORDING TO THE NOV., 1983 MAPS FOR HALL COUNTY, GEORGIA PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY. COMMUNITY NO. 130466 — PANEL 139

Henry Bailey
HENRY BAILEY
GA. R. L. S. REG. NO. 1586

GEORGIA
REGISTERED
No. 1586
PROFESSIONAL
LAND SURVEYOR
HENRY BAILEY

THE ANGULAR AND LINEAR MEASUREMENT UPON WHICH THIS MAP OR PLAT IS BASED WAS PERFORMED WITH A TOPCON GTS 3 B ELECTRONIC DISTANCE METER AND A 100' STEEL TAPE. HAS AN ANGULAR ERROR OF 07" PER ANGLE POINT, A CLOSURE OF ONE FOOT IN 73,414 FEET AND WAS ADJUSTED USING THE COMPASS RULE. THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 162,563 FEET.

SURVEY FOR:

**ROBERT A. HENSON**
and
**MELISA A. ROLAND**

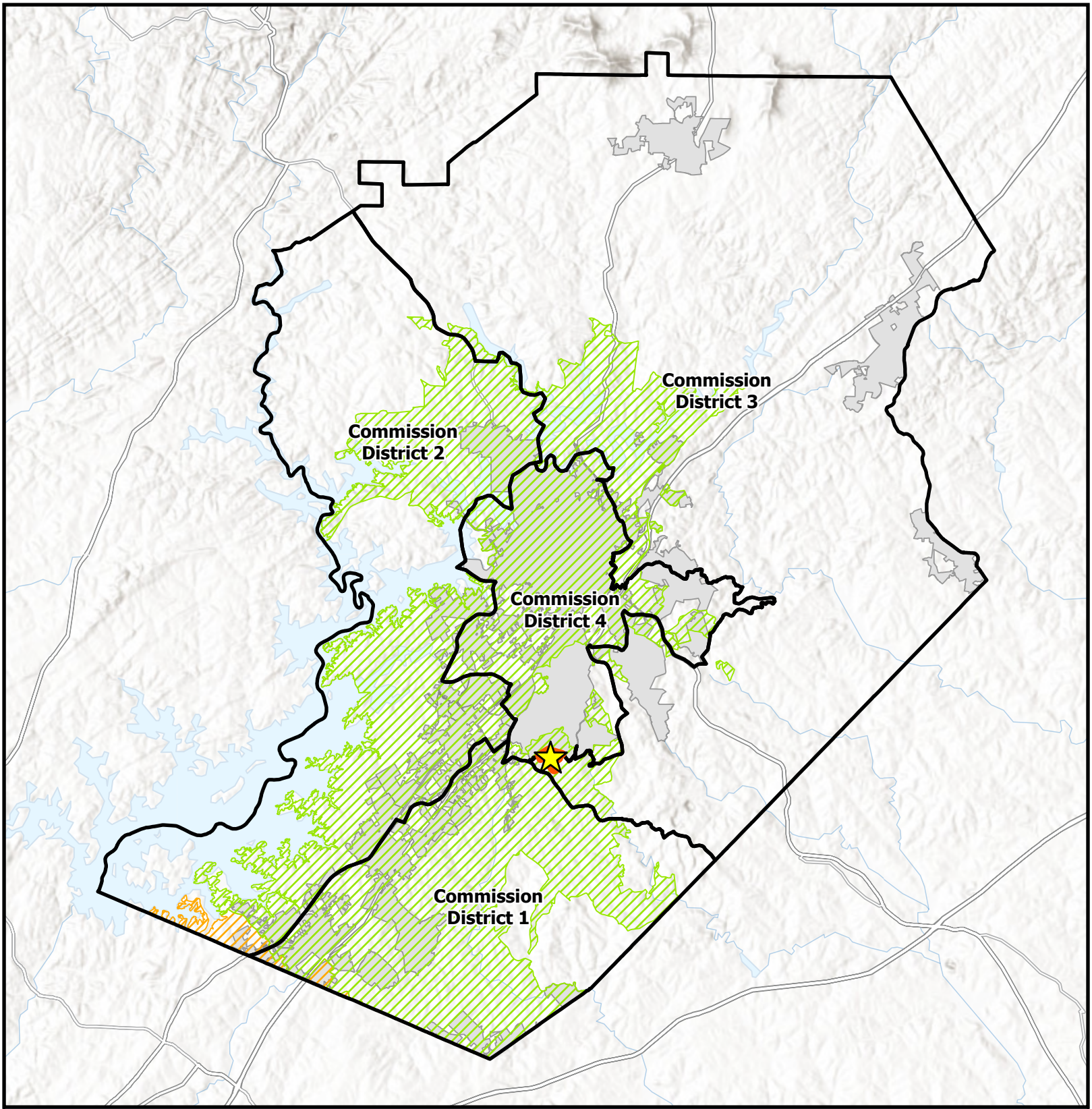
MORGAN G. M. D. # 385
HALL COUNTY, GEORGIA
JANUARY 18, 1988 — SCALE 1" = 50'

88-01-03

500 — 437

Recorded January 28, 1988

Dwight D. Wood, Clerk




# Overview Map

Subject Area
Commision Districts
City Limits

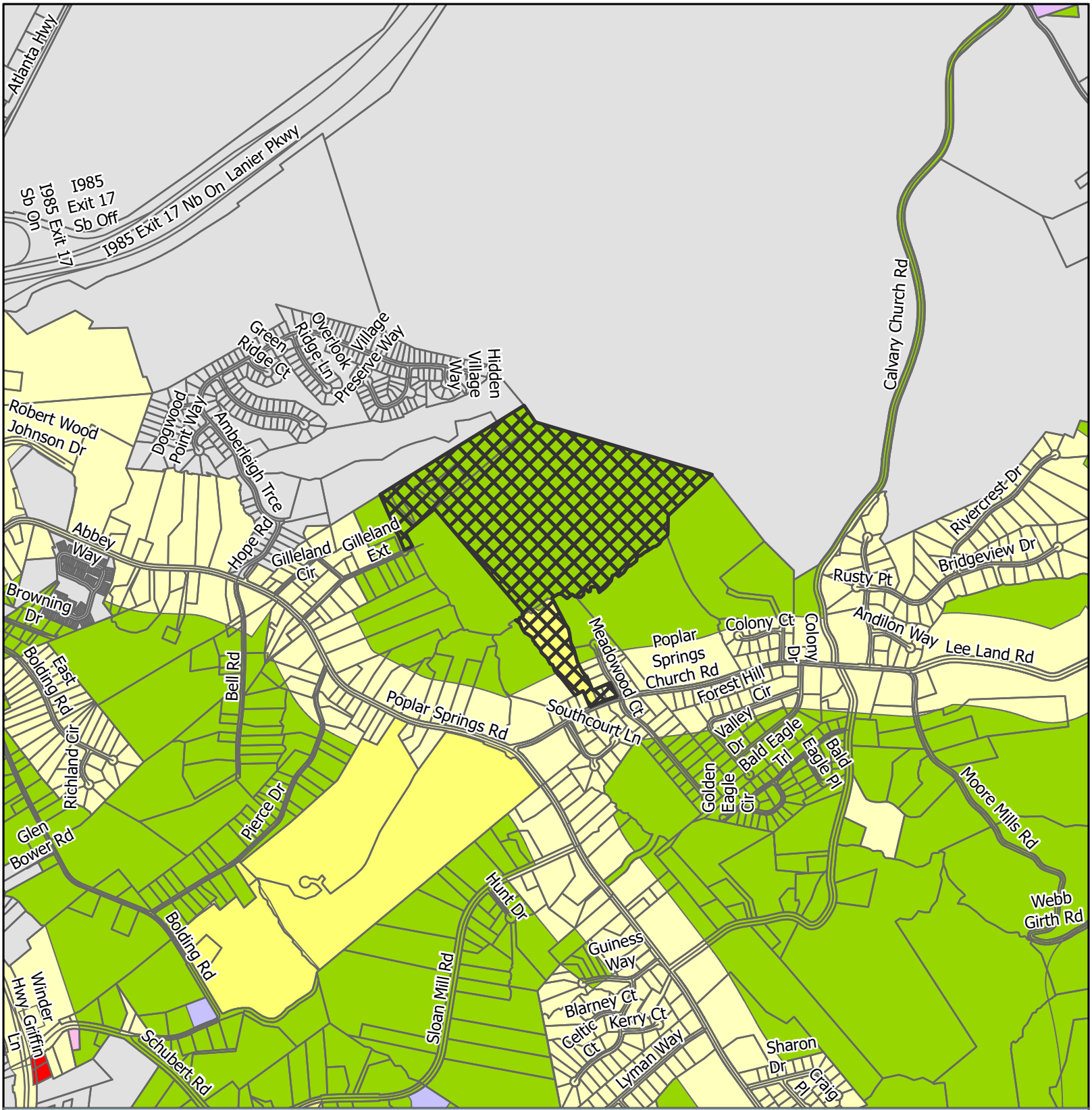
Urbanized Zone Areas
Atlanta, GA
Gainesville, GA

Subject Area Location

Applicant: Cook Communities
Tax Parcel #: 15036 000010, 000010B, 000009, 000013A, & 15036D000002I, 000002H, 000002B, 000002C, 000002A
Location: 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547, & 3549 Gilleland Extension
Commission District: 3 & 4

HALL COUNTY
GEORGIA
*We have it all in Hall*

Date Prepared: 10/12/2026




# Zoning Map

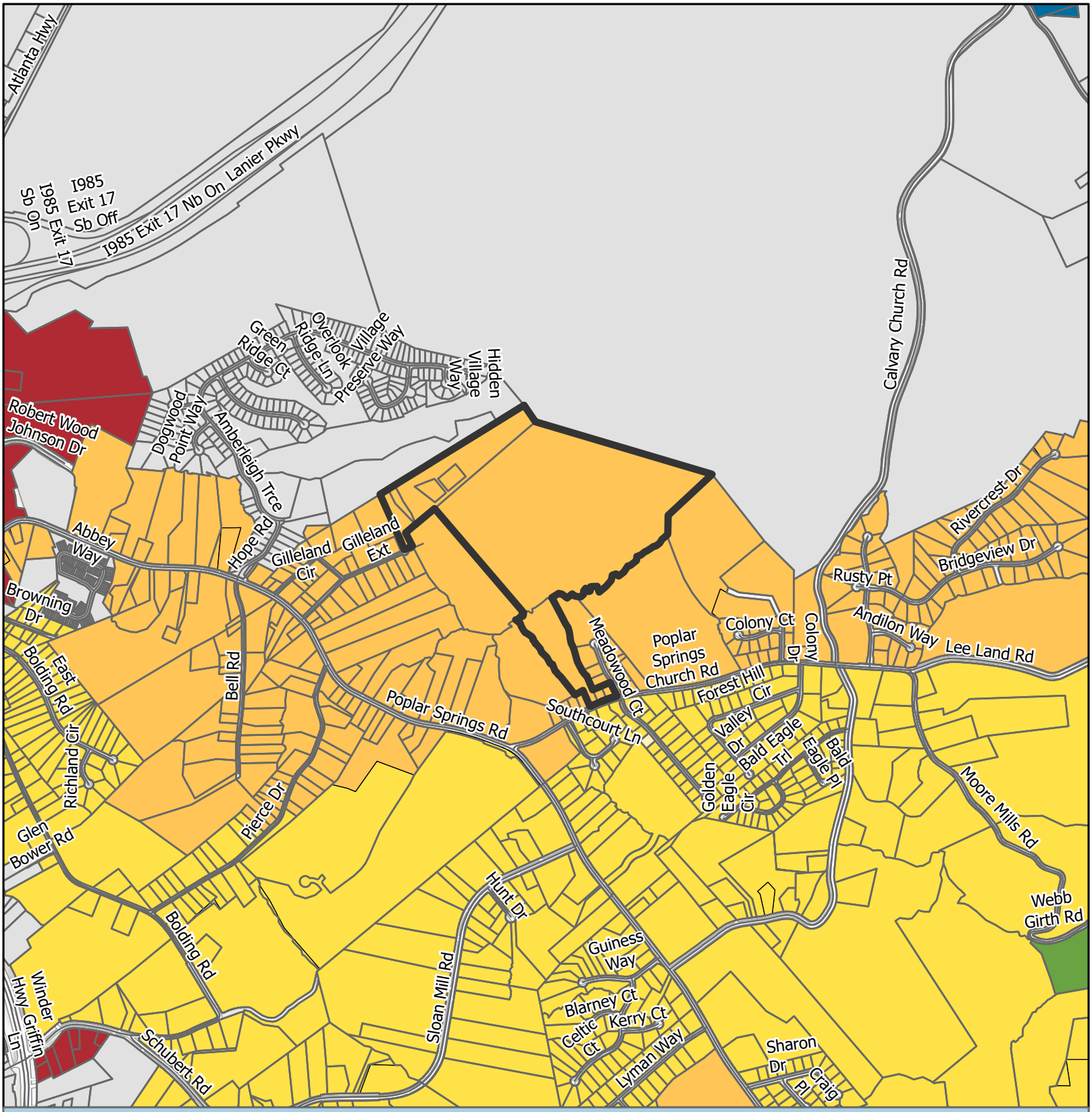
Subject Area
City Limits

Zoning
AR-1
H-B
I-1
O-I
PID
PRD
R-1

Applicant: Cook Communities
Tax Parcel #: 15036 000010, 000010B, 000009, 000013A, & 15036D000002I, 000002H, 000002B, 000002C, 000002A
Location: 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547, & 3549 Gilleland Extension
Commission District 3 & 4

HALL COUNTY GEORGIA
We have it all in Hall

Date Prepared: 10/13/2026




# Future Land Use Map

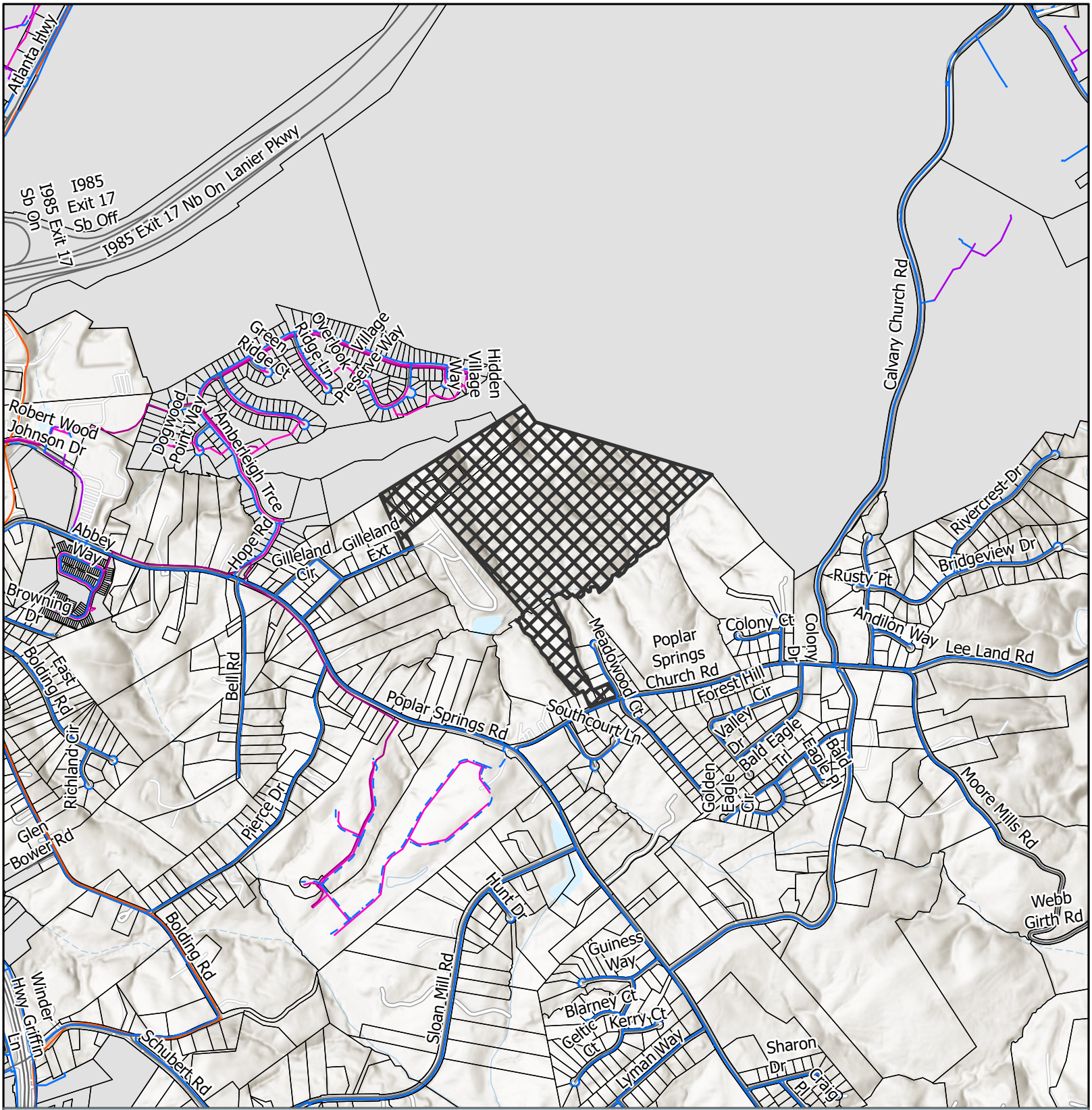
Subject Area
City Limits

FLU
- Business Corridors
- Employment
- Greenspace - Conservation
- Rural Neighborhood
- Suburban Neighborhood, Low-Density
- Suburban Neighborhood, Medium-Density

Applicant: Cook Communities
Tax Parcel #: 15036 000010, 000010B, 000009, 000013A, & 15036D000002I, 000002H, 000002B, 000002C, 000002A
Location: 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547, & 3549 Gilleland Extension
Commission District: 3 & 4

HALL COUNTY
GEORGIA
We have it all in Hall

Date Prepared: 10/13/2026



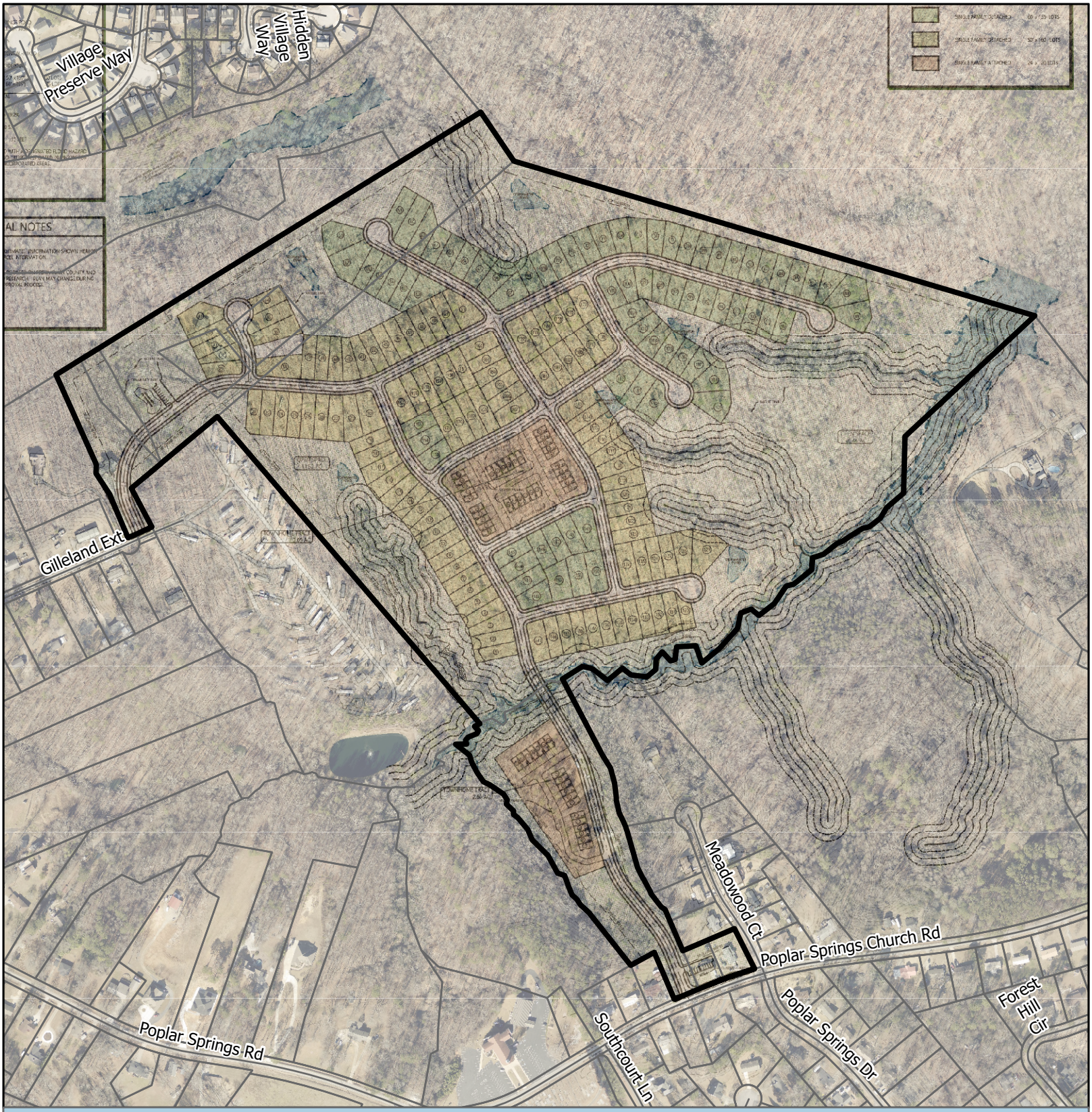

# Utilities Map

- Private of Other System
- Waterline
- Preliminary Waterline
- Gainesville Forcemain
- Gainesville Sewerlines
- County Forcemain
- Subject Area
- City Limits

Applicant: Cook Communities
Tax Parcel #: 15036 000010, 000010B, 000009, 000013A, & 15036D000002I, 000002H, 000002B, 000002C, 000002A
Location: 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547, & 3549 Gilleland Extension
Commission District 3 & 4

HALL COUNTY
GEORGIA
We have it all in Hall

Date Prepared: 10/13/2026




# Site Plan & Aerial Map

Subject Area

parcel

Applicant: Cook Communities
Tax Parcel #: 15036 000010, 000010B, 000009, 000013A, & 15036D000002I, 000002H, 000002B, 000002C, 000002A
Location: 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547, & 3549 Gilleland Extension
Commission District 3 & 4

HALL COUNTY
GEORGIA
*We have it **all** in Hall*

Date Prepared: 11/4/2026

FILED & RECORDED
DATE: 8/14/2019
TIME: 11:31AM
DEED BOOK: 8316
PAGE: 402
FILING FEES: $10.00
PT61: 0692019005915
TRANSFER TAX: $200.00
Recorded By: NB
Charles Baker, C.S.C.
Hall County, GA

file

after recording, return to:

JENIFIR DIMO
STEWART, MELVIN & FROST, LLP
200 MAIN STREET,
HUNT TOWER, SUITE 600
GAINESVILLE, GA 30501

# LIMITED WARRANTY DEED

THIS INDENTURE is made this **5th** day of **August, 2019**, between

**SHAWN HUDGINS and TAMMY RATAJSKI**
(hereinafter referred to as "Grantor")

and

**TAMMY RATAJSKI and DON RATAJSKI**
(hereinafter referred to as "Grantee")

("Grantors" and "Grantee" to include their respective heirs, successors, executors, administrators, legal representatives and assigns where the context requires or permits.)

WITNESSETH

GRANTORS, in consideration of the sum of TEN AND NO/100 DOLLARS ($10.00) and other valuable considerations, the receipt and sufficiency whereof are hereby acknowledged, have granted, bargained, sold, aliened, conveyed and confirmed, and does hereby grant, bargain, sell, alien, convey and confirm unto Grantee the following described property, to wit:

**All that tract or parcel of land lying and being in Land Lot 77 of the Morgan District, Hall County, Georgia, consisting of Lot 1 and Tract 1 of Poplar Springs Heights and being more particularly described according to a survey for Jesse T. Hanes by Henry Grady Jarrard, Georgia Registered Land Surveyor, dated April 20, 1983, recorded in Plat Book 89, Page 302, Hall County, Georgia Plat Records, which plat is hereby referred to and made a part of this description, being improved property known as 3060 Poplar Springs Church Road, according to present system of numbering property by the Hall County Tax Assessor's Office. Said property is conveyed together with and subject to all easements, covenants, and restrictions of record, if any.**

TO HAVE AND TO HOLD the Land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of Grantee forever in FEE SIMPLE as joint tenants with rights of survivorship and not as tenants in common.

AND GRANTORS WILL WARRANT and forever defend the right and title to the Land unto Grantee against the claims of all persons whomsoever claiming by, under, or through said Grantor.

EXECUTED under seal as of the date above.

**Signed, sealed, and delivered in the presence of:**

**Unofficial Witness**

**Notary Public**

**Commission Expiration Date:**

NOTARY PUBLIC COBB COUNTY, GA MY COMMISSION EXPIRES MAY 25, 2021

**GRANTOR:**

Shawn Hudgins (Seal)
**SHAWN HUDGINS**

Tammy Ratajski (Seal)
**TAMMY RATAJSKI**

**SMF FILE # ~~79998~~**
**80329**

https://search.gsccca.org/Imaging/HTML5Viewer.aspx?id=74262101&key1=8316&key2=402&county=69&countyname=HALL&userid=151666&appid=4 1/1

02130
0243

# WARRANTY DEED

B. 213

STATE OF GEORGIA

COUNTY OF GWINNETT

**This Indenture** made this 4th day of February, in the year One Thousand Nine Hundred Ninety-Four, between JOHNNIE F. BAZZELL, JR and CAROL A. BAZZELL, of the County of HALL, State of Georgia, as party or parties of the first part, hereinunder called Grantor, and DEWAYNE L. KIDD and GLORIA J. KIDD, as party or parties of the second part, hereinafter called Grantee (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

**WITNESSETH that:** Grantor, for and in consideration of the sum of TEN AND 00/100 ($10.00) Dollars and other good and valuable considerations in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, convey and confirm unto the said Grantee,the following described property, together with all improvements located thereon, to wit:

All that tract or parcel of land lying and being in Morgan GMD 385, Hall County, Georgia, as shown and delineated as Lot 1, Meadowood Subdivision on plat of survey for Dewayne L. Kidd and Gloria J. Kidd by William C. Ellis dated January 25, 1994. This is the same property shown as said lot of said subdivision on subdivision plat recorded in Hall County Plat Records at Plat Book 81, Page 13, which plat is incorporated herein by reference for a more complete description.

HALL COUNTY, Georgia
Real Estate Transfer Tax
Paid $ 68.90
Date Febry 11,1994
DWIGHT S. WOOD
Clerk of Superior Court
By Margaret B. Yarce

**TO HAVE AND TO HOLD** the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of the said Grantee forever in FEE SIMPLE.

**AND THE SAID** Grantor will warrant and forever defend the right and title to the above described property unto the said Grantee against the claims of all persons whomsoever.

**IN WITNESS WHEREOF,** Grantor has hereunto set grantor's hand and seal this day and year first above written.

Signed, sealed and delivered in the presence of:

Witness

Notary Public

NOTARY PUBLIC GWINNETT COUNTY, GEORGIA MY COMM. EXP. JUL 18, 1996 MARY N. KILGORE

JOHNNIE F. BAZZELL, JR (Seal)

CAROL A. BAZZELL (Seal)

(Seal)

Georgia, Hall County, Clerk Superior Court
Filed in office, this 11 day of Febry
19 94 at 1:07 P.M. Recorded in Book 2130
Page 243 this 14 day of Febry 19 94
DWIGHT S. WOOD, Clerk

Pd. → GARNER & KILGORE
CK# 15340

https://search.gsccca.org/Imaging/HTML5Viewer.aspx?id=15513146&key1=2130&key2=243&county=69&countyname=HALL&userid=151666&appid=4 1/1

eFiled and eRecorded
DATE: 10/29/2025
TIME: 3:27 PM
DEED BOOK: 9745
PAGE: 588 - 590
FILING FEES: $25.00
TRANSFER TAX: $230.00
PT61: 069-2025-007400
RECORDED BY: CH
CLERK: Mark Pettitt
Hall County, GA

250516RT
Russell C Petersen, LLC
P.O. Box 6499
GAINESVILLE, GA 30504

# LIMITED WARRANTY DEED

**STATE OF GEORGIA**
**COUNTY OF HALL**

**THIS INDENTURE** made **October 20th, 2025**, between **SCARLETT RENEE SKINNER**, of the County of Hall, State of Georgia, as party or parties of the first part, hereinafter called Grantor, and **TANNERS RIDGE, LLC**, as party or parties of the second part, hereinafter called Grantee (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

**W I T N E S S E T H that**: Grantor, for and in consideration of the sum of TEN AND 00/100 ($10.00) Dollars and other good and valuable considerations in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, convey and confirm unto the said Grantee, the following described property, together with all improvements located thereon, to wit:

**SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF**

**TO HAVE AND TO HOLD** the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of the said Grantee forever in **FEE SIMPLE**.

**AND THE SAID** Grantor will warrant and forever defend the right and title to the above described property unto the said Grantee against the claims of all persons by, through and under the above named grantor.

**IN WITNESS WHEREOF**, Grantor has hereunto set grantor's hand and seal this day and year first above written.

**Signed, sealed and delivered in the presence of:**

Witness

Notary Public

RUSSELL PETERSEN
Notary Public, Georgia
Hall County
My Commission Expires
March 11, 2026

SCARLETT RENEE SKINNER (Seal)

(Seal)

(Seal)

(Seal)

## EXHIBIT "A"

All that tract or parcel of land lying and being in the Morgan District, GMD 385, Hall County, Georgia, being Lot 2, Meadowood Subdivision, and being fully described on a survey prepared by B. Keith Rochester and Associates, GRLS, dated September 2, 1975, revised January 7. 1976, and being more particularly described as follows:

Beginning at an iron pin corner, said iron pin corner being located at the intersection of the northerly right of way of Poplar Springs Road with the westerly right of way of Meadowood Court; thence along the northerly right of way of Poplar Springs Church Road south 71 degrees 24 minutes 20 seconds west a distance of 118.91 feet to an iron pin corner; thence north 22 degrees 58 minutes 36 seconds west a distance of 157.41 feet to an iron pin corner; thence north 67 degrees 1 minute 24 seconds east a distance of 108.32 feet to an iron pin corner on the westerly right of way of Meadowood Court; thence along the westerly right of way of Meadowood Court, south 26 degrees 29 minutes 51 seconds east a distance of 166.01 feet to an iron pin corner and the point of beginning.

**eFiled and eRecorded**
**DATE: 05/03/2021**
**TIME: 3:39 PM**
**DEED BOOK: 8806**
**PAGE: 233 - 233**
**FILING FEES: $25.00**
**TRANSFER TAX: $550.00**
**PARTICIPANT ID: 0419150030**
**PT61: 069-2021-004324**
**RECORDED BY: CH**
**CLERK: Charles Baker, C.S.C**
**Hall County, GA**

Return Recorded Document to:
Russell C Petersen, LLC
P.O. Box 6499
Gainesville, GA 30504

# LIMITED WARRANTY DEED

STATE OF GEORGIA
COUNTY OF HALL

FILE #: **210540RT**

**THIS INDENTURE** made this **30th** day of **April, 2021,** between **ALAN W. LANCE and STEPHANIE KIMBERLY LANCE SPROULL** of the County of Hall and State of **Georgia**, as party or parties of the first part, hereinunder called Grantor, and **SHADOWSTONE PARTNERS, LLC** as party or parties of the second part, hereinafter called Grantee (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires
or permits).

**WITNESSETH** that: Grantor, for and in consideration of the sum of TEN AND NO/100 DOLLARS ($10.00) and other good and valuable considerations in hand paid, at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, convey and confirm unto the said Grantee.

**All that tract or parcel of land lying and being in Morgan GMD 385, Hall County, Georgia, being 80.98 acres more or less, and being more fully shown on a plat entitled "Survey for Gary K. Tanner Estate" Prepared by Chris M. Patton, Georgia Registered Land Surveyor No. 2647, which plat is recorded in Plat Slide 859, Page 70, Hall County, Georgia Records, which plat is by reference incorporated herein and made a part hereof.**

This Deed is given subject to all easements and restrictions of record.

**TO HAVE AND TO HOLD** the said tract or parcel of land, together with all and singular the rights, members and appurtenances thereof, to the same being, belonging or in anywise appertaining, to the only proper use, benefit and behoof of the said Grantee, forever in **FEE SIMPLE.**

**AND THE SAID** Grantor will warrant and forever defend the right and title to the above described property unto the said Grantee against the claims of all persons by, through and under the above named grantor.

**IN WITNESS WHEREOF**, Grantor has hereunto set grantor's hand and seal this day and year first above written.

Signed, sealed and delivered in the presence of:

Witness

(Seal)
**ALAN W. LANCE**

Notary Public

(Seal)
**STEPHANIE KIMBERLY LANCE SPROULL**

RUSSELL PETERSEN
Notary Public, Georgia
Hall County
My Commission Expires
March 11, 2022

eFiled and eRecorded
DATE: 09/29/2021
TIME: 9:51 AM
DEED BOOK: 8944
PAGE: 321 - 324
FILING FEES: $25.00
TRANSFER TAX: $410.00
PARTICIPANT ID: 0419150030
PT61: 069-2021-009618
RECORDED BY: CH
CLERK: Charles Baker, C.S.C
Hall County, GA

RETURN TO:
211105RT
Russell C Petersen, LLC
P.O. Box 6499
GAINESVILLE, GA 30504

# ADMINISTRATOR'S DEED

STATE OF GEORGIA
COUNTY OF HALL

THIS INDENTURE, made **September 23rd, 2021**, between **SUSAN R GIBSON, INDIVIDUALLY AND SUSAN R GIBSON AS ADMINISTRATOR OF THE ESTATE OF JERILYN KAY HYATT**, deceased, of the First Part (hereinafter called "grantor") and **TANNERS RIDGE, LLC**, of the State of Georgia and County of Hall, of the Second Part (hereinafter called "grantee"); the words "grantor" and "grantee" to include her respective heirs, successors and assigns where the context requires or permits.

**W I T N E S S E T H:**

That said grantor (acting under and by virtue of the power and authority contained in the Administration of the Estate of **JERILYN KAY HYATT**, the same having been duly processed with Letters of Administration having been issued September 8, **2020**, for Estate No. **E-20-336**), at and before the sealing and delivery of these presents, receipt whereof is hereby acknowledged, has granted, bargained, sold and conveyed, and by these presents does grant, bargain, sell and convey unto the said grantee:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

TO HAVE AND TO HOLD the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of the said grantee, **TANNERS RIDGE, LLC**,, forever, IN FEE SIMPLE: in as full and ample a manner as the same was held, possessed

and enjoyed, or might have been held, possessed and enjoyed, by the said deceased, **JERILYN KAY HYATT**, in his/her lifetime.

IN WITNESS WHEREOF, the grantor herein has hereunto set hand and seal, the day and year first above written.

**SUSAN R GIBSON, AS ADMINISTRATOR AFORESAID**

**SUSAN R GIBSON, INDIVIDUALLY**

Signed, sealed and delivered
in the presence of:

Unofficial Witness

Notary Public

RUSSELL PETERSEN
Notary Public, Georgia
Hall County
My Commission Expires
March 11, 2022

EXHIBIT "A"

## AS TO TRACT ONE:

All that tract or parcel of land lying and being in Morgan Militia District 385 of Hall County, Georgia, consisting of 13.68 acres as shown by plat prepared by Jerrell S. Pless, Registered Surveyor, styled "Survey for Harry Hyatt" surveyed and dated September 1, 1972. Said plat being recorded in Plat Record Book 51, at page 24, of Hall County, Georgia Deed Records. Said plat is incorporated herein by reference thereto for a more complete description. The property conveyed herein is bounded on the North by W.J. Hope Estate; on the Northeast by Chicopee Mfg. Co.; on the South by lands of Gary Tanner; and on the Western boundary by other lands of Lee Gilleland.

LESS AND EXCEPT:

All that tract or parcel of land lying and being in Morgan Militia District 385 of Hall County, Georgia, consisting of 1.0 acre as shown by plat prepared by Jerrell S. Pless, Registered Surveyor, styled "Survey for Mrs. Geraldine Foster", surveyed and dated September 25, 1972. Said plat being recorded in Plat Record Book 51, Page 25, of Hall County, Georgia Deed Records. Said plat is incorporated herein by reference thereto for a more complete description.

LESS AND EXCEPT:

All that tract or parcel of land lying and being in Morgan Militia District 385 of Hall County, Georgia, consisting of 1.0 acre as shown by plat prepared by Jerrell S. Pless, Registered Surveyor, styled "Survey for Robert O. Woods" surveyed and dated September 25, 1972. Said plat being recorded in Plat Record Book 51, Page 294, of Hall County, Georgia Deed Records. Said plat is incorporated herein by reference thereto for a more complete description.

**PARCEL ID: 15036D000002A**

## AS TO TRACT TWO:

All that tract or parcel of land lying and being in Morgan Militia District 385 of Hall County, Georgia, consisting of 1.00 acre as shown by plat prepared by Jerrell S. Pless, Registered Surveyor, styled "Survey for Mrs. Geraldine Foster", surveyed and dated September 25, 1972. Said plat being recorded in Plat Record Book 51, at page 25, of Hall County, Georgia Deed Records. Said plat is incorporated herein by reference thereto for a more complete description.

**PARCEL ID: 15036D000002B**

Continued....

Continued....

**AS TO TRACT THREE:**

All that tract or parcel of land lying and being in the Morgan District, GMD 385, Hall County, Georgia, being 0.2339 acres, more or less, bounded on the North by the lands of the Will Hope Estate, on the East by other property of Harry G. Hyatt, and on the West by other property of Lee Gilleland, and being more fully described on plat of survey by Roy A. Terrell, Registered Surveyor, dated January 21, 1976, and recorded in Plat Book 61, Page 158, Hall County Plat Records, which plat and the record thereof are incorporated herein by reference.

**PARCEL ID: 15036D000002H**

eFiled and eRecorded
DATE: 12/01/2020
TIME: 9:41 AM
DEED BOOK: 8658
PAGE: 143 - 145
FILING FEES: $25.00
TRANSFER TAX: $242.00
PARTICIPANT ID: 0419150030
PT61: 069-2020-009657
RECORDED BY: CH
CLERK: Charles Baker, C.S.C
Hall County, GA

201705B
Russell C Petersen, LLC
P.O. Box 6499
GAINESVILLE, GA 30504

# LIMITED WARRANTY DEED

**STATE OF GEORGIA**
**COUNTY OF HALL**

**THIS INDENTURE** made **November 30th, 2020**, between **DON EDWARD UTES**, of the County of Hall, State of Georgia, as party or parties of the first part, hereinafter called Grantor, and **JAMES JOHNSON**, as party or parties of the second part, hereinafter called Grantee (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

**W I T N E S S E T H that**: Grantor, for and in consideration of the sum of TEN AND 00/100 ($10.00) Dollars and other good and valuable considerations in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, convey and confirm unto the said Grantee, the following described property, together with all improvements located thereon, to wit:

**SEE EXHIBIT "A" ATTACHED HERTO AND MADE A PART HEREOF BY REFERENCE.**

**TO HAVE AND TO HOLD** the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of the said Grantee forever in **FEE SIMPLE**.

**AND THE SAID** Grantor will warrant and forever defend the right and title to the above described property unto the said Grantee against the claims of all persons by, through and under the above named grantor.

**IN WITNESS WHEREOF**, Grantor has hereunto set grantor's hand and seal this day and year first above written.

**Signed, sealed and delivered in the presence of:**

_____
**Witness**

_____(Seal)
**DON EDWARD UTES**

_____
**Notary Public**

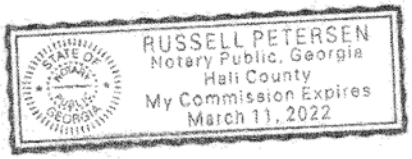


EXHIBIT "A"

**All that tract or parcel of land lying and being in the Morgan District, GMD 385 of Hall County, Georgia, and being 1 acre, more or less, as is more fully shown and described in a plat of Robert O. Woods recorded in Plat Book 54, Page 298, Hall County, Georgia Records. Said plat being incorporated herein by reference thereto.**

**Grantor also grants to Grantees, their heirs, executors, and assigns, a nonexclusive easement for ingress and egress as set out in a grant of easement recorded in Deed Book 2543, Page 303 Georgia Deed Book records from Grady C. Fraser to Harry G. Hyatt.**

**Grantor also grants to Grantees, their heirs, their executors and assigns, a perpetual non exclusive easement 40 foot in width from the point where the present easement over the property of Grady C. Fraser intersects the Southeasterly property line of Harry G. Hyatt, thence along the southeasterly property line of Harry G. Hyatt in a Northeasterly direction parallel to the southeasterly property line of the property of Harry G. Hyatt as shown in a plat recorded Plat Book 51, Page 24, Hall County, Georgia to a point where the northeasterly property line of the property described herein would intersect the southeasterly property line of the property described in Plat Book 51, Page 24 if extended.**

eFiled and eRecorded
DATE: 02/26/2025
TIME: 2:15 PM
DEED BOOK: 9613
PAGE: 91 - 92
FILING FEES: $25.00
TRANSFER TAX: $420.00
PT61: 069-2025-001190
RECORDED BY: NB
CLERK: Mark Pettitt
Hall County, GA

25016RT
Russell C Petersen, LLC
P.O. Box 6499
GAINESVILLE, GA 30504

# LIMITED WARRANTY DEED

**STATE OF GEORGIA**
**COUNTY OF HALL**

**THIS INDENTURE** made **February 21st, 2025**, between **MELISSA LeELLEN BIONDI and JESSE JAMES BIONDI**, of the County of Hall, State of Georgia, as party or parties of the first part, hereinafter called Grantor, and **TANNERS RIDGE, LLC**, as party or parties of the second part, hereinafter called Grantee (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

**W I T N E S S E T H that**: Grantor, for and in consideration of the sum of TEN AND 00/100 ($10.00) Dollars and other good and valuable considerations in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, convey and confirm unto the said Grantee, the following described property, together with all improvements located thereon, to wit:

**All that tract or parcel of land lying and being in G.M.D. 385, Hall County, Georgia, containing 2.066 acres, more or less, as per survey for Robert A. Henson and Melisa A. Roland, prepared by Henry Bailey, G.R.L.S., dated January 18, 1988, and recorded in Plat Book 127, Page 3, Hall County, Georgia Records, said plat is incorporated herein and made a part of this description.**

**TO HAVE AND TO HOLD** the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of the said Grantee forever in **FEE SIMPLE**.

**AND THE SAID** Grantor will warrant and forever defend the right and title to the above described property unto the said Grantee against the claims of all persons by, through and under the above named grantor.

**IN WITNESS WHEREOF**, Grantor has hereunto set grantor's hand and seal this day and year first above written.

**Signed, sealed and delivered in the presence of:**

**Witness** (Seal)

**MELISSA LeELLEN BIONDI**

**Notary Public** (Seal)

**JESSE JAMES BIONDI**

RUSSELL PETERSEN
Notary Public, Georgia
Hall County
My Commission Expires
March 11, 2026

(Seal)

(Seal)

REZONING LEGAL
TANNER ESTATE

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN G.M.D. 385 (MORGAN), HALL COUNTY, GEORGIA, AND BEING COMPRISED OF LANDS OF MULTIPLE OWNERS, INCLUDING BUT NOT LIMITED TO SHADOW STONE PARTNERS, LLC AND TANNERS RIDGE, LLC. SAID TRACT BEING DESCRIBED BY THE FOLLOWING METES AND BOUNDS DESCRIPTION:

**BEGINNING** AT A CONCRETE MONUMENT FOUND AT THE NORTHWESTERN CORNER OF PARCEL 15036 000013A, SAID POINT HAVING A GEORGIA STATE PLANE, NAD 83, WEST ZONE COORDINATE VALUE OF N: 1,536,497.72 AND E: 2,394,904.02;

THENCE, N 41° 17' 18" W FOR A DISTANCE OF 1503.37 FEET POINT;

THENCE, S 49° 23' 55" W FOR A DISTANCE OF 254.11 FEET POINT;

THENCE, S 53° 07' 48" W FOR A DISTANCE OF 137.81 FEET POINT;

THENCE, S 26° 33' 54" E FOR A DISTANCE OF 184.89 FEET POINT;

THENCE, S 75° 57' 50" W FOR A DISTANCE OF 113.64 FEET POINT;

THENCE, N 18° 26' 06" W FOR A DISTANCE OF 174.32 FEET POINT;

THENCE, N 45° 00' 00" W FOR A DISTANCE OF 77.96 FEET POINT;

THENCE, N 00° 00' 00" E FOR A DISTANCE OF 55.12 FEET POINT;

THENCE, N 22° 33' 17" W FOR A DISTANCE OF 359.29 FEET POINT;

THENCE, N 71° 33' 54" E FOR A DISTANCE OF 87.16 FEET POINT;

THENCE, N 63° 26' 06" E FOR A DISTANCE OF 61.63 FEET POINT;

THENCE, N 57° 36' 19" E FOR A DISTANCE OF 1339.58 FEET POINT;

THENCE, N 57° 31' 44" E FOR A DISTANCE OF 359.37 FEET POINT;

THENCE, S 33° 41' 24" E FOR A DISTANCE OF 198.75 FEET POINT;

THENCE, S 73° 16' 50" E FOR A DISTANCE OF 2015.63 FEET POINT;

THENCE, S 44° 56' 07" W FOR A DISTANCE OF 663.39 FEET POINT;

THENCE, S 00° 00' 00" W FOR A DISTANCE OF 192.94 FEET POINT;

THENCE, S 48° 41' 18" W FOR A DISTANCE OF 83.33 FEET POINT;

THENCE, S 30° 13' 36" W FOR A DISTANCE OF 46.05 FEET POINT;

THENCE, S 51° 32' 02" W FOR A DISTANCE OF 52.37 FEET POINT;

THENCE, S 77° 55' 46" W FOR A DISTANCE OF 24.40 FEET POINT;

THENCE, S 57° 05' 33" W FOR A DISTANCE OF 51.84 FEET POINT;

THENCE, S 56° 39' 18" W FOR A DISTANCE OF 37.83 FEET POINT;

THENCE, S 65° 07' 48" W FOR A DISTANCE OF 22.27 FEET POINT;

THENCE, S 50° 44' 37" W FOR A DISTANCE OF 61.27 FEET POINT;

THENCE, S 70° 54' 22" W FOR A DISTANCE OF 43.96 FEET POINT;

THENCE, S 03° 25' 52" W FOR A DISTANCE OF 44.45 FEET POINT;

THENCE, S 50° 53' 09" W FOR A DISTANCE OF 86.79 FEET POINT;

THENCE, S 75° 35' 21" W FOR A DISTANCE OF 27.65 FEET POINT;

THENCE, S 33° 21' 03" W FOR A DISTANCE OF 78.85 FEET POINT;

THENCE, S 51° 48' 28" W FOR A DISTANCE OF 71.90 FEET POINT;

THENCE, N 50° 38' 03" W FOR A DISTANCE OF 36.81 FEET POINT;

THENCE, S 69° 30' 49" W FOR A DISTANCE OF 41.53 FEET POINT;

THENCE, S 11° 36' 42" W FOR A DISTANCE OF 58.92 FEET POINT;

THENCE, S 49° 36' 36" W FOR A DISTANCE OF 85.00 FEET POINT;

THENCE, N 19° 33' 04" W FOR A DISTANCE OF 67.86 FEET POINT;

THENCE, S 85° 58' 00" W FOR A DISTANCE OF 71.97 FEET POINT;

THENCE, S 05° 47' 43" W FOR A DISTANCE OF 47.21 FEET POINT;

THENCE, S 72° 15' 24" W FOR A DISTANCE OF 18.30 FEET POINT;

THENCE, N 42° 42' 53" W FOR A DISTANCE OF 45.26 FEET POINT;

THENCE, S 40° 34' 50" W FOR A DISTANCE OF 35.19 FEET POINT;

THENCE, S 01° 01' 45" W FOR A DISTANCE OF 39.20 FEET POINT;

THENCE, S 49° 22' 24" W FOR A DISTANCE OF 42.30 FEET POINT;

THENCE, N 83° 42' 49" W FOR A DISTANCE OF 59.91 FEET POINT;

THENCE, N 51° 48' 30" W FOR A DISTANCE OF 40.46 FEET POINT;

THENCE, S 49° 37' 56" W FOR A DISTANCE OF 71.98 FEET POINT;

THENCE, N 52° 44' 36" W FOR A DISTANCE OF 71.56 FEET POINT;

THENCE, N 77° 46' 41" W FOR A DISTANCE OF 37.74 FEET POINT;

THENCE, S 56° 54' 59" W FOR A DISTANCE OF 109.36 FEET POINT;

THENCE, N 78° 54' 47" W FOR A DISTANCE OF 31.40 FEET POINT;

THENCE, S 48° 03' 26" W FOR A DISTANCE OF 56.99 FEET POINT;

THENCE, S 47° 37' 33" W FOR A DISTANCE OF 13.17 FEET POINT;

THENCE, S 27° 43' 32" E FOR A DISTANCE OF 29.19 FEET POINT;

THENCE, S 27° 43' 23" E FOR A DISTANCE OF 185.08 FEET POINT;

THENCE, S 27° 43' 23" E FOR A DISTANCE OF 121.40 FEET POINT;

THENCE, S 31° 38' 48" E FOR A DISTANCE OF 58.42 FEET POINT;

THENCE, S 15° 15' 48" E FOR A DISTANCE OF 55.61 FEET POINT;

THENCE, S 06° 58' 19" E FOR A DISTANCE OF 54.79 FEET POINT;

THENCE, S 10° 11' 59" E FOR A DISTANCE OF 58.50 FEET POINT;

THENCE, S 26° 39' 12" E FOR A DISTANCE OF 34.82 FEET POINT;

THENCE, S 21° 15' 41" E FOR A DISTANCE OF 41.37 FEET POINT;

THENCE, S 15° 51' 51" E FOR A DISTANCE OF 138.32 FEET POINT;

THENCE, S 26° 10' 30" E FOR A DISTANCE OF 43.34 FEET POINT;

THENCE, S 29° 05' 49" E FOR A DISTANCE OF 57.91 FEET POINT;

THENCE, S 35° 40' 23" E FOR A DISTANCE OF 69.33 FEET POINT;

THENCE, S 55° 37' 42" E FOR A DISTANCE OF 17.48 FEET POINT;

THENCE, S 23° 11' 59" E FOR A DISTANCE OF 120.53 FEET POINT;

THENCE, S 23° 11' 45" E FOR A DISTANCE OF 45.60 FEET POINT;

THENCE, S 23° 11' 41" E FOR A DISTANCE OF 0.22 FEET POINT;

THENCE, N 66° 57' 19" E FOR A DISTANCE OF 100.08 FEET POINT;

THENCE, N 66° 54' 19" E FOR A DISTANCE OF 108.32 FEET POINT;

THENCE, S 26° 36' 54" E FOR A DISTANCE OF 166.81 FEET POINT;

THENCE, S 71° 17' 32" W FOR A DISTANCE OF 118.91 FEET POINT;

THENCE, S 68° 48' 12" W FOR A DISTANCE OF 99.87 FEET POINT;

THENCE, S 67° 30' 00" W FOR A DISTANCE OF 99.85 FEET POINT;

THENCE, N 23° 05' 41" W FOR A DISTANCE OF 188.91 FEET POINT;

THENCE, S 61° 09' 05" W FOR A DISTANCE OF 100.00 FEET POINT;

THENCE, N 38° 20' 39" W FOR A DISTANCE OF 248.91 FEET POINT;

THENCE, N 43° 36' 37" W FOR A DISTANCE OF 91.84 FEET POINT;

THENCE, N 20° 53' 38" W FOR A DISTANCE OF 76.94 FEET POINT;

THENCE, N 71° 16' 00" W FOR A DISTANCE OF 27.15 FEET POINT;

THENCE, N 28° 46' 23" W FOR A DISTANCE OF 74.29 FEET POINT;

THENCE, N 44° 55' 53" W FOR A DISTANCE OF 82.82 FEET POINT;

THENCE, N 23° 41' 41" W FOR A DISTANCE OF 41.71 FEET POINT;

THENCE, N 39° 44' 28" W FOR A DISTANCE OF 57.01 FEET POINT;

THENCE, N 53° 45' 08" W FOR A DISTANCE OF 20.45 FEET POINT;

THENCE, N 34° 10' 23" W FOR A DISTANCE OF 46.08 FEET POINT;

THENCE, N 16° 09' 00" W FOR A DISTANCE OF 38.47 FEET POINT;

THENCE, N 55° 51' 39" W FOR A DISTANCE OF 62.26 FEET POINT;

THENCE, N 65° 17' 12" W FOR A DISTANCE OF 24.80 FEET POINT;

THENCE, N 31° 08' 03" W FOR A DISTANCE OF 85.78 FEET POINT;

THENCE, N 16° 28' 26" W FOR A DISTANCE OF 26.80 FEET POINT;

THENCE, N 51° 55' 39" W FOR A DISTANCE OF 37.64 FEET POINT;

THENCE, N 51° 55' 38" W FOR A DISTANCE OF 26.38 FEET POINT;

THENCE, N 51° 55' 45" W FOR A DISTANCE OF 1.82 FEET POINT;

THENCE, N 89° 06' 53" E FOR A DISTANCE OF 40.65 FEET POINT;

THENCE, N 13° 34' 22" W FOR A DISTANCE OF 14.72 FEET POINT;

THENCE, N 37° 53' 41" E FOR A DISTANCE OF 14.42 FEET POINT;

THENCE, N 68° 04' 06" E FOR A DISTANCE OF 35.67 FEET POINT;

THENCE, N 29° 27' 11" E FOR A DISTANCE OF 12.00 FEET POINT;

THENCE, N 41° 12' 02" W FOR A DISTANCE OF 21.80 FEET POINT;

THENCE, N 54° 35' 05" E FOR A DISTANCE OF 22.33 FEET POINT;

THENCE N 69° 52' 58" E A DISTANCE OF 20.15 FEET TO A POINT ;SAID POINTBEING THE TRUE **POINT OF BEGINNING.**

**SAID TRACT CONTAINING 105.69 ACRES (4,600,709 SQUARE FEET) DATED AUGUST 28, 2025.**

# TRAFFIC IMPACT STUDY

# FOR

# THE VILLAGE AT TANNER ESTATES DEVELOPMENT

# HALL COUNTY, GA

Prepared By:

SOUTHEASTERN ENGINEERING, INC.

2470 Sandy Plains Road
Marietta, GA 30066

September 18, 2026

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Appendix C: Synchro & SIDRA Reports
Appendix D: Growth Rate Data
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Appendix F: ICE Analysis

## EXECUTIVE SUMMARY

A proposed residential development of single-family detached homes, located in Hall County, GA will be built on undeveloped land of approximately 103.65 acres located north of Poplar Springs Church Road and east of SR 332. The development will include 318 single-family detached homes. The site will be accessed via a main driveway on Poplar Springs Church Road approximately 300 ft west of the Poplar Springs Church Road and Meadowood Court/Poplar Springs Drive intersection, and another emergency-only driveway will connect to the east end of Gilleland Extension. The full build-out of the proposed development is planned for 2031. This study analyzed the peak hour traffic operations and capacity analysis for the study intersections to determine if recommendations to the existing roadway network should be made to accommodate the new traffic.

This study analyzed the impacts the generated trips from the development are expected to have on the surrounding roadway network and study intersections. The study intersections are listed below:

1. SR 332/Poplar Springs Road at SR 13/Atlanta Highway
2. SR 332/Poplar Springs Road at Gilleland Circle
3. SR 332/Poplar Springs Road at Poplar Springs Church Road
4. Poplar Spring Church Road at Driveway
5. Poplar Spring Church Road at Calvary Church Road
6. Lee Land Road at Webb Girth Road

The ITE Trip Generation Manual, was referenced to estimate the trips generated by the residential development. The site is expected to generate 2,832 trips per day. The expected trips were added to the future background traffic volumes to analyze the delay and level of service at the study intersections in existing, no-build, and build conditions.

Under existing conditions, all intersections and approaches operate acceptably, except for the eastbound approach at the intersection of SR 13 and SR 332, which operates at LOS E during the AM peak.

Under future no-build conditions, the eastbound approach at SR 13 and SR 332 is expected to operate at LOS E during both peak hours, compared to LOS E only during the AM peak in the existing year. At SR 332 and Poplar Springs Church Road, the level of service is forecasted to decline from LOS B to LOS C in the AM peak and from LOS C to LOS D in the PM peak. The northbound approach of Calvary Church Road at Poplar Springs Church Road/Lee Land Road is expected to operate at LOS D during the AM peak, a decrease from LOS C. The southbound approach is projected to decrease to LOS C during both AM and PM peaks, down from the current LOS B. Overall, all intersections are expected to maintain service levels comparable to existing conditions.

In the build scenario, all intersections are expected to operate at service levels similar to the no-build scenario, except the intersection of SR 332 at Poplar Springs Church Road, which is expected to operate at an unacceptable LOS F during the PM peak hour.

To address the impact of the development on the roadway network and to establish appropriate intersection control for the development driveway, the following recommendations are provided for the study intersections based on the intersection operations analysis and Intersection Control Evaluation (ICE) analysis.

SR 332 at Poplar Springs Church Road

- Convert the intersection to a single-lane roundabout.

Poplar Springs Church Road at Site Driveway

- Site Driveway should be minor-street stop controlled
- Add an eastbound left turn auxiliary lane
- Add a westbound right turn auxiliary lane

Operational analysis indicates that the intersection of SR 332 and Poplar Springs Church Road is expected to operate at an unacceptable LOS during the PM peak hour under Build conditions. Therefore, improvements are needed to address deficiencies caused by the proposed development.

According to ICE evaluation criteria, a single-lane roundabout is the preferred alternative. However, physical constraints such as a cemetery in the southeast quadrant and nearby private driveways may make this option infeasible under this project's scope. As an alternative, operational analysis shows that adding a dedicated southbound left-turn lane on SR 332 would improve intersection operations to an acceptable LOS under Build conditions.

## INTRODUCTION

Southeastern Engineering, Inc. conducted a traffic impact study for the proposed Village at Tanner Estates Residential Development, a single-family detached homes development in Hall County, GA. The development will be built on undeveloped land located to the east of SR 332/Poplar Springs Road and north of Poplar Springs Church Road. The development includes 318 single-family detached homes. The site will have two driveways: one new driveway on Poplar Springs Church Road and an emergency-only driveway connecting to Gilleland Circle E. The development build-out is planned for 2031. A location map of the area near the site is shown in **Figure 1**.

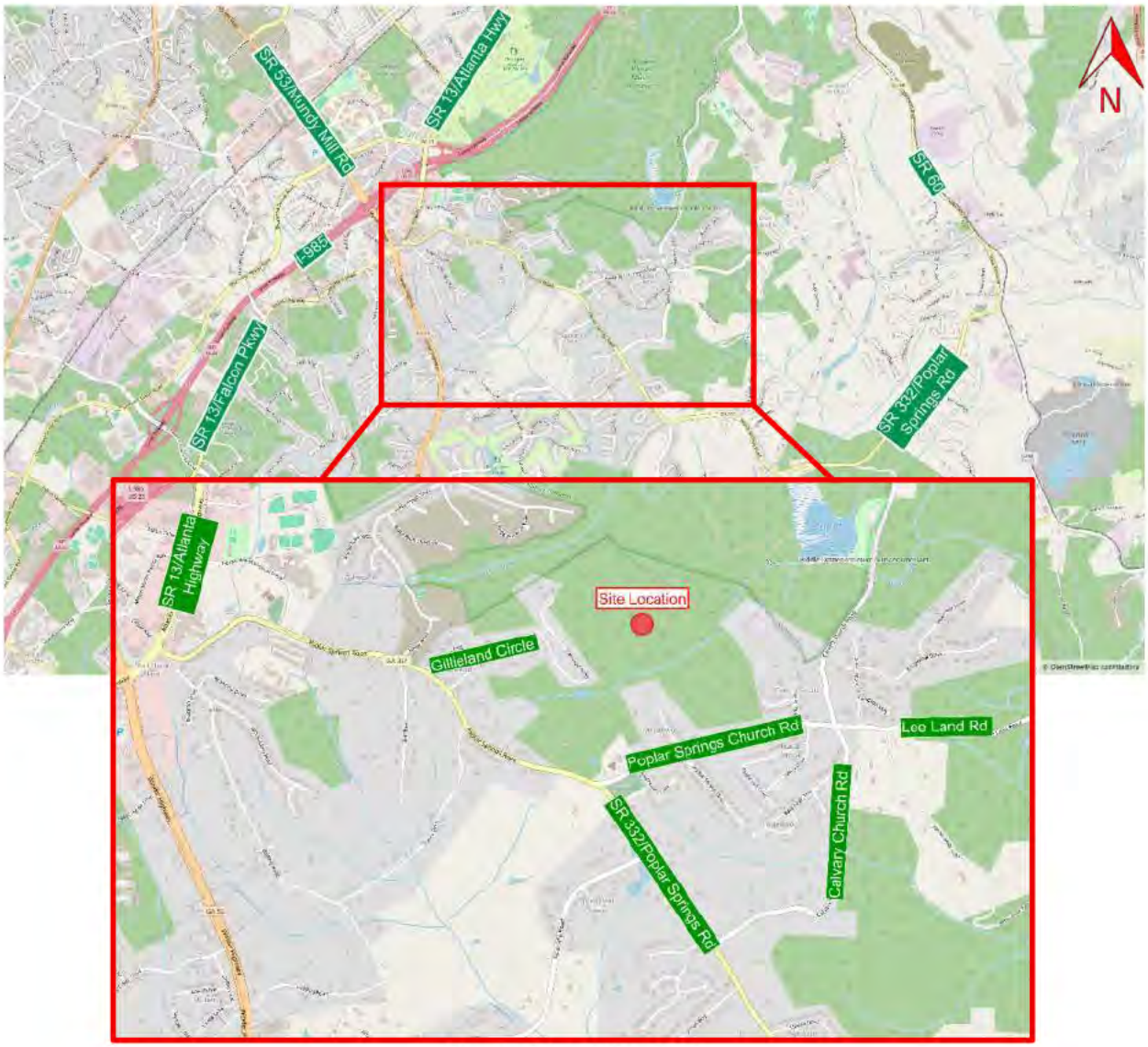



**Figure 1 Location Map**

This study will identify the potential impacts of the proposed development traffic on the surrounding roadway network. The study includes the existing and future peak hour traffic operations and capacity analysis for the surrounding roadway network and development driveway. As necessary, operational improvements will be identified and analyzed to mitigate the traffic impacts caused by the development. Based on the results of the analysis for the study intersections, recommendations will be made for intersection geometry and control method.

## PROJECT DESCRIPTION

The development will be built on approximately 103.65 acres of undeveloped land to the north of Poplar Springs Church Road and east of SR 332/Poplar Springs Road in Hall County, Georgia. The development will consist of 318 single-family detached homes and will be accessed via a main driveway on Poplar Springs Church Road approximately 300 ft west of the Poplar Springs Church Road and Meadowood Court/Poplar Springs Drive intersection, and another emergency-only driveway will connect to the east end of Gilleland Extension. This study analyzes traffic impacts from the full build-out of the proposed development, planned for 2031. The site plan is attached in **Appendix A**.

### Study Network

The traffic study analyzes traffic operations for the study intersections in the vicinity of the development. Capacity analysis and level of service evaluations of the study intersections were conducted for the existing, no-build, and build scenarios. The study intersections and their methods of control for this report are listed below:

1. SR 332/Poplar Springs Road at SR 13/Atlanta Highway – Traffic Signal
2. SR 332/Poplar Springs Road at Gilleland Circle – Minor-Street Stop-Control
3. SR 332/Poplar Springs Road at Poplar Springs Church Road – Minor-Street Stop-Control
4. Poplar Spring Church Road at Driveway – *New Intersection*
5. Poplar Spring Church Road at Calvary Church Road – Minor-Street Stop-Control
6. Lee Land Road at Webb Girth Road – Minor-Street Stop-Control

The roadway network adjacent to the development was examined for the existing roadway characteristics. An aerial of the study area is shown in **Figure 2.**

SR 332/Poplar Springs Road (SR 332)

SR 332 is a two-lane undivided facility with a posted speed limit of 35 mph and is classified by GDOT as a minor arterial. It connects to SR 13/Atlanta Highway to the west and to SR 60/Candler Road to the east. There is curb, gutter, and sidewalk present near the intersection of SR 332 and SR 13/Atlanta Highway.

SR 13/Atlanta Highway (SR 13)

SR 13 is a four-lane divided facility, in the study area, with a posted speed limit of 45 mph. It is classified by GDOT as a minor arterial. It connects to I-985 in the north and SR 53/Winder Highway in the south. Curb, gutter and sidewalk are present along SR 13 in the study area.

Poplar Spring Church Road

Poplar Springs Church Road is a two-lane undivided facility with a posted speed limit of 45 mph. It is classified by GDOT as a local road. No curb, gutter, or sidewalk are present in the study area. It connects to SR 332 in the west and changes to Lee Land Road in the east.

Lee Land Road

Lee Land Road is a two-lane undivided facility with a posted speed limit of 45 mph. It is classified by GDOT as a local road. No curb, gutter, or sidewalk is present in the study area. It connects to Poplar Springs Church Road to the west and Webb Girth Road to the east.

Webb Girth Road

Webb Girth Road is a two-lane undivided facility with a posted speed limit of 35 mph. It is classified by GDOT as a local road. No curb, gutter, or sidewalk is present in the study area. It connects to Lee Land Road in the north and Moore-Mills Road in the south.

Gilleland Circle

Gilleland Circle is a two-lane, undivided local road, as classified by GDOT, with a posted speed limit of 30 mph, and no curb, gutter, or sidewalk present within the study area. It is a loop road that connects to SR 332 at two points to the south; since both connection points are included as study intersections, they are characterized as Gilleland Circle E for the eastern intersection and Gilleland Circle W for the western intersection.

Calvary Church Road

Calvary Church Road is a two-lane undivided facility with a posted speed limit of 30 mph on the south leg approach and 45 mph on the north leg approach. It is classified by GDOT as a local road. No curb, gutter, or sidewalk is present in the study area. It connects to SR 332 in the south and SR 60/Candler Road in the north.




**Figure 2 Aerial of Site Location**

## EXISTING TRAFFIC CONDITIONS

The traffic impact study analyzes the current traffic operations of the study network. Capacity analysis and level of service evaluations of the study intersections were conducted for the existing and future conditions with and without the proposed development to determine the impacts of the development traffic on the network.

### Existing Traffic Volumes

Existing traffic volumes were collected on roadways near the development. Daily traffic volumes (48 hours) were collected on Wednesday, September 02, 2026 and Thursday, September 03, 2026 near the development and peak hour turning movement counts were collected on Wednesday, September 02, 2026 at the study intersections. For operational analysis, the global peak hours for the entire

study network were identified as 7:15-8:15 AM for the AM peak and 4:45-5:45 PM for the PM peak hour. Existing daily traffic volumes collected in the study area are summarized in **Table 1**, and detailed traffic counts are attached in **Appendix B**. The existing AM and PM peak hour turning movement volumes for the study area are shown in **Figure 3**.

| Table 1: Existing Traffic Volume (2026) | | | | |
|---|---|---|---|---|
| Location | Date | Volume | | Total |
| | | Northbound/Eastbound | Southbound/Westbound | |
| Poplar Springs Church Road east of Southcourt Lane | 09/02/2026 | 2,254 | 2,419 | 4,673 |
| | 09/03/2026 | 2,386 | 2,482 | 4,868 |
| Gilleland Circle E north of Poplar Springs Road | 09/02/2026 | 266 | 268 | 534 |
| | 09/03/2026 | 265 | 274 | 539 |
| Gilleland Circle W north of Poplar Springs Road | 09/02/2026 | 21 | 23 | 44 |
| | 09/03/2026 | 28 | 19 | 47 |
| SR 332 east of SR 13 | 09/02/2026 | 7,739 | 7,063 | 14,802 |
| | 09/03/2026 | 8,010 | 7,266 | 15,276 |

## Level of Service Methodology

Intersection capacity analyses were performed using the methodology outlined in the *Highway Capacity Manual, 7th Edition* (HCM). This methodology is the industry standard for the evaluation of intersection capacity and delay. To facilitate the analysis, computer software Synchro 12 and SIDRA 9.2 were used. Both software programs conform to the HCM methodology.

An analysis of peak hour traffic conditions was performed to determine the level of service (LOS) at the study intersections. LOS for an intersection is based on vehicular delay at the intersection and is a typical measure of effectiveness used to evaluate intersection operations. The HCM provides ranges of delay for each LOS definition, spanning from very minimal delays (LOS A) to high delays (LOS F). LOS F is generally considered unacceptable for most drivers.

For unsignalized intersections, where a stop sign controls side streets or minor streets, the criterion for evaluating traffic operations is the LOS for the controlled turning movements at the intersection. Methodology from the HCM to determine the delay and LOS for these turning movements is based on input data including intersection geometry, lane configuration, and turning movement volumes.

For the signalized intersections, LOS is based on input data including intersection geometry, lane configuration, turning movement volumes, and traffic signal timing.

**Table 2** below indicates the relationship between delay and LOS for signalized and unsignalized intersections, respectively.

| Table 2: Level of Service for Signalized and Unsignalized Intersections | | |
|---|---|---|
| Level of Service | Control Delay Per Vehicle (sec) | |
| | Signalized Intersection | Unsignalized Intersection |
| A | ≤10 | ≤10 |
| B | >10 and ≤20 | >10 and ≤15 |
| C | >20 and ≤35 | >15 and ≤25 |
| D | >35 and ≤55 | >25 and ≤35 |
| E | >55 and ≤80 | >35 and ≤50 |
| F | >80 | >50 |

## Existing Conditions Levels of Service

The existing geometric configuration, intersection controls, and signal timings per GDOT's Automated Traffic Signal Performance Measures (ATSPM) were used to analyze the intersections for the existing conditions operational analysis. All intersections are operating acceptably under existing conditions. However, the eastbound approach of SR 13 at SR 332 is operating at LOS E during the AM peak hour. The results of the existing intersection operational analysis are summarized in **Table 3** and detailed Synchro reports are attached in **Appendix C**.

**Table 3: Level of Service and Delay for Existing Conditions (2026)**

| Intersection | Control | Approach | Delay (LOS) | |
|---|---|---|---|---|
| | | | AM | PM |
| SR 13 at SR 332 | Traffic Signal | Eastbound | 56.5 (E) | 51.9 (D) |
| | | Westbound | 37.3 (D) | 32.7 (C) |
| | | Northbound | 36.1 (D) | 30.6 (C) |
| | | Southbound | 22.8 (C) | 19.5 (B) |
| | | **Overall** | **34.0 (C)** | **27.4 (C)** |
| SR 332 at Gilleland Cir W | Minor-Street Stop-Control | Southbound | 16.3 (C) | 18.3 (C) |
| SR 332 at Gilleland Cir E | Minor-Street Stop-Control | Southbound | 16.8 (C) | 16.9 (C) |
| SR 332 at Poplar Springs Church Rd | Minor-Street Stop-Control | Westbound | 14.1 (B) | 21.3 (C) |
| Poplar Springs Church Rd/Lee Land Rd at Calvary Church Rd | Minor-Street Stop-Control | Northbound | 22.3 (C) | 12.6 (B) |
| | | Southbound | 15.5 (B) | 14.1 (B) |
| Lee Land Rd at Webb Girth Rd | Minor-Street Stop-Control | Northbound | 8.9 (A) | 9.3 (A) |

# FUTURE CONDITIONS – WITHOUT THE PROPOSED DEVELOPMENT (NO-BUILD)

The impact of the proposed development on the roadway network was analyzed and evaluated in the future year (2031) without the proposed development (No-Build) to compare the future conditions with the proposed fully constructed development (Build).

## Growth Rate

The impact of the proposed development on the roadway network was analyzed and evaluated in the future year (2031) without the proposed development (No-Build) to compare the future conditions with the proposed fully constructed development (Build). The growth rate for the study area was calculated using different sources, including the annual volume statistics from GDOT's Traffic Analysis & Data Application (TADA), employment and population projections for the county from Regional Economic Models, Inc. (REMI), population projections for the county from the Governor's Office of Planning and Budget (OPB), and county census data from the US Census Bureau. Data and calculations from the sources are attached in **Appendix D**.

TADA traffic volume data between March 2020 and July 2022 has been excluded from the growth rate calculations due to COVID-19 impacts. As a result, the latest count data available before 2020 was used to calculate the 5-year growth rate. The growth rate calculated using the GDOT's Historical traffic data is summarized in **Table 4**.

| Table 4: GDOT Historical Growth Rate | | | | |
|---|---|---|---|---|
| Station ID | Location | 5-Year | 10-Year | 15-Year |
| 139-0176 | SR 13 west of SR 332 | - | 1.2% | 0.2% |
| 139-0178 | SR 332 south of E Reed Road | - | 4.1% | 2.6% |
| 139-0394 | SR 332 south of SR 13 | - | 3.0% | 2.3% |
| **5-,10- and 15-Year Average** | | **-** | **2.8%** | **1.7%** |
| **Average Growth Rate** | | **2.2%** | | |

Population and employment projections from REMI were utilized in determining growth rates for the county. This data was used to calculate the growth rate for build year 2031. **Table 5** summarizes the growth rate calculated using REMI's projections.

| Table 5: Growth Rate Based on Regional Economic Models, Inc's Projections | |
|---|---|
| Projection Type | 2026-2031 |
| Employment Projection | **0.6%** |
| Population Projection | **0.9%** |

The population projection data for the county was obtained from the Georgia Governor's OPB. This data was used to calculate the growth rate for build year 2031. Growth rate calculated using projections from OPB are summarized in **Table 6**.

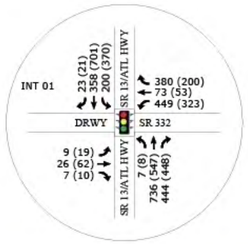
| Table 6: Georgia Governor's Office of Planning and Budget Annual Population Estimates | | |
|---|---|---|
| Year | County Population | Growth Rate |
| 2026 | 230,125 | |
| 2031 | 246,423 | **1.4%** |

Census data from the U.S. Census Bureau was used to calculate a growth rate for the county. Growth rate calculated using the U.S. Census Bureau data is shown **Table 7**.

| Table 7: U.S. Census Bureau Annual Estimates of the Resident Population | | | |
|---|---|---|---|
| Geographic Area | 2010 Census | 2020 Census | 2010 to 2020 Growth Rate |
| Hall County | 179,684 | 203,136 | **1.2%** |

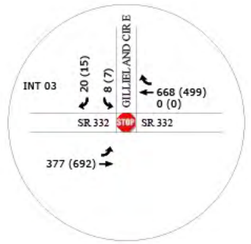
The growth rate used to calculate the project's future volumes was obtained by averaging the growth rates from different sources for an overall project growth rate of 1.3%.

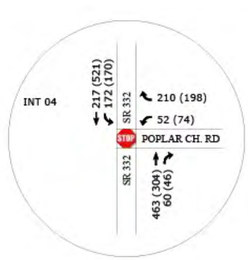
| JURISDICTION | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| HALL COUNTY | 1193-26-121 | | |

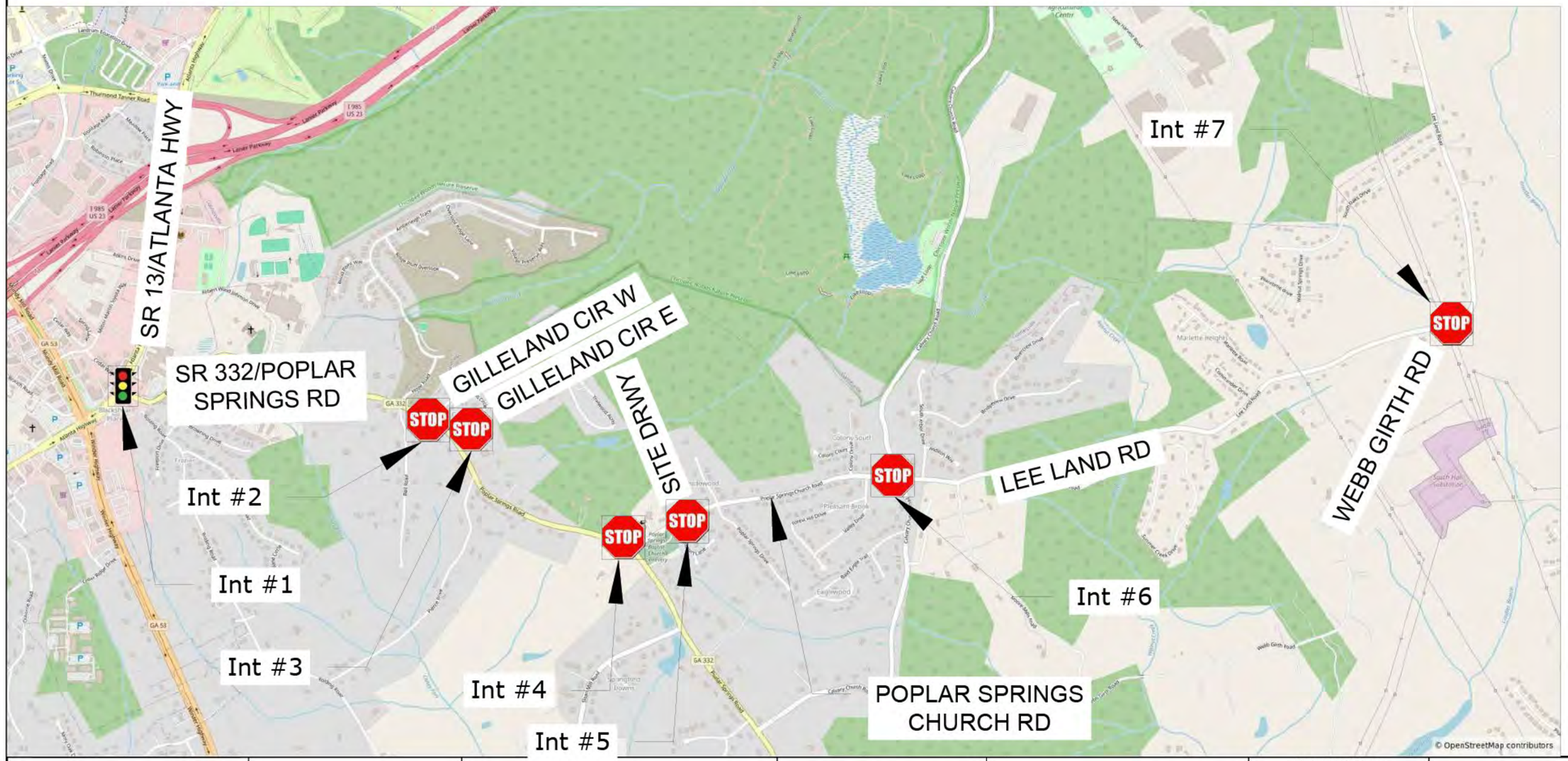


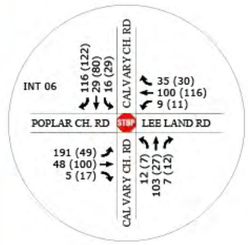










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PRINTED BY: NIKHIL CHOUDHARI

FIGURE 3

SOUTHEASTERN ENGINEERING, INC.
2470 Sandy Plains Road
Marietta, Georgia 30066
tel: 770-321-3936
www.seengineering.com

EXISTING PEAK HOUR VOLUMES

| REVISION DATES |
|---|
| |

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VILLAGE AT TANNER ESTATES TRAFFIC STUDY

## Future No-Build Traffic Volumes

The future background volumes for the 2031 were calculated by applying the annual exponential growth rate over five years to the existing 2026 background volumes. Future 2031 background volumes are shown in **Figure 4**.

## Future No-Build Conditions Level of Service

A future no-build (2031) operational analysis was completed for the study network using the current geometric configuration and intersection controls. The eastbound approach at the intersection of SR 13 at SR 332, is expected to operate at LOS E during both peak hours compared to just the AM peak in the existing year. At SR 332 and Poplar Springs Church Road, the level of service declines from LOS B to LOS C in the AM peak and from LOS C to LOS D in the PM peak. The northbound approach of Calvary Church Road at Poplar Springs Church Road/Lee Land Road is projected to operate at LOS D during the AM peak, compared to LOS C in the existing year. Similarly, the southbound approach of Calvary Church Road at Poplar Springs Church Road/Lee Land Road is expected to decrease to LOS C during both AM and PM peak hours compared to LOS B in the existing year. Overall, all intersections are projected to continue operating at similar service levels, consistent with existing conditions. The results of the intersection operational analysis are summarized in **Table 8** and detailed Synchro reports are attached in **Appendix C**.

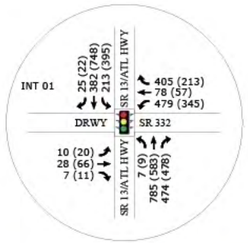
**Table 8: Level of Service and Delay for No-Build (2031)**

| Intersection | Control | Approach | Delay (LOS) | |
|---|---|---|---|---|
| | | | AM | PM |
| SR 13 at SR 332 | Traffic Signal | Eastbound | 62.0 (E) | 58.7 (E) |
| | | Westbound | 43.5 (D) | 38.0 (D) |
| | | Northbound | 43.8 (D) | 35.4 (D) |
| | | Southbound | 26.5 (C) | 22.5 (C) |
| | | **Overall** | **40.3 (D)** | **31.6 (C)** |
| SR 332 at Gilleland Cir W | Minor-Street Stop-Control | Southbound | 17.3 (C) | 19.7 (C) |
| SR 332 at Gilleland Cir E | Minor-Street Stop-Control | Southbound | 18.2 (C) | 18.0 (C) |
| SR 332 at Poplar Springs Church Rd | Minor-Street Stop-Control | Westbound | 15.5 (C) | 32.0 (D) |
| Poplar Springs Church Rd/Lee Land Rd at Calvary Church Rd | Minor-Street Stop-Control | Northbound | 25.6 (D) | 13.0 (B) |
| | | Southbound | 15.9 (C) | 15.1 (C) |
| Lee Land Rd at Webb Girth Rd | Minor-Street Stop-Control | Northbound | 9.0 (A) | 9.4 (A) |

## PROPOSED DEVELOPMENT

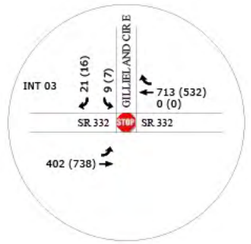
The proposed residential development will be constructed on approximately 103.65 acres of undeveloped land located to the north of Poplar Springs Church Road and east of SR 332 in Hall County, Georgia. The development will consist of 318 single-family detached homes. There will be two driveways to access the development; a primary Site Driveway on Poplar Springs Church Road approximately 300 ft west of the Poplar Springs Church Road and Meadowood Court/Poplar Springs Drive intersection, and another emergency-only driveway will connect to the east end of Gilleland Extension. This study evaluates the potential traffic impacts associated with the full build-out of the proposed development, which is anticipated to occur by the year 2031.

| JURISDICTION | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| HALL COUNTY | 1193-26-121 | | |



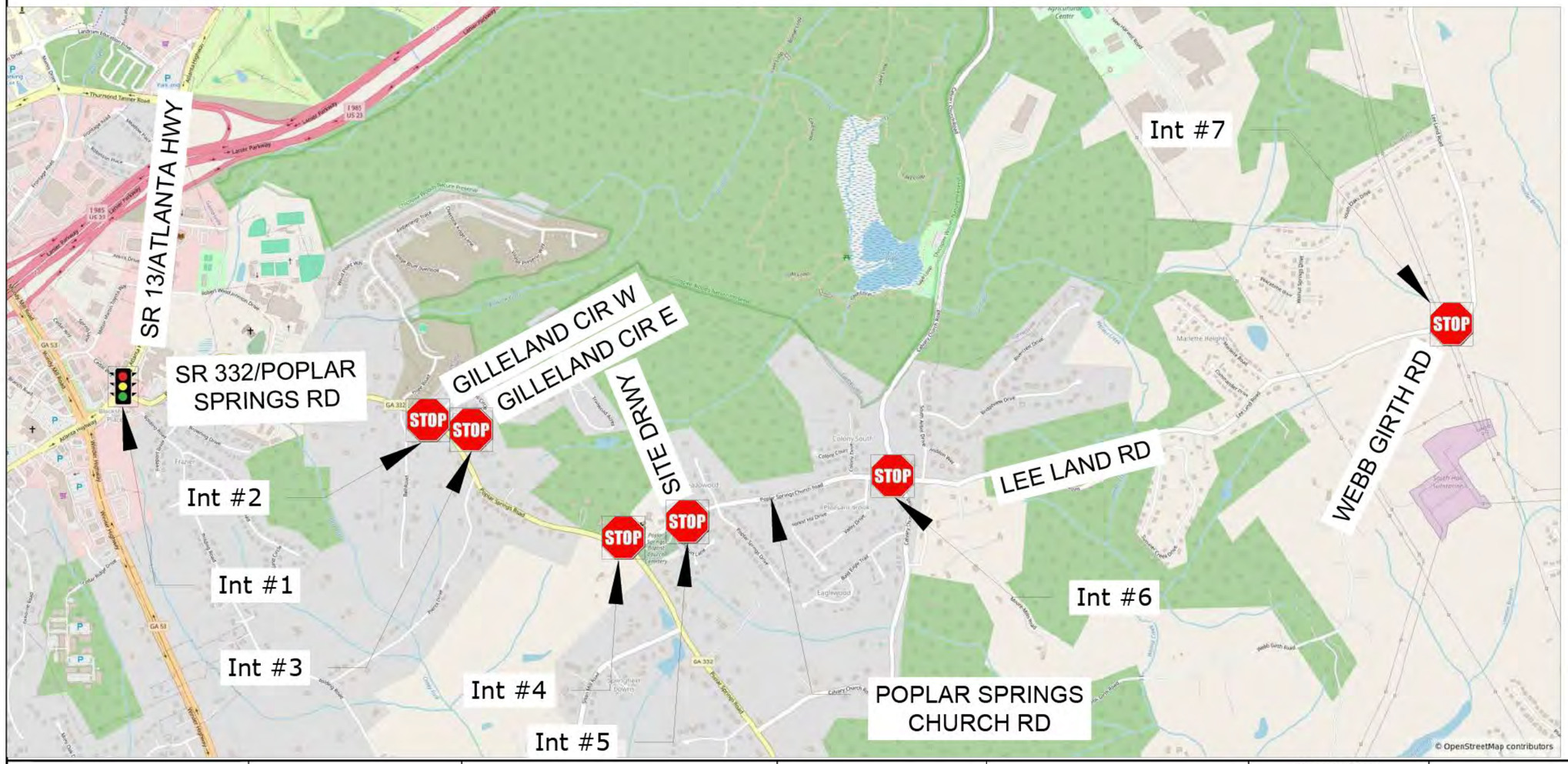



















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FIGURE 4

SOUTHEASTERN ENGINEERING, INC.
2470 Sandy Plains Road
Marietta, Georgia 30066
tel: 770-321-3926
www.seengineering.com

NO-BUILD PEAK HOUR VOLUMES

REVISION DATES

DATE:

VILLAGE AT TANNER ESTATES TRAFFIC STUDY

### Trip Generation

The number of trips expected to be generated from the development was estimated based on the method defined in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition. The site is expected to generate 2,832 trips per day. Based on land use, pass-by trip reductions and internal trip captures are not expected for this development. The trip generation for the proposed development is summarized in **Table 9**, and the trip generation reports are attached in **Appendix E**.

**Table 9: Proposed Site Trip Generation**

| Land Use (ITE Code) | Unit of Measure | Daily Traffic | | | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Enter | Exit | Total | Enter | Exit | Total | Enter | Exit | Total |
| Single-family Detached Housing (210) | 318 Units | 1,416 | 1,416 | 2,832 | 59 | 160 | 219 | 173 | 106 | 279 |

### Trip Distribution and Assignment

The trips expected to be generated from the proposed development were distributed on the roadway network in the study area. The proposed distribution is based on historical counts and observed traffic patterns in the area. Trips generated by the development assigned to the study network are shown in **Figure 5**.

## FUTURE CONDITIONS- WITH THE PROPOSED DEVELOPMENT (BUILD)

To assess the traffic impact of the development, the site-generated trips were added to the future background traffic, and the combined volumes were analyzed.

### Future Build Traffic Volumes

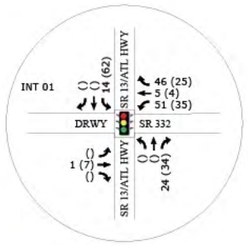
The future build analysis was conducted to determine any impacts to the study intersections resulting from trips from the full build-out of the development. The site-generated trips assigned to the adjacent roadway network were added to the background traffic volumes and are shown in **Figure 6**.

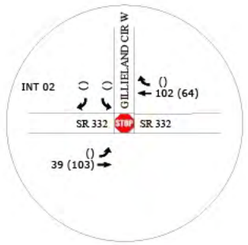
### Future Build Level of Service

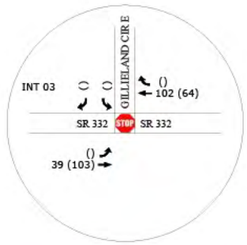
The level of service criteria discussed in the previous sections were applied to the study intersections to evaluate the impacts of 2031 background traffic combined with total site-generated traffic from the proposed development at full build-out. This future build operational analysis assumed that existing geometric configurations, intersection control, and signal timings remain unchanged.

Under build conditions, the intersection of SR 332 at Poplar Springs Church Road is expected to operate unacceptably (LOS F) during the PM peak hour. All remaining intersections are expected to operate at same levels of service, though with increased delay. The eastbound approach at the intersection of SR 13 at SR 332 is expected to operate at LOS E during the AM and PM peak hour. Development traffic is expected to increase delay at this approach by 15 seconds during the PM peak hour, affecting approximately 3% of total traffic entering the intersection. The remaining 97% of traffic at this intersection is expected to continue operating at an acceptable level of service during the PM peak hour. The results of the intersection capacity analysis are summarized in **Table 10**, and detailed Synchro reports are attached in **Appendix C**.

| JURISDICTION | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| HALL COUNTY | 1193-26-121 | | |



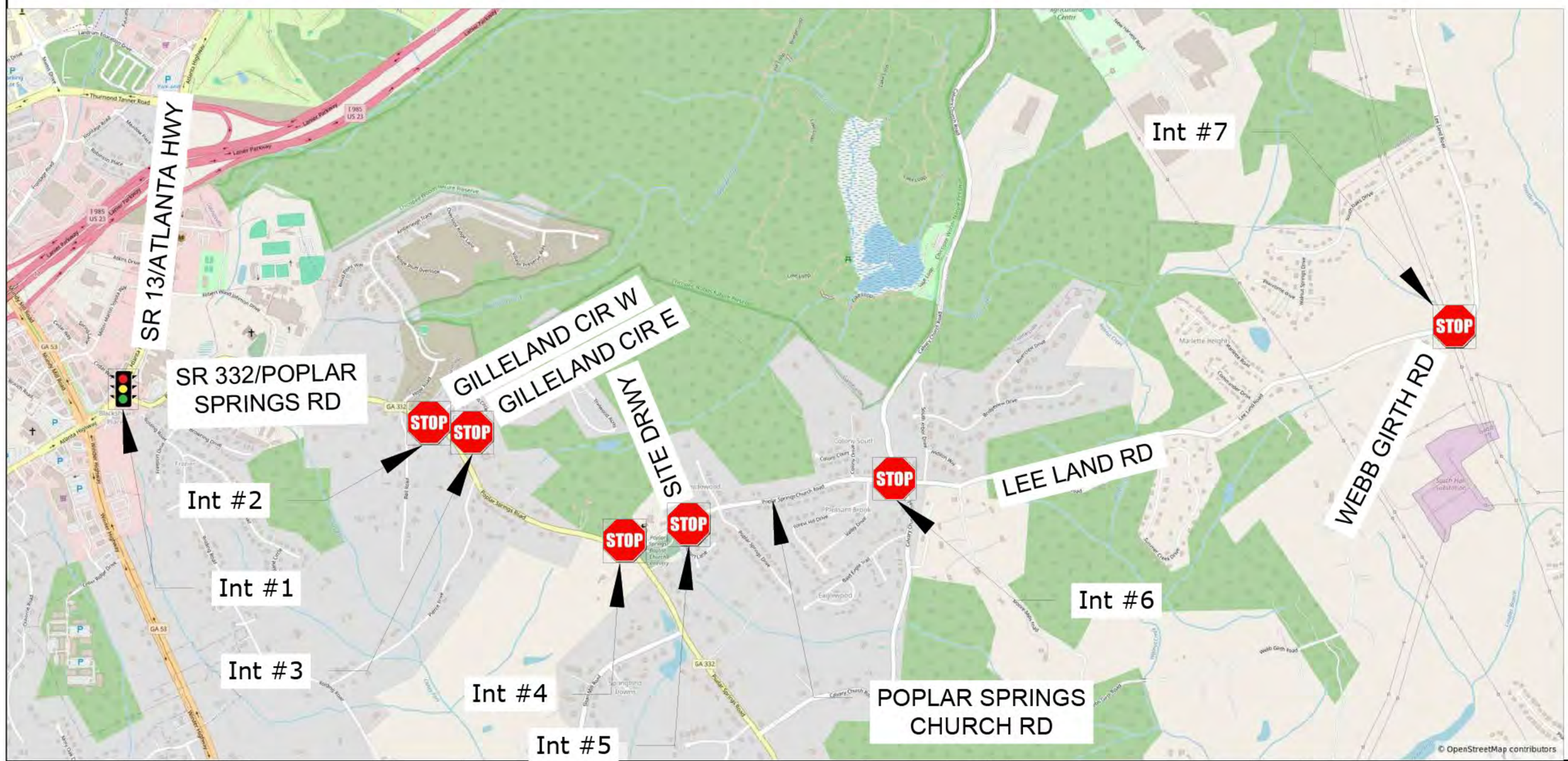
















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PLOT DATE - TIME:Sep. 17, 2026 - 5:43 PM
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FIGURE 5

SOUTHEASTERN ENGINEERING, INC.
2470 Sandy Plains Road
Marietta, Georgia 30066
tel: 770-321-3936
www.seengineering.com

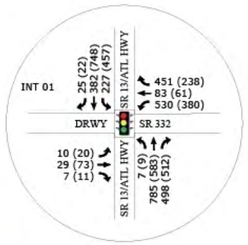
SITE GENERATED
PEAK HOUR VOLUMES

REVISION DATES

DATE:

VILLAGE AT TANNER ESTATES
TRAFFIC STUDY

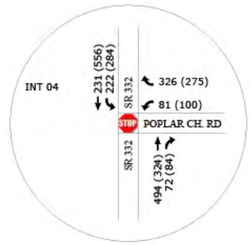
| JURISDICTION | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|
| HALL COUNTY | 1193-26-121 | | |





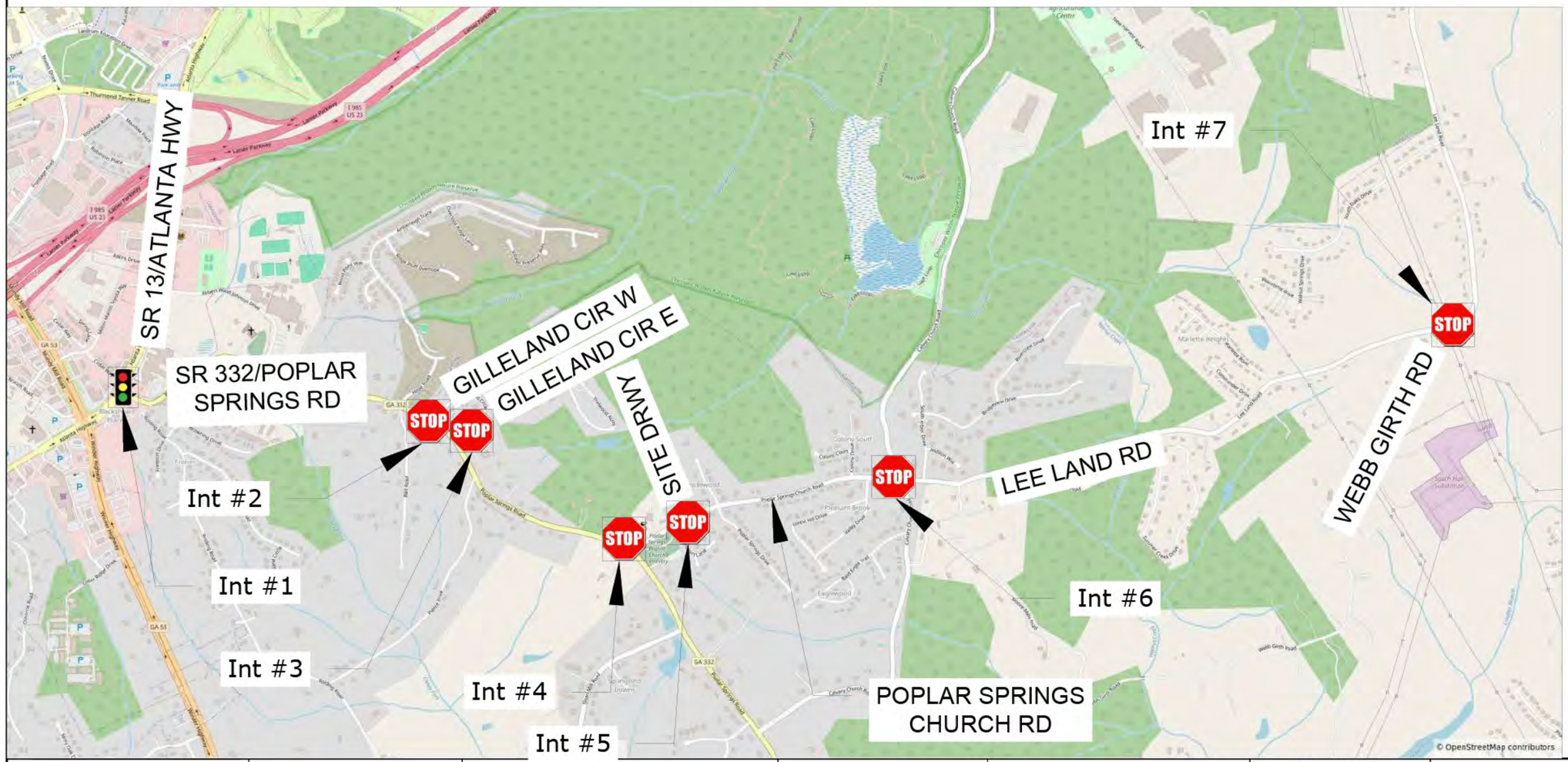

















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PLOT DATE - TIME:Sep. 17, 2026 - 5:43 PM
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FIGURE 6

SOUTHEASTERN ENGINEERING, INC.
2470 Sandy Plains Road
Marietta, Georgia 30066
tel: 770-321-3936
www.seengineering.com

BUILD PEAK HOUR VOLUMES

REVISION DATES

DATE:

VILLAGE AT TANNER ESTATES TRAFFIC STUDY

| Table 10: Level of Service and Delay for Build (2031) | | | | |
|---|---|---|---|---|
| Intersection | Control | Approach | Delay (LOS) | |
| | | | AM | PM |
| SR 13 at SR 332 | Traffic Signal | Eastbound | 65.3 (E) | 73.6 (E) |
| | | Westbound | 54.0 (D) | 51.4 (D) |
| | | Northbound | 54.2 (D) | 49.5 (D) |
| | | Southbound | 30.1 (C) | 31.8 (C) |
| | | **Overall** | **49.3 (D)** | **43.7 (D)** |
| SR 332 at Gilleland Cir W | Minor-Street Stop-Control | Southbound | 19.8 (C) | 23.1 (C) |
| SR 332 at Gilleland Cir E | Minor-Street Stop-Control | Southbound | 21.1 (C) | 21.0 (C) |
| SR 332 at Poplar Springs Church Rd | Minor-Street Stop-Control | Westbound | 25.1 (D) | **>300.0 (F)** |
| Poplar Springs Church Rd at Site Driveway | Minor-Street Stop-Control | Southbound | 12.4 (B) | 13.1 (B) |
| Poplar Springs Church Rd/Lee Land Rd at Calvary Church Rd | Minor-Street Stop-Control | Northbound | 30.4 (D) | 13.8 (B) |
| | | Southbound | 17.5 (C) | 16.6 (C) |
| Lee Land Rd at Webb Girth Rd | Minor-Street Stop-Control | Northbound | 9.0 (A) | 9.5 (A) |

## Level of Service Comparison

The results of the intersection capacity analysis for the no-build and build conditions are compared in **Table 11.** Under build conditions, the intersection of SR 332 at Poplar Springs Church Road is projected to decline LOS F during the PM peak hour and LOS D during the AM peak hour. At the intersection of SR 13 and SR 332, the overall LOS will decrease LOS D during the PM peak hour, with the eastbound approach operating at LOS E. However, the development traffic increases the eastbound delay by 15 seconds and it affects just 3% of total intersection traffic during the PM peak. Because of the low volume from the eastbound approach and the overall intersection having an acceptable LOS, no traffic mitigation is recommended for the intersection of SR 13 and SR 332.

| Table 11: Level of Service Comparison Table | | | | | | |
|---|---|---|---|---|---|---|
| Intersection | Control | Approach | No-Build – Delay (LOS) | | Build – Delay (LOS) | |
| | | | AM | PM | AM | PM |
| SR 13 at SR 332 | Traffic Signal | Eastbound | 62.0 (E) | 58.7 (E) | 65.3 (E) | 73.6 (E) |
| | | Westbound | 43.5 (D) | 38.0 (D) | 54.0 (D) | 51.4 (D) |
| | | Northbound | 43.8 (D) | 35.4 (D) | 54.2 (D) | 49.5 (D) |
| | | Southbound | 26.5 (C) | 22.5 (C) | 30.1 (C) | 31.8 (C) |
| | | **Overall** | **40.3 (D)** | **31.6 (C)** | **49.3 (D)** | **43.7 (D)** |
| SR 332 at Gilleland Cir W | Minor-Street Stop-Control | Southbound | 17.3 (C) | 19.7 (C) | 19.8 (C) | 23.1 (C) |
| SR 332 at Gilleland Cir E | Minor-Street Stop-Control | Southbound | 18.2 (C) | 18.0 (C) | 21.1 (C) | 21.0 (C) |
| SR 332 at Poplar Springs Church Rd | Minor-Street Stop-Control | Westbound | 15.5 (C) | 32.0 (D) | 25.1 (D) | **>300.0 (F)** |
| Poplar Springs Church Rd at Site Driveway | Minor-Street Stop-Control | Southbound | | | 12.4 (B) | 13.1 (B) |
| Poplar Springs Church Rd/Lee Land Rd at Calvary Church Rd | Minor-Street Stop-Control | Northbound | 25.6 (D) | 13.0 (B) | 30.4 (D) | 13.8 (B) |
| | | Southbound | 15.9 (C) | 15.1 (C) | 17.5 (C) | 16.6 (C) |
| Lee Land Rd at Webb Girth Rd | Minor-Street Stop-Control | Northbound | 8.9 (A) | 9.4 (A) | 9.0 (A) | 9.5 (A) |

## INTERSECTION IMPROVEMENT ALTERNATIVES

The intersection of SR 332 at Poplar Springs Church Road is expected to be impacted by the proposed development. Mitigation will therefore be analyzed to improve operations to levels equal to or better than No-Build conditions. This section will also evaluate the need for turn lanes at the new intersection of Poplar Springs Church Road and the site driveway.

### Auxiliary Lane Analysis

The need for auxiliary lanes was assessed for the northbound and southbound approaches at the intersection of SR 332 at Poplar Springs Church Road and for the eastbound and westbound approached at the intersection of Poplar Springs Church Road and Site Driveway.

The need for a turn lane was evaluated based on the guidelines from GDOT's Regulations for Driveway and Encroachment Control. Per the GDOT manual, auxiliary lanes are used on approaches to intersections when the daily turning traffic volumes exceed minimum levels. This section will state the conditions that warrant a turn lane and determine whether turn lanes are needed at development driveways. Per the GDOT manual, a left-turn lane is recommended at an intersection if the threshold values shown in **Table 12** are met or exceeded.

**Table 12: Left-Turn Lane Requirements**

| Posted Speed | 2 Lane Routes ADT | | More than 2 Lanes on Main Road 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 |

Also based on the GDOT manual, a right-turn lane is recommended at an intersection if the threshold values shown in **Table 13** are met or exceeded.

**Table 13: Right-Turn Lane Requirements**

| Posted Speed | 2 Lane Routes ADT | | More than 2 Lanes on Main Road ADT | |
|---|---|---|---|---|
| | < 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 |

SR 332 is a two-lane roadway with a posted speed limit of 35 mph and an ADT of approximately 15,039 vehicles per day (vpd). Therefore, the threshold for a left-turn lane is set at 200 LTV per day, and the threshold for a right-turn lane is set at 100 RTV a day. Poplar Springs Church Road is a two-lane roadway with a posted speed limit of 45 mph and an ADT volume is expected to be >6000 vpd after the full build-out of the proposed development. Therefore, the threshold for a left-turn lane is set at 175 LTV a day and the threshold for a right-turn lane is set at 75 RTV a day.

The results for the auxiliary lane analysis for study intersections are shown in **Table 14**. Based on the build peak hour volumes — which combine the grown existing peak hour volumes (derived from the four hours of traffic data collected) with the site-generated peak hour trips — turn lanes are warranted on both the northbound and southbound approaches of SR 332 at Poplar Springs Church Road. At intersection of Poplar Springs Church Road at the Site Driveway warrant both left and right turn lanes on Poplar Springs Church Road.

| Table 14: Results for Auxiliary Lane Analysis | | | | |
|---|---|---|---|---|
| Intersection | Turning Movement Thresholds (vpd) | | Expected Turning Volumes (vpd) | |
| | LTV | RTV | LTV (Met) | RTV (Met) |
| SR 332 at Poplar Springs Church Road | 200 | 100 | 506 (Yes) | 156 (Yes) |
| Poplar Springs Church Road at Site Driveway | 175 | 75 | 1132 (Yes) | 283 (Yes) |

## Intersection Control Evaluation

Per GDOT Policy 4A-5, an Intersection Control Evaluation (ICE) is required for any new or modified intersection on a State Route. ICE analysis was therefore performed at SR 332 at Poplar Springs Church Road. The ICE process scores feasible intersection control alternatives based on project cost, safety, traffic operations, environmental impacts, and stakeholder posture, with higher scores indicating a more preferable control per the GDOT ICE tool. Crash data for the intersection was obtained from the GDOT's NUMETRIC website, and it is summarized in **Table 15** and **Figure 7** shows the crash type and crash locations. Completed ICE tool outputs, crash reports, and operational analysis reports are provided in **Appendix F**.

| Table 15: Crash Data of 5-Years for SR 332 at Poplar Springs Church Road Intersection | | | |
|---|---|---|---|
| Manner of Collision | Crash Severity | | Total |
| | C (Possible Injury) | D (Property Damage Only) | |
| Angle | 1 | 6 | 7 |
| Rear End | 2 | 8 | 10 |
| Not a Collision with Motor Vehicles | 0 | 2 | 2 |

The intersection is projected to operate at LOS F during the PM peak hour with the proposed development trips. As a result, operational improvements were evaluated and in ICE Stage 1, three alternatives were selected: (1) maintaining existing control and geometry, (2) install a single lane roundabout, and (3) keeping the current control but adding left- and right turn lanes on SR 332. The single lane roundabout has the highest score and ICE analysis are summarized in the **Table 16**.

| Table 16: ICE Results for SR 332 at Poplar Springs Church Road Intersection | | | |
|---|---|---|---|
| Alternative | Delay (LOS) | | ICE Score (Rank) |
| | AM | PM | |
| Minor-street Stop Control | 25.1 (D) | >300 (F) | 3.0 (3) |
| Single-lane Roundabout | 11.2 (B) | 15.4 (C) | 5.1 (1) |
| Minor-street Stop Control with left- and right-turn lanes on SR 332 | 21.0 (C) | 17.4 (C) | 4.5 (2) |

## Operation Analysis with Alternatives

The intersection of Poplar Springs Church Road at the Site Driveway is expected to operate at acceptable levels of service after full build-out. Auxiliary lane analysis indicates that a left-turn lane and a right-turn lane are warranted on Poplar Springs Church Road under future conditions. While not required for the site driveway to operate acceptably, these lanes would reduce delay for through vehicles queued behind turning traffic — by 7.9 seconds during the AM peak hour and 8.3 seconds during the PM peak hour — providing an added benefit to traffic on Poplar Springs Church Road. The operational results for the intersection with and without auxiliary lanes are summarized in **Table 17** and Synchro reports are included in **Appendix C**.

| Table 17: LOS Comparison for Poplar Springs Church Road at Site Driveway | | | | | |
|---|---|---|---|---|---|
| Intersection | Approach | Build w/o Aux Lanes Delay (LOS) | | Build w/ Aux Lanes Delay (LOS) | |
| | | AM | PM | AM | PM |
| Poplar Springs Church Road at Site Driveway | Southbound | 12.4 (B) | 13.1 (B) | 12.3 (B) | 12.8 (B) |




| INJURY/FATAL | ACCIDENT # |
|---|---|
| INJURY | 3 |
| FATAL | 0 |
| TOTAL | 3 |

| MANNER OF COLLISION | ACCIDENT # |
|---|---|
| ANGLE | 7 |
| HEAD-ON | 0 |
| SIDESWIPE- SAME DIRECTION | 0 |
| SIDESWIPE-OPPOSITE DIRECTION | 0 |
| REAR-END | 10 |
| NOT A COLLISION WITH MOTOR VEHICLE | 2 |
| TOTAL | 19 |

## LEGEND

- ANGLE
- HEAD-ON
- SIDESWIPE- SAME DIRECTION
- SIDESWIPE- OPPOSITE DIRECTION
- REAR-END
- NOT A COLLISION WITH MOTOR VEHICLE
- BICYCLE
- PEDESTRIAN
- ######## ACCIDENT NO.

FIGURE 7
SR 332 POPLAR SPRINGS ROAD AT POPLAR SPRINGS CHURCH RD

SOUTHEASTERN ENGINEERING, INC
2470 Sandy Plains Road
Marietta, Georgia 30066
tel: 770-321-3936 fax: 770-321-3935
www.seengineering.com

## CONCLUSION AND RECOMMENDATIONS

The proposed Village at Tanner Estates Residential Development in Hall County, GA will be constructed on approximately 103.65 acres of undeveloped land north of Poplar Springs Church Road and east of SR 332. The project will feature 318 single-family detached homes, with primary access from Poplar Springs Church Road and an emergency-only driveway connecting to the east end of Gilleland Extension. Full build-out is scheduled for 2031. This study analyzed the peak hour traffic operations and capacity analysis for the study intersections to determine if recommendations to the existing roadway network should be made to accommodate the site generated trips.

In existing conditions, all intersections and approaches are operating acceptably, expect for the eastbound approach at the intersection of Sr 13 at SR 332 which is operating at LOS E in the AM peak.

Under future no-build conditions, the eastbound approach at SR 13 and SR 332 is expected to operate at LOS E during both peak hours, up from LOS E in the AM peak only in the existing year. At SR 332 and Poplar Springs Church Road, the level of service is projected to decline from LOS B to LOS C in the AM peak and from LOS C to LOS D in the PM peak. The northbound approach of Calvary Church Road at Poplar Springs Church Road/Lee Land Road is expected to operate at LOS D during the AM peak, down from LOS C. The southbound approach is projected to decrease to LOS C during both AM and PM peaks, down from the current LOS B. Overall, all intersections are expected to maintain service levels similar to existing conditions.

In the build scenario, all intersections are expected to continue to operate at similar service levels as the no-build scenario, except for the intersection of SR 332 at Poplar Springs Church Road which is expected to operate unacceptably, LOS F, during the PM peak hour.

To address the impact of the development on the roadway network and to establish appropriate intersection control for the development driveway, the following recommendations are provided for the study intersections based on the intersection operations analysis and Intersection Control Evaluation (ICE) analysis.

<u>SR 332 at Poplar Springs Church Road</u>

- Convert the intersection to a single-lane roundabout.

<u>Poplar Springs Church Road at Site Driveway</u>

- Site Driveway should be minor-street stop controlled
- Left-turn Lane warranted on the eastbound approach.
- Right-turn Lane warranted on the westbound approach.

Based on the operational analysis, the intersection of SR 332 and Poplar Springs Church Road is projected to operate at an unacceptable LOS during the PM peak hour under Build conditions. Consequently, intersection improvements are warranted to mitigate the operational deficiencies attributable to the proposed development.

Based on the ICE evaluation criteria, a single-lane roundabout is the preferred control alternative. However, installing a single-lane roundabout at this location may not be feasible within the scope of this project because of physical constraints, including a cemetery in the southeast quadrant of the intersection and the proximity of adjacent private driveways. As an alternative mitigation measure, the operational analysis indicates that constructing a dedicated southbound left-turn lane on SR 332 would improve intersection operations to an acceptable LOS under Build conditions.

# APPENDICES

- **Appendix A**
  - Site Plan
- **Appendix B**
  - Background Traffic Data
- **Appendix C**
  - Synchro & SIDRA Reports
- **Appendix D**
  - Growth Rate Data
- **Appendix E**
  - Trip Generation Report
- **Appendix F**
  - ICE Analysis

# Appendix A

# Site Plan

## SITE INFORMATION

PROPERTY ADDRESS:
POPLAR SPRINGS ROAD
GAINESVILLE, GA 30507

TOTAL SITE AREA: 103.65 ACRES

CURRENT ZONING: R-1 ( RESIDENTIAL-1 )

PROPOSED USE: PRD PLANNED UNIT DEVELOPMENT

| | |
|---|---|
| LOT CONFIGURATION A ( 42' x 120') | 112 LOTS |
| LOT CONFIGURATION B ( 32' x 100') | 206 LOTS |
| TOTAL | 318 LOTS |

PROPOSED SETBACKS:
FRONT: 20'
SIDE: 5' OR 20' ADJACENT TO RDW
REAR: 20'

OPEN SPACE:
61.09 / 103.65 AC. = 58.9%

MINIMUM FLOOR AREA: 1,200 S.F.

MAXIMUM BUILDING HEIGHT: 40 FEET

THIS PROPERTY IS NOT LOCATED WITH A DESIGNATED FLOOD HAZARD AREA PER FEMA F.I.R.M PANEL NO. 13139C0302F DATED 09/29/2006 FOR HALL COUNTY, GEORGIA AND INCORPORATED AREAS.

## GENERAL NOTES

BOUNDARY INFORMATION IS APPROXIMATE. INFORMATION SHOWN HEREON IS BASED ON HALL COUNTY GIS PARCEL INFORMATION.

THIS PLAN IS CONCEPTUAL IN NATURE BASED ON PRELIMINARY COUNTY AND DEVELOPMENT INFORMATION AND RESEARCH. PLAN MAY CHANGE DURING PERMITTING AND GOVERNMENT APPROVAL PROCESS.







LOCATION MAP

FEMA PANEL 13139C0302F

acuminis consulting group
PO Box 1074
Grayson, Georgia 30017
770.527.3450
www.acuminisconsulting.com

GEORGIA REGISTERED PROFESSIONAL ENGINEER CHARLES A. KEMP 6/29/26
LEVEL 3 CERTIFIED DESIGN PROFESSIONAL, NO. 00000898

| No. | REVISION | DATE |
|---|---|---|
| 1 | | |
| 2 | | |
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| 8 | | |

PREPARED FOR:
COOK COMMUNITIES
3120 FRONTAGE ROAD
GAINESVILLE ROAD, GEORGIA 30504
24-HOUR CONTACT
LUKE PRESSLEY
678.267.7153

PROJECT NAME:
THE VILLAGE AT TANNER ESTATES
POPULAR SPRINGS ROAD
PARCEL 15-00036-00-013A
GAINESVILLE, GEORGIA 30507
HALL COUNTY

TASK:

CONCEPT PLAN

| | |
|---|---|
| CAN DESIGN | AS SHOWN SCALE |
| CAN DRAWN | 1 of 2 |
| CAN CHECKED | SHEET |
| 6/23/26 DATE | 26-231 PROJECT No. |

## SITE INFORMATION

PROPERTY ADDRESS: POPLAR SPRINGS ROAD
GAINESVILLE, GA 30507

TOTAL SITE AREA: 103.65 ACRES

CURRENT ZONING: R-1 ( RESIDENTIAL-1 )

PROPOSED USE: PRD PLANNED UNIT DEVELOPMENT

| | |
|---|---|
| LOT CONFIGURATION A ( 42' x 120') | 112 LOTS |
| LOT CONFIGURATION B ( 32' x 100') | 206 LOTS |
| TOTAL | 318 LOTS |

PROPOSED SETBACKS:
FRONT 20'
SIDE 5' OR 20' ADJACENT TO ROW
REAR 20'

OPEN SPACE:
61.09 / 103.65 AC. = 58.9%

MINIMUM FLOOR AREA: 1,200 S.F.

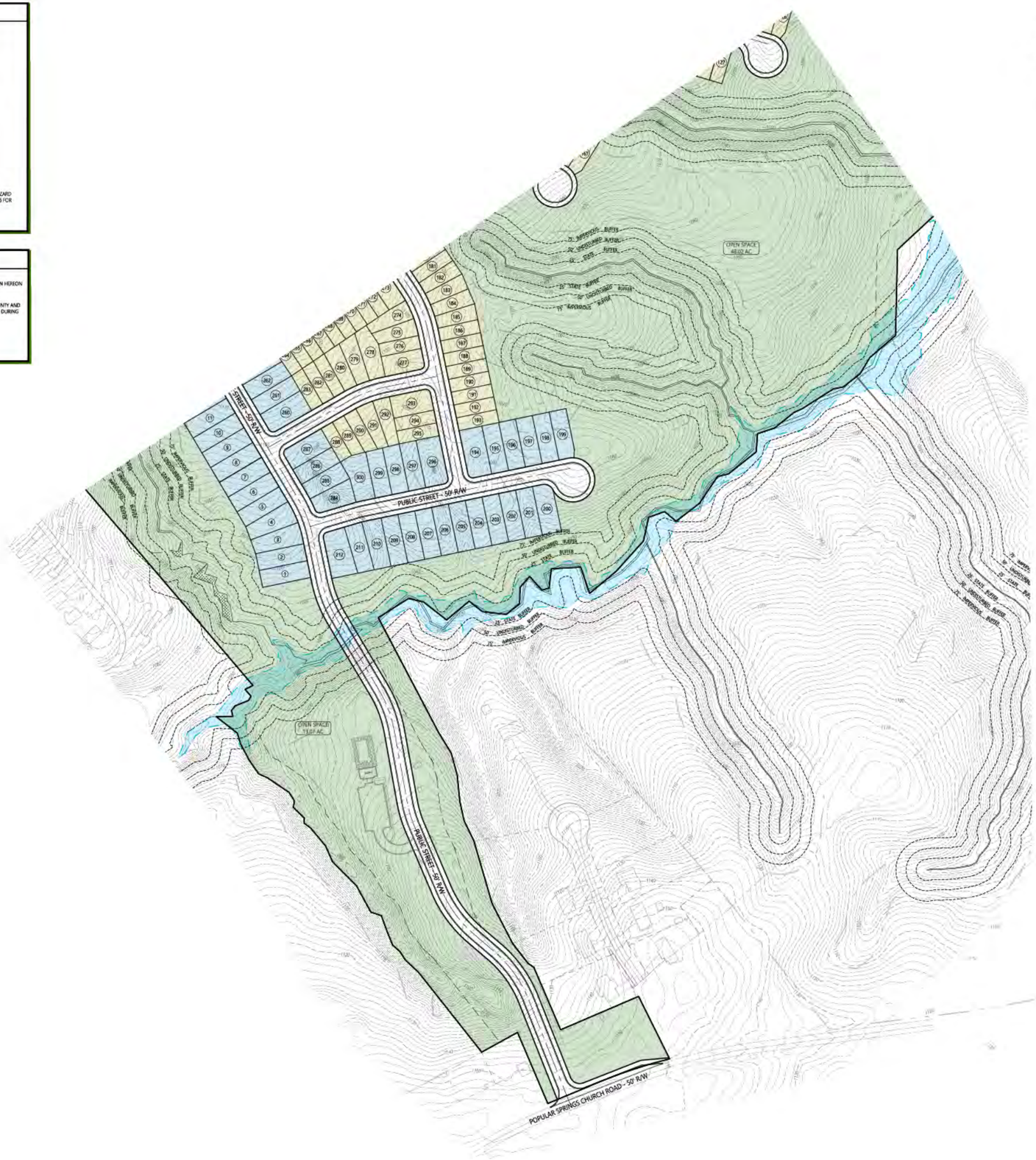
MAXIMUM BUILDING HEIGHT: 40 FEET

THIS PROPERTY IS NOT LOCATED WITH A DESIGNATED FLOOD HAZARD AREA PER FEMA FIRM PANEL NO. 13139C0302F DATED 09/29/2006 FOR HALL COUNTY, GEORGIA AND INCORPORATED AREAS.

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LOCATION MAP

FEMA PANEL 13139C0302F

acuminis consulting group
PO Box 1074
Grayson, Georgia 30017
770.527.3450
www.acuminisconsulting.com

LEVEL II CERTIFIED DESIGN PROFESSIONAL NO. 00000#####

| No. | REVISION | DATE |
|---|---|---|
| 1 | | |
| 2 | | |
| 3 | | |
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| 5 | | |
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| 7 | | |
| 8 | | |

PREPARED FOR:
COOK COMMUNITIES
3120 FRONTAGE ROAD
GAINESVILLE ROAD, GEORGIA 30504
24-HOUR CONTACT
LUKE PRESSLEY
678.267.7153

PROJECT NAME:
THE VILLAGE AT TANNER ESTATES
POPULAR SPRINGS ROAD
PARCEL 15-00086-00-013A
GAINESVILLE, GEORGIA 30507
HALL COUNTY

TASK:
CONCEPT PLAN

| | |
|---|---|
| CAN DESIGN | AS SHOWN SCALE |
| CAN DRAWN | 2 of 2 |
| CAN CHECKED | SHEET |
| 6/23/26 DATE | 26-231 PROJECT No. |

# Appendix B

# Background Traffic Data

# 48-Hr Bidirectional Classification Count

# Poplar Springs Church Rd east of Souhcourt

Prepared by National Data & Surveying Services

# VOLUME

## Poplar Springs Church Rd E/O Southcourt Ln (34.217164,-83.836231)

**Day:** Wednesday
**Date:** 9/2/2026

**City:** Gainesville
**Project #:** GA26_180168_001

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 2,254 | 2,419 | 4,673 |

### 15-Minutes Interval

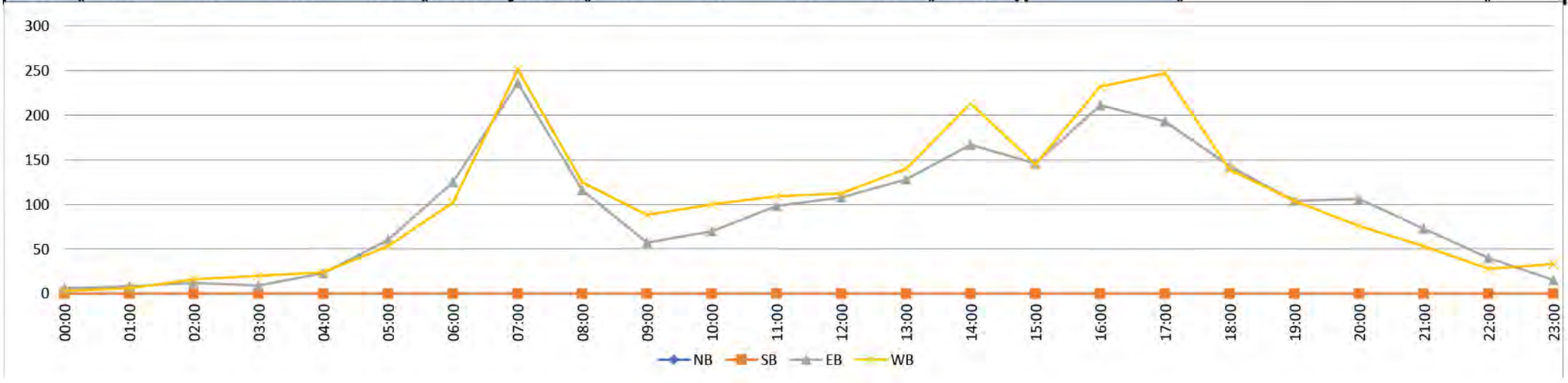
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 2 | 2 | 4 | 12:00 | | | 21 | 22 | 43 |
| 0:15 | | | 3 | 1 | 4 | 12:15 | | | 31 | 38 | 69 |
| 0:30 | | | 1 | 0 | 1 | 12:30 | | | 31 | 22 | 53 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 25 | 30 | 55 |
| 1:00 | | | 2 | 2 | 4 | 13:00 | | | 31 | 41 | 72 |
| 1:15 | | | 4 | 2 | 6 | 13:15 | | | 26 | 28 | 54 |
| 1:30 | | | 0 | 1 | 1 | 13:30 | | | 42 | 30 | 72 |
| 1:45 | | | 2 | 1 | 3 | 13:45 | | | 29 | 41 | 70 |
| 2:00 | | | 5 | 8 | 13 | 14:00 | | | 39 | 25 | 64 |
| 2:15 | | | 2 | 5 | 7 | 14:15 | | | 51 | 37 | 88 |
| 2:30 | | | 2 | 3 | 5 | 14:30 | | | 39 | 95 | 134 |
| 2:45 | | | 3 | 0 | 3 | 14:45 | | | 38 | 56 | 94 |
| 3:00 | | | 3 | 4 | 7 | 15:00 | | | 37 | 35 | 72 |
| 3:15 | | | 3 | 4 | 7 | 15:15 | | | 32 | 32 | 64 |
| 3:30 | | | 1 | 8 | 9 | 15:30 | | | 37 | 36 | 73 |
| 3:45 | | | 2 | 4 | 6 | 15:45 | | | 40 | 42 | 82 |
| 4:00 | | | 2 | 3 | 5 | 16:00 | | | 58 | 57 | 115 |
| 4:15 | | | 3 | 6 | 9 | 16:15 | | | 44 | 56 | 100 |
| 4:30 | | | 5 | 6 | 11 | 16:30 | | | 60 | 64 | 124 |
| 4:45 | | | 13 | 9 | 22 | 16:45 | | | 49 | 55 | 104 |
| 5:00 | | | 4 | 9 | 13 | 17:00 | | | 51 | 70 | 121 |
| 5:15 | | | 13 | 12 | 25 | 17:15 | | | 52 | 74 | 126 |
| 5:30 | | | 20 | 14 | 34 | 17:30 | | | 44 | 58 | 102 |
| 5:45 | | | 23 | 18 | 41 | 17:45 | | | 46 | 45 | 91 |
| 6:00 | | | 18 | 21 | 39 | 18:00 | | | 35 | 35 | 70 |
| 6:15 | | | 24 | 16 | 40 | 18:15 | | | 42 | 37 | 79 |
| 6:30 | | | 25 | 35 | 60 | 18:30 | | | 33 | 33 | 66 |
| 6:45 | | | 58 | 30 | 88 | 18:45 | | | 33 | 34 | 67 |
| 7:00 | | | 49 | 39 | 88 | 19:00 | | | 31 | 39 | 70 |
| 7:15 | | | 75 | 80 | 155 | 19:15 | | | 21 | 27 | 48 |
| 7:30 | | | 60 | 73 | 133 | 19:30 | | | 26 | 17 | 43 |
| 7:45 | | | 52 | 59 | 111 | 19:45 | | | 26 | 21 | 47 |
| 8:00 | | | 47 | 45 | 92 | 20:00 | | | 37 | 20 | 57 |
| 8:15 | | | 29 | 30 | 59 | 20:15 | | | 23 | 21 | 44 |
| 8:30 | | | 25 | 23 | 48 | 20:30 | | | 26 | 21 | 47 |
| 8:45 | | | 15 | 27 | 42 | 20:45 | | | 20 | 14 | 34 |
| 9:00 | | | 25 | 27 | 52 | 21:00 | | | 25 | 12 | 37 |
| 9:15 | | | 11 | 19 | 30 | 21:15 | | | 21 | 17 | 38 |
| 9:30 | | | 11 | 24 | 35 | 21:30 | | | 16 | 11 | 27 |
| 9:45 | | | 10 | 18 | 28 | 21:45 | | | 11 | 13 | 24 |
| 10:00 | | | 13 | 23 | 36 | 22:00 | | | 10 | 6 | 16 |
| 10:15 | | | 11 | 20 | 31 | 22:15 | | | 9 | 10 | 19 |
| 10:30 | | | 24 | 28 | 52 | 22:30 | | | 10 | 3 | 13 |
| 10:45 | | | 22 | 29 | 51 | 22:45 | | | 11 | 9 | 20 |
| 11:00 | | | 22 | 26 | 48 | 23:00 | | | 5 | 11 | 16 |
| 11:15 | | | 33 | 16 | 49 | 23:15 | | | 4 | 13 | 17 |
| 11:30 | | | 21 | 34 | 55 | 23:30 | | | 1 | 8 | 9 |
| 11:45 | | | 22 | 33 | 55 | 23:45 | | | 5 | 1 | 6 |
| TOTALS | 0 | 0 | 820 | 897 | 1717 | TOTALS | 0 | 0 | 1434 | 1522 | 2956 |
| SPLIT % | 0% | 0% | 48% | 52% | 37% | SPLIT % | 0% | 0% | 49% | 51% | 63% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 6 | 3 | 9 |
| 01:00 | 02:00 | | | 8 | 6 | 14 |
| 02:00 | 03:00 | | | 12 | 16 | 28 |
| 03:00 | 04:00 | | | 9 | 20 | 29 |
| 04:00 | 05:00 | | | 23 | 24 | 47 |
| 05:00 | 06:00 | | | 60 | 53 | 113 |
| 06:00 | 07:00 | | | 125 | 102 | 227 |
| 07:00 | 08:00 | | | 236 | 251 | 487 |
| 08:00 | 09:00 | | | 116 | 125 | 241 |
| 09:00 | 10:00 | | | 57 | 88 | 145 |
| 10:00 | 11:00 | | | 70 | 100 | 170 |
| 11:00 | 12:00 | | | 98 | 109 | 207 |
| 12:00 | 13:00 | | | 108 | 112 | 220 |
| 13:00 | 14:00 | | | 128 | 140 | 268 |
| 14:00 | 15:00 | | | 167 | 213 | 380 |
| 15:00 | 16:00 | | | 146 | 145 | 291 |
| 16:00 | 17:00 | | | 211 | 232 | 443 |
| 17:00 | 18:00 | | | 193 | 247 | 440 |
| 18:00 | 19:00 | | | 143 | 139 | 282 |
| 19:00 | 20:00 | | | 104 | 104 | 208 |
| 20:00 | 21:00 | | | 106 | 76 | 182 |
| 21:00 | 22:00 | | | 73 | 53 | 126 |
| 22:00 | 23:00 | | | 40 | 28 | 68 |
| 23:00 | 00:00 | | | 15 | 33 | 48 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 820 | 897 | 1717 |
| Peak Hour | | | 6:45 | 7:15 | 7:15 |
| Peak Volume | | | 242 | 257 | 491 |
| Peak Hour Factor | | | 0.807 | 0.803 | 0.792 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 1434 | 1522 | 2956 |
| Peak Hour | | | 16:30 | 16:30 | 16:30 |
| Peak Volume | | | 212 | 263 | 475 |
| Peak Hour Factor | | | 0.883 | 0.889 | 0.942 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 352 | 376 | 728 |
| Peak Hour | | | 7:00 | 7:15 | 7:15 |
| Peak Volume | | | 236 | 257 | 491 |
| Peak Hour Factor | | | 0.787 | 0.803 | 0.792 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 404 | 479 | 883 |
| Peak Hour | | | 16:30 | 16:30 | 16:30 |
| Peak Volume | | | 212 | 263 | 475 |
| Peak Hour Factor | | | 0.883 | 0.889 | 0.942 |



Prepared by National Data & Surveying Services

# VOLUME

## Poplar Springs Church Rd E/O Southcourt Ln (34.217164,-83.836231)

**Day:** Thursday
**Date:** 9/3/2026

**City:** Gainesville
**Project #:** GA26_180168_001

| DAILY TOTALS | NB | SB | EB | WB | Total | DAILY TOTALS |
|---|---|---|---|---|---|---|
| | 0 | 0 | 2,386 | 2,482 | 4,868 | |

### 15-Minutes Interval

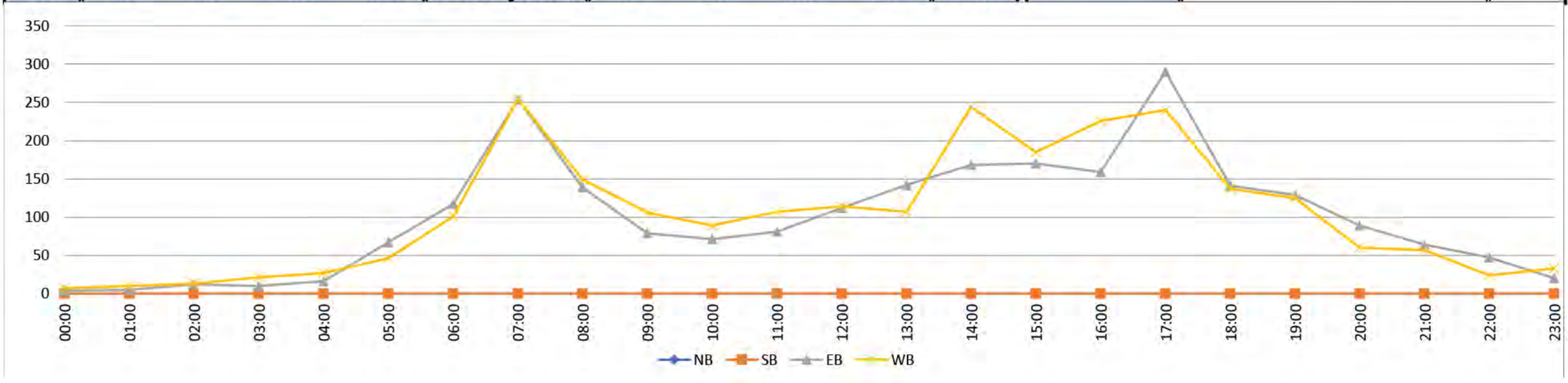
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 2 | 5 | 7 | 12:00 | | | 25 | 31 | 56 |
| 0:15 | | | 1 | 1 | 2 | 12:15 | | | 25 | 20 | 45 |
| 0:30 | | | 1 | 1 | 2 | 12:30 | | | 27 | 27 | 54 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 35 | 36 | 71 |
| 1:00 | | | 2 | 5 | 7 | 13:00 | | | 32 | 26 | 58 |
| 1:15 | | | 2 | 0 | 2 | 13:15 | | | 35 | 21 | 56 |
| 1:30 | | | 1 | 1 | 2 | 13:30 | | | 38 | 27 | 65 |
| 1:45 | | | 0 | 4 | 4 | 13:45 | | | 37 | 33 | 70 |
| 2:00 | | | 3 | 10 | 13 | 14:00 | | | 44 | 37 | 81 |
| 2:15 | | | 1 | 1 | 2 | 14:15 | | | 50 | 47 | 97 |
| 2:30 | | | 1 | 2 | 3 | 14:30 | | | 36 | 100 | 136 |
| 2:45 | | | 7 | 0 | 7 | 14:45 | | | 38 | 60 | 98 |
| 3:00 | | | 2 | 5 | 7 | 15:00 | | | 41 | 48 | 89 |
| 3:15 | | | 5 | 2 | 7 | 15:15 | | | 33 | 44 | 77 |
| 3:30 | | | 1 | 5 | 6 | 15:30 | | | 54 | 37 | 91 |
| 3:45 | | | 2 | 9 | 11 | 15:45 | | | 42 | 56 | 98 |
| 4:00 | | | 1 | 4 | 5 | 16:00 | | | 34 | 46 | 80 |
| 4:15 | | | 3 | 8 | 11 | 16:15 | | | 39 | 47 | 86 |
| 4:30 | | | 6 | 6 | 12 | 16:30 | | | 43 | 75 | 118 |
| 4:45 | | | 6 | 9 | 15 | 16:45 | | | 43 | 58 | 101 |
| 5:00 | | | 8 | 9 | 17 | 17:00 | | | 45 | 59 | 104 |
| 5:15 | | | 11 | 11 | 22 | 17:15 | | | 90 | 60 | 150 |
| 5:30 | | | 24 | 12 | 36 | 17:30 | | | 93 | 71 | 164 |
| 5:45 | | | 24 | 14 | 38 | 17:45 | | | 62 | 50 | 112 |
| 6:00 | | | 17 | 14 | 31 | 18:00 | | | 40 | 48 | 88 |
| 6:15 | | | 19 | 13 | 32 | 18:15 | | | 44 | 39 | 83 |
| 6:30 | | | 32 | 38 | 70 | 18:30 | | | 32 | 23 | 55 |
| 6:45 | | | 49 | 36 | 85 | 18:45 | | | 25 | 27 | 52 |
| 7:00 | | | 61 | 44 | 105 | 19:00 | | | 35 | 25 | 60 |
| 7:15 | | | 61 | 77 | 138 | 19:15 | | | 29 | 40 | 69 |
| 7:30 | | | 72 | 76 | 148 | 19:30 | | | 32 | 35 | 67 |
| 7:45 | | | 60 | 57 | 117 | 19:45 | | | 33 | 25 | 58 |
| 8:00 | | | 43 | 62 | 105 | 20:00 | | | 28 | 21 | 49 |
| 8:15 | | | 50 | 28 | 78 | 20:15 | | | 28 | 15 | 43 |
| 8:30 | | | 25 | 29 | 54 | 20:30 | | | 21 | 14 | 35 |
| 8:45 | | | 21 | 30 | 51 | 20:45 | | | 12 | 10 | 22 |
| 9:00 | | | 20 | 26 | 46 | 21:00 | | | 19 | 20 | 39 |
| 9:15 | | | 22 | 26 | 48 | 21:15 | | | 19 | 16 | 35 |
| 9:30 | | | 16 | 27 | 43 | 21:30 | | | 8 | 16 | 24 |
| 9:45 | | | 21 | 27 | 48 | 21:45 | | | 18 | 5 | 23 |
| 10:00 | | | 18 | 19 | 37 | 22:00 | | | 17 | 9 | 26 |
| 10:15 | | | 17 | 21 | 38 | 22:15 | | | 11 | 10 | 21 |
| 10:30 | | | 11 | 27 | 38 | 22:30 | | | 9 | 4 | 13 |
| 10:45 | | | 25 | 22 | 47 | 22:45 | | | 10 | 1 | 11 |
| 11:00 | | | 17 | 29 | 46 | 23:00 | | | 10 | 9 | 19 |
| 11:15 | | | 18 | 22 | 40 | 23:15 | | | 4 | 16 | 20 |
| 11:30 | | | 26 | 32 | 58 | 23:30 | | | 4 | 3 | 7 |
| 11:45 | | | 20 | 24 | 44 | 23:45 | | | 2 | 5 | 7 |
| TOTALS | 0 | 0 | 855 | 930 | 1785 | TOTALS | 0 | 0 | 1531 | 1552 | 3083 |
| SPLIT % | 0% | 0% | 48% | 52% | 37% | SPLIT % | 0% | 0% | 50% | 50% | 63% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 4 | 7 | 11 |
| 01:00 | 02:00 | | | 5 | 10 | 15 |
| 02:00 | 03:00 | | | 12 | 13 | 25 |
| 03:00 | 04:00 | | | 10 | 21 | 31 |
| 04:00 | 05:00 | | | 16 | 27 | 43 |
| 05:00 | 06:00 | | | 67 | 46 | 113 |
| 06:00 | 07:00 | | | 117 | 101 | 218 |
| 07:00 | 08:00 | | | 254 | 254 | 508 |
| 08:00 | 09:00 | | | 139 | 149 | 288 |
| 09:00 | 10:00 | | | 79 | 106 | 185 |
| 10:00 | 11:00 | | | 71 | 89 | 160 |
| 11:00 | 12:00 | | | 81 | 107 | 188 |
| 12:00 | 13:00 | | | 112 | 114 | 226 |
| 13:00 | 14:00 | | | 142 | 107 | 249 |
| 14:00 | 15:00 | | | 168 | 244 | 412 |
| 15:00 | 16:00 | | | 170 | 185 | 355 |
| 16:00 | 17:00 | | | 159 | 226 | 385 |
| 17:00 | 18:00 | | | 290 | 240 | 530 |
| 18:00 | 19:00 | | | 141 | 137 | 278 |
| 19:00 | 20:00 | | | 129 | 125 | 254 |
| 20:00 | 21:00 | | | 89 | 60 | 149 |
| 21:00 | 22:00 | | | 64 | 57 | 121 |
| 22:00 | 23:00 | | | 47 | 24 | 71 |
| 23:00 | 00:00 | | | 20 | 33 | 53 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 855 | 930 | 1785 |
| Peak Hour | | | 7:00 | 7:15 | 7:00 |
| Peak Volume | | | 254 | 272 | 508 |
| Peak Hour Factor | | | 0.882 | 0.883 | 0.858 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 1531 | 1552 | 3083 |
| Peak Hour | | | 17:00 | 14:15 | 17:00 |
| Peak Volume | | | 290 | 255 | 530 |
| Peak Hour Factor | | | 0.780 | 0.638 | 0.808 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 393 | 403 | 796 |
| Peak Hour | | | 7:00 | 7:15 | 7:00 |
| Peak Volume | | | 254 | 272 | 508 |
| Peak Hour Factor | | | 0.882 | 0.883 | 0.858 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 449 | 466 | 915 |
| Peak Hour | | | 17:00 | 16:30 | 17:00 |
| Peak Volume | | | 290 | 252 | 530 |
| Peak Hour Factor | | | 0.780 | 0.840 | 0.808 |



# 48-Hr Bidirectional Classification Count

# Gilleland Cir E north of Poplar Springs Rd

Prepared by National Data & Surveying Services

# VOLUME

## Gilleland Cir E N/O Poplar Springs Rd/SR 332 (34.220630,-83.845458)

**Day:** Wednesday
**Date:** 9/2/2026

**City:** Gainesville
**Project #:** GA26_180168_002

| DAILY TOTALS | NB | SB | EB | WB | Total | DAILY TOTALS |
|---|---|---|---|---|---|---|
| | 266 | 268 | 0 | 0 | 534 | |

### 15-Minutes Interval

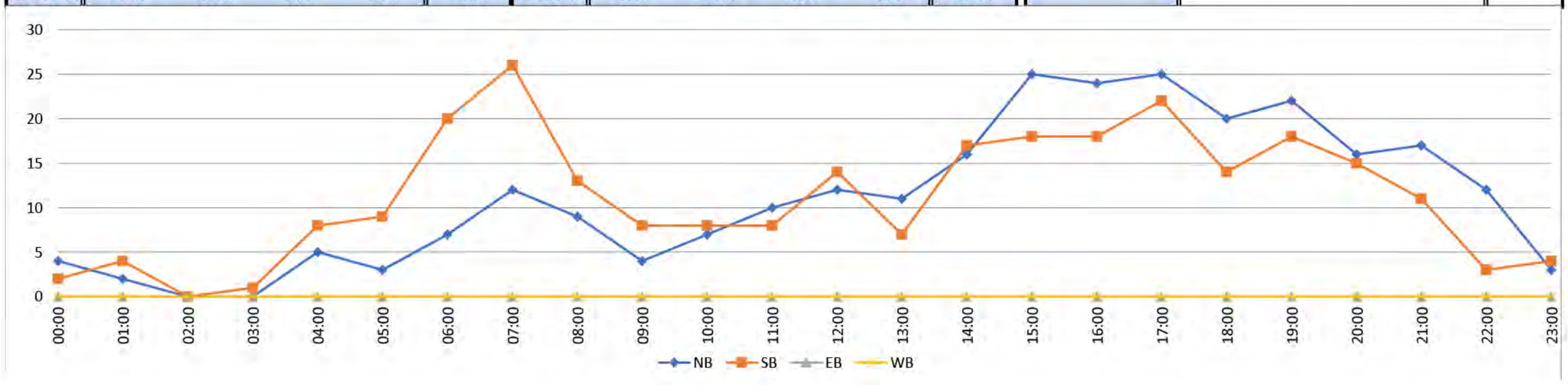
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 1 | 1 | | | 2 | 12:00 | 2 | 1 | | | 3 |
| 0:15 | 1 | 0 | | | 1 | 12:15 | 3 | 4 | | | 7 |
| 0:30 | 1 | 0 | | | 1 | 12:30 | 3 | 6 | | | 9 |
| 0:45 | 1 | 1 | | | 2 | 12:45 | 4 | 3 | | | 7 |
| 1:00 | 1 | 2 | | | 3 | 13:00 | 2 | 4 | | | 6 |
| 1:15 | 0 | 0 | | | 0 | 13:15 | 5 | 1 | | | 6 |
| 1:30 | 1 | 2 | | | 3 | 13:30 | 4 | 1 | | | 5 |
| 1:45 | 0 | 0 | | | 0 | 13:45 | 0 | 1 | | | 1 |
| 2:00 | 0 | 0 | | | 0 | 14:00 | 2 | 3 | | | 5 |
| 2:15 | 0 | 0 | | | 0 | 14:15 | 6 | 3 | | | 9 |
| 2:30 | 0 | 0 | | | 0 | 14:30 | 6 | 4 | | | 10 |
| 2:45 | 0 | 0 | | | 0 | 14:45 | 2 | 7 | | | 9 |
| 3:00 | 0 | 0 | | | 0 | 15:00 | 6 | 2 | | | 8 |
| 3:15 | 0 | 1 | | | 1 | 15:15 | 9 | 7 | | | 16 |
| 3:30 | 0 | 0 | | | 0 | 15:30 | 5 | 5 | | | 10 |
| 3:45 | 0 | 0 | | | 0 | 15:45 | 5 | 4 | | | 9 |
| 4:00 | 1 | 1 | | | 2 | 16:00 | 4 | 4 | | | 8 |
| 4:15 | 0 | 2 | | | 2 | 16:15 | 6 | 2 | | | 8 |
| 4:30 | 3 | 3 | | | 6 | 16:30 | 7 | 7 | | | 14 |
| 4:45 | 1 | 2 | | | 3 | 16:45 | 7 | 5 | | | 12 |
| 5:00 | 0 | 1 | | | 1 | 17:00 | 3 | 1 | | | 4 |
| 5:15 | 1 | 0 | | | 1 | 17:15 | 8 | 9 | | | 17 |
| 5:30 | 2 | 4 | | | 6 | 17:30 | 4 | 6 | | | 10 |
| 5:45 | 0 | 4 | | | 4 | 17:45 | 10 | 6 | | | 16 |
| 6:00 | 2 | 3 | | | 5 | 18:00 | 9 | 4 | | | 13 |
| 6:15 | 2 | 5 | | | 7 | 18:15 | 1 | 5 | | | 6 |
| 6:30 | 2 | 5 | | | 7 | 18:30 | 8 | 2 | | | 10 |
| 6:45 | 1 | 7 | | | 8 | 18:45 | 2 | 3 | | | 5 |
| 7:00 | 3 | 5 | | | 8 | 19:00 | 4 | 4 | | | 8 |
| 7:15 | 5 | 8 | | | 13 | 19:15 | 4 | 3 | | | 7 |
| 7:30 | 2 | 7 | | | 9 | 19:30 | 7 | 7 | | | 14 |
| 7:45 | 2 | 6 | | | 8 | 19:45 | 7 | 4 | | | 11 |
| 8:00 | 6 | 5 | | | 11 | 20:00 | 1 | 7 | | | 8 |
| 8:15 | 2 | 1 | | | 3 | 20:15 | 8 | 2 | | | 10 |
| 8:30 | 0 | 3 | | | 3 | 20:30 | 3 | 2 | | | 5 |
| 8:45 | 1 | 4 | | | 5 | 20:45 | 4 | 4 | | | 8 |
| 9:00 | 1 | 3 | | | 4 | 21:00 | 3 | 2 | | | 5 |
| 9:15 | 1 | 1 | | | 2 | 21:15 | 7 | 2 | | | 9 |
| 9:30 | 2 | 4 | | | 6 | 21:30 | 2 | 2 | | | 4 |
| 9:45 | 0 | 0 | | | 0 | 21:45 | 5 | 5 | | | 10 |
| 10:00 | 3 | 3 | | | 6 | 22:00 | 2 | 1 | | | 3 |
| 10:15 | 2 | 3 | | | 5 | 22:15 | 4 | 0 | | | 4 |
| 10:30 | 1 | 2 | | | 3 | 22:30 | 2 | 1 | | | 3 |
| 10:45 | 1 | 0 | | | 1 | 22:45 | 4 | 1 | | | 5 |
| 11:00 | 5 | 1 | | | 6 | 23:00 | 0 | 1 | | | 1 |
| 11:15 | 1 | 3 | | | 4 | 23:15 | 1 | 3 | | | 4 |
| 11:30 | 2 | 1 | | | 3 | 23:30 | 0 | 0 | | | 0 |
| 11:45 | 2 | 3 | | | 5 | 23:45 | 2 | 0 | | | 2 |
| TOTALS | 63 | 107 | 0 | 0 | 170 | TOTALS | 203 | 161 | 0 | 0 | 364 |
| SPLIT % | 37% | 63% | 0% | 0% | 32% | SPLIT % | 56% | 44% | 0% | 0% | 68% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 4 | 2 | | | 6 |
| 01:00 | 02:00 | 2 | 4 | | | 6 |
| 02:00 | 03:00 | 0 | 0 | | | 0 |
| 03:00 | 04:00 | 0 | 1 | | | 1 |
| 04:00 | 05:00 | 5 | 8 | | | 13 |
| 05:00 | 06:00 | 3 | 9 | | | 12 |
| 06:00 | 07:00 | 7 | 20 | | | 27 |
| 07:00 | 08:00 | 12 | 26 | | | 38 |
| 08:00 | 09:00 | 9 | 13 | | | 22 |
| 09:00 | 10:00 | 4 | 8 | | | 12 |
| 10:00 | 11:00 | 7 | 8 | | | 15 |
| 11:00 | 12:00 | 10 | 8 | | | 18 |
| 12:00 | 13:00 | 12 | 14 | | | 26 |
| 13:00 | 14:00 | 11 | 7 | | | 18 |
| 14:00 | 15:00 | 16 | 17 | | | 33 |
| 15:00 | 16:00 | 25 | 18 | | | 43 |
| 16:00 | 17:00 | 24 | 18 | | | 42 |
| 17:00 | 18:00 | 25 | 22 | | | 47 |
| 18:00 | 19:00 | 20 | 14 | | | 34 |
| 19:00 | 20:00 | 22 | 18 | | | 40 |
| 20:00 | 21:00 | 16 | 15 | | | 31 |
| 21:00 | 22:00 | 17 | 11 | | | 28 |
| 22:00 | 23:00 | 12 | 3 | | | 15 |
| 23:00 | 00:00 | 3 | 4 | | | 7 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 63 | 107 | | | 170 |
| Peak Hour | 7:15 | 6:45 | | | 7:15 |
| Peak Volume | 15 | 27 | | | 41 |
| Peak Hour Factor | 0.625 | 0.844 | | | 0.788 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 203 | 161 | | | 364 |
| Peak Hour | 17:15 | 17:15 | | | 17:15 |
| Peak Volume | 31 | 25 | | | 56 |
| Peak Hour Factor | 0.775 | 0.694 | | | 0.824 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 21 | 39 | | | 60 |
| Peak Hour | 7:15 | 7:00 | | | 7:15 |
| Peak Volume | 15 | 26 | | | 41 |
| Peak Hour Factor | 0.625 | 0.813 | | | 0.788 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 49 | 40 | | | 89 |
| Peak Hour | 16:30 | 16:30 | | | 16:30 |
| Peak Volume | 25 | 22 | | | 47 |
| Peak Hour Factor | 0.781 | 0.611 | | | 0.691 |



Prepared by National Data & Surveying Services

# VOLUME

## Gilleland Cir E N/O Poplar Springs Rd/SR 332 (34.220630,-83.845458)

**Day:** Thursday
**Date:** 9/3/2026

**City:** Gainesville
**Project #:** GA26_180168_002

| DAILY TOTALS | NB | SB | EB | WB | Total | DAILY TOTALS |
|---|---|---|---|---|---|---|
| | 265 | 274 | 0 | 0 | 539 | |

### 15-Minutes Interval

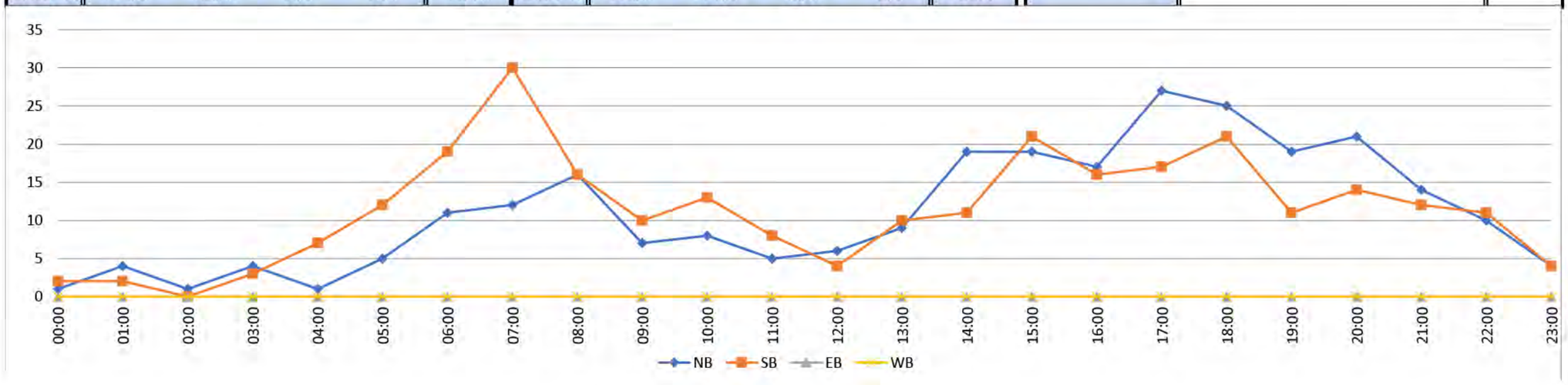
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | | | 0 | 12:00 | 2 | 0 | | | 2 |
| 0:15 | 0 | 1 | | | 1 | 12:15 | 1 | 0 | | | 1 |
| 0:30 | 1 | 0 | | | 1 | 12:30 | 0 | 1 | | | 1 |
| 0:45 | 0 | 1 | | | 1 | 12:45 | 3 | 3 | | | 6 |
| 1:00 | 1 | 0 | | | 1 | 13:00 | 3 | 2 | | | 5 |
| 1:15 | 1 | 1 | | | 2 | 13:15 | 3 | 1 | | | 4 |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 2 | 3 | | | 5 |
| 1:45 | 2 | 1 | | | 3 | 13:45 | 1 | 4 | | | 5 |
| 2:00 | 1 | 0 | | | 1 | 14:00 | 2 | 2 | | | 4 |
| 2:15 | 0 | 0 | | | 0 | 14:15 | 8 | 3 | | | 11 |
| 2:30 | 0 | 0 | | | 0 | 14:30 | 6 | 4 | | | 10 |
| 2:45 | 0 | 0 | | | 0 | 14:45 | 3 | 2 | | | 5 |
| 3:00 | 0 | 0 | | | 0 | 15:00 | 1 | 5 | | | 6 |
| 3:15 | 0 | 1 | | | 1 | 15:15 | 4 | 4 | | | 8 |
| 3:30 | 1 | 2 | | | 3 | 15:30 | 7 | 7 | | | 14 |
| 3:45 | 3 | 0 | | | 3 | 15:45 | 7 | 5 | | | 12 |
| 4:00 | 1 | 0 | | | 1 | 16:00 | 6 | 4 | | | 10 |
| 4:15 | 0 | 1 | | | 1 | 16:15 | 1 | 4 | | | 5 |
| 4:30 | 0 | 3 | | | 3 | 16:30 | 4 | 5 | | | 9 |
| 4:45 | 0 | 3 | | | 3 | 16:45 | 6 | 3 | | | 9 |
| 5:00 | 0 | 0 | | | 0 | 17:00 | 8 | 4 | | | 12 |
| 5:15 | 0 | 1 | | | 1 | 17:15 | 4 | 7 | | | 11 |
| 5:30 | 2 | 5 | | | 7 | 17:30 | 5 | 2 | | | 7 |
| 5:45 | 3 | 6 | | | 9 | 17:45 | 10 | 4 | | | 14 |
| 6:00 | 2 | 5 | | | 7 | 18:00 | 10 | 7 | | | 17 |
| 6:15 | 3 | 7 | | | 10 | 18:15 | 4 | 4 | | | 8 |
| 6:30 | 3 | 5 | | | 8 | 18:30 | 5 | 5 | | | 10 |
| 6:45 | 3 | 2 | | | 5 | 18:45 | 6 | 5 | | | 11 |
| 7:00 | 1 | 9 | | | 10 | 19:00 | 3 | 0 | | | 3 |
| 7:15 | 4 | 6 | | | 10 | 19:15 | 8 | 4 | | | 12 |
| 7:30 | 4 | 9 | | | 13 | 19:30 | 3 | 2 | | | 5 |
| 7:45 | 3 | 6 | | | 9 | 19:45 | 5 | 5 | | | 10 |
| 8:00 | 4 | 4 | | | 8 | 20:00 | 6 | 2 | | | 8 |
| 8:15 | 3 | 1 | | | 4 | 20:15 | 1 | 5 | | | 6 |
| 8:30 | 5 | 3 | | | 8 | 20:30 | 6 | 2 | | | 8 |
| 8:45 | 4 | 8 | | | 12 | 20:45 | 8 | 5 | | | 13 |
| 9:00 | 3 | 3 | | | 6 | 21:00 | 3 | 2 | | | 5 |
| 9:15 | 1 | 4 | | | 5 | 21:15 | 3 | 5 | | | 8 |
| 9:30 | 2 | 1 | | | 3 | 21:30 | 3 | 1 | | | 4 |
| 9:45 | 1 | 2 | | | 3 | 21:45 | 5 | 4 | | | 9 |
| 10:00 | 2 | 2 | | | 4 | 22:00 | 3 | 6 | | | 9 |
| 10:15 | 2 | 6 | | | 8 | 22:15 | 3 | 3 | | | 6 |
| 10:30 | 0 | 3 | | | 3 | 22:30 | 3 | 0 | | | 3 |
| 10:45 | 4 | 2 | | | 6 | 22:45 | 1 | 2 | | | 3 |
| 11:00 | 1 | 3 | | | 4 | 23:00 | 1 | 0 | | | 1 |
| 11:15 | 1 | 2 | | | 3 | 23:15 | 1 | 1 | | | 2 |
| 11:30 | 1 | 2 | | | 3 | 23:30 | 2 | 2 | | | 4 |
| 11:45 | 2 | 1 | | | 3 | 23:45 | 0 | 1 | | | 1 |
| TOTALS | 75 | 122 | 0 | 0 | 197 | TOTALS | 190 | 152 | 0 | 0 | 342 |
| SPLIT % | 38% | 62% | 0% | 0% | 37% | SPLIT % | 56% | 44% | 0% | 0% | 63% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 1 | 2 | | | 3 |
| 01:00 | 02:00 | 4 | 2 | | | 6 |
| 02:00 | 03:00 | 1 | 0 | | | 1 |
| 03:00 | 04:00 | 4 | 3 | | | 7 |
| 04:00 | 05:00 | 1 | 7 | | | 8 |
| 05:00 | 06:00 | 5 | 12 | | | 17 |
| 06:00 | 07:00 | 11 | 19 | | | 30 |
| 07:00 | 08:00 | 12 | 30 | | | 42 |
| 08:00 | 09:00 | 16 | 16 | | | 32 |
| 09:00 | 10:00 | 7 | 10 | | | 17 |
| 10:00 | 11:00 | 8 | 13 | | | 21 |
| 11:00 | 12:00 | 5 | 8 | | | 13 |
| 12:00 | 13:00 | 6 | 4 | | | 10 |
| 13:00 | 14:00 | 9 | 10 | | | 19 |
| 14:00 | 15:00 | 19 | 11 | | | 30 |
| 15:00 | 16:00 | 19 | 21 | | | 40 |
| 16:00 | 17:00 | 17 | 16 | | | 33 |
| 17:00 | 18:00 | 27 | 17 | | | 44 |
| 18:00 | 19:00 | 25 | 21 | | | 46 |
| 19:00 | 20:00 | 19 | 11 | | | 30 |
| 20:00 | 21:00 | 21 | 14 | | | 35 |
| 21:00 | 22:00 | 14 | 12 | | | 26 |
| 22:00 | 23:00 | 10 | 11 | | | 21 |
| 23:00 | 00:00 | 4 | 4 | | | 8 |

### STATISTICS

| | NB | SB | | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | | |
| Volume | 75 | 122 | | | | 197 |
| Peak Hour | 8:00 | 7:00 | | | | 7:00 |
| Peak Volume | 16 | 30 | | | | 42 |
| Peak Hour Factor | 0.800 | 0.833 | | | | 0.808 |
| Peak Period | 12:00 | to | 00:00 | | | |
| Volume | 190 | 152 | | | | 342 |
| Peak Hour | 17:15 | 15:00 | | | | 17:15 |
| Peak Volume | 29 | 21 | | | | 49 |
| Peak Hour Factor | 0.725 | 0.750 | | | | 0.721 |
| Peak Period | 07:00 | to | 09:00 | | | |
| Volume | 28 | 46 | | | | 74 |
| Peak Hour | 8:00 | 7:00 | | | | 7:00 |
| Peak Volume | 16 | 30 | | | | 42 |
| Peak Hour Factor | 0.800 | 0.833 | | | | 0.808 |
| Peak Period | 16:00 | to | 18:00 | | | |
| Volume | 44 | 33 | | | | 77 |
| Peak Hour | 17:00 | 16:30 | | | | 17:00 |
| Peak Volume | 27 | 19 | | | | 44 |
| Peak Hour Factor | 0.675 | 0.679 | | | | 0.786 |



# 48-Hr Bidirectional Classification Count

# Gilleland Cir W north of Poplar Springs Rd/SR 332

Prepared by National Data & Surveying Services

# VOLUME

## Gilleland Cir W N/O Poplar Springs Rd/SR 332 (34.221626,-83.846083)

**Day:** Wednesday
**Date:** 9/2/2026

**City:** Gainesville
**Project #:** GA26_180168_003

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 21 | 23 | 0 | 0 | 44 |

### 15-Minutes Interval

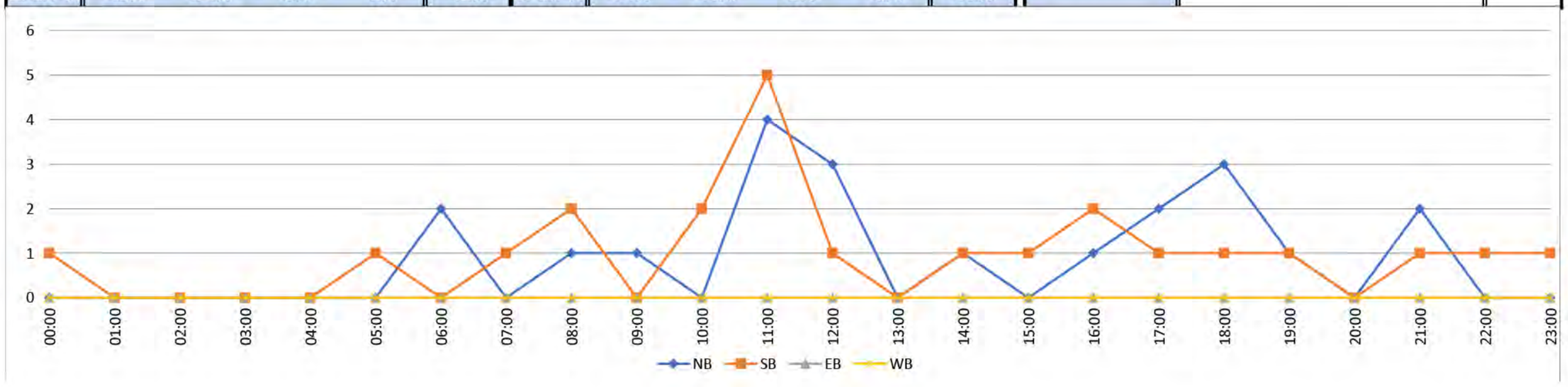
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | | | 0 | 12:00 | 1 | 0 | | | 1 |
| 0:15 | 0 | 0 | | | 0 | 12:15 | 1 | 0 | | | 1 |
| 0:30 | 0 | 1 | | | 1 | 12:30 | 1 | 0 | | | 1 |
| 0:45 | 0 | 0 | | | 0 | 12:45 | 0 | 1 | | | 1 |
| 1:00 | 0 | 0 | | | 0 | 13:00 | 0 | 0 | | | 0 |
| 1:15 | 0 | 0 | | | 0 | 13:15 | 0 | 0 | | | 0 |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 0 | 0 | | | 0 |
| 1:45 | 0 | 0 | | | 0 | 13:45 | 0 | 0 | | | 0 |
| 2:00 | 0 | 0 | | | 0 | 14:00 | 0 | 0 | | | 0 |
| 2:15 | 0 | 0 | | | 0 | 14:15 | 0 | 1 | | | 1 |
| 2:30 | 0 | 0 | | | 0 | 14:30 | 1 | 0 | | | 1 |
| 2:45 | 0 | 0 | | | 0 | 14:45 | 0 | 0 | | | 0 |
| 3:00 | 0 | 0 | | | 0 | 15:00 | 0 | 0 | | | 0 |
| 3:15 | 0 | 0 | | | 0 | 15:15 | 0 | 0 | | | 0 |
| 3:30 | 0 | 0 | | | 0 | 15:30 | 0 | 0 | | | 0 |
| 3:45 | 0 | 0 | | | 0 | 15:45 | 0 | 1 | | | 1 |
| 4:00 | 0 | 0 | | | 0 | 16:00 | 0 | 1 | | | 1 |
| 4:15 | 0 | 0 | | | 0 | 16:15 | 0 | 0 | | | 0 |
| 4:30 | 0 | 0 | | | 0 | 16:30 | 1 | 0 | | | 1 |
| 4:45 | 0 | 0 | | | 0 | 16:45 | 0 | 1 | | | 1 |
| 5:00 | 0 | 0 | | | 0 | 17:00 | 0 | 0 | | | 0 |
| 5:15 | 0 | 0 | | | 0 | 17:15 | 2 | 0 | | | 2 |
| 5:30 | 0 | 0 | | | 0 | 17:30 | 0 | 0 | | | 0 |
| 5:45 | 0 | 1 | | | 1 | 17:45 | 0 | 1 | | | 1 |
| 6:00 | 0 | 0 | | | 0 | 18:00 | 0 | 0 | | | 0 |
| 6:15 | 1 | 0 | | | 1 | 18:15 | 1 | 0 | | | 1 |
| 6:30 | 0 | 0 | | | 0 | 18:30 | 1 | 1 | | | 2 |
| 6:45 | 1 | 0 | | | 1 | 18:45 | 1 | 0 | | | 1 |
| 7:00 | 0 | 1 | | | 1 | 19:00 | 0 | 0 | | | 0 |
| 7:15 | 0 | 0 | | | 0 | 19:15 | 0 | 1 | | | 1 |
| 7:30 | 0 | 0 | | | 0 | 19:30 | 1 | 0 | | | 1 |
| 7:45 | 0 | 0 | | | 0 | 19:45 | 0 | 0 | | | 0 |
| 8:00 | 0 | 0 | | | 0 | 20:00 | 0 | 0 | | | 0 |
| 8:15 | 0 | 0 | | | 0 | 20:15 | 0 | 0 | | | 0 |
| 8:30 | 0 | 0 | | | 0 | 20:30 | 0 | 0 | | | 0 |
| 8:45 | 1 | 2 | | | 3 | 20:45 | 0 | 0 | | | 0 |
| 9:00 | 0 | 0 | | | 0 | 21:00 | 1 | 0 | | | 1 |
| 9:15 | 0 | 0 | | | 0 | 21:15 | 0 | 0 | | | 0 |
| 9:30 | 1 | 0 | | | 1 | 21:30 | 0 | 0 | | | 0 |
| 9:45 | 0 | 0 | | | 0 | 21:45 | 1 | 1 | | | 2 |
| 10:00 | 0 | 0 | | | 0 | 22:00 | 0 | 1 | | | 1 |
| 10:15 | 0 | 0 | | | 0 | 22:15 | 0 | 0 | | | 0 |
| 10:30 | 0 | 2 | | | 2 | 22:30 | 0 | 0 | | | 0 |
| 10:45 | 0 | 0 | | | 0 | 22:45 | 0 | 0 | | | 0 |
| 11:00 | 0 | 2 | | | 2 | 23:00 | 0 | 1 | | | 1 |
| 11:15 | 2 | 0 | | | 2 | 23:15 | 0 | 0 | | | 0 |
| 11:30 | 0 | 1 | | | 1 | 23:30 | 0 | 0 | | | 0 |
| 11:45 | 2 | 2 | | | 4 | 23:45 | 0 | 0 | | | 0 |
| TOTALS | 8 | 12 | 0 | 0 | 20 | TOTALS | 13 | 11 | 0 | 0 | 24 |
| SPLIT % | 40% | 60% | 0% | 0% | 45% | SPLIT % | 54% | 46% | 0% | 0% | 55% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 0 | 1 | | | 1 |
| 01:00 | 02:00 | 0 | 0 | | | 0 |
| 02:00 | 03:00 | 0 | 0 | | | 0 |
| 03:00 | 04:00 | 0 | 0 | | | 0 |
| 04:00 | 05:00 | 0 | 0 | | | 0 |
| 05:00 | 06:00 | 0 | 1 | | | 1 |
| 06:00 | 07:00 | 2 | 0 | | | 2 |
| 07:00 | 08:00 | 0 | 1 | | | 1 |
| 08:00 | 09:00 | 1 | 2 | | | 3 |
| 09:00 | 10:00 | 1 | 0 | | | 1 |
| 10:00 | 11:00 | 0 | 2 | | | 2 |
| 11:00 | 12:00 | 4 | 5 | | | 9 |
| 12:00 | 13:00 | 3 | 1 | | | 4 |
| 13:00 | 14:00 | 0 | 0 | | | 0 |
| 14:00 | 15:00 | 1 | 1 | | | 2 |
| 15:00 | 16:00 | 0 | 1 | | | 1 |
| 16:00 | 17:00 | 1 | 2 | | | 3 |
| 17:00 | 18:00 | 2 | 1 | | | 3 |
| 18:00 | 19:00 | 3 | 1 | | | 4 |
| 19:00 | 20:00 | 1 | 1 | | | 2 |
| 20:00 | 21:00 | 0 | 0 | | | 0 |
| 21:00 | 22:00 | 2 | 1 | | | 3 |
| 22:00 | 23:00 | 0 | 1 | | | 1 |
| 23:00 | 00:00 | 0 | 1 | | | 1 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 8 | 12 | | | 20 |
| Peak Hour | 11:00 | 11:00 | | | 11:00 |
| Peak Volume | 4 | 5 | | | 9 |
| Peak Hour Factor | 0.500 | 0.625 | | | 0.563 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 13 | 11 | | | 24 |
| Peak Hour | 12:00 | 15:15 | | | 12:00 |
| Peak Volume | 3 | 2 | | | 4 |
| Peak Hour Factor | 0.750 | 0.500 | | | 1.000 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 1 | 3 | | | 4 |
| Peak Hour | 8:00 | 8:00 | | | 8:00 |
| Peak Volume | 1 | 2 | | | 3 |
| Peak Hour Factor | 0.250 | 0.250 | | | 0.250 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 3 | 3 | | | 6 |
| Peak Hour | 16:30 | 16:00 | | | 16:30 |
| Peak Volume | 3 | 2 | | | 4 |
| Peak Hour Factor | 0.375 | 0.500 | | | 0.500 |



Prepared by National Data & Surveying Services

# VOLUME

## Gilleland Cir W N/O Poplar Springs Rd/SR 332 (34.221626,-83.846083)

**Day:** Thursday
**Date:** 9/3/2026

**City:** Gainesville
**Project #:** GA26_180168_003

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 28 | 19 | 0 | 0 | 47 |

### 15-Minutes Interval

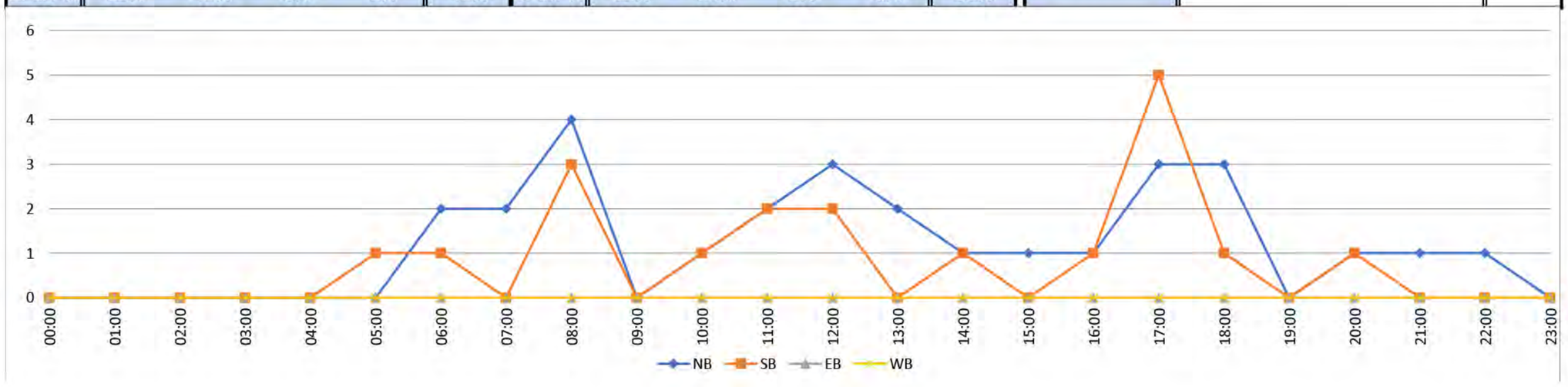
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | 0 | 0 | | | 0 | 12:00 | 0 | 0 | | | 0 |
| 0:15 | 0 | 0 | | | 0 | 12:15 | 2 | 2 | | | 4 |
| 0:30 | 0 | 0 | | | 0 | 12:30 | 0 | 0 | | | 0 |
| 0:45 | 0 | 0 | | | 0 | 12:45 | 1 | 0 | | | 1 |
| 1:00 | 0 | 0 | | | 0 | 13:00 | 1 | 0 | | | 1 |
| 1:15 | 0 | 0 | | | 0 | 13:15 | 0 | 0 | | | 0 |
| 1:30 | 0 | 0 | | | 0 | 13:30 | 0 | 0 | | | 0 |
| 1:45 | 0 | 0 | | | 0 | 13:45 | 1 | 0 | | | 1 |
| 2:00 | 0 | 0 | | | 0 | 14:00 | 0 | 0 | | | 0 |
| 2:15 | 0 | 0 | | | 0 | 14:15 | 0 | 1 | | | 1 |
| 2:30 | 0 | 0 | | | 0 | 14:30 | 1 | 0 | | | 1 |
| 2:45 | 0 | 0 | | | 0 | 14:45 | 0 | 0 | | | 0 |
| 3:00 | 0 | 0 | | | 0 | 15:00 | 0 | 0 | | | 0 |
| 3:15 | 0 | 0 | | | 0 | 15:15 | 1 | 0 | | | 1 |
| 3:30 | 0 | 0 | | | 0 | 15:30 | 0 | 0 | | | 0 |
| 3:45 | 0 | 0 | | | 0 | 15:45 | 0 | 0 | | | 0 |
| 4:00 | 0 | 0 | | | 0 | 16:00 | 0 | 0 | | | 0 |
| 4:15 | 0 | 0 | | | 0 | 16:15 | 1 | 0 | | | 1 |
| 4:30 | 0 | 0 | | | 0 | 16:30 | 0 | 0 | | | 0 |
| 4:45 | 0 | 0 | | | 0 | 16:45 | 0 | 1 | | | 1 |
| 5:00 | 0 | 0 | | | 0 | 17:00 | 0 | 1 | | | 1 |
| 5:15 | 0 | 0 | | | 0 | 17:15 | 0 | 0 | | | 0 |
| 5:30 | 0 | 0 | | | 0 | 17:30 | 2 | 1 | | | 3 |
| 5:45 | 0 | 1 | | | 1 | 17:45 | 1 | 3 | | | 4 |
| 6:00 | 0 | 0 | | | 0 | 18:00 | 0 | 0 | | | 0 |
| 6:15 | 1 | 0 | | | 1 | 18:15 | 2 | 1 | | | 3 |
| 6:30 | 0 | 0 | | | 0 | 18:30 | 0 | 0 | | | 0 |
| 6:45 | 1 | 1 | | | 2 | 18:45 | 1 | 0 | | | 1 |
| 7:00 | 1 | 0 | | | 1 | 19:00 | 0 | 0 | | | 0 |
| 7:15 | 0 | 0 | | | 0 | 19:15 | 0 | 0 | | | 0 |
| 7:30 | 1 | 0 | | | 1 | 19:30 | 0 | 0 | | | 0 |
| 7:45 | 0 | 0 | | | 0 | 19:45 | 0 | 0 | | | 0 |
| 8:00 | 0 | 0 | | | 0 | 20:00 | 1 | 0 | | | 1 |
| 8:15 | 0 | 1 | | | 1 | 20:15 | 0 | 1 | | | 1 |
| 8:30 | 4 | 0 | | | 4 | 20:30 | 0 | 0 | | | 0 |
| 8:45 | 0 | 2 | | | 2 | 20:45 | 0 | 0 | | | 0 |
| 9:00 | 0 | 0 | | | 0 | 21:00 | 0 | 0 | | | 0 |
| 9:15 | 0 | 0 | | | 0 | 21:15 | 0 | 0 | | | 0 |
| 9:30 | 0 | 0 | | | 0 | 21:30 | 1 | 0 | | | 1 |
| 9:45 | 0 | 0 | | | 0 | 21:45 | 0 | 0 | | | 0 |
| 10:00 | 0 | 0 | | | 0 | 22:00 | 1 | 0 | | | 1 |
| 10:15 | 0 | 0 | | | 0 | 22:15 | 0 | 0 | | | 0 |
| 10:30 | 0 | 1 | | | 1 | 22:30 | 0 | 0 | | | 0 |
| 10:45 | 1 | 0 | | | 1 | 22:45 | 0 | 0 | | | 0 |
| 11:00 | 1 | 0 | | | 1 | 23:00 | 0 | 0 | | | 0 |
| 11:15 | 0 | 0 | | | 0 | 23:15 | 0 | 0 | | | 0 |
| 11:30 | 0 | 1 | | | 1 | 23:30 | 0 | 0 | | | 0 |
| 11:45 | 1 | 1 | | | 2 | 23:45 | 0 | 0 | | | 0 |
| TOTALS | 11 | 8 | 0 | 0 | 19 | TOTALS | 17 | 11 | 0 | 0 | 28 |
| SPLIT % | 58% | 42% | 0% | 0% | 40% | SPLIT % | 61% | 39% | 0% | 0% | 60% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | 0 | 0 | | | 0 |
| 01:00 | 02:00 | 0 | 0 | | | 0 |
| 02:00 | 03:00 | 0 | 0 | | | 0 |
| 03:00 | 04:00 | 0 | 0 | | | 0 |
| 04:00 | 05:00 | 0 | 0 | | | 0 |
| 05:00 | 06:00 | 0 | 1 | | | 1 |
| 06:00 | 07:00 | 2 | 1 | | | 3 |
| 07:00 | 08:00 | 2 | 0 | | | 2 |
| 08:00 | 09:00 | 4 | 3 | | | 7 |
| 09:00 | 10:00 | 0 | 0 | | | 0 |
| 10:00 | 11:00 | 1 | 1 | | | 2 |
| 11:00 | 12:00 | 2 | 2 | | | 4 |
| 12:00 | 13:00 | 3 | 2 | | | 5 |
| 13:00 | 14:00 | 2 | 0 | | | 2 |
| 14:00 | 15:00 | 1 | 1 | | | 2 |
| 15:00 | 16:00 | 1 | 0 | | | 1 |
| 16:00 | 17:00 | 1 | 1 | | | 2 |
| 17:00 | 18:00 | 3 | 5 | | | 8 |
| 18:00 | 19:00 | 3 | 1 | | | 4 |
| 19:00 | 20:00 | 0 | 0 | | | 0 |
| 20:00 | 21:00 | 1 | 1 | | | 2 |
| 21:00 | 22:00 | 1 | 0 | | | 1 |
| 22:00 | 23:00 | 1 | 0 | | | 1 |
| 23:00 | 00:00 | 0 | 0 | | | 0 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | 11 | 8 | | | 19 |
| Peak Hour | 7:45 | 8:00 | | | 8:00 |
| Peak Volume | 4 | 3 | | | 7 |
| Peak Hour Factor | 0.250 | 0.375 | | | 0.438 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | 17 | 11 | | | 28 |
| Peak Hour | 17:30 | 17:00 | | | 17:30 |
| Peak Volume | 5 | 5 | | | 10 |
| Peak Hour Factor | 0.625 | 0.417 | | | 0.625 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | 6 | 3 | | | 9 |
| Peak Hour | 7:45 | 8:00 | | | 8:00 |
| Peak Volume | 4 | 3 | | | 7 |
| Peak Hour Factor | 0.250 | 0.375 | | | 0.438 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | 4 | 6 | | | 10 |
| Peak Hour | 17:00 | 17:00 | | | 17:00 |
| Peak Volume | 3 | 5 | | | 8 |
| Peak Hour Factor | 0.375 | 0.417 | | | 0.500 |



# 48-Hr Bidirectional Classification Count

# Poplar Springs Rd east of Atlanta Hwy

Prepared by National Data & Surveying Services

# VOLUME

## Poplar Springs Rd/SR 332 E/O Atlanta Hwy/SR 13 (34.222334,-83.857693)

**Day:** Wednesday
**Date:** 9/2/2026

**City:** Gainesville
**Project #:** GA26_180168_004

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 7,739 | 7,063 | 14,802 |

### 15-Minutes Interval

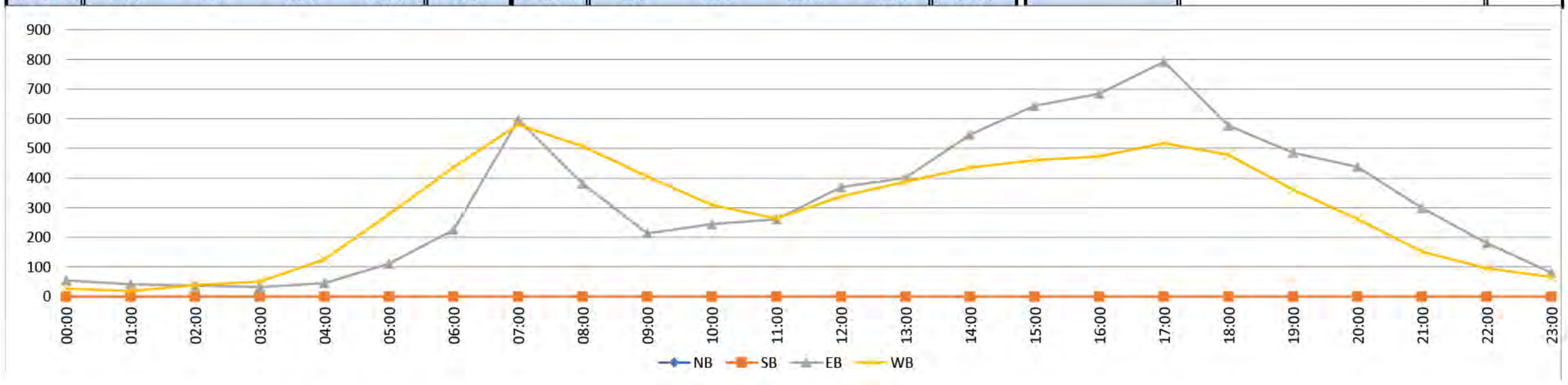
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 12 | 3 | 15 | 12:00 | | | 99 | 73 | 172 |
| 0:15 | | | 15 | 5 | 20 | 12:15 | | | 97 | 87 | 184 |
| 0:30 | | | 11 | 13 | 24 | 12:30 | | | 76 | 89 | 165 |
| 0:45 | | | 17 | 6 | 23 | 12:45 | | | 97 | 89 | 186 |
| 1:00 | | | 18 | 3 | 21 | 13:00 | | | 97 | 98 | 195 |
| 1:15 | | | 9 | 7 | 16 | 13:15 | | | 102 | 91 | 193 |
| 1:30 | | | 5 | 3 | 8 | 13:30 | | | 101 | 94 | 195 |
| 1:45 | | | 9 | 6 | 15 | 13:45 | | | 101 | 105 | 206 |
| 2:00 | | | 7 | 8 | 15 | 14:00 | | | 139 | 84 | 223 |
| 2:15 | | | 6 | 9 | 15 | 14:15 | | | 129 | 98 | 227 |
| 2:30 | | | 12 | 7 | 19 | 14:30 | | | 127 | 141 | 268 |
| 2:45 | | | 12 | 15 | 27 | 14:45 | | | 152 | 112 | 264 |
| 3:00 | | | 8 | 10 | 18 | 15:00 | | | 151 | 94 | 245 |
| 3:15 | | | 9 | 9 | 18 | 15:15 | | | 168 | 115 | 283 |
| 3:30 | | | 8 | 20 | 28 | 15:30 | | | 153 | 116 | 269 |
| 3:45 | | | 7 | 12 | 19 | 15:45 | | | 172 | 135 | 307 |
| 4:00 | | | 9 | 16 | 25 | 16:00 | | | 162 | 109 | 271 |
| 4:15 | | | 11 | 24 | 35 | 16:15 | | | 155 | 117 | 272 |
| 4:30 | | | 12 | 39 | 51 | 16:30 | | | 187 | 122 | 309 |
| 4:45 | | | 14 | 47 | 61 | 16:45 | | | 180 | 125 | 305 |
| 5:00 | | | 15 | 32 | 47 | 17:00 | | | 222 | 143 | 365 |
| 5:15 | | | 26 | 48 | 74 | 17:15 | | | 215 | 131 | 346 |
| 5:30 | | | 31 | 104 | 135 | 17:30 | | | 192 | 127 | 319 |
| 5:45 | | | 39 | 94 | 133 | 17:45 | | | 163 | 116 | 279 |
| 6:00 | | | 39 | 102 | 141 | 18:00 | | | 147 | 126 | 273 |
| 6:15 | | | 44 | 94 | 138 | 18:15 | | | 164 | 134 | 298 |
| 6:30 | | | 58 | 108 | 166 | 18:30 | | | 121 | 113 | 234 |
| 6:45 | | | 84 | 132 | 216 | 18:45 | | | 144 | 105 | 249 |
| 7:00 | | | 92 | 126 | 218 | 19:00 | | | 131 | 92 | 223 |
| 7:15 | | | 113 | 189 | 302 | 19:15 | | | 110 | 92 | 202 |
| 7:30 | | | 195 | 142 | 337 | 19:30 | | | 120 | 92 | 212 |
| 7:45 | | | 196 | 123 | 319 | 19:45 | | | 124 | 84 | 208 |
| 8:00 | | | 163 | 107 | 270 | 20:00 | | | 123 | 68 | 191 |
| 8:15 | | | 92 | 116 | 208 | 20:15 | | | 117 | 81 | 198 |
| 8:30 | | | 61 | 140 | 201 | 20:30 | | | 101 | 66 | 167 |
| 8:45 | | | 65 | 144 | 209 | 20:45 | | | 97 | 47 | 144 |
| 9:00 | | | 57 | 104 | 161 | 21:00 | | | 83 | 34 | 117 |
| 9:15 | | | 52 | 105 | 157 | 21:15 | | | 94 | 43 | 137 |
| 9:30 | | | 52 | 95 | 147 | 21:30 | | | 59 | 35 | 94 |
| 9:45 | | | 52 | 101 | 153 | 21:45 | | | 63 | 39 | 102 |
| 10:00 | | | 53 | 67 | 120 | 22:00 | | | 50 | 30 | 80 |
| 10:15 | | | 61 | 75 | 136 | 22:15 | | | 49 | 28 | 77 |
| 10:30 | | | 70 | 80 | 150 | 22:30 | | | 52 | 19 | 71 |
| 10:45 | | | 61 | 87 | 148 | 22:45 | | | 29 | 18 | 47 |
| 11:00 | | | 70 | 38 | 108 | 23:00 | | | 30 | 26 | 56 |
| 11:15 | | | 63 | 72 | 135 | 23:15 | | | 18 | 18 | 36 |
| 11:30 | | | 69 | 73 | 142 | 23:30 | | | 15 | 17 | 32 |
| 11:45 | | | 59 | 80 | 139 | 23:45 | | | 18 | 5 | 23 |
| TOTALS | 0 | 0 | 2243 | 3040 | 5283 | TOTALS | 0 | 0 | 5496 | 4023 | 9519 |
| SPLIT % | 0% | 0% | 42% | 58% | 36% | SPLIT % | 0% | 0% | 58% | 42% | 64% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 55 | 27 | 82 |
| 01:00 | 02:00 | | | 41 | 19 | 60 |
| 02:00 | 03:00 | | | 37 | 39 | 76 |
| 03:00 | 04:00 | | | 32 | 51 | 83 |
| 04:00 | 05:00 | | | 46 | 126 | 172 |
| 05:00 | 06:00 | | | 111 | 278 | 389 |
| 06:00 | 07:00 | | | 225 | 436 | 661 |
| 07:00 | 08:00 | | | 596 | 580 | 1176 |
| 08:00 | 09:00 | | | 381 | 507 | 888 |
| 09:00 | 10:00 | | | 213 | 405 | 618 |
| 10:00 | 11:00 | | | 245 | 309 | 554 |
| 11:00 | 12:00 | | | 261 | 263 | 524 |
| 12:00 | 13:00 | | | 369 | 338 | 707 |
| 13:00 | 14:00 | | | 401 | 388 | 789 |
| 14:00 | 15:00 | | | 547 | 435 | 982 |
| 15:00 | 16:00 | | | 644 | 460 | 1104 |
| 16:00 | 17:00 | | | 684 | 473 | 1157 |
| 17:00 | 18:00 | | | 792 | 517 | 1309 |
| 18:00 | 19:00 | | | 576 | 478 | 1054 |
| 19:00 | 20:00 | | | 485 | 360 | 845 |
| 20:00 | 21:00 | | | 438 | 262 | 700 |
| 21:00 | 22:00 | | | 299 | 151 | 450 |
| 22:00 | 23:00 | | | 180 | 95 | 275 |
| 23:00 | 00:00 | | | 81 | 66 | 147 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 2243 | 3040 | 5283 |
| Peak Hour | | | 7:15 | 6:45 | 7:15 |
| Peak Volume | | | 667 | 589 | 1228 |
| Peak Hour Factor | | | 0.851 | 0.779 | 0.911 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 5496 | 4023 | 9519 |
| Peak Hour | | | 16:45 | 16:45 | 16:45 |
| Peak Volume | | | 809 | 526 | 1335 |
| Peak Hour Factor | | | 0.911 | 0.920 | 0.914 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 977 | 1087 | 2064 |
| Peak Hour | | | 7:15 | 7:00 | 7:15 |
| Peak Volume | | | 667 | 580 | 1228 |
| Peak Hour Factor | | | 0.851 | 0.767 | 0.911 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 1476 | 990 | 2466 |
| Peak Hour | | | 16:45 | 16:45 | 16:45 |
| Peak Volume | | | 809 | 526 | 1335 |
| Peak Hour Factor | | | 0.911 | 0.920 | 0.914 |



Prepared by National Data & Surveying Services

# VOLUME

## Poplar Springs Rd/SR 332 E/O Atlanta Hwy/SR 13 (34.222334,-83.857693)

**Day:** Thursday
**Date:** 9/3/2026

**City:** Gainesville
**Project #:** GA26_180168_004

| DAILY TOTALS | NB | SB | EB | WB | Total |
|---|---|---|---|---|---|
| | 0 | 0 | 8,010 | 7,266 | 15,276 |

### 15-Minutes Interval

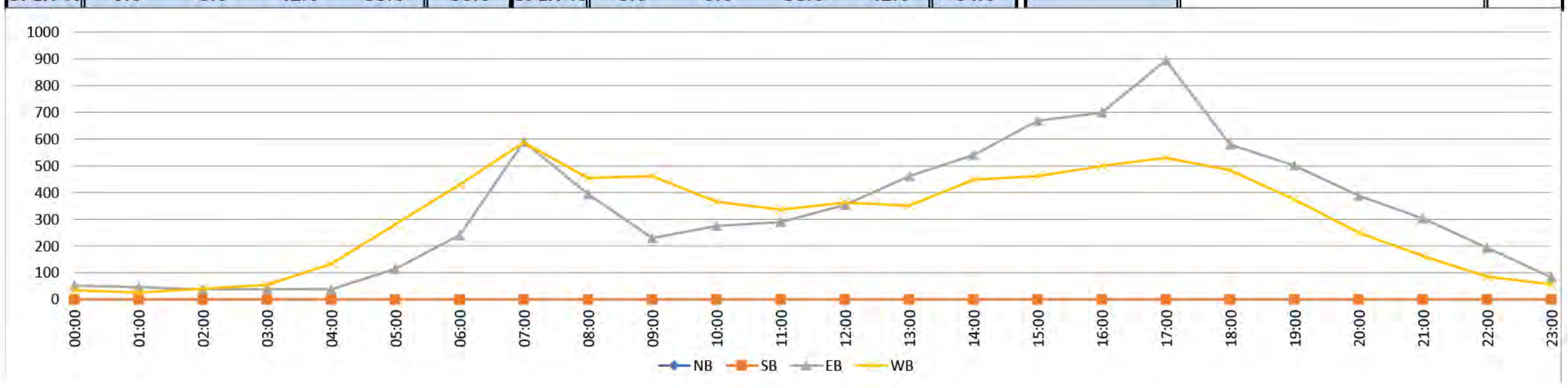
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0:00 | | | 19 | 9 | 28 | 12:00 | | | 86 | 96 | 182 |
| 0:15 | | | 15 | 12 | 27 | 12:15 | | | 90 | 82 | 172 |
| 0:30 | | | 10 | 9 | 19 | 12:30 | | | 87 | 84 | 171 |
| 0:45 | | | 8 | 4 | 12 | 12:45 | | | 90 | 100 | 190 |
| 1:00 | | | 11 | 6 | 17 | 13:00 | | | 99 | 68 | 167 |
| 1:15 | | | 14 | 4 | 18 | 13:15 | | | 130 | 81 | 211 |
| 1:30 | | | 12 | 6 | 18 | 13:30 | | | 107 | 96 | 203 |
| 1:45 | | | 9 | 10 | 19 | 13:45 | | | 125 | 105 | 230 |
| 2:00 | | | 8 | 14 | 22 | 14:00 | | | 142 | 97 | 239 |
| 2:15 | | | 4 | 7 | 11 | 14:15 | | | 128 | 101 | 229 |
| 2:30 | | | 12 | 6 | 18 | 14:30 | | | 139 | 114 | 253 |
| 2:45 | | | 14 | 13 | 27 | 14:45 | | | 131 | 136 | 267 |
| 3:00 | | | 7 | 7 | 14 | 15:00 | | | 156 | 106 | 262 |
| 3:15 | | | 17 | 12 | 29 | 15:15 | | | 179 | 100 | 279 |
| 3:30 | | | 7 | 17 | 24 | 15:30 | | | 159 | 122 | 281 |
| 3:45 | | | 8 | 19 | 27 | 15:45 | | | 175 | 134 | 309 |
| 4:00 | | | 7 | 14 | 21 | 16:00 | | | 186 | 115 | 301 |
| 4:15 | | | 7 | 34 | 41 | 16:15 | | | 156 | 118 | 274 |
| 4:30 | | | 14 | 38 | 52 | 16:30 | | | 177 | 133 | 310 |
| 4:45 | | | 10 | 47 | 57 | 16:45 | | | 180 | 134 | 314 |
| 5:00 | | | 17 | 33 | 50 | 17:00 | | | 211 | 141 | 352 |
| 5:15 | | | 25 | 59 | 84 | 17:15 | | | 253 | 111 | 364 |
| 5:30 | | | 38 | 93 | 131 | 17:30 | | | 245 | 151 | 396 |
| 5:45 | | | 35 | 95 | 130 | 17:45 | | | 185 | 127 | 312 |
| 6:00 | | | 38 | 77 | 115 | 18:00 | | | 159 | 137 | 296 |
| 6:15 | | | 71 | 95 | 166 | 18:15 | | | 156 | 105 | 261 |
| 6:30 | | | 53 | 126 | 179 | 18:30 | | | 125 | 108 | 233 |
| 6:45 | | | 78 | 131 | 209 | 18:45 | | | 140 | 133 | 273 |
| 7:00 | | | 81 | 148 | 229 | 19:00 | | | 136 | 101 | 237 |
| 7:15 | | | 124 | 168 | 292 | 19:15 | | | 128 | 103 | 231 |
| 7:30 | | | 166 | 155 | 321 | 19:30 | | | 109 | 96 | 205 |
| 7:45 | | | 218 | 116 | 334 | 19:45 | | | 128 | 74 | 202 |
| 8:00 | | | 140 | 124 | 264 | 20:00 | | | 125 | 72 | 197 |
| 8:15 | | | 121 | 95 | 216 | 20:15 | | | 99 | 59 | 158 |
| 8:30 | | | 67 | 108 | 175 | 20:30 | | | 83 | 65 | 148 |
| 8:45 | | | 66 | 127 | 193 | 20:45 | | | 82 | 54 | 136 |
| 9:00 | | | 48 | 148 | 196 | 21:00 | | | 94 | 38 | 132 |
| 9:15 | | | 64 | 125 | 189 | 21:15 | | | 88 | 47 | 135 |
| 9:30 | | | 61 | 106 | 167 | 21:30 | | | 55 | 39 | 94 |
| 9:45 | | | 57 | 83 | 140 | 21:45 | | | 66 | 39 | 105 |
| 10:00 | | | 65 | 86 | 151 | 22:00 | | | 66 | 33 | 99 |
| 10:15 | | | 63 | 93 | 156 | 22:15 | | | 48 | 24 | 72 |
| 10:30 | | | 50 | 94 | 144 | 22:30 | | | 41 | 18 | 59 |
| 10:45 | | | 97 | 92 | 189 | 22:45 | | | 38 | 11 | 49 |
| 11:00 | | | 79 | 84 | 163 | 23:00 | | | 21 | 15 | 36 |
| 11:15 | | | 72 | 74 | 146 | 23:15 | | | 22 | 17 | 39 |
| 11:30 | | | 58 | 71 | 129 | 23:30 | | | 21 | 14 | 35 |
| 11:45 | | | 81 | 107 | 188 | 23:45 | | | 18 | 11 | 29 |
| TOTALS | 0 | 0 | 2346 | 3201 | 5547 | TOTALS | 0 | 0 | 5664 | 4065 | 9729 |
| SPLIT % | 0% | 0% | 42% | 58% | 36% | SPLIT % | 0% | 0% | 58% | 42% | 64% |

### Hourly Intervals

| TIME | | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|---|
| 00:00 | 01:00 | | | 52 | 34 | 86 |
| 01:00 | 02:00 | | | 46 | 26 | 72 |
| 02:00 | 03:00 | | | 38 | 40 | 78 |
| 03:00 | 04:00 | | | 39 | 55 | 94 |
| 04:00 | 05:00 | | | 38 | 133 | 171 |
| 05:00 | 06:00 | | | 115 | 280 | 395 |
| 06:00 | 07:00 | | | 240 | 429 | 669 |
| 07:00 | 08:00 | | | 589 | 587 | 1176 |
| 08:00 | 09:00 | | | 394 | 454 | 848 |
| 09:00 | 10:00 | | | 230 | 462 | 692 |
| 10:00 | 11:00 | | | 275 | 365 | 640 |
| 11:00 | 12:00 | | | 290 | 336 | 626 |
| 12:00 | 13:00 | | | 353 | 362 | 715 |
| 13:00 | 14:00 | | | 461 | 350 | 811 |
| 14:00 | 15:00 | | | 540 | 448 | 988 |
| 15:00 | 16:00 | | | 669 | 462 | 1131 |
| 16:00 | 17:00 | | | 699 | 500 | 1199 |
| 17:00 | 18:00 | | | 894 | 530 | 1424 |
| 18:00 | 19:00 | | | 580 | 483 | 1063 |
| 19:00 | 20:00 | | | 501 | 374 | 875 |
| 20:00 | 21:00 | | | 389 | 250 | 639 |
| 21:00 | 22:00 | | | 303 | 163 | 466 |
| 22:00 | 23:00 | | | 193 | 86 | 279 |
| 23:00 | 00:00 | | | 82 | 57 | 139 |

### STATISTICS

| | NB | SB | EB | WB | TOTAL |
|---|---|---|---|---|---|
| Peak Period | 00:00 | to | 12:00 | | |
| Volume | | | 2346 | 3201 | 5547 |
| Peak Hour | | | 7:15 | 6:45 | 7:15 |
| Peak Volume | | | 648 | 602 | 1211 |
| Peak Hour Factor | | | 0.743 | 0.896 | 0.906 |
| Peak Period | 12:00 | to | 00:00 | | |
| Volume | | | 5664 | 4065 | 9729 |
| Peak Hour | | | 17:00 | 16:45 | 16:45 |
| Peak Volume | | | 894 | 537 | 1426 |
| Peak Hour Factor | | | 0.883 | 0.889 | 0.900 |
| Peak Period | 07:00 | to | 09:00 | | |
| Volume | | | 983 | 1041 | 2024 |
| Peak Hour | | | 7:15 | 7:00 | 7:15 |
| Peak Volume | | | 648 | 587 | 1211 |
| Peak Hour Factor | | | 0.743 | 0.874 | 0.906 |
| Peak Period | 16:00 | to | 18:00 | | |
| Volume | | | 1593 | 1030 | 2623 |
| Peak Hour | | | 17:00 | 16:45 | 16:45 |
| Peak Volume | | | 894 | 537 | 1426 |
| Peak Hour Factor | | | 0.883 | 0.889 | 0.900 |



# 4-Hr TMC – SR 13/Atlanta Hwy at SR 332/Poplar Springs Rd

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Atlanta Hwy/SR 13 & Poplar Springs Rd/SR 332/Haydee's Cafe Dwy
**City:** Gainesville
**Control:** Signalized

**Project ID:** 26-180167-001
**Date:** 9/2/2026

## Data - Total

| NS/EW Streets: | Atlanta Hwy/SR 13 | | | | Atlanta Hwy/SR 13 | | | | Poplar Springs Rd/SR 332/Haydee's Cafe Dwy | | | | Poplar Springs Rd/SR 332/Haydee's Cafe Dwy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 1 | 156 | 72 | 0 | 40 | 91 | 0 | 1 | 0 | 2 | 0 | 0 | 58 | 9 | 58 | 0 | 488 |
| 7:15 AM | 1 | 148 | 80 | 0 | 65 | 62 | 8 | 0 | 3 | 2 | 0 | 0 | 105 | 21 | 82 | 0 | 577 |
| 7:30 AM | 2 | 202 | 133 | 0 | 56 | 111 | 8 | 0 | 1 | 9 | 1 | 0 | 111 | 15 | 104 | 0 | 753 |
| 7:45 AM | 2 | 192 | 133 | 1 | 42 | 89 | 4 | 0 | 2 | 8 | 2 | 0 | 123 | 23 | 101 | 0 | 722 |
| 8:00 AM | 2 | 194 | 98 | 0 | 37 | 96 | 3 | 1 | 3 | 7 | 4 | 0 | 110 | 14 | 93 | 0 | 662 |
| 8:15 AM | 1 | 175 | 65 | 0 | 28 | 89 | 7 | 1 | 4 | 6 | 3 | 0 | 82 | 11 | 63 | 0 | 535 |
| 8:30 AM | 1 | 158 | 36 | 0 | 26 | 108 | 3 | 0 | 2 | 1 | 0 | 0 | 63 | 9 | 66 | 0 | 473 |
| 8:45 AM | 3 | 150 | 41 | 1 | 28 | 72 | 7 | 2 | 3 | 1 | 1 | 0 | 76 | 13 | 57 | 0 | 455 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 13 | 1375 | 658 | 2 | 322 | 718 | 40 | 5 | 18 | 36 | 11 | 0 | 728 | 115 | 624 | 0 | 4665 |
| **APPROACH %'s :** | 0.63% | 67.14% | 32.13% | 0.10% | 29.68% | 66.18% | 3.69% | 0.46% | 27.69% | 55.38% | 16.92% | 0.00% | 49.63% | 7.84% | 42.54% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 7 | 736 | 444 | 1 | 200 | 358 | 23 | 1 | 9 | 26 | 7 | 0 | 449 | 73 | 380 | 0 | 2714 |
| **PEAK HR FACTOR :** | 0.875 | 0.911 | 0.835 | 0.250 | 0.769 | 0.806 | 0.719 | 0.250 | 0.750 | 0.722 | 0.438 | 0.000 | 0.913 | 0.793 | 0.913 | 0.000 | 0.901 |
| | 0.881 | | | | 0.831 | | | | 0.750 | | | | 0.913 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 3 | 128 | 86 | 1 | 64 | 122 | 15 | 2 | 5 | 14 | 7 | 0 | 72 | 9 | 50 | 0 | 578 |
| 4:15 PM | 1 | 144 | 87 | 1 | 83 | 144 | 9 | 2 | 6 | 17 | 0 | 0 | 79 | 14 | 38 | 0 | 625 |
| 4:30 PM | 5 | 136 | 111 | 0 | 63 | 147 | 10 | 0 | 5 | 16 | 2 | 0 | 75 | 12 | 50 | 0 | 632 |
| 4:45 PM | 1 | 122 | 94 | 0 | 100 | 157 | 3 | 0 | 6 | 15 | 3 | 0 | 80 | 15 | 48 | 0 | 644 |
| 5:00 PM | 2 | 152 | 125 | 0 | 91 | 182 | 5 | 0 | 6 | 12 | 3 | 0 | 78 | 14 | 49 | 0 | 719 |
| 5:15 PM | 3 | 128 | 123 | 0 | 93 | 170 | 9 | 1 | 3 | 17 | 2 | 0 | 88 | 14 | 50 | 0 | 701 |
| 5:30 PM | 2 | 145 | 106 | 1 | 86 | 192 | 4 | 2 | 4 | 18 | 2 | 0 | 77 | 10 | 53 | 0 | 702 |
| 5:45 PM | 5 | 118 | 95 | 1 | 58 | 159 | 10 | 2 | 9 | 16 | 2 | 0 | 85 | 14 | 62 | 0 | 636 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 22 | 1073 | 827 | 4 | 638 | 1273 | 65 | 9 | 44 | 125 | 21 | 0 | 634 | 102 | 400 | 0 | 5237 |
| **APPROACH %'s :** | 1.14% | 55.71% | 42.94% | 0.21% | 32.14% | 64.13% | 3.27% | 0.45% | 23.16% | 65.79% | 11.05% | 0.00% | 55.81% | 8.98% | 35.21% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 8 | 547 | 448 | 1 | 370 | 701 | 21 | 3 | 19 | 62 | 10 | 0 | 323 | 53 | 200 | 0 | 2766 |
| **PEAK HR FACTOR :** | 0.667 | 0.900 | 0.896 | 0.250 | 0.925 | 0.913 | 0.583 | 0.375 | 0.792 | 0.861 | 0.833 | 0.000 | 0.918 | 0.883 | 0.943 | 0.000 | 0.962 |
| | 0.900 | | | | 0.964 | | | | 0.948 | | | | 0.947 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Atlanta Hwy/SR 13 & Poplar Springs Rd/SR 332/Haydee's Cafe Dwy
**City:** Gainesville
**Control:** Signalized

**Project ID:** 26-180167-001
**Date:** 9/2/2026

## Data - Cars

| NS/EW Streets: | Atlanta Hwy/SR 13 | | | | Atlanta Hwy/SR 13 | | | | Poplar Springs Rd/SR 332/Haydee's Cafe Dwy | | | | Poplar Springs Rd/SR 332/Haydee's Cafe Dwy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 1 | 149 | 64 | 0 | 35 | 83 | 0 | 1 | 0 | 2 | 0 | 0 | 57 | 8 | 58 | 0 | 458 |
| 7:15 AM | 1 | 141 | 76 | 0 | 64 | 58 | 6 | 0 | 3 | 2 | 0 | 0 | 101 | 19 | 78 | 0 | 549 |
| 7:30 AM | 2 | 198 | 131 | 0 | 56 | 107 | 8 | 0 | 1 | 7 | 1 | 0 | 110 | 15 | 103 | 0 | 739 |
| 7:45 AM | 2 | 185 | 132 | 1 | 42 | 85 | 4 | 0 | 2 | 8 | 2 | 0 | 122 | 23 | 101 | 0 | 709 |
| 8:00 AM | 2 | 175 | 97 | 0 | 37 | 89 | 3 | 1 | 3 | 7 | 3 | 0 | 109 | 13 | 93 | 0 | 632 |
| 8:15 AM | 1 | 162 | 62 | 0 | 25 | 87 | 7 | 1 | 4 | 6 | 3 | 0 | 80 | 10 | 63 | 0 | 511 |
| 8:30 AM | 1 | 149 | 34 | 0 | 25 | 99 | 3 | 0 | 2 | 1 | 0 | 0 | 58 | 9 | 65 | 0 | 446 |
| 8:45 AM | 3 | 136 | 36 | 1 | 27 | 67 | 7 | 2 | 3 | 0 | 1 | 0 | 76 | 12 | 57 | 0 | 428 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 13 | 1295 | 632 | 2 | 311 | 675 | 38 | 5 | 18 | 33 | 10 | 0 | 713 | 109 | 618 | 0 | 4472 |
| **APPROACH %'s :** | 0.67% | 66.68% | 32.54% | 0.10% | 30.22% | 65.60% | 3.69% | 0.49% | 29.51% | 54.10% | 16.39% | 0.00% | 49.51% | 7.57% | 42.92% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 7 | 699 | 436 | 1 | 199 | 339 | 21 | 1 | 9 | 24 | 6 | 0 | 442 | 70 | 375 | 0 | 2629 |
| **PEAK HR FACTOR :** | 0.875 | 0.883 | 0.826 | 0.250 | 0.777 | 0.792 | 0.656 | 0.250 | 0.750 | 0.750 | 0.500 | 0.000 | 0.906 | 0.761 | 0.910 | 0.000 | 0.889 |
| | 0.863 | | | | 0.819 | | | | 0.750 | | | | 0.901 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 3 | 120 | 84 | 1 | 64 | 119 | 14 | 2 | 5 | 14 | 7 | 0 | 71 | 9 | 46 | 0 | 559 |
| 4:15 PM | 1 | 132 | 86 | 1 | 82 | 140 | 9 | 2 | 5 | 17 | 0 | 0 | 77 | 14 | 37 | 0 | 603 |
| 4:30 PM | 5 | 124 | 107 | 0 | 63 | 144 | 10 | 0 | 5 | 16 | 2 | 0 | 73 | 12 | 46 | 0 | 607 |
| 4:45 PM | 1 | 119 | 93 | 0 | 98 | 152 | 3 | 0 | 6 | 15 | 3 | 0 | 78 | 15 | 48 | 0 | 631 |
| 5:00 PM | 2 | 147 | 125 | 0 | 90 | 174 | 5 | 0 | 5 | 12 | 3 | 0 | 75 | 14 | 49 | 0 | 701 |
| 5:15 PM | 3 | 126 | 123 | 0 | 92 | 165 | 8 | 1 | 3 | 17 | 2 | 0 | 87 | 14 | 49 | 0 | 690 |
| 5:30 PM | 2 | 141 | 104 | 1 | 86 | 189 | 4 | 2 | 4 | 17 | 2 | 0 | 74 | 10 | 50 | 0 | 686 |
| 5:45 PM | 5 | 116 | 94 | 1 | 58 | 155 | 10 | 2 | 9 | 16 | 2 | 0 | 85 | 14 | 60 | 0 | 627 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 22 | 1025 | 816 | 4 | 633 | 1238 | 63 | 9 | 42 | 124 | 21 | 0 | 620 | 102 | 385 | 0 | 5104 |
| **APPROACH %'s :** | 1.18% | 54.90% | 43.71% | 0.21% | 32.58% | 63.72% | 3.24% | 0.46% | 22.46% | 66.31% | 11.23% | 0.00% | 56.01% | 9.21% | 34.78% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 8 | 533 | 445 | 1 | 366 | 680 | 20 | 3 | 18 | 61 | 10 | 0 | 314 | 53 | 196 | 0 | 2708 |
| **PEAK HR FACTOR :** | 0.667 | 0.906 | 0.890 | 0.250 | 0.934 | 0.899 | 0.625 | 0.375 | 0.750 | 0.897 | 0.833 | 0.000 | 0.902 | 0.883 | 0.980 | 0.000 | 0.966 |
| | 0.901 | | | | 0.951 | | | | 0.927 | | | | 0.938 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Atlanta Hwy/SR 13 & Poplar Springs Rd/SR 332/Haydee's Cafe Dwy
**City:** Gainesville
**Control:** Signalized

**Project ID:** 26-180167-001
**Date:** 9/2/2026

## Data - HT

| NS/EW Streets: | Atlanta Hwy/SR 13 | | | | Atlanta Hwy/SR 13 | | | | Poplar Springs Rd/SR 332/Haydee's Cafe Dwy | | | | Poplar Springs Rd/SR 332/Haydee's Cafe Dwy | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 1 NL | 2 NT | 1 NR | 0 NU | 1 SL | 2 ST | 0 SR | 0 SU | 1 EL | 1 ET | 0 ER | 0 EU | 1 WL | 1 WT | 0 WR | 0 WU | TOTAL |
| 7:00 AM | 0 | 7 | 8 | 0 | 5 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 30 |
| 7:15 AM | 0 | 7 | 4 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 4 | 0 | 28 |
| 7:30 AM | 0 | 4 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 14 |
| 7:45 AM | 0 | 7 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 13 |
| 8:00 AM | 0 | 19 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 30 |
| 8:15 AM | 0 | 13 | 3 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 24 |
| 8:30 AM | 0 | 9 | 2 | 0 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 27 |
| 8:45 AM | 0 | 14 | 5 | 0 | 1 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 27 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 80 | 26 | 0 | 11 | 43 | 2 | 0 | 0 | 3 | 1 | 0 | 15 | 6 | 6 | 0 | 193 |
| **APPROACH %'s :** | 0.00% | 75.47% | 24.53% | 0.00% | 19.64% | 76.79% | 3.57% | 0.00% | 0.00% | 75.00% | 25.00% | 0.00% | 55.56% | 22.22% | 22.22% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 37 | 8 | 0 | 1 | 19 | 2 | 0 | 0 | 2 | 1 | 0 | 7 | 3 | 5 | 0 | 85 |
| **PEAK HR FACTOR :** | 0.000 | 0.487 | 0.500 | 0.000 | 0.250 | 0.679 | 0.250 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.438 | 0.375 | 0.313 | 0.000 | 0.708 |
| | | 0.563 | | | | 0.786 | | | | 0.375 | | | | 0.375 | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 NL | 2 NT | 1 NR | 0 NU | 1 SL | 2 ST | 0 SR | 0 SU | 1 EL | 1 ET | 0 ER | 0 EU | 1 WL | 1 WT | 0 WR | 0 WU | TOTAL |
| 4:00 PM | 0 | 8 | 2 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 19 |
| 4:15 PM | 0 | 12 | 1 | 0 | 1 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 22 |
| 4:30 PM | 0 | 12 | 4 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 25 |
| 4:45 PM | 0 | 3 | 1 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 13 |
| 5:00 PM | 0 | 5 | 0 | 0 | 1 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 18 |
| 5:15 PM | 0 | 2 | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 11 |
| 5:30 PM | 0 | 4 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 3 | 0 | 16 |
| 5:45 PM | 0 | 2 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 9 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 48 | 11 | 0 | 5 | 35 | 2 | 0 | 2 | 1 | 0 | 0 | 14 | 0 | 15 | 0 | 133 |
| **APPROACH %'s :** | 0.00% | 81.36% | 18.64% | 0.00% | 11.90% | 83.33% | 4.76% | 0.00% | 66.67% | 33.33% | 0.00% | 0.00% | 48.28% | 0.00% | 51.72% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 14 | 3 | 0 | 4 | 21 | 1 | 0 | 1 | 1 | 0 | 0 | 9 | 0 | 4 | 0 | 58 |
| **PEAK HR FACTOR :** | 0.000 | 0.700 | 0.375 | 0.000 | 0.500 | 0.656 | 0.250 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.750 | 0.000 | 0.333 | 0.000 | 0.806 |
| | | 0.708 | | | | 0.722 | | | | 0.500 | | | | 0.542 | | | |

Prepared by National Data & Surveying Services

# Atlanta Hwy/SR 13 & Poplar Springs Rd/SR 332/Haydee's Cafe Dwy

## Peak Hour Turning Movement Count

**ID:** 26-180167-001
**City:** Gainesville

**Day:** Wednesday
**Date:** 9/2/2026

**PEAK HOURS**

| | |
|---|---|
| AM | 07:15 AM - 08:15 AM |
| NOON | NONE |
| PM | 04:45 PM - 05:45 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 7:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 4:00 PM - 06:00 PM |

**CONTROL:** Signalized

| | AM | NOON | PM | DAILY |
|---|---|---|---|---|
| TEV | 2714 | 0 | 2766 | |
| PHF | 0.90 | | 0.96 | |

### SOUTHBOUND — Atlanta Hwy/SR 13

| | AM | NOON | PM | DAILY |
|---|---|---|---|---|
| Left | 23 | 0 | 21 | 1126 |
| Through | 358 | 0 | 701 | |
| Right | 200 | 0 | 370 | |
| U-Turn | 1 | 0 | 3 | |

### NORTHBOUND — Atlanta Hwy/SR 13

| | AM | NOON | PM | DAILY |
|---|---|---|---|---|
| U-Turn | 1 | 0 | 1035 | |
| Left | 1 | 0 | 0 | |
| Through | 7 | 0 | 8 | |
| Right | 736 | 0 | 547 | |
| | 444 | 0 | 448 | |

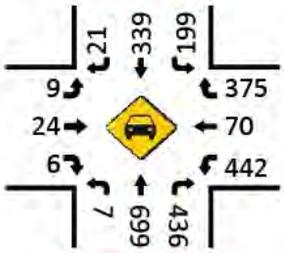
### EASTBOUND — Poplar Springs Rd/SR 332/Haydee's Cafe Dwy

| | AM | NOON | PM |
|---|---|---|---|
| | 103 | 0 | 82 |
| | 0 | 0 | 0 |
| | 9 | 0 | 19 |
| | 26 | 0 | 62 |
| | 7 | 0 | 10 |

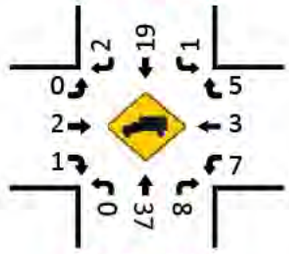
### WESTBOUND — Poplar Springs Rd/SR 332/Haydee's Cafe Dwy

| | PM | NOON | AM |
|---|---|---|---|
| | 200 | 0 | 380 |
| | 53 | 0 | 73 |
| | 323 | 0 | 449 |
| | 0 | 0 | 0 |
| | 880 | 0 | 670 |

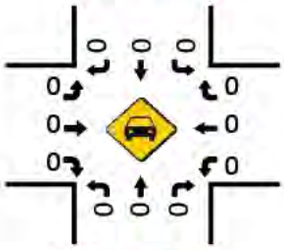
### Cars (AM)



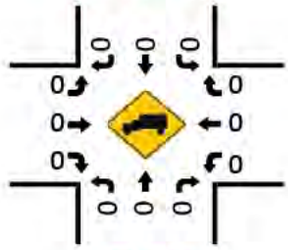

### HT (AM)



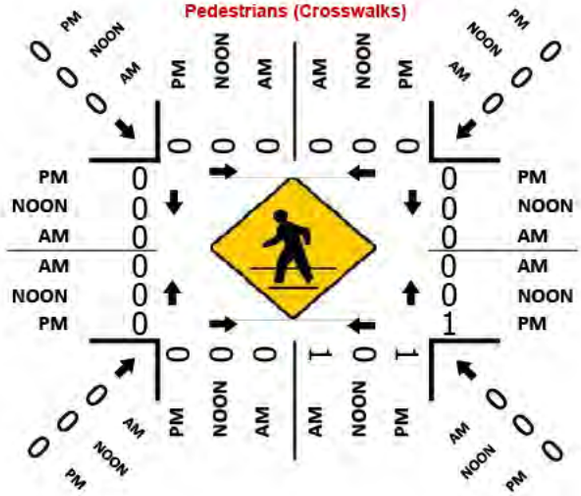

### Cars (NOON)



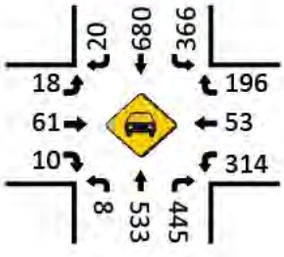

### HT (NOON)



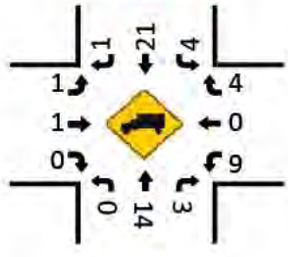

### Pedestrians (Crosswalks)




### Cars (PM)




### HT (PM)



# 4-Hr TMC

# Gilleland Cir W at SR 332

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Gilleland Cir W & Poplar Springs Rd/SR 332
**City:** Gainesville
**Control:** 1-Way Stop(SB)

**Project ID:** 26-180167-002
**Date:** 9/2/2026

## Data - Total

| NS/EW Streets: | Gilleland Cir W | | | | Gilleland Cir W | | | | Poplar Springs Rd/SR 332 | | | | Poplar Springs Rd/SR 332 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 NL | 0 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 82 | 0 | 0 | 0 | 106 | 0 | 0 | 189 |
| 7:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 157 | 1 | 0 | 262 |
| 7:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 111 | 0 | 0 | 0 | 171 | 0 | 0 | 285 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 0 | 201 | 0 | 0 | 276 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 0 | 0 | 0 | 155 | 1 | 0 | 253 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 74 | 0 | 0 | 0 | 105 | 0 | 0 | 180 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 0 | 0 | 126 | 0 | 0 | 183 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 48 | 0 | 0 | 0 | 109 | 0 | 0 | 159 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 2 | 644 | 0 | 0 | 0 | 1130 | 2 | 0 | 1787 |
| **APPROACH %'s :** | | | | | 22.22% | 0.00% | 77.78% | 0.00% | 0.31% | 99.69% | 0.00% | 0.00% | 0.00% | 99.82% | 0.18% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 1 | 383 | 0 | 0 | 0 | 684 | 2 | 0 | 1076 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.333 | 0.000 | 0.250 | 0.863 | 0.000 | 0.000 | 0.000 | 0.851 | 0.500 | 0.000 | 0.944 |
| | | | | | 0.375 | | | | 0.857 | | | | 0.853 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 NL | 0 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 134 | 0 | 0 | 0 | 102 | 0 | 0 | 237 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 0 | 0 | 0 | 110 | 0 | 0 | 244 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 163 | 0 | 0 | 0 | 122 | 0 | 0 | 286 |
| 4:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 164 | 0 | 0 | 0 | 126 | 0 | 0 | 292 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 181 | 0 | 0 | 0 | 135 | 1 | 0 | 317 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 194 | 0 | 0 | 0 | 122 | 2 | 0 | 319 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 172 | 0 | 0 | 0 | 131 | 0 | 0 | 303 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 147 | 0 | 0 | 0 | 103 | 0 | 0 | 251 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 2 | 1289 | 0 | 0 | 0 | 951 | 3 | 0 | 2249 |
| **APPROACH %'s :** | | | | | 25.00% | 0.00% | 75.00% | 0.00% | 0.15% | 99.85% | 0.00% | 0.00% | 0.00% | 99.69% | 0.31% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 711 | 0 | 0 | 0 | 514 | 3 | 0 | 1231 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.250 | 0.916 | 0.000 | 0.000 | 0.000 | 0.952 | 0.375 | 0.000 | 0.965 |
| | | | | | 0.250 | | | | 0.913 | | | | 0.950 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Gilleland Cir W & Poplar Springs Rd/SR 332
**City:** Gainesville
**Control:** 1-Way Stop(SB)

**Project ID:** 26-180167-002
**Date:** 9/2/2026

## Data - Cars

| NS/EW Streets: | Gilleland Cir W | | | | Gilleland Cir W | | | | Poplar Springs Rd/SR 332 | | | | Poplar Springs Rd/SR 332 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 72 | 0 | 0 | 0 | 102 | 0 | 0 | 175 |
| 7:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 95 | 0 | 0 | 0 | 150 | 1 | 0 | 250 |
| 7:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 107 | 0 | 0 | 0 | 164 | 0 | 0 | 274 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 0 | 0 | 195 | 0 | 0 | 268 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 0 | 148 | 1 | 0 | 244 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 71 | 0 | 0 | 0 | 102 | 0 | 0 | 174 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 0 | 0 | 121 | 0 | 0 | 176 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 42 | 0 | 0 | 0 | 107 | 0 | 0 | 151 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 2 | 610 | 0 | 0 | 0 | 1089 | 2 | 0 | 1712 |
| **APPROACH %'s :** | | | | | 22.22% | 0.00% | 77.78% | 0.00% | 0.33% | 99.67% | 0.00% | 0.00% | 0.00% | 99.82% | 0.18% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 1 | 370 | 0 | 0 | 0 | 657 | 2 | 0 | 1036 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.333 | 0.000 | 0.250 | 0.864 | 0.000 | 0.000 | 0.000 | 0.842 | 0.500 | 0.000 | 0.945 |
| | | | | | 0.375 | | | | 0.859 | | | | 0.845 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 131 | 0 | 0 | 0 | 99 | 0 | 0 | 231 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 0 | 0 | 0 | 101 | 0 | 0 | 233 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 159 | 0 | 0 | 0 | 116 | 0 | 0 | 276 |
| 4:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 161 | 0 | 0 | 0 | 124 | 0 | 0 | 287 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 0 | 0 | 0 | 132 | 1 | 0 | 313 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 191 | 0 | 0 | 0 | 120 | 2 | 0 | 314 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 172 | 0 | 0 | 0 | 126 | 0 | 0 | 298 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 145 | 0 | 0 | 0 | 100 | 0 | 0 | 246 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 2 | 1271 | 0 | 0 | 0 | 918 | 3 | 0 | 2198 |
| **APPROACH %'s :** | | | | | 25.00% | 0.00% | 75.00% | 0.00% | 0.16% | 99.84% | 0.00% | 0.00% | 0.00% | 99.67% | 0.33% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 704 | 0 | 0 | 0 | 502 | 3 | 0 | 1212 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.250 | 0.921 | 0.000 | 0.000 | 0.000 | 0.951 | 0.375 | 0.000 | 0.965 |
| | | | | | 0.250 | | | | 0.918 | | | | 0.949 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Gilleland Cir W & Poplar Springs Rd/SR 332
**City:** Gainesville
**Control:** 1-Way Stop(SB)

**Project ID:** 26-180167-002
**Date:** 9/2/2026

## Data - HT

| NS/EW Streets: | Gilleland Cir W | | | | Gilleland Cir W | | | | Poplar Springs Rd/SR 332 | | | | Poplar Springs Rd/SR 332 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 NL | 0 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 4 | 0 | 0 | 14 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 7 | 0 | 0 | 12 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 7 | 0 | 0 | 11 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 6 | 0 | 0 | 8 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 7 | 0 | 0 | 9 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 6 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 7 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 8 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 41 | 0 | 0 | 75 |
| **APPROACH %'s :** | | | | | | | | | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 27 | 0 | 0 | 40 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.650 | 0.000 | 0.000 | 0.000 | 0.964 | 0.000 | 0.000 | 0.833 |
| | | | | | | | | | 0.650 | | | | 0.964 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 NL | 0 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 6 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 9 | 0 | 0 | 11 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 6 | 0 | 0 | 10 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 5 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 4 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 5 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 5 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 33 | 0 | 0 | 51 |
| **APPROACH %'s :** | | | | | | | | | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 12 | 0 | 0 | 19 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.583 | 0.000 | 0.000 | 0.000 | 0.600 | 0.000 | 0.000 | 0.950 |
| | | | | | | | | | 0.583 | | | | 0.600 | | | | |

Prepared by National Data & Surveying Services

# Gilleland Cir W & Poplar Springs Rd/SR 332

## Peak Hour Turning Movement Count

**ID:** 26-180167-002
**City:** Gainesville

**Day:** Wednesday
**Date:** 9/2/2026

**PEAK HOURS**

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 04:45 PM - 05:45 PM

**COUNT PERIODS**

AM: 7:00 AM - 09:00 AM
NOON: NONE
PM: 4:00 PM - 06:00 PM

### SOUTHBOUND — Gilleland Cir W

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 4 | 0 | 2 | 0 | 3 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 1 | 0 | 1 | 0 | 4 | PM |

### EASTBOUND — Poplar Springs Rd/SR 332

| AM | NOON | PM | | |
|---|---|---|---|---|
| 688 | 0 | 515 | ⇦ | |
| 0 | 0 | 0 | ↶ | 0 |
| 1 | 0 | 1 | ↱ | 0 |
| 383 | 0 | 711 | → | 1 |
| 0 | 0 | 0 | ↷ | 0 |
| AM | NOON | PM | | |

### WESTBOUND — Poplar Springs Rd/SR 332

| PM | NOON | AM | | |
|---|---|---|---|---|
| 3 | 0 | 2 | ↷ | 0 |
| 514 | 0 | 684 | ← | 1 |
| 0 | 0 | 0 | ↰ | 0 |
| 0 | 0 | 0 | ↶ | 0 |
| 712 | 0 | 385 | ⇨ | |
| PM | NOON | AM | | |

### NORTHBOUND — Gilleland Cir W

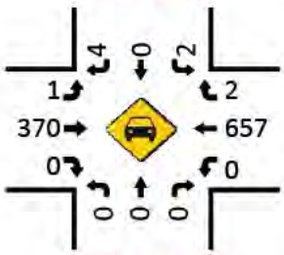
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 0 | 0 | 0 | 0 | 0 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 0 | 0 | 0 | 0 | 0 | AM |

### CONTROL

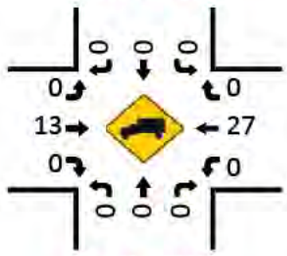
1-Way Stop(SB)

| | | | |
|---|---|---|---|
| TEV | 1076 AM | 0 NOON | 1231 PM |
| PHF | 0.94 | | 0.96 |

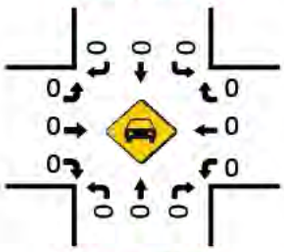
**Cars (AM)**



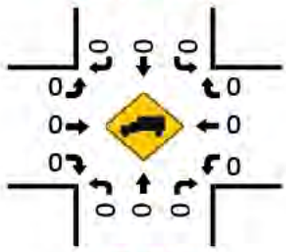

**HT (AM)**



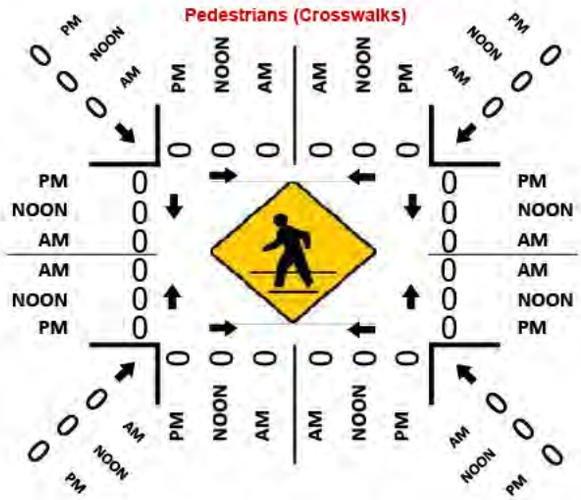

**Cars (NOON)**



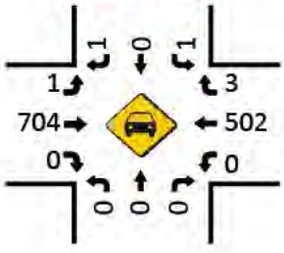

**HT (NOON)**



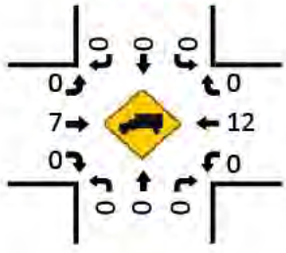

**Pedestrians (Crosswalks)**




**Cars (PM)**




**HT (PM)**



# 4-Hr TMC – Gilleland Cir E at Poplar Springs Rd/SR 332

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Gilleland Cir E & Poplar Springs Rd/SR 332
**City:** Gainesville
**Control:** 1-Way Stop(SB)

**Project ID:** 26-180167-003
**Date:** 9/2/2026

## Data - Total

| NS/EW Streets: | Gilleland Cir E | | | | Gilleland Cir E | | | | Poplar Springs Rd/SR 332 | | | | Poplar Springs Rd/SR 332 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 NL | 0 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 2 | 82 | 0 | 0 | 0 | 101 | 1 | 0 | 193 |
| 7:15 AM | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 0 | 3 | 98 | 0 | 0 | 0 | 158 | 2 | 0 | 270 |
| 7:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 1 | 113 | 0 | 0 | 0 | 164 | 3 | 0 | 288 |
| 7:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 3 | 72 | 0 | 0 | 0 | 194 | 0 | 0 | 276 |
| 8:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 5 | 94 | 0 | 0 | 0 | 152 | 1 | 0 | 257 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 72 | 0 | 0 | 0 | 103 | 1 | 0 | 178 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 56 | 0 | 0 | 0 | 120 | 0 | 0 | 180 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 43 | 0 | 0 | 0 | 104 | 0 | 0 | 152 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 10 | 0 | 34 | 0 | 16 | 630 | 0 | 0 | 0 | 1096 | 8 | 0 | 1794 |
| **APPROACH %'s :** | | | | | 22.73% | 0.00% | 77.27% | 0.00% | 2.48% | 97.52% | 0.00% | 0.00% | 0.00% | 99.28% | 0.72% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 8 | 0 | 20 | 0 | 12 | 377 | 0 | 0 | 0 | 668 | 6 | 0 | 1091 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.400 | 0.000 | 0.833 | 0.000 | 0.600 | 0.834 | 0.000 | 0.000 | 0.000 | 0.861 | 0.500 | 0.000 | 0.947 |
| | | | | | 0.778 | | | | 0.853 | | | | 0.869 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 NL | 0 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 128 | 0 | 0 | 0 | 102 | 1 | 0 | 238 |
| 4:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 131 | 0 | 0 | 0 | 107 | 3 | 0 | 248 |
| 4:30 PM | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 6 | 156 | 0 | 0 | 0 | 118 | 1 | 0 | 288 |
| 4:45 PM | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 7 | 158 | 0 | 0 | 0 | 124 | 0 | 0 | 294 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 179 | 0 | 0 | 0 | 133 | 1 | 0 | 319 |
| 5:15 PM | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 5 | 188 | 0 | 0 | 0 | 120 | 3 | 0 | 324 |
| 5:30 PM | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 3 | 167 | 0 | 0 | 0 | 122 | 1 | 0 | 300 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 11 | 135 | 0 | 0 | 0 | 100 | 0 | 0 | 252 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 10 | 0 | 32 | 0 | 43 | 1242 | 0 | 0 | 0 | 926 | 10 | 0 | 2263 |
| **APPROACH %'s :** | | | | | 23.81% | 0.00% | 76.19% | 0.00% | 3.35% | 96.65% | 0.00% | 0.00% | 0.00% | 98.93% | 1.07% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 7 | 0 | 15 | 0 | 19 | 692 | 0 | 0 | 0 | 499 | 5 | 0 | 1237 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.583 | 0.000 | 0.625 | 0.000 | 0.679 | 0.920 | 0.000 | 0.000 | 0.000 | 0.938 | 0.417 | 0.000 | 0.954 |
| | | | | | 0.688 | | | | 0.921 | | | | 0.940 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Gilleland Cir E & Poplar Springs Rd/SR 332
**City:** Gainesville
**Control:** 1-Way Stop(SB)

**Project ID:** 26-180167-003
**Date:** 9/2/2026

## Data - Cars

| NS/EW Streets: | Gilleland Cir E | | | | Gilleland Cir E | | | | Poplar Springs Rd/SR 332 | | | | Poplar Springs Rd/SR 332 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 1 | 73 | 0 | 0 | 0 | 97 | 1 | 0 | 178 |
| 7:15 AM | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 0 | 3 | 93 | 0 | 0 | 0 | 151 | 1 | 0 | 257 |
| 7:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 1 | 109 | 0 | 0 | 0 | 158 | 3 | 0 | 277 |
| 7:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 3 | 70 | 0 | 0 | 0 | 188 | 0 | 0 | 268 |
| 8:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 4 | 93 | 0 | 0 | 0 | 146 | 1 | 0 | 248 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 69 | 0 | 0 | 0 | 99 | 1 | 0 | 171 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 54 | 0 | 0 | 0 | 116 | 0 | 0 | 174 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 37 | 0 | 0 | 0 | 102 | 0 | 0 | 144 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 9 | 0 | 32 | 0 | 14 | 598 | 0 | 0 | 0 | 1057 | 7 | 0 | 1717 |
| **APPROACH %'s :** | | | | | 21.95% | 0.00% | 78.05% | 0.00% | 2.29% | 97.71% | 0.00% | 0.00% | 0.00% | 99.34% | 0.66% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 8 | 0 | 18 | 0 | 11 | 365 | 0 | 0 | 0 | 643 | 5 | 0 | 1050 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.400 | 0.000 | 0.750 | 0.000 | 0.688 | 0.837 | 0.000 | 0.000 | 0.000 | 0.855 | 0.417 | 0.000 | 0.948 |
| | | | | | 0.722 | | | | 0.855 | | | | 0.862 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 125 | 0 | 0 | 0 | 100 | 1 | 0 | 232 |
| 4:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 4 | 129 | 0 | 0 | 0 | 98 | 3 | 0 | 237 |
| 4:30 PM | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 6 | 152 | 0 | 0 | 0 | 112 | 1 | 0 | 278 |
| 4:45 PM | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 7 | 155 | 0 | 0 | 0 | 122 | 0 | 0 | 289 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 178 | 0 | 0 | 0 | 130 | 1 | 0 | 315 |
| 5:15 PM | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 5 | 186 | 0 | 0 | 0 | 118 | 3 | 0 | 320 |
| 5:30 PM | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 3 | 167 | 0 | 0 | 0 | 117 | 1 | 0 | 295 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 11 | 132 | 0 | 0 | 0 | 97 | 0 | 0 | 246 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 10 | 0 | 31 | 0 | 43 | 1224 | 0 | 0 | 0 | 894 | 10 | 0 | 2212 |
| **APPROACH %'s :** | | | | | 24.39% | 0.00% | 75.61% | 0.00% | 3.39% | 96.61% | 0.00% | 0.00% | 0.00% | 98.89% | 1.11% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 7 | 0 | 15 | 0 | 19 | 686 | 0 | 0 | 0 | 487 | 5 | 0 | 1219 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.583 | 0.000 | 0.625 | 0.000 | 0.679 | 0.922 | 0.000 | 0.000 | 0.000 | 0.937 | 0.417 | 0.000 | 0.952 |
| | | | | | 0.688 | | | | 0.923 | | | | 0.939 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Gilleland Cir E & Poplar Springs Rd/SR 332
**City:** Gainesville
**Control:** 1-Way Stop(SB)

**Project ID:** 26-180167-003
**Date:** 9/2/2026

## Data - HT

| NS/EW Streets: | Gilleland Cir E | | | | Gilleland Cir E | | | | Poplar Springs Rd/SR 332 | | | | Poplar Springs Rd/SR 332 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 9 | 0 | 0 | 0 | 4 | 0 | 0 | 15 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 7 | 1 | 0 | 13 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 6 | 0 | 0 | 11 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 6 | 0 | 0 | 8 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 9 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 7 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 6 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 8 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 32 | 0 | 0 | 0 | 39 | 1 | 0 | 77 |
| **APPROACH %'s :** | | | | | 33.33% | 0.00% | 66.67% | 0.00% | 5.88% | 94.12% | 0.00% | 0.00% | 0.00% | 97.50% | 2.50% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 12 | 0 | 0 | 0 | 25 | 1 | 0 | 41 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.250 | 0.600 | 0.000 | 0.000 | 0.000 | 0.893 | 0.250 | 0.000 | 0.788 |
| | | | | | 0.500 | | | | 0.650 | | | | 0.813 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 6 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 9 | 0 | 0 | 11 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 6 | 0 | 0 | 10 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 5 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 4 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 4 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 6 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 18 | 0 | 0 | 0 | 32 | 0 | 0 | 51 |
| **APPROACH %'s :** | | | | | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 12 | 0 | 0 | 18 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.600 | 0.000 | 0.000 | 0.900 |
| | | | | | | | | | 0.500 | | | | 0.600 | | | | |

Prepared by National Data & Surveying Services

# Gilleland Cir E & Poplar Springs Rd/SR 332

## Peak Hour Turning Movement Count

**ID:** 26-180167-003
**City:** Gainesville

**Day:** Wednesday
**Date:** 9/2/2026

| PEAK HOURS | COUNT PERIODS |
|---|---|
| 07:15 AM - 08:15 AM | 7:00 AM - 09:00 AM |
| NONE | NONE |
| 04:45 PM - 05:45 PM | 4:00 PM - 06:00 PM |

### SOUTHBOUND (Gilleland Cir E)

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 20 | 0 | 8 | 0 | 18 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 15 | 0 | 7 | 0 | 24 | PM |

### EASTBOUND (Poplar Springs Rd/SR 332)

| AM | NOON | PM | |
|---|---|---|---|
| 688 | 0 | 514 | ⇦ |
| 0 | 0 | 0 | ↶ 0 |
| 12 | 0 | 19 | ↱ 0 |
| 377 | 0 | 692 | → 1 |
| 0 | 0 | 0 | ↴ 0 |
| AM | NOON | PM | |

### WESTBOUND (Poplar Springs Rd/SR 332)

| PM | NOON | AM | |
|---|---|---|---|
| 5 | 0 | 6 | 0 ↰ |
| 499 | 0 | 668 | 1 ← |
| 0 | 0 | 0 | 0 ↙ |
| 0 | 0 | 0 | 0 ↶ |
| 699 | 0 | 385 | ⇨ |
| PM | NOON | AM | |

### CONTROL

1-Way Stop(SB)

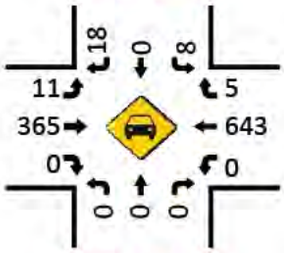
| | | | |
|---|---|---|---|
| TEV | 1091 AM | 0 NOON | 1237 PM |
| PHF | 0.95 | | 0.95 |

### NORTHBOUND (Gilleland Cir E)

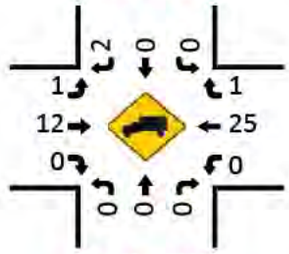
| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 0 | 0 | 0 | 0 | 0 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 0 | 0 | 0 | 0 | 0 | AM |

0 0 0 0 ↰ ↰ ↑ ↱

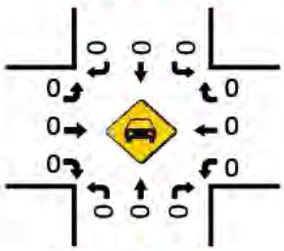
### Cars (AM)



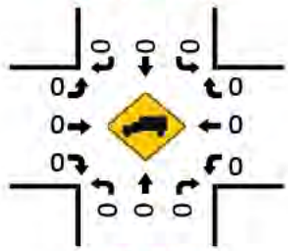

### HT (AM)



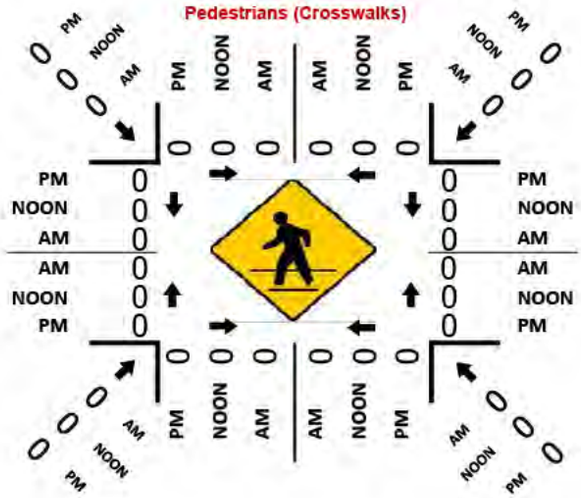

### Cars (NOON)



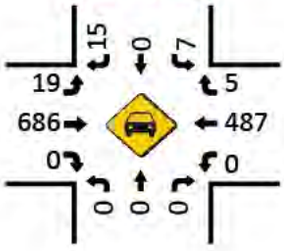

### HT (NOON)



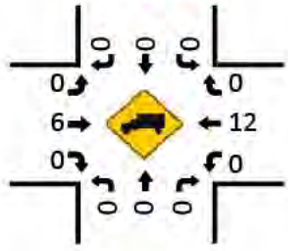

### Pedestrians (Crosswalks)




### Cars (PM)




### HT (PM)



# 4-Hr TMC – SR 332/Poplar Sprigns Rd at Poplar Springs Church Rd

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Poplar Springs Rd/SR 332 & Poplar Springs Church Rd
**City:** Gainesville
**Control:** 1-Way Stop(WB)

**Project ID:** 26-180167-004
**Date:** 9/2/2026

## Data - Total

| NS/EW Streets: | Poplar Springs Rd/SR 332 | | | | Poplar Springs Rd/SR 332 | | | | Poplar Springs Church Rd | | | | Poplar Springs Church Rd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0.5 | 0.5 | 0 | 0 | 0.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 81 | 13 | 0 | 38 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 23 | 0 | 214 |
| 7:15 AM | 0 | 114 | 24 | 0 | 53 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 56 | 0 | 315 |
| 7:30 AM | 0 | 101 | 6 | 0 | 53 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 69 | 0 | 308 |
| 7:45 AM | 0 | 128 | 15 | 0 | 33 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 49 | 0 | 283 |
| 8:00 AM | 0 | 120 | 15 | 0 | 33 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 36 | 0 | 268 |
| 8:15 AM | 0 | 79 | 9 | 0 | 19 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 21 | 0 | 194 |
| 8:30 AM | 0 | 106 | 9 | 0 | 17 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 20 | 0 | 189 |
| 8:45 AM | 0 | 69 | 4 | 0 | 11 | 37 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 21 | 0 | 149 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 798 | 95 | 0 | 257 | 393 | 1 | 0 | 0 | 0 | 0 | 0 | 81 | 0 | 295 | 0 | 1920 |
| **APPROACH %'s :** | 0.00% | 89.36% | 10.64% | 0.00% | 39.48% | 60.37% | 0.15% | 0.00% | | | | | 21.54% | 0.00% | 78.46% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 463 | 60 | 0 | 172 | 217 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 210 | 0 | 1174 |
| **PEAK HR FACTOR :** | 0.000 | 0.904 | 0.625 | 0.000 | 0.811 | 0.798 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.619 | 0.000 | 0.761 | 0.000 | 0.932 |
| | | 0.914 | | | | 0.804 | | | | | | | | 0.819 | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0.5 | 0.5 | 0 | 0 | 0.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 58 | 12 | 0 | 47 | 86 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 41 | 0 | 260 |
| 4:15 PM | 0 | 70 | 7 | 0 | 40 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 41 | 0 | 264 |
| 4:30 PM | 0 | 61 | 14 | 0 | 51 | 106 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 57 | 0 | 297 |
| 4:45 PM | 0 | 70 | 9 | 0 | 44 | 115 | 0 | 0 | 1 | 0 | 0 | 0 | 13 | 0 | 47 | 0 | 299 |
| 5:00 PM | 0 | 86 | 10 | 0 | 45 | 125 | 0 | 0 | 0 | 1 | 0 | 0 | 22 | 0 | 52 | 0 | 341 |
| 5:15 PM | 0 | 74 | 15 | 0 | 44 | 153 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 49 | 0 | 358 |
| 5:30 PM | 0 | 74 | 12 | 0 | 37 | 128 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 50 | 0 | 317 |
| 5:45 PM | 0 | 66 | 17 | 0 | 40 | 102 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 33 | 0 | 268 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 559 | 96 | 0 | 348 | 906 | 0 | 0 | 1 | 1 | 0 | 0 | 123 | 0 | 370 | 0 | 2404 |
| **APPROACH %'s :** | 0.00% | 85.34% | 14.66% | 0.00% | 27.75% | 72.25% | 0.00% | 0.00% | 50.00% | 50.00% | 0.00% | 0.00% | 24.95% | 0.00% | 75.05% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 304 | 46 | 0 | 170 | 521 | 0 | 0 | 1 | 1 | 0 | 0 | 74 | 0 | 198 | 0 | 1315 |
| **PEAK HR FACTOR :** | 0.000 | 0.884 | 0.767 | 0.000 | 0.944 | 0.851 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.804 | 0.000 | 0.952 | 0.000 | 0.918 |
| | | 0.911 | | | | 0.877 | | | | 0.500 | | | | 0.919 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Poplar Springs Rd/SR 332 & Poplar Springs Church Rd
**City:** Gainesville
**Control:** 1-Way Stop(WB)

**Project ID:** 26-180167-004
**Date:** 9/2/2026

## Data - Cars

| NS/EW Streets: | Poplar Springs Rd/SR 332 | | | | Poplar Springs Rd/SR 332 | | | | Poplar Springs Church Rd | | | | Poplar Springs Church Rd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0.5 | 0.5 | 0 | 0 | 0.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 78 | 12 | 0 | 30 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 22 | 0 | 198 |
| 7:15 AM | 0 | 111 | 24 | 0 | 52 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 51 | 0 | 300 |
| 7:30 AM | 0 | 98 | 6 | 0 | 53 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 64 | 0 | 296 |
| 7:45 AM | 0 | 124 | 15 | 0 | 33 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 49 | 0 | 276 |
| 8:00 AM | 0 | 114 | 14 | 0 | 32 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 36 | 0 | 259 |
| 8:15 AM | 0 | 75 | 9 | 0 | 18 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 21 | 0 | 185 |
| 8:30 AM | 0 | 103 | 9 | 0 | 16 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 19 | 0 | 182 |
| 8:45 AM | 0 | 67 | 4 | 0 | 9 | 33 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 21 | 0 | 141 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 770 | 93 | 0 | 243 | 372 | 1 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 283 | 0 | 1837 |
| **APPROACH %'s :** | 0.00% | 89.22% | 10.78% | 0.00% | 39.45% | 60.39% | 0.16% | 0.00% | | | | | 20.95% | 0.00% | 79.05% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 447 | 59 | 0 | 170 | 207 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 200 | 0 | 1131 |
| **PEAK HR FACTOR :** | 0.000 | 0.901 | 0.615 | 0.000 | 0.802 | 0.809 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.632 | 0.000 | 0.781 | 0.000 | 0.943 |
| | | 0.910 | | | | 0.806 | | | | | | | | 0.827 | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0.5 | 0.5 | 0 | 0 | 0.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 58 | 11 | 0 | 46 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 39 | 0 | 253 |
| 4:15 PM | 0 | 62 | 4 | 0 | 39 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 40 | 0 | 250 |
| 4:30 PM | 0 | 57 | 13 | 0 | 49 | 104 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 55 | 0 | 286 |
| 4:45 PM | 0 | 68 | 9 | 0 | 43 | 113 | 0 | 0 | 1 | 0 | 0 | 0 | 13 | 0 | 47 | 0 | 294 |
| 5:00 PM | 0 | 83 | 10 | 0 | 45 | 125 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 52 | 0 | 336 |
| 5:15 PM | 0 | 73 | 15 | 0 | 41 | 152 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 48 | 0 | 351 |
| 5:30 PM | 0 | 72 | 12 | 0 | 37 | 128 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 47 | 0 | 312 |
| 5:45 PM | 0 | 64 | 16 | 0 | 40 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 32 | 0 | 262 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 537 | 90 | 0 | 340 | 896 | 0 | 0 | 1 | 0 | 0 | 0 | 120 | 0 | 360 | 0 | 2344 |
| **APPROACH %'s :** | 0.00% | 85.65% | 14.35% | 0.00% | 27.51% | 72.49% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 25.00% | 0.00% | 75.00% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 296 | 46 | 0 | 166 | 518 | 0 | 0 | 1 | 0 | 0 | 0 | 72 | 0 | 194 | 0 | 1293 |
| **PEAK HR FACTOR :** | 0.000 | 0.892 | 0.767 | 0.000 | 0.922 | 0.852 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.818 | 0.000 | 0.933 | 0.000 | 0.921 |
| | | 0.919 | | | | 0.886 | | | | 0.250 | | | | 0.911 | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Poplar Springs Rd/SR 332 & Poplar Springs Church Rd
**City:** Gainesville
**Control:** 1-Way Stop(WB)

**Project ID:** 26-180167-004
**Date:** 9/2/2026

## Data - HT

| NS/EW Streets: | Poplar Springs Rd/SR 332 | | | | Poplar Springs Rd/SR 332 | | | | Poplar Springs Church Rd | | | | Poplar Springs Church Rd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0.5 | 0.5 | 0 | 0 | 0.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 3 | 1 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 16 |
| 7:15 AM | 0 | 3 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 15 |
| 7:30 AM | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 12 |
| 7:45 AM | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 7 |
| 8:00 AM | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 9 |
| 8:15 AM | 0 | 4 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 9 |
| 8:30 AM | 0 | 3 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 |
| 8:45 AM | 0 | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 28 | 2 | 0 | 14 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 12 | 0 | 83 |
| **APPROACH %'s :** | 0.00% | 93.33% | 6.67% | 0.00% | 40.00% | 60.00% | 0.00% | 0.00% | | | | | 33.33% | 0.00% | 66.67% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 16 | 1 | 0 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 10 | 0 | 43 |
| **PEAK HR FACTOR :** | 0.000 | 0.667 | 0.250 | 0.000 | 0.500 | 0.625 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.500 | 0.000 | 0.717 |
| | 0.607 | | | | 0.600 | | | | | | | | 0.500 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0.5 | 0.5 | 0 | 0 | 0.5 | 0.5 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 7 |
| 4:15 PM | 0 | 8 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 14 |
| 4:30 PM | 0 | 4 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 11 |
| 4:45 PM | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5:00 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 5 |
| 5:15 PM | 0 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 7 |
| 5:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 5 |
| 5:45 PM | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 22 | 6 | 0 | 8 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 10 | 0 | 60 |
| **APPROACH %'s :** | 0.00% | 78.57% | 21.43% | 0.00% | 44.44% | 55.56% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 23.08% | 0.00% | 76.92% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 8 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 4 | 0 | 22 |
| **PEAK HR FACTOR :** | 0.000 | 0.667 | 0.000 | 0.000 | 0.333 | 0.375 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.500 | 0.000 | 0.333 | 0.000 | 0.786 |
| | 0.667 | | | | 0.438 | | | | 0.250 | | | | 0.500 | | | | |

Prepared by National Data & Surveying Services

# Poplar Springs Rd/SR 332 & Poplar Springs Church Rd

## Peak Hour Turning Movement Count

**ID:** 26-180167-004
**City:** Gainesville

**Day:** Wednesday
**Date:** 9/2/2026

**PEAK HOURS**

| | |
|---|---|
| AM | 07:15 AM - 08:15 AM |
| NOON | NONE |
| PM | 04:45 PM - 05:45 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 7:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 4:00 PM - 06:00 PM |

### SOUTHBOUND (Poplar Springs Rd/SR 332)

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 0 | 217 | 172 | 0 | 673 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 0 | 521 | 170 | 0 | 503 | PM |

### EASTBOUND (Poplar Springs Church Rd)

| AM | NOON | PM | | |
|---|---|---|---|---|
| 0 | 0 | 0 | | |
| 0 | 0 | 0 | 0 | |
| 0 | 0 | 1 | 0 | |
| 0 | 0 | 1 | 0.5 | |
| 0 | 0 | 0 | 0.5 | |
| AM | NOON | PM | | |

### WESTBOUND (Poplar Springs Church Rd)

| PM | NOON | AM | |
|---|---|---|---|
| 198 | 0 | 210 | 0.5 |
| 0 | 0 | 0 | 0.5 |
| 74 | 0 | 52 | 0 |
| 0 | 0 | 0 | 0 |
| PM | NOON | AM | |
| 217 | 0 | 232 | |

### NORTHBOUND (Poplar Springs Rd/SR 332)

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 595 | 0 | 0 | 304 | 46 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 269 | 0 | 0 | 463 | 60 | AM |

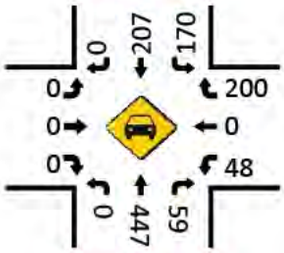
| | | | | |
|---|---|---|---|---|
| 0 | 1 | 0 | 0 | |
| 0 | 0 | 1 | 0 | |

### CONTROL

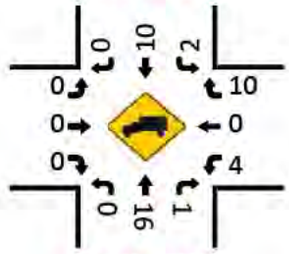
1-Way Stop(WB)

| | | | |
|---|---|---|---|
| TEV | 1174 | 0 | 1315 |
| | AM | NOON | PM |
| PHF | 0.93 | | 0.92 |

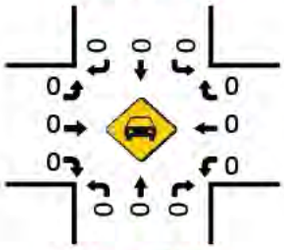
### Cars (AM)



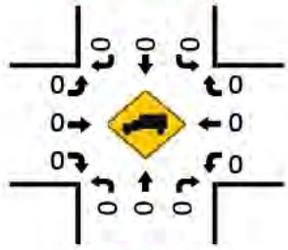

### HT (AM)



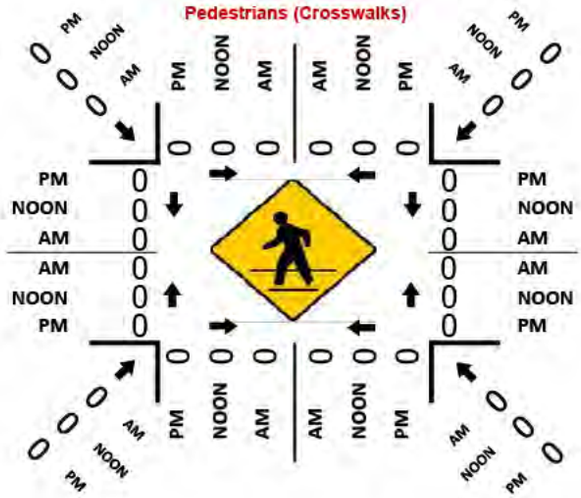

### Cars (NOON)



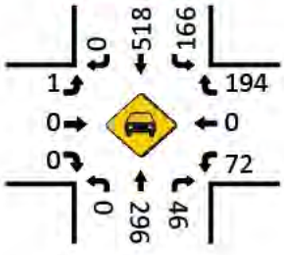

### HT (NOON)



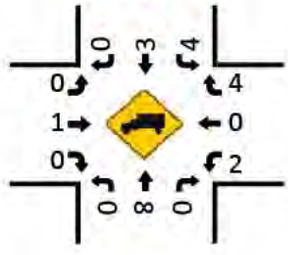

### Pedestrians (Crosswalks)




### Cars (PM)




### HT (PM)



# 4-Hr TMC – Poplar Springs
# Church Rd at Calvary
# Church Rd

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Calvary Church Rd & Poplar Springs Church Rd
**City:** Gainesville
**Control:** 2-Way Stop(NB/SB)

**Project ID:** 26-180167-005
**Date:** 9/2/2026

## Data - Total

| NS/EW Streets: | Calvary Church Rd | | | | Calvary Church Rd | | | | Poplar Springs Church Rd | | | | Poplar Springs Church Rd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 1 | 19 | 2 | 0 | 1 | 4 | 10 | 0 | 31 | 11 | 1 | 0 | 2 | 18 | 5 | 0 | 105 |
| 7:15 AM | 3 | 22 | 2 | 0 | 5 | 10 | 37 | 0 | 65 | 16 | 0 | 0 | 3 | 26 | 12 | 0 | 201 |
| 7:30 AM | 1 | 29 | 3 | 0 | 7 | 10 | 50 | 0 | 58 | 9 | 2 | 0 | 2 | 23 | 12 | 0 | 206 |
| 7:45 AM | 3 | 35 | 2 | 0 | 0 | 4 | 15 | 0 | 37 | 11 | 0 | 0 | 2 | 30 | 7 | 0 | 146 |
| 8:00 AM | 5 | 17 | 0 | 0 | 4 | 5 | 14 | 0 | 31 | 12 | 3 | 0 | 2 | 21 | 4 | 0 | 118 |
| 8:15 AM | 1 | 17 | 1 | 0 | 3 | 4 | 12 | 0 | 21 | 6 | 1 | 0 | 1 | 11 | 4 | 0 | 82 |
| 8:30 AM | 1 | 12 | 2 | 0 | 2 | 5 | 7 | 0 | 17 | 10 | 0 | 0 | 0 | 13 | 2 | 0 | 71 |
| 8:45 AM | 1 | 1 | 0 | 0 | 3 | 3 | 8 | 1 | 9 | 5 | 1 | 0 | 0 | 15 | 3 | 0 | 50 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 16 | 152 | 12 | 0 | 25 | 45 | 153 | 1 | 269 | 80 | 8 | 0 | 12 | 157 | 49 | 0 | 979 |
| **APPROACH %'s :** | 8.89% | 84.44% | 6.67% | 0.00% | 11.16% | 20.09% | 68.30% | 0.45% | 75.35% | 22.41% | 2.24% | 0.00% | 5.50% | 72.02% | 22.48% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 12 | 103 | 7 | 0 | 16 | 29 | 116 | 0 | 191 | 48 | 5 | 0 | 9 | 100 | 35 | 0 | 671 |
| **PEAK HR FACTOR :** | 0.600 | 0.736 | 0.583 | 0.000 | 0.571 | 0.725 | 0.580 | 0.000 | 0.735 | 0.750 | 0.417 | 0.000 | 0.750 | 0.833 | 0.729 | 0.000 | 0.814 |
| | 0.763 | | | | 0.601 | | | | 0.753 | | | | 0.878 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 6 | 2 | 0 | 2 | 12 | 36 | 0 | 12 | 32 | 5 | 0 | 5 | 19 | 15 | 0 | 146 |
| 4:15 PM | 1 | 14 | 2 | 0 | 3 | 13 | 28 | 0 | 7 | 31 | 3 | 0 | 4 | 23 | 5 | 0 | 134 |
| 4:30 PM | 2 | 5 | 1 | 0 | 2 | 12 | 36 | 0 | 16 | 31 | 2 | 0 | 1 | 18 | 4 | 0 | 130 |
| 4:45 PM | 1 | 5 | 4 | 0 | 9 | 11 | 25 | 0 | 11 | 24 | 9 | 0 | 2 | 27 | 2 | 0 | 130 |
| 5:00 PM | 3 | 6 | 1 | 0 | 1 | 23 | 34 | 0 | 14 | 27 | 3 | 0 | 1 | 35 | 8 | 0 | 156 |
| 5:15 PM | 2 | 10 | 2 | 0 | 9 | 22 | 37 | 0 | 15 | 21 | 3 | 0 | 2 | 32 | 13 | 0 | 168 |
| 5:30 PM | 1 | 6 | 5 | 0 | 10 | 24 | 26 | 0 | 9 | 28 | 2 | 0 | 6 | 22 | 7 | 0 | 146 |
| 5:45 PM | 7 | 2 | 1 | 0 | 5 | 22 | 24 | 0 | 9 | 22 | 5 | 0 | 4 | 15 | 8 | 0 | 124 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 17 | 54 | 18 | 0 | 41 | 139 | 246 | 0 | 93 | 216 | 32 | 0 | 25 | 191 | 62 | 0 | 1134 |
| **APPROACH %'s :** | 19.10% | 60.67% | 20.22% | 0.00% | 9.62% | 32.63% | 57.75% | 0.00% | 27.27% | 63.34% | 9.38% | 0.00% | 8.99% | 68.71% | 22.30% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 7 | 27 | 12 | 0 | 29 | 80 | 122 | 0 | 49 | 100 | 17 | 0 | 11 | 116 | 30 | 0 | 600 |
| **PEAK HR FACTOR :** | 0.583 | 0.675 | 0.600 | 0.000 | 0.725 | 0.833 | 0.824 | 0.000 | 0.817 | 0.893 | 0.472 | 0.000 | 0.458 | 0.829 | 0.577 | 0.000 | 0.893 |
| | 0.821 | | | | 0.849 | | | | 0.943 | | | | 0.835 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Calvary Church Rd & Poplar Springs Church Rd
**City:** Gainesville
**Control:** 2-Way Stop(NB/SB)

**Project ID:** 26-180167-005
**Date:** 9/2/2026

## Data - Cars

| NS/EW Streets: | Calvary Church Rd | | | | Calvary Church Rd | | | | Poplar Springs Church Rd | | | | Poplar Springs Church Rd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 1 | 19 | 2 | 0 | 1 | 4 | 8 | 0 | 25 | 10 | 1 | 0 | 2 | 18 | 4 | 0 | 95 |
| 7:15 AM | 3 | 22 | 2 | 0 | 5 | 9 | 30 | 0 | 63 | 16 | 0 | 0 | 3 | 26 | 12 | 0 | 191 |
| 7:30 AM | 1 | 29 | 3 | 0 | 5 | 10 | 48 | 0 | 58 | 9 | 2 | 0 | 2 | 20 | 12 | 0 | 199 |
| 7:45 AM | 3 | 35 | 2 | 0 | 0 | 3 | 15 | 0 | 37 | 11 | 0 | 0 | 2 | 30 | 7 | 0 | 145 |
| 8:00 AM | 5 | 17 | 0 | 0 | 3 | 4 | 13 | 0 | 30 | 11 | 3 | 0 | 2 | 21 | 4 | 0 | 113 |
| 8:15 AM | 1 | 17 | 1 | 0 | 2 | 4 | 10 | 0 | 19 | 6 | 1 | 0 | 1 | 10 | 3 | 0 | 75 |
| 8:30 AM | 1 | 12 | 2 | 0 | 1 | 4 | 6 | 0 | 17 | 9 | 0 | 0 | 0 | 13 | 2 | 0 | 67 |
| 8:45 AM | 1 | 1 | 0 | 0 | 2 | 3 | 8 | 1 | 9 | 4 | 1 | 0 | 0 | 15 | 2 | 0 | 47 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 16 | 152 | 12 | 0 | 19 | 41 | 138 | 1 | 258 | 76 | 8 | 0 | 12 | 153 | 46 | 0 | 932 |
| **APPROACH %'s :** | 8.89% | 84.44% | 6.67% | 0.00% | 9.55% | 20.60% | 69.35% | 0.50% | 75.44% | 22.22% | 2.34% | 0.00% | 5.69% | 72.51% | 21.80% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 12 | 103 | 7 | 0 | 13 | 26 | 106 | 0 | 188 | 47 | 5 | 0 | 9 | 97 | 35 | 0 | 648 |
| **PEAK HR FACTOR :** | 0.600 | 0.736 | 0.583 | 0.000 | 0.650 | 0.650 | 0.552 | 0.000 | 0.746 | 0.734 | 0.417 | 0.000 | 0.750 | 0.808 | 0.729 | 0.000 | 0.814 |
| | 0.763 | | | | 0.575 | | | | 0.759 | | | | 0.860 | | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 6 | 2 | 0 | 2 | 12 | 34 | 0 | 11 | 32 | 5 | 0 | 5 | 18 | 15 | 0 | 142 |
| 4:15 PM | 1 | 14 | 2 | 0 | 3 | 13 | 27 | 0 | 6 | 28 | 3 | 0 | 4 | 23 | 3 | 0 | 127 |
| 4:30 PM | 2 | 5 | 1 | 0 | 2 | 12 | 34 | 0 | 16 | 31 | 2 | 0 | 1 | 18 | 3 | 0 | 127 |
| 4:45 PM | 1 | 5 | 4 | 0 | 9 | 11 | 25 | 0 | 11 | 23 | 9 | 0 | 2 | 27 | 2 | 0 | 129 |
| 5:00 PM | 3 | 6 | 1 | 0 | 1 | 23 | 34 | 0 | 14 | 27 | 3 | 0 | 1 | 34 | 8 | 0 | 155 |
| 5:15 PM | 2 | 9 | 2 | 0 | 9 | 21 | 37 | 0 | 12 | 21 | 3 | 0 | 2 | 31 | 13 | 0 | 162 |
| 5:30 PM | 1 | 6 | 4 | 0 | 9 | 24 | 24 | 0 | 9 | 28 | 1 | 0 | 5 | 21 | 7 | 0 | 139 |
| 5:45 PM | 7 | 2 | 1 | 0 | 5 | 22 | 24 | 0 | 9 | 22 | 5 | 0 | 4 | 15 | 8 | 0 | 124 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 17 | 53 | 17 | 0 | 40 | 138 | 239 | 0 | 88 | 212 | 31 | 0 | 24 | 187 | 59 | 0 | 1105 |
| **APPROACH %'s :** | 19.54% | 60.92% | 19.54% | 0.00% | 9.59% | 33.09% | 57.31% | 0.00% | 26.59% | 64.05% | 9.37% | 0.00% | 8.89% | 69.26% | 21.85% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 7 | 26 | 11 | 0 | 28 | 79 | 120 | 0 | 46 | 99 | 16 | 0 | 10 | 113 | 30 | 0 | 585 |
| **PEAK HR FACTOR :** | 0.583 | 0.722 | 0.688 | 0.000 | 0.778 | 0.823 | 0.811 | 0.000 | 0.821 | 0.884 | 0.444 | 0.000 | 0.500 | 0.831 | 0.577 | 0.000 | 0.903 |
| | 0.846 | | | | 0.847 | | | | 0.915 | | | | 0.832 | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Calvary Church Rd & Poplar Springs Church Rd
**City:** Gainesville
**Control:** 2-Way Stop(NB/SB)

**Project ID:** 26-180167-005
**Date:** 9/2/2026

## Data - HT

| NS/EW Streets: | Calvary Church Rd | | | | Calvary Church Rd | | | | Poplar Springs Church Rd | | | | Poplar Springs Church Rd | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 10 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 7:30 AM | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 7 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 7 |
| 8:30 AM | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 0 | 0 | 0 | 6 | 4 | 15 | 0 | 11 | 4 | 0 | 0 | 0 | 4 | 3 | 0 | 47 |
| **APPROACH %'s :** | | | | | 24.00% | 16.00% | 60.00% | 0.00% | 73.33% | 26.67% | 0.00% | 0.00% | 0.00% | 57.14% | 42.86% | 0.00% | |
| **PEAK HR :** | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 0 | 0 | 0 | 3 | 3 | 10 | 0 | 3 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 23 |
| **PEAK HR FACTOR :** | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 | 0.750 | 0.357 | 0.000 | 0.375 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.575 |
| | | | | | | 0.500 | | | | 0.500 | | | | 0.250 | | | |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 NL | 1 NT | 0 NR | 0 NU | 0 SL | 1 ST | 0 SR | 0 SU | 0 EL | 1 ET | 0 ER | 0 EU | 0 WL | 1 WT | 0 WR | 0 WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 7 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 5:15 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| 5:30 PM | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 7 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| **TOTAL VOLUMES :** | 0 | 1 | 1 | 0 | 1 | 1 | 7 | 0 | 5 | 4 | 1 | 0 | 1 | 4 | 3 | 0 | 29 |
| **APPROACH %'s :** | 0.00% | 50.00% | 50.00% | 0.00% | 11.11% | 11.11% | 77.78% | 0.00% | 50.00% | 40.00% | 10.00% | 0.00% | 12.50% | 50.00% | 37.50% | 0.00% | |
| **PEAK HR :** | 04:45 PM - 05:45 PM | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 0 | 1 | 1 | 0 | 1 | 1 | 2 | 0 | 3 | 1 | 1 | 0 | 1 | 3 | 0 | 0 | 15 |
| **PEAK HR FACTOR :** | 0.000 | 0.250 | 0.250 | 0.000 | 0.250 | 0.250 | 0.250 | 0.000 | 0.250 | 0.250 | 0.250 | 0.000 | 0.250 | 0.750 | 0.000 | 0.000 | 0.536 |
| | | 0.500 | | | | 0.333 | | | | 0.417 | | | | 0.500 | | | |

Prepared by National Data & Surveying Services

# Calvary Church Rd & Poplar Springs Church Rd

## Peak Hour Turning Movement Count

**ID:** 26-180167-005
**City:** Gainesville

**Day:** Wednesday
**Date:** 9/2/2026

| PEAK HOURS | COUNT PERIODS |
|---|---|
| 07:15 AM - 08:15 AM | 7:00 AM - 09:00 AM |
| NONE | NONE |
| 04:45 PM - 05:45 PM | 4:00 PM - 06:00 PM |

### SOUTHBOUND (Calvary Church Rd)

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 116 | 29 | 16 | 0 | 329 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 122 | 80 | 29 | 0 | 106 | PM |

### EASTBOUND (Poplar Springs Church Rd)

| AM | NOON | PM | |
|---|---|---|---|
| 228 | 0 | 245 | |
| 0 | 0 | 0 | 0 |
| 191 | 0 | 49 | 0 |
| 48 | 0 | 100 | 1 |
| 5 | 0 | 17 | 0 |

### WESTBOUND (Poplar Springs Church Rd)

| PM | NOON | AM | |
|---|---|---|---|
| 30 | 0 | 35 | 0 |
| 116 | 0 | 100 | 1 |
| 11 | 0 | 9 | 0 |
| 0 | 0 | 0 | 0 |
| 141 | 0 | 71 | |

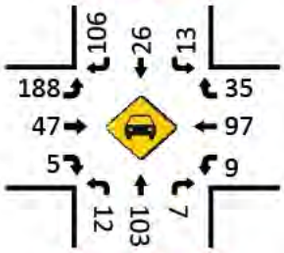
### NORTHBOUND (Calvary Church Rd)

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 108 | 0 | 7 | 27 | 12 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 43 | 0 | 12 | 103 | 7 | AM |

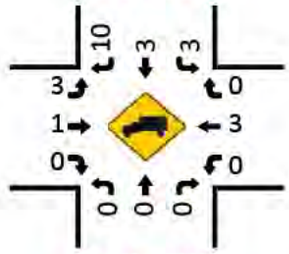
| | | | |
|---|---|---|---|
| | 0 | 1 | 0 | 0 |
| | 0 | 0 | 1 | 0 |

| CONTROL | | | |
|---|---|---|---|
| 2-Way Stop(NB/SB) | | | |
| TEV | 671 | 0 | 600 |
| | AM | NOON | PM |
| PHF | 0.81 | | 0.89 |

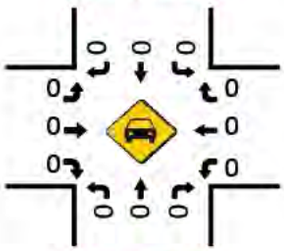
Cars (AM)



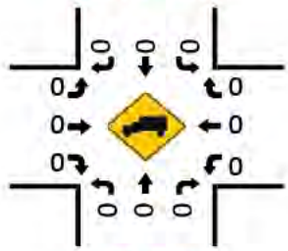

HT (AM)



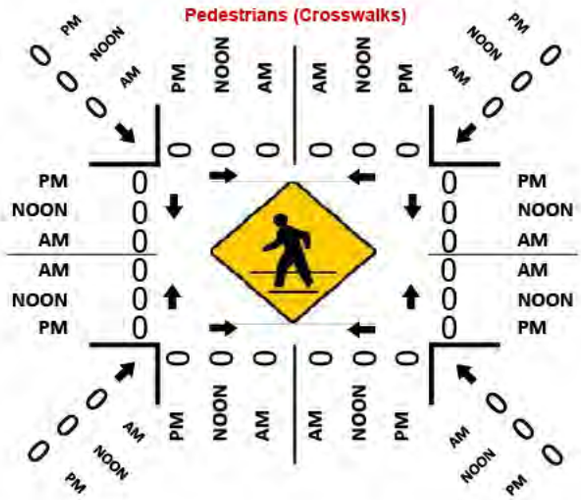

Cars (NOON)



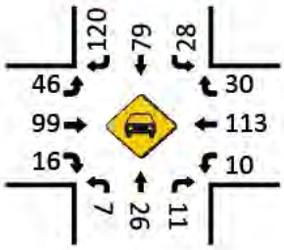

HT (NOON)



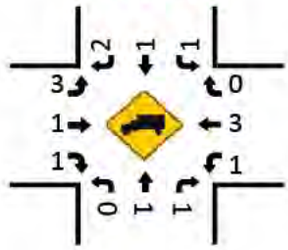

Pedestrians (Crosswalks)




Cars (PM)




HT (PM)



# 4-Hr TMC - Lee Land Rd at Webb Girth Rd

National Data & Surveying Services

# Intersection Turning Movement Count

**Location:** Webb Girth Rd/Dirt Rd & Lee Land Rd
**City:** Gainesville
**Control:** 1-Way Stop(NB)

**Project ID:** 26-180167-006
**Date:** 9/2/2026

## Data - Total

**NS/EW Streets:** Webb Girth Rd/Dirt Rd | Webb Girth Rd/Dirt Rd | Lee Land Rd | Lee Land Rd

### AM

| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | | WESTBOUND | | | | | NORTHBOUND2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | | | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | ER2 | WL | WT | WR | WU | WL2 | N2L2 | N2R2 | TOTAL |
| 7:00 AM | 3 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 3 | 0 | 0 | 13 | 22 | 0 | 0 | 2 | 0 | 0 | 62 |
| 7:15 AM | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 0 | 0 | 9 | 18 | 0 | 0 | 0 | 0 | 1 | 49 |
| 7:30 AM | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 0 | 1 | 22 | 0 | 0 | 0 | 0 | 1 | 45 |
| 7:45 AM | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 1 | 2 | 16 | 0 | 0 | 1 | 0 | 0 | 37 |
| 8:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 14 | 0 | 0 | 1 | 0 | 0 | 26 |
| 8:15 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 14 |
| 8:30 AM | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 24 |
| 8:45 AM | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 16 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | ER2 | WL | WT | WR | WU | WL2 | N2L2 | N2R2 | TOTAL |
| **TOTAL VOLUMES :** | 13 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 10 | 0 | 1 | 31 | 114 | 0 | 0 | 4 | 0 | 2 | 273 |
| **APPROACH %'s :** | 30.95% | 0.00% | 69.05% | 0.00% | | | | | 0.00% | 86.25% | 12.50% | 0.00% | 1.25% | 20.81% | 76.51% | 0.00% | 0.00% | 2.68% | 0.00% | 100.00% | |
| **PEAK HR :** | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 10 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 7 | 0 | 1 | 25 | 78 | 0 | 0 | 3 | 0 | 2 | 193 |
| **PEAK HR FACTOR :** | 0.833 | 0.000 | 0.719 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.846 | 0.583 | 0.000 | 0.250 | 0.481 | 0.886 | 0.000 | 0.000 | 0.375 | 0.000 | 0.500 | 0.778 |
| | 0.750 | | | | | | | | | | 0.929 | | | | | 0.716 | | | | | |

### PM

| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | | WESTBOUND | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | ER2 | WL | WT | WR | WU | WL2 | N2L2 | N2R2 | TOTAL |
| 4:00 PM | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 3 | 0 | 0 | 7 | 13 | 0 | 0 | 0 | 1 | 0 | 60 |
| 4:15 PM | 6 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 5 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 69 |
| 4:30 PM | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 1 | 10 | 17 | 0 | 0 | 0 | 0 | 1 | 50 |
| 4:45 PM | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 7 | 0 | 0 | 8 | 23 | 0 | 0 | 0 | 5 | 5 | 70 |
| 5:00 PM | 7 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 6 | 0 | 0 | 7 | 13 | 0 | 0 | 0 | 4 | 3 | 62 |
| 5:15 PM | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 3 | 0 | 0 | 5 | 24 | 0 | 0 | 0 | 2 | 0 | 61 |
| 5:30 PM | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 6 | 0 | 0 | 7 | 16 | 0 | 0 | 0 | 0 | 0 | 50 |
| 5:45 PM | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 3 | 0 | 0 | 5 | 11 | 0 | 0 | 0 | 1 | 0 | 34 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | ER2 | WL | WT | WR | WU | WL2 | N2L2 | N2R2 | TOTAL |
| **TOTAL VOLUMES :** | 27 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 134 | 33 | 0 | 1 | 67 | 135 | 0 | 0 | 0 | 13 | 9 | 456 |
| **APPROACH %'s :** | 42.19% | 0.00% | 57.81% | 0.00% | | | | | 0.00% | 79.76% | 19.64% | 0.00% | 0.60% | 33.17% | 66.83% | 0.00% | 0.00% | 0.00% | 59.09% | 40.91% | |
| **PEAK HR :** | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | | | | | TOTAL |
| **PEAK HR VOL :** | 19 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 18 | 0 | 1 | 43 | 71 | 0 | 0 | 0 | 9 | 9 | 251 |
| **PEAK HR FACTOR :** | 0.679 | 0.000 | 0.950 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.912 | 0.643 | 0.000 | 0.250 | 0.597 | 0.772 | 0.000 | 0.000 | 0.000 | 0.450 | 0.450 | 0.896 |
| | 0.792 | | | | | | | | | | 0.880 | | | | | 0.792 | | | | | |

**Explanation for extra leg movements**

**Movements entering the extra leg**

| | |
|---|---|
| ER2 | Movements coming from EB on Lee Land Rd entering into the Extra Leg (Dirt Rd) |
| WL2 | Movements coming from WB on Lee Land Rd entering into the Extra Leg (Dirt Rd) |

S2

**Movements exiting the extra leg**

| | |
|---|---|
| N2L2 | Movements exiting from Extra Leg (Dirt Rd) entering into Lee Land Rd WB. |
| N2R2 | Movements exiting from Extra Leg (Dirt Rd)entering into Lee Land Rd EB. |



## National Data & Surveying Services

# Intersection Turning Movement Count

Location: Webb Girth Rd/Dirt Rd & Lee Land Rd
City: Gainesville
Control: 1-Way Stop(NB)

Project ID: 26-180167-006
Date: 9/2/2026

## Data - Cars

| NS/EW Streets: | Webb Girth Rd/Dirt Rd | | | | Webb Girth Rd/Dirt Rd | | | | Lee Land Rd | | | | | Lee Land Rd | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | | WESTBOUND | | | | | NORTHBOUND2 | | |
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | ER2 | WL | WT | WR | WU | WL2 | N2L2 | N2R2 | TOTAL |
| 7:00 AM | 3 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 0 | 0 | 12 | 22 | 0 | 0 | 2 | 0 | 0 | 59 |
| 7:15 AM | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 2 | 0 | 0 | 8 | 18 | 0 | 0 | 0 | 0 | 1 | 47 |
| 7:30 AM | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 1 | 21 | 0 | 0 | 0 | 0 | 1 | 42 |
| 7:45 AM | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 1 | 2 | 16 | 0 | 0 | 1 | 0 | 0 | 36 |
| 8:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 14 | 0 | 0 | 1 | 0 | 0 | 25 |
| 8:15 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8:30 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 22 |
| 8:45 AM | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 14 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | ER2 | WL | WT | WR | WU | WL2 | N2L2 | N2R2 | TOTAL |
| TOTAL VOLUMES : | 12 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 10 | 0 | 1 | 29 | 111 | 0 | 0 | 4 | 0 | 2 | 257 |
| APPROACH %'s : | 31.58% | 0.00% | 68.42% | 0.00% | | | | | 0.00% | 84.93% | 13.70% | 0.00% | 1.37% | 20.14% | 77.08% | 0.00% | 0.00% | 2.78% | 0.00% | 100.00% | |
| PEAK HR : | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 9 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 7 | 0 | 1 | 23 | 77 | 0 | 0 | 3 | 0 | 2 | 184 |
| PEAK HR FACTOR : | 0.750 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.932 | 0.583 | 0.000 | 0.250 | 0.479 | 0.875 | 0.000 | 0.000 | 0.375 | 0.000 | 0.500 | 0.780 |
| | 0.750 | | | | | | | | | | 0.942 | | | | | 0.715 | | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | | WESTBOUND | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | ER2 | WL | WT | WR | WU | WL2 | N2L2 | N2R2 | TOTAL |
| 4:00 PM | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 2 | 0 | 0 | 7 | 12 | 0 | 0 | 0 | 1 | 0 | 57 |
| 4:15 PM | 6 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 5 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 69 |
| 4:30 PM | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 1 | 10 | 17 | 0 | 0 | 0 | 0 | 1 | 50 |
| 4:45 PM | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 7 | 0 | 0 | 7 | 22 | 0 | 0 | 0 | 5 | 5 | 67 |
| 5:00 PM | 7 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 6 | 0 | 0 | 6 | 13 | 0 | 0 | 0 | 4 | 3 | 60 |
| 5:15 PM | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 3 | 0 | 0 | 5 | 23 | 0 | 0 | 0 | 2 | 0 | 60 |
| 5:30 PM | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 6 | 0 | 0 | 7 | 15 | 0 | 0 | 0 | 0 | 0 | 48 |
| 5:45 PM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 3 | 0 | 0 | 3 | 10 | 0 | 0 | 0 | 1 | 0 | 30 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | ER2 | WL | WT | WR | WU | WL2 | N2L2 | N2R2 | TOTAL |
| TOTAL VOLUMES : | 25 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 32 | 0 | 1 | 63 | 130 | 0 | 0 | 0 | 13 | 9 | 441 |
| APPROACH %'s : | 40.98% | 0.00% | 59.02% | 0.00% | | | | | 0.00% | 80.00% | 19.39% | 0.00% | 0.61% | 32.64% | 67.36% | 0.00% | 0.00% | 0.00% | 59.09% | 40.91% | |
| PEAK HR : | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 19 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 18 | 0 | 1 | 41 | 70 | 0 | 0 | 0 | 9 | 9 | 246 |
| PEAK HR FACTOR : | 0.679 | 0.000 | 0.900 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.897 | 0.643 | 0.000 | 0.250 | 0.569 | 0.795 | 0.000 | 0.000 | 0.000 | 0.450 | 0.450 | 0.891 |
| | 0.841 | | | | | | | | | | 0.870 | | | | | 0.771 | | | | | |

National Data & Surveying Services

# Intersection Turning Movement Count

Location: Webb Girth Rd/Dirt Rd & Lee Land Rd
City: Gainesville
Control: 1-Way Stop(NB)

Project ID: 26-180167-006
Date: 9/2/2026

## Data - HT

| NS/EW Streets: | Webb Girth Rd/Dirt Rd | | | | Webb Girth Rd/Dirt Rd | | | | Lee Land Rd | | | | | Lee Land Rd | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | | WESTBOUND | | | | | NORTHBOUND2 | | |
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | ER2 | WL | WT | WR | WU | WL2 | N2L2 | N2R2 | TOTAL |
| 7:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:15 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | ER2 | WL | WT | WR | WU | WL2 | N2L2 | N2R2 | TOTAL |
| TOTAL VOLUMES : | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 16 |
| APPROACH %'s : | 25.00% | 0.00% | 75.00% | 0.00% | | | | | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 40.00% | 60.00% | 0.00% | 0.00% | 0.00% | | | |
| PEAK HR : | 07:00 AM - 08:00 AM | | | | | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| PEAK HR FACTOR : | 0.250 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 | 0.000 | 0.000 | 0.000 | 0.500 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 |
| | 0.750 | | | | | | | | 0.375 | | | | | 0.750 | | | | | | | |

| **PM** | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | | WESTBOUND | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | ER2 | WL | WT | WR | WU | WL2 | N2L2 | N2R2 | TOTAL |
| 4:00 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | ER2 | WL | WT | WR | WU | WL2 | N2L2 | N2R2 | TOTAL |
| TOTAL VOLUMES : | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 15 |
| APPROACH %'s : | 66.67% | 0.00% | 33.33% | 0.00% | | | | | 0.00% | 66.67% | 33.33% | 0.00% | 0.00% | 44.44% | 55.56% | 0.00% | 0.00% | 0.00% | | | |
| PEAK HR : | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.500 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.417 |
| | 0.250 | | | | | | | | 0.250 | | | | | 0.375 | | | | | | | |

Prepared by National Data & Surveying Services

# Webb Girth Rd/Dirt Rd & Lee Land Rd

## Peak Hour Turning Movement Count

**ID:** 26-180167-006
**City:** Gainesville

**Day:** Wednesday
**Date:** 9/2/2026

**PEAK HOURS**

| | |
|---|---|
| AM | 07:00 AM - 08:00 AM |
| NOON | NONE |
| PM | 04:15 PM - 05:15 PM |

**COUNT PERIODS**

| | |
|---|---|
| AM | 7:00 AM - 09:00 AM |
| NOON | NONE |
| PM | 4:00 PM - 06:00 PM |

**CONTROL:** 1-Way Stop(NB)

| | | | |
|---|---|---|---|
| TEV | 187 | 0 | 232 |
| | AM | NOON | PM |
| PHF | 0.78 | | 0.90 |

### SOUTHBOUND (Webb Girth Rd/Dirt Rd)

| | | | | | | |
|---|---|---|---|---|---|---|
| AM | 0 | 0 | 0 | 0 | 0 | AM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| PM | 0 | 0 | 0 | 0 | 0 | PM |

### EASTBOUND (Lee Land Rd)

| AM | NOON | PM | | |
|---|---|---|---|---|
| 88 | 0 | 90 | ⇦ | |
| 0 | 0 | 0 | ↶ | 0 |
| 0 | 0 | 0 | ↱ | 0 |
| 44 | 0 | 62 | → | 1 |
| 7 | 0 | 18 | ↳ | 0 |
| AM | NOON | PM | | |

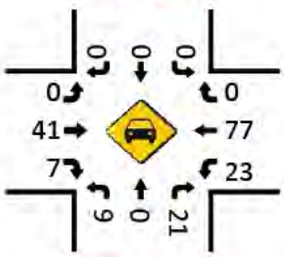
### WESTBOUND (Lee Land Rd)

| PM | NOON | AM | | |
|---|---|---|---|---|
| 0 | 0 | 0 | ↰ | 0 |
| 71 | 0 | 78 | ← | 1 |
| 43 | 0 | 25 | ↰ | 0 |
| 0 | 0 | 0 | ↰ | 0 |
| 81 | 0 | 67 | ⇨ | |
| PM | NOON | AM | | |

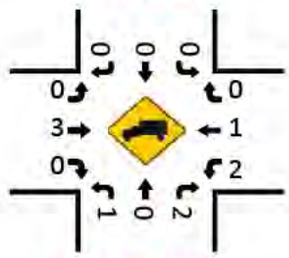
### NORTHBOUND (Webb Girth Rd/Dirt Rd)

| | | | | | | |
|---|---|---|---|---|---|---|
| PM | 61 | 0 | 19 | 0 | 19 | PM |
| NOON | 0 | 0 | 0 | 0 | 0 | NOON |
| AM | 32 | 0 | 10 | 0 | 23 | AM |

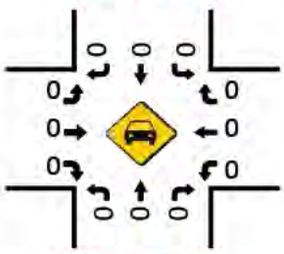
Cars (AM)



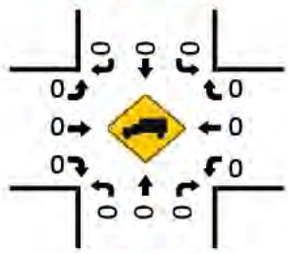

HT (AM)



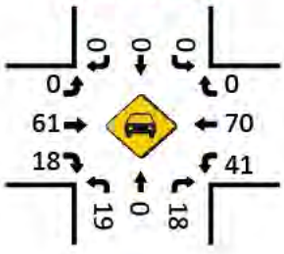

Cars (NOON)



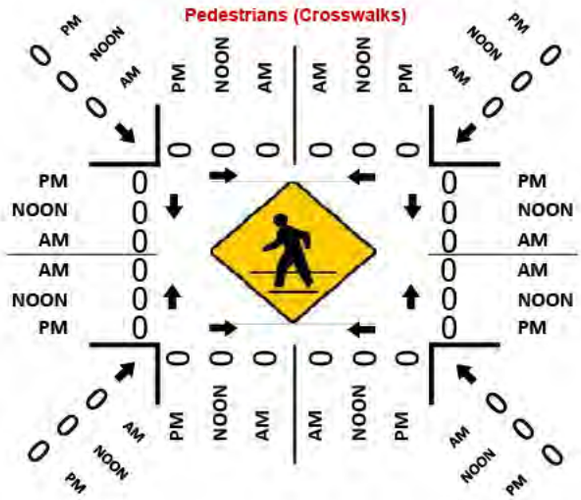

HT (NOON)



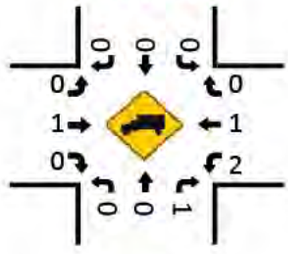

Cars (PM)




Pedestrians (Crosswalks)




HT (PM)



# Appendix C

# Synchro &

# SIDRA Reports

# Existing Year (2026)

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 19 | 62 | 10 | 323 | 53 | 200 | 8 | 547 | 448 | 370 | 701 | 21 |
| Future Volume (veh/h) | 19 | 62 | 10 | 323 | 53 | 200 | 8 | 547 | 448 | 370 | 701 | 21 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 20 | 65 | 10 | 336 | 55 | 208 | 8 | 570 | 467 | 385 | 730 | 22 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 140 | 98 | 15 | 449 | 108 | 410 | 374 | 1230 | 549 | 477 | 1647 | 50 |
| Arrive On Green | 0.06 | 0.06 | 0.06 | 0.20 | 0.32 | 0.32 | 0.04 | 0.35 | 0.35 | 0.16 | 0.47 | 0.47 |
| Sat Flow, veh/h | 1116 | 1583 | 244 | 1781 | 342 | 1295 | 1781 | 3554 | 1585 | 1781 | 3522 | 106 |
| Grp Volume(v), veh/h | 20 | 0 | 75 | 336 | 0 | 263 | 8 | 570 | 467 | 385 | 368 | 384 |
| Grp Sat Flow(s),veh/h/ln | 1116 | 0 | 1827 | 1781 | 0 | 1637 | 1781 | 1777 | 1585 | 1781 | 1777 | 1851 |
| Q Serve(g_s), s | 1.7 | 0.0 | 4.1 | 17.1 | 0.0 | 13.3 | 0.3 | 12.7 | 27.8 | 13.3 | 14.2 | 14.2 |
| Cycle Q Clear(g_c), s | 1.7 | 0.0 | 4.1 | 17.1 | 0.0 | 13.3 | 0.3 | 12.7 | 27.8 | 13.3 | 14.2 | 14.2 |
| Prop In Lane | 1.00 | | 0.13 | 1.00 | | 0.79 | 1.00 | | 1.00 | 1.00 | | 0.06 |
| Lane Grp Cap(c), veh/h | 140 | 0 | 113 | 449 | 0 | 519 | 374 | 1230 | 549 | 477 | 831 | 866 |
| V/C Ratio(X) | 0.14 | 0.00 | 0.67 | 0.75 | 0.00 | 0.51 | 0.02 | 0.46 | 0.85 | 0.81 | 0.44 | 0.44 |
| Avail Cap(c_a), veh/h | 224 | 0 | 251 | 693 | 0 | 867 | 549 | 1882 | 839 | 785 | 1316 | 1371 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 45.7 | 0.0 | 46.8 | 33.0 | 0.0 | 28.4 | 19.4 | 26.0 | 30.9 | 17.9 | 18.2 | 18.2 |
| Incr Delay (d2), s/veh | 0.5 | 0.0 | 6.6 | 2.5 | 0.0 | 0.8 | 0.0 | 0.3 | 5.3 | 3.3 | 0.4 | 0.4 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.5 | 0.0 | 2.1 | 7.5 | 0.0 | 5.2 | 0.1 | 5.1 | 10.7 | 5.2 | 5.4 | 5.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 46.2 | 0.0 | 53.4 | 35.6 | 0.0 | 29.1 | 19.4 | 26.2 | 36.2 | 21.2 | 18.6 | 18.6 |
| LnGrp LOS | D | | D | D | | C | B | C | D | C | B | B |
| Approach Vol, veh/h | | 95 | | | 599 | | | 1045 | | | 1137 | |
| Approach Delay, s/veh | | 51.9 | | | 32.7 | | | 30.6 | | | 19.5 | |
| Approach LOS | | D | | | C | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.0 | 53.7 | 26.0 | 12.3 | 22.4 | 41.3 | | 38.3 | | | | |
| Change Period (Y+Rc), s | 6.0 | * 6 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | 14.0 | * 76 | 34.0 | 14.0 | 34.0 | 54.0 | | 54.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.3 | 16.2 | 19.1 | 6.1 | 15.3 | 29.8 | | 15.3 | | | | |
| Green Ext Time (p_c), s | 0.0 | 4.7 | 0.9 | 0.2 | 1.1 | 5.5 | | 1.8 | | | | |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 27.4 |
| HCM 7th LOS | C |

**Notes**

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 711 | 514 | 3 | 1 | 1 |
| Future Vol, veh/h | 1 | 711 | 514 | 3 | 1 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 741 | 535 | 3 | 1 | 1 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 539 | 0 | - | 0 | 1280 | 537 |
| Stage 1 | - | - | - | - | 537 | - |
| Stage 2 | - | - | - | - | 743 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1030 | - | - | - | 183 | 544 |
| Stage 1 | - | - | - | - | 586 | - |
| Stage 2 | - | - | - | - | 470 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1030 | - | - | - | 183 | 544 |
| Mov Cap-2 Maneuver | - | - | - | - | 183 | - |
| Stage 1 | - | - | - | - | 585 | - |
| Stage 2 | - | - | - | - | 470 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.01 | 0 | 18.26 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 3 | - | - | - | 274 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.008 |
| HCM Ctrl Dly (s/v) | 8.5 | 0 | - | - | 18.3 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 19 | 692 | 499 | 5 | 7 | 15 |
| Future Vol, veh/h | 19 | 692 | 499 | 5 | 7 | 15 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 20 | 728 | 525 | 5 | 7 | 16 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 531 | 0 | - | 0 | 1296 | 528 |
| Stage 1 | - | - | - | - | 528 | - |
| Stage 2 | - | - | - | - | 768 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1037 | - | - | - | 179 | 550 |
| Stage 1 | - | - | - | - | 592 | - |
| Stage 2 | - | - | - | - | 458 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1037 | - | - | - | 173 | 550 |
| Mov Cap-2 Maneuver | - | - | - | - | 173 | - |
| Stage 1 | - | - | - | - | 572 | - |
| Stage 2 | - | - | - | - | 458 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.23 | 0 | 16.93 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 48 | - | - | - | 325 |
| HCM Lane V/C Ratio | 0.019 | - | - | - | 0.071 |
| HCM Ctrl Dly (s/v) | 8.5 | 0 | - | - | 16.9 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 74 | 198 | 304 | 46 | 170 | 521 |
| Future Vol, veh/h | 74 | 198 | 304 | 46 | 170 | 521 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 80 | 215 | 330 | 50 | 185 | 566 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1291 | 355 | 0 | 0 | 380 | 0 |
| Stage 1 | 355 | - | - | - | - | - |
| Stage 2 | 936 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 180 | 689 | - | - | 1178 | - |
| Stage 1 | 709 | - | - | - | - | - |
| Stage 2 | 382 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 139 | 689 | - | - | 1178 | - |
| Mov Cap-2 Maneuver | 139 | - | - | - | - | - |
| Stage 1 | 547 | - | - | - | - | - |
| Stage 2 | 382 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 21.31 | 0 | 2.12 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 510 | 443 | - |
| HCM Lane V/C Ratio | - | - | 0.579 | 0.157 | - |
| HCM Ctrl Dly (s/v) | - | - | 21.3 | 8.6 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q(veh) | - | - | 3.6 | 0.6 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 49 | 100 | 17 | 11 | 116 | 30 | 7 | 27 | 12 | 29 | 80 | 122 |
| Future Vol, veh/h | 49 | 100 | 17 | 11 | 116 | 30 | 7 | 27 | 12 | 29 | 80 | 122 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 2 | 2 | 2 |
| Mvmt Flow | 55 | 112 | 19 | 12 | 130 | 34 | 8 | 30 | 13 | 33 | 90 | 137 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 164 | 0 | 0 | 131 | 0 | 0 | 432 | 421 | 122 | 410 | 413 | 147 |
| Stage 1 | - | - | - | - | - | - | 232 | 232 | - | 172 | 172 | - |
| Stage 2 | - | - | - | - | - | - | 200 | 189 | - | 238 | 242 | - |
| Critical Hdwy | 4.13 | - | - | 4.13 | - | - | 7.14 | 6.54 | 6.24 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.14 | 5.54 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.14 | 5.54 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.227 | - | - | 2.227 | - | - | 3.536 | 4.036 | 3.336 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1408 | - | - | 1448 | - | - | 530 | 521 | 924 | 552 | 529 | 900 |
| Stage 1 | - | - | - | - | - | - | 766 | 709 | - | 830 | 757 | - |
| Stage 2 | - | - | - | - | - | - | 797 | 740 | - | 766 | 706 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1408 | - | - | 1448 | - | - | 353 | 494 | 924 | 486 | 502 | 900 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 353 | 494 | - | 486 | 502 | - |
| Stage 1 | - | - | - | - | - | - | 734 | 679 | - | 822 | 749 | - |
| Stage 2 | - | - | - | - | - | - | 589 | 733 | - | 690 | 676 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 2.26 | 0.53 | 12.59 | 14.14 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 526 | 516 | - | - | 121 | - | - | 651 |
| HCM Lane V/C Ratio | 0.098 | 0.039 | - | - | 0.009 | - | - | 0.398 |
| HCM Ctrl Dly (s/v) | 12.6 | 7.7 | 0 | - | 7.5 | 0 | - | 14.1 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.3 | 0.1 | - | - | 0 | - | - | 1.9 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 63 | 22 | 27 | 76 | 15 | 21 |
| Future Vol, veh/h | 63 | 22 | 27 | 76 | 15 | 21 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 5 | 5 | 3 | 3 |
| Mvmt Flow | 68 | 24 | 29 | 82 | 16 | 23 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 91 | 0 | 219 | 80 |
| Stage 1 | - | - | - | - | 80 | - |
| Stage 2 | - | - | - | - | 140 | - |
| Critical Hdwy | - | - | 4.15 | - | 6.43 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.43 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.43 | - |
| Follow-up Hdwy | - | - | 2.245 | - | 3.527 | 3.327 |
| Pot Cap-1 Maneuver | - | - | 1485 | - | 767 | 978 |
| Stage 1 | - | - | - | - | 941 | - |
| Stage 2 | - | - | - | - | 885 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1485 | - | 751 | 978 |
| Mov Cap-2 Maneuver | - | - | - | - | 751 | - |
| Stage 1 | - | - | - | - | 922 | - |
| Stage 2 | - | - | - | - | 885 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 1.96 | 9.34 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 869 | - | - | 472 | - |
| HCM Lane V/C Ratio | 0.045 | - | - | 0.02 | - |
| HCM Ctrl Dly (s/v) | 9.3 | - | - | 7.5 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.1 | - |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 19 | 62 | 10 | 323 | 53 | 200 | 8 | 547 | 448 | 370 | 701 | 21 |
| Future Volume (veh/h) | 19 | 62 | 10 | 323 | 53 | 200 | 8 | 547 | 448 | 370 | 701 | 21 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 20 | 65 | 10 | 336 | 55 | 208 | 8 | 570 | 467 | 385 | 730 | 22 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 140 | 98 | 15 | 449 | 108 | 410 | 374 | 1230 | 549 | 477 | 1647 | 50 |
| Arrive On Green | 0.06 | 0.06 | 0.06 | 0.20 | 0.32 | 0.32 | 0.04 | 0.35 | 0.35 | 0.16 | 0.47 | 0.47 |
| Sat Flow, veh/h | 1116 | 1583 | 244 | 1781 | 342 | 1295 | 1781 | 3554 | 1585 | 1781 | 3522 | 106 |
| Grp Volume(v), veh/h | 20 | 0 | 75 | 336 | 0 | 263 | 8 | 570 | 467 | 385 | 368 | 384 |
| Grp Sat Flow(s),veh/h/ln | 1116 | 0 | 1827 | 1781 | 0 | 1637 | 1781 | 1777 | 1585 | 1781 | 1777 | 1851 |
| Q Serve(g_s), s | 1.7 | 0.0 | 4.1 | 17.1 | 0.0 | 13.3 | 0.3 | 12.7 | 27.8 | 13.3 | 14.2 | 14.2 |
| Cycle Q Clear(g_c), s | 1.7 | 0.0 | 4.1 | 17.1 | 0.0 | 13.3 | 0.3 | 12.7 | 27.8 | 13.3 | 14.2 | 14.2 |
| Prop In Lane | 1.00 | | 0.13 | 1.00 | | 0.79 | 1.00 | | 1.00 | 1.00 | | 0.06 |
| Lane Grp Cap(c), veh/h | 140 | 0 | 113 | 449 | 0 | 519 | 374 | 1230 | 549 | 477 | 831 | 866 |
| V/C Ratio(X) | 0.14 | 0.00 | 0.67 | 0.75 | 0.00 | 0.51 | 0.02 | 0.46 | 0.85 | 0.81 | 0.44 | 0.44 |
| Avail Cap(c_a), veh/h | 224 | 0 | 251 | 693 | 0 | 867 | 549 | 1882 | 839 | 785 | 1316 | 1371 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 45.7 | 0.0 | 46.8 | 33.0 | 0.0 | 28.4 | 19.4 | 26.0 | 30.9 | 17.9 | 18.2 | 18.2 |
| Incr Delay (d2), s/veh | 0.5 | 0.0 | 6.6 | 2.5 | 0.0 | 0.8 | 0.0 | 0.3 | 5.3 | 3.3 | 0.4 | 0.4 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.5 | 0.0 | 2.1 | 7.5 | 0.0 | 5.2 | 0.1 | 5.1 | 10.7 | 5.2 | 5.4 | 5.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 46.2 | 0.0 | 53.4 | 35.6 | 0.0 | 29.1 | 19.4 | 26.2 | 36.2 | 21.2 | 18.6 | 18.6 |
| LnGrp LOS | D | | D | D | | C | B | C | D | C | B | B |
| Approach Vol, veh/h | | 95 | | | 599 | | | 1045 | | | 1137 | |
| Approach Delay, s/veh | | 51.9 | | | 32.7 | | | 30.6 | | | 19.5 | |
| Approach LOS | | D | | | C | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.0 | 53.7 | 26.0 | 12.3 | 22.4 | 41.3 | | 38.3 | | | | |
| Change Period (Y+Rc), s | 6.0 | * 6 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | 14.0 | * 76 | 34.0 | 14.0 | 34.0 | 54.0 | | 54.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.3 | 16.2 | 19.1 | 6.1 | 15.3 | 29.8 | | 15.3 | | | | |
| Green Ext Time (p_c), s | 0.0 | 4.7 | 0.9 | 0.2 | 1.1 | 5.5 | | 1.8 | | | | |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 27.4 |
| HCM 7th LOS | C |

**Notes**

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 711 | 514 | 3 | 1 | 1 |
| Future Vol, veh/h | 1 | 711 | 514 | 3 | 1 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 741 | 535 | 3 | 1 | 1 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 539 | 0 | - | 0 | 1280 | 537 |
| Stage 1 | - | - | - | - | 537 | - |
| Stage 2 | - | - | - | - | 743 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1030 | - | - | - | 183 | 544 |
| Stage 1 | - | - | - | - | 586 | - |
| Stage 2 | - | - | - | - | 470 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1030 | - | - | - | 183 | 544 |
| Mov Cap-2 Maneuver | - | - | - | - | 183 | - |
| Stage 1 | - | - | - | - | 585 | - |
| Stage 2 | - | - | - | - | 470 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.01 | 0 | 18.26 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 3 | - | - | - | 274 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.008 |
| HCM Ctrl Dly (s/v) | 8.5 | 0 | - | - | 18.3 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 19 | 692 | 499 | 5 | 7 | 15 |
| Future Vol, veh/h | 19 | 692 | 499 | 5 | 7 | 15 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 20 | 728 | 525 | 5 | 7 | 16 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 531 | 0 | - | 0 | 1296 | 528 |
| Stage 1 | - | - | - | - | 528 | - |
| Stage 2 | - | - | - | - | 768 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1037 | - | - | - | 179 | 550 |
| Stage 1 | - | - | - | - | 592 | - |
| Stage 2 | - | - | - | - | 458 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1037 | - | - | - | 173 | 550 |
| Mov Cap-2 Maneuver | - | - | - | - | 173 | - |
| Stage 1 | - | - | - | - | 572 | - |
| Stage 2 | - | - | - | - | 458 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.23 | 0 | 16.93 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 48 | - | - | - | 325 |
| HCM Lane V/C Ratio | 0.019 | - | - | - | 0.071 |
| HCM Ctrl Dly (s/v) | 8.5 | 0 | - | - | 16.9 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 74 | 198 | 304 | 46 | 170 | 521 |
| Future Vol, veh/h | 74 | 198 | 304 | 46 | 170 | 521 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 80 | 215 | 330 | 50 | 185 | 566 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1291 | 355 | 0 | 0 | 380 | 0 |
| Stage 1 | 355 | - | - | - | - | - |
| Stage 2 | 936 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 180 | 689 | - | - | 1178 | - |
| Stage 1 | 709 | - | - | - | - | - |
| Stage 2 | 382 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 139 | 689 | - | - | 1178 | - |
| Mov Cap-2 Maneuver | 139 | - | - | - | - | - |
| Stage 1 | 547 | - | - | - | - | - |
| Stage 2 | 382 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 21.31 | 0 | 2.12 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 510 | 443 | - |
| HCM Lane V/C Ratio | - | - | 0.579 | 0.157 | - |
| HCM Ctrl Dly (s/v) | - | - | 21.3 | 8.6 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q(veh) | - | - | 3.6 | 0.6 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 49 | 100 | 17 | 11 | 116 | 30 | 7 | 27 | 12 | 29 | 80 | 122 |
| Future Vol, veh/h | 49 | 100 | 17 | 11 | 116 | 30 | 7 | 27 | 12 | 29 | 80 | 122 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 2 | 2 | 2 |
| Mvmt Flow | 55 | 112 | 19 | 12 | 130 | 34 | 8 | 30 | 13 | 33 | 90 | 137 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 164 | 0 | 0 | 131 | 0 | 0 | 432 | 421 | 122 | 410 | 413 | 147 |
| Stage 1 | - | - | - | - | - | - | 232 | 232 | - | 172 | 172 | - |
| Stage 2 | - | - | - | - | - | - | 200 | 189 | - | 238 | 242 | - |
| Critical Hdwy | 4.13 | - | - | 4.13 | - | - | 7.14 | 6.54 | 6.24 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.14 | 5.54 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.14 | 5.54 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.227 | - | - | 2.227 | - | - | 3.536 | 4.036 | 3.336 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1408 | - | - | 1448 | - | - | 530 | 521 | 924 | 552 | 529 | 900 |
| Stage 1 | - | - | - | - | - | - | 766 | 709 | - | 830 | 757 | - |
| Stage 2 | - | - | - | - | - | - | 797 | 740 | - | 766 | 706 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1408 | - | - | 1448 | - | - | 353 | 494 | 924 | 486 | 502 | 900 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 353 | 494 | - | 486 | 502 | - |
| Stage 1 | - | - | - | - | - | - | 734 | 679 | - | 822 | 749 | - |
| Stage 2 | - | - | - | - | - | - | 589 | 733 | - | 690 | 676 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 2.26 | 0.53 | 12.59 | 14.14 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 526 | 516 | - | - | 121 | - | - | 651 |
| HCM Lane V/C Ratio | 0.098 | 0.039 | - | - | 0.009 | - | - | 0.398 |
| HCM Ctrl Dly (s/v) | 12.6 | 7.7 | 0 | - | 7.5 | 0 | - | 14.1 |
| HCM Lane LOS | B | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.3 | 0.1 | - | - | 0 | - | - | 1.9 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 63 | 22 | 27 | 76 | 15 | 21 |
| Future Vol, veh/h | 63 | 22 | 27 | 76 | 15 | 21 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 5 | 5 | 3 | 3 |
| Mvmt Flow | 68 | 24 | 29 | 82 | 16 | 23 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 91 | 0 | 219 | 80 |
| Stage 1 | - | - | - | - | 80 | - |
| Stage 2 | - | - | - | - | 140 | - |
| Critical Hdwy | - | - | 4.15 | - | 6.43 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.43 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.43 | - |
| Follow-up Hdwy | - | - | 2.245 | - | 3.527 | 3.327 |
| Pot Cap-1 Maneuver | - | - | 1485 | - | 767 | 978 |
| Stage 1 | - | - | - | - | 941 | - |
| Stage 2 | - | - | - | - | 885 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1485 | - | 751 | 978 |
| Mov Cap-2 Maneuver | - | - | - | - | 751 | - |
| Stage 1 | - | - | - | - | 922 | - |
| Stage 2 | - | - | - | - | 885 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 1.96 | 9.34 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 869 | - | - | 472 | - |
| HCM Lane V/C Ratio | 0.045 | - | - | 0.02 | - |
| HCM Ctrl Dly (s/v) | 9.3 | - | - | 7.5 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.1 | - |

# No-Build (2031)



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 10 | 28 | 7 | 479 | 78 | 405 | 7 | 785 | 474 | 213 | 382 | 25 |
| Future Volume (veh/h) | 10 | 28 | 7 | 479 | 78 | 405 | 7 | 785 | 474 | 213 | 382 | 25 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1796 | 1796 | 1796 | 1870 | 1870 | 1870 | 1841 | 1841 | 1841 | 1841 | 1841 | 1841 |
| Adj Flow Rate, veh/h | 11 | 31 | 8 | 532 | 87 | 450 | 8 | 872 | 527 | 237 | 424 | 28 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 7 | 7 | 7 | 2 | 2 | 2 | 4 | 4 | 4 | 4 | 4 | 4 |
| Cap, veh/h | 93 | 55 | 14 | 615 | 102 | 528 | 437 | 1259 | 562 | 294 | 1425 | 94 |
| Arrive On Green | 0.04 | 0.04 | 0.04 | 0.30 | 0.39 | 0.39 | 0.03 | 0.36 | 0.36 | 0.10 | 0.43 | 0.43 |
| Sat Flow, veh/h | 834 | 1377 | 355 | 1781 | 263 | 1362 | 1753 | 3497 | 1560 | 1753 | 3331 | 219 |
| Grp Volume(v), veh/h | 11 | 0 | 39 | 532 | 0 | 537 | 8 | 872 | 527 | 237 | 222 | 230 |
| Grp Sat Flow(s),veh/h/ln | 834 | 0 | 1732 | 1781 | 0 | 1625 | 1753 | 1749 | 1560 | 1753 | 1749 | 1801 |
| Q Serve(g_s), s | 1.5 | 0.0 | 2.6 | 32.8 | 0.0 | 36.1 | 0.3 | 25.4 | 39.0 | 9.7 | 9.9 | 10.0 |
| Cycle Q Clear(g_c), s | 1.5 | 0.0 | 2.6 | 32.8 | 0.0 | 36.1 | 0.3 | 25.4 | 39.0 | 9.7 | 9.9 | 10.0 |
| Prop In Lane | 1.00 | | 0.21 | 1.00 | | 0.84 | 1.00 | | 1.00 | 1.00 | | 0.12 |
| Lane Grp Cap(c), veh/h | 93 | 0 | 69 | 615 | 0 | 631 | 437 | 1259 | 562 | 294 | 748 | 771 |
| V/C Ratio(X) | 0.12 | 0.00 | 0.57 | 0.86 | 0.00 | 0.85 | 0.02 | 0.69 | 0.94 | 0.81 | 0.30 | 0.30 |
| Avail Cap(c_a), veh/h | 158 | 0 | 203 | 666 | 0 | 802 | 437 | 1288 | 574 | 395 | 885 | 912 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 55.8 | 0.0 | 56.4 | 35.6 | 0.0 | 33.4 | 22.1 | 32.6 | 37.0 | 25.2 | 22.4 | 22.4 |
| Incr Delay (d2), s/veh | 0.6 | 0.0 | 7.2 | 10.9 | 0.0 | 7.1 | 0.0 | 1.6 | 23.2 | 8.6 | 0.2 | 0.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 0.0 | 1.3 | 15.7 | 0.0 | 15.0 | 0.1 | 10.5 | 17.7 | 4.5 | 4.0 | 4.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 56.4 | 0.0 | 63.5 | 46.5 | 0.0 | 40.6 | 22.1 | 34.2 | 60.1 | 33.9 | 22.6 | 22.6 |
| LnGrp LOS | E | | E | D | | D | C | C | E | C | C | C |
| Approach Vol, veh/h | | 50 | | | 1069 | | | 1407 | | | 689 | |
| Approach Delay, s/veh | | 62.0 | | | 43.5 | | | 43.8 | | | 26.5 | |
| Approach LOS | | E | | | D | | | D | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.0 | 57.1 | 41.6 | 10.7 | 18.1 | 49.0 | | 52.4 | | | | |
| Change Period (Y+Rc), s | 6.0 | * 6 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | 4.0 | * 61 | 39.0 | 14.0 | 19.0 | 44.0 | | 59.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.3 | 12.0 | 34.8 | 4.6 | 11.7 | 41.0 | | 38.1 | | | | |
| Green Ext Time (p_c), s | 0.0 | 2.6 | 0.8 | 0.1 | 0.4 | 2.0 | | 3.7 | | | | |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 40.3 |
| HCM 7th LOS | D |

**Notes**

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 409 | 730 | 2 | 2 | 4 |
| Future Vol, veh/h | 1 | 409 | 730 | 2 | 2 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 3 | 3 | 4 | 4 | 2 | 2 |
| Mvmt Flow | 1 | 435 | 777 | 2 | 2 | 4 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 779 | 0 | - | 0 | 1215 | 778 |
| Stage 1 | - | - | - | - | 778 | - |
| Stage 2 | - | - | - | - | 437 | - |
| Critical Hdwy | 4.13 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.227 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 834 | - | - | - | 200 | 397 |
| Stage 1 | - | - | - | - | 453 | - |
| Stage 2 | - | - | - | - | 651 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 834 | - | - | - | 200 | 397 |
| Mov Cap-2 Maneuver | - | - | - | - | 200 | - |
| Stage 1 | - | - | - | - | 452 | - |
| Stage 2 | - | - | - | - | 651 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.02 | 0 | 17.32 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 4 | - | - | - | 299 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.021 |
| HCM Ctrl Dly (s/v) | 9.3 | 0 | - | - | 17.3 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 13 | 402 | 713 | 6 | 9 | 21 |
| Future Vol, veh/h | 13 | 402 | 713 | 6 | 9 | 21 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 3 | 3 | 4 | 4 | 7 | 7 |
| Mvmt Flow | 14 | 423 | 751 | 6 | 9 | 22 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 757 | 0 | - | 0 | 1204 | 754 |
| Stage 1 | - | - | - | - | 754 | - |
| Stage 2 | - | - | - | - | 451 | - |
| Critical Hdwy | 4.13 | - | - | - | 6.47 | 6.27 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.47 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.47 | - |
| Follow-up Hdwy | 2.227 | - | - | - | 3.563 | 3.363 |
| Pot Cap-1 Maneuver | 850 | - | - | - | 199 | 401 |
| Stage 1 | - | - | - | - | 456 | - |
| Stage 2 | - | - | - | - | 632 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 850 | - | - | - | 194 | 401 |
| Mov Cap-2 Maneuver | - | - | - | - | 194 | - |
| Stage 1 | - | - | - | - | 447 | - |
| Stage 2 | - | - | - | - | 632 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.29 | 0 | 18.2 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 56 | - | - | - | 304 |
| HCM Lane V/C Ratio | 0.016 | - | - | - | 0.104 |
| HCM Ctrl Dly (s/v) | 9.3 | 0 | - | - | 18.2 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.9 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 55 | 224 | 494 | 64 | 183 | 231 |
| Future Vol, veh/h | 55 | 224 | 494 | 64 | 183 | 231 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 5 | 5 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 59 | 241 | 531 | 69 | 197 | 248 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1208 | 566 | 0 | 0 | 600 | 0 |
| Stage 1 | 566 | - | - | - | - | - |
| Stage 2 | 642 | - | - | - | - | - |
| Critical Hdwy | 6.45 | 6.25 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.45 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.45 | - | - | - | - | - |
| Follow-up Hdwy | 3.545 | 3.345 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 200 | 518 | - | - | 972 | - |
| Stage 1 | 563 | - | - | - | - | - |
| Stage 2 | 518 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 153 | 518 | - | - | 972 | - |
| Mov Cap-2 Maneuver | 153 | - | - | - | - | - |
| Stage 1 | 430 | - | - | - | - | - |
| Stage 2 | 518 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 15.46 | 0 | 4.26 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 641 | 796 | - |
| HCM Lane V/C Ratio | - | - | 0.468 | 0.202 | - |
| HCM Ctrl Dly (s/v) | - | - | 15.5 | 9.6 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q(veh) | - | - | 2.5 | 0.8 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 10.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 204 | 51 | 5 | 10 | 107 | 37 | 13 | 110 | 7 | 17 | 31 | 124 |
| Future Vol, veh/h | 204 | 51 | 5 | 10 | 107 | 37 | 13 | 110 | 7 | 17 | 31 | 124 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 10 | 10 | 10 |
| Mvmt Flow | 222 | 55 | 5 | 11 | 116 | 40 | 14 | 120 | 8 | 18 | 34 | 135 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 157 | 0 | 0 | 61 | 0 | 0 | 657 | 680 | 58 | 717 | 662 | 136 |
| Stage 1 | - | - | - | - | - | - | 502 | 502 | - | 158 | 158 | - |
| Stage 2 | - | - | - | - | - | - | 155 | 178 | - | 559 | 504 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.2 | 6.6 | 6.3 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.2 | 5.6 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.2 | 5.6 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.59 | 4.09 | 3.39 |
| Pot Cap-1 Maneuver | 1423 | - | - | 1542 | - | - | 378 | 373 | 1008 | 335 | 372 | 891 |
| Stage 1 | - | - | - | - | - | - | 552 | 542 | - | 825 | 752 | - |
| Stage 2 | - | - | - | - | - | - | 847 | 752 | - | 500 | 528 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1423 | - | - | 1542 | - | - | 243 | 311 | 1008 | 182 | 309 | 891 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 243 | 311 | - | 182 | 309 | - |
| Stage 1 | - | - | - | - | - | - | 463 | 455 | - | 819 | 746 | - |
| Stage 2 | - | - | - | - | - | - | 681 | 746 | - | 307 | 443 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 6.27 | 0.48 | 25.58 | 15.86 |
| HCM LOS | | | D | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 313 | 1374 | - | - | 111 | - | - | 517 |
| HCM Lane V/C Ratio | 0.451 | 0.156 | - | - | 0.007 | - | - | 0.362 |
| HCM Ctrl Dly (s/v) | 25.6 | 8 | 0 | - | 7.4 | 0 | - | 15.9 |
| HCM Lane LOS | D | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 2.2 | 0.6 | - | - | 0 | - | - | 1.6 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 45 | 4 | 14 | 75 | 7 | 17 |
| Future Vol, veh/h | 45 | 4 | 14 | 75 | 7 | 17 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 7 | 7 | 2 | 2 | 9 | 9 |
| Mvmt Flow | 49 | 4 | 15 | 82 | 8 | 18 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 53 | 0 | 163 | 51 |
| Stage 1 | - | - | - | - | 51 | - |
| Stage 2 | - | - | - | - | 112 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.49 | 6.29 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.49 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.49 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.581 | 3.381 |
| Pot Cap-1 Maneuver | - | - | 1552 | - | 812 | 997 |
| Stage 1 | - | - | - | - | 954 | - |
| Stage 2 | - | - | - | - | 896 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1552 | - | 803 | 997 |
| Mov Cap-2 Maneuver | - | - | - | - | 803 | - |
| Stage 1 | - | - | - | - | 944 | - |
| Stage 2 | - | - | - | - | 896 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 1.15 | 8.97 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 932 | - | - | 283 | - |
| HCM Lane V/C Ratio | 0.028 | - | - | 0.01 | - |
| HCM Ctrl Dly (s/v) | 9 | - | - | 7.3 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 20 | 66 | 11 | 345 | 57 | 213 | 9 | 583 | 478 | 395 | 748 | 22 |
| Future Volume (veh/h) | 20 | 66 | 11 | 345 | 57 | 213 | 9 | 583 | 478 | 395 | 748 | 22 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 21 | 69 | 11 | 359 | 59 | 222 | 9 | 607 | 498 | 411 | 779 | 23 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 131 | 98 | 16 | 454 | 110 | 414 | 358 | 1274 | 568 | 472 | 1722 | 51 |
| Arrive On Green | 0.06 | 0.06 | 0.06 | 0.21 | 0.32 | 0.32 | 0.03 | 0.36 | 0.36 | 0.16 | 0.49 | 0.49 |
| Sat Flow, veh/h | 1098 | 1574 | 251 | 1781 | 344 | 1294 | 1781 | 3554 | 1585 | 1781 | 3524 | 104 |
| Grp Volume(v), veh/h | 21 | 0 | 80 | 359 | 0 | 281 | 9 | 607 | 498 | 411 | 393 | 409 |
| Grp Sat Flow(s),veh/h/ln | 1098 | 0 | 1825 | 1781 | 0 | 1637 | 1781 | 1777 | 1585 | 1781 | 1777 | 1852 |
| Q Serve(g_s), s | 2.1 | 0.0 | 4.9 | 20.7 | 0.0 | 16.2 | 0.4 | 15.2 | 33.7 | 15.8 | 16.7 | 16.7 |
| Cycle Q Clear(g_c), s | 2.1 | 0.0 | 4.9 | 20.7 | 0.0 | 16.2 | 0.4 | 15.2 | 33.7 | 15.8 | 16.7 | 16.7 |
| Prop In Lane | 1.00 | | 0.14 | 1.00 | | 0.79 | 1.00 | | 1.00 | 1.00 | | 0.06 |
| Lane Grp Cap(c), veh/h | 131 | 0 | 113 | 454 | 0 | 524 | 358 | 1274 | 568 | 472 | 868 | 904 |
| V/C Ratio(X) | 0.16 | 0.00 | 0.70 | 0.79 | 0.00 | 0.54 | 0.03 | 0.48 | 0.88 | 0.87 | 0.45 | 0.45 |
| Avail Cap(c_a), veh/h | 197 | 0 | 223 | 616 | 0 | 771 | 513 | 1673 | 746 | 706 | 1169 | 1218 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 51.4 | 0.0 | 52.8 | 37.0 | 0.0 | 32.0 | 21.2 | 28.5 | 34.4 | 20.2 | 19.3 | 19.3 |
| Incr Delay (d2), s/veh | 0.6 | 0.0 | 7.7 | 4.9 | 0.0 | 0.9 | 0.0 | 0.3 | 9.2 | 7.8 | 0.4 | 0.4 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.6 | 0.0 | 2.5 | 9.4 | 0.0 | 6.4 | 0.1 | 6.2 | 13.7 | 6.9 | 6.5 | 6.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 52.0 | 0.0 | 60.5 | 42.0 | 0.0 | 32.9 | 21.3 | 28.8 | 43.7 | 28.0 | 19.6 | 19.6 |
| LnGrp LOS | D | | E | D | | C | C | C | D | C | B | B |
| Approach Vol, veh/h | | 101 | | | 640 | | | 1114 | | | 1213 | |
| Approach Delay, s/veh | | 58.7 | | | 38.0 | | | 35.4 | | | 22.5 | |
| Approach LOS | | E | | | D | | | D | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.0 | 62.0 | 29.6 | 13.1 | 24.9 | 47.1 | | 42.7 | | | | |
| Change Period (Y+Rc), s | 6.0 | * 6 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | 14.0 | * 76 | 34.0 | 14.0 | 34.0 | 54.0 | | 54.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.4 | 18.7 | 22.7 | 6.9 | 17.8 | 35.7 | | 18.2 | | | | |
| Green Ext Time (p_c), s | 0.0 | 5.1 | 0.9 | 0.2 | 1.1 | 5.4 | | 1.9 | | | | |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 31.6 |
| HCM 7th LOS | C |

**Notes**

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 758 | 548 | 3 | 1 | 1 |
| Future Vol, veh/h | 1 | 758 | 548 | 3 | 1 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 790 | 571 | 3 | 1 | 1 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 574 | 0 | - | 0 | 1364 | 572 |
| Stage 1 | - | - | - | - | 572 | - |
| Stage 2 | - | - | - | - | 792 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 999 | - | - | - | 163 | 519 |
| Stage 1 | - | - | - | - | 564 | - |
| Stage 2 | - | - | - | - | 446 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 999 | - | - | - | 162 | 519 |
| Mov Cap-2 Maneuver | - | - | - | - | 162 | - |
| Stage 1 | - | - | - | - | 563 | - |
| Stage 2 | - | - | - | - | 446 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.01 | 0 | 19.68 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 2 | - | - | - | 247 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.008 |
| HCM Ctrl Dly (s/v) | 8.6 | 0 | - | - | 19.7 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 20 | 738 | 532 | 5 | 7 | 16 |
| Future Vol, veh/h | 20 | 738 | 532 | 5 | 7 | 16 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 21 | 777 | 560 | 5 | 7 | 17 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 565 | 0 | - | 0 | 1382 | 563 |
| Stage 1 | - | - | - | - | 563 | - |
| Stage 2 | - | - | - | - | 819 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1007 | - | - | - | 159 | 526 |
| Stage 1 | - | - | - | - | 570 | - |
| Stage 2 | - | - | - | - | 433 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1007 | - | - | - | 153 | 526 |
| Mov Cap-2 Maneuver | - | - | - | - | 153 | - |
| Stage 1 | - | - | - | - | 549 | - |
| Stage 2 | - | - | - | - | 433 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.23 | 0 | 17.96 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 47 | - | - | - | 302 |
| HCM Lane V/C Ratio | 0.021 | - | - | - | 0.08 |
| HCM Ctrl Dly (s/v) | 8.7 | 0 | - | - | 18 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.8 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 79 | 211 | 324 | 49 | 181 | 556 |
| Future Vol, veh/h | 79 | 211 | 324 | 49 | 181 | 556 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 86 | 229 | 352 | 53 | 197 | 604 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1377 | 379 | 0 | 0 | 405 | 0 |
| Stage 1 | 379 | - | - | - | - | - |
| Stage 2 | 998 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 160 | 668 | - | - | 1153 | - |
| Stage 1 | 692 | - | - | - | - | - |
| Stage 2 | 357 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 119 | 668 | - | - | 1153 | - |
| Mov Cap-2 Maneuver | 119 | - | - | - | - | - |
| Stage 1 | 514 | - | - | - | - | - |
| Stage 2 | 357 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 31.98 | 0 | 2.15 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 436 | 442 | - |
| HCM Lane V/C Ratio | - | - | 0.723 | 0.171 | - |
| HCM Ctrl Dly (s/v) | - | - | 32 | 8.8 | 0 |
| HCM Lane LOS | - | - | D | A | A |
| HCM 95th %tile Q(veh) | - | - | 5.7 | 0.6 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 52 | 107 | 18 | 12 | 124 | 32 | 7 | 29 | 13 | 31 | 85 | 130 |
| Future Vol, veh/h | 52 | 107 | 18 | 12 | 124 | 32 | 7 | 29 | 13 | 31 | 85 | 130 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 2 | 2 | 2 |
| Mvmt Flow | 58 | 120 | 20 | 13 | 139 | 36 | 8 | 33 | 15 | 35 | 96 | 146 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 175 | 0 | 0 | 140 | 0 | 0 | 461 | 449 | 130 | 438 | 442 | 157 |
| Stage 1 | - | - | - | - | - | - | 247 | 247 | - | 184 | 184 | - |
| Stage 2 | - | - | - | - | - | - | 214 | 202 | - | 253 | 257 | - |
| Critical Hdwy | 4.13 | - | - | 4.13 | - | - | 7.14 | 6.54 | 6.24 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.14 | 5.54 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.14 | 5.54 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.227 | - | - | 2.227 | - | - | 3.536 | 4.036 | 3.336 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1395 | - | - | 1437 | - | - | 507 | 502 | 914 | 529 | 510 | 888 |
| Stage 1 | - | - | - | - | - | - | 752 | 698 | - | 817 | 747 | - |
| Stage 2 | - | - | - | - | - | - | 784 | 730 | - | 751 | 695 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1395 | - | - | 1437 | - | - | 324 | 474 | 914 | 460 | 482 | 888 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 324 | 474 | - | 460 | 482 | - |
| Stage 1 | - | - | - | - | - | - | 718 | 666 | - | 809 | 739 | - |
| Stage 2 | - | - | - | - | - | - | 564 | 723 | - | 671 | 663 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 2.26 | 0.54 | 12.99 | 15.09 |
| HCM LOS | | | B | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 505 | 514 | - | - | 124 | - | - | 630 |
| HCM Lane V/C Ratio | 0.109 | 0.042 | - | - | 0.009 | - | - | 0.438 |
| HCM Ctrl Dly (s/v) | 13 | 7.7 | 0 | - | 7.5 | 0 | - | 15.1 |
| HCM Lane LOS | B | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.4 | 0.1 | - | - | 0 | - | - | 2.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 67 | 23 | 29 | 81 | 16 | 22 |
| Future Vol, veh/h | 67 | 23 | 29 | 81 | 16 | 22 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 5 | 5 | 3 | 3 |
| Mvmt Flow | 72 | 25 | 31 | 87 | 17 | 24 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 97 | 0 | 234 | 84 |
| Stage 1 | - | - | - | - | 84 | - |
| Stage 2 | - | - | - | - | 149 | - |
| Critical Hdwy | - | - | 4.15 | - | 6.43 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.43 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.43 | - |
| Follow-up Hdwy | - | - | 2.245 | - | 3.527 | 3.327 |
| Pot Cap-1 Maneuver | - | - | 1478 | - | 752 | 972 |
| Stage 1 | - | - | - | - | 936 | - |
| Stage 2 | - | - | - | - | 876 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1478 | - | 735 | 972 |
| Mov Cap-2 Maneuver | - | - | - | - | 735 | - |
| Stage 1 | - | - | - | - | 916 | - |
| Stage 2 | - | - | - | - | 876 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 1.97 | 9.42 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 856 | - | - | 475 | - |
| HCM Lane V/C Ratio | 0.048 | - | - | 0.021 | - |
| HCM Ctrl Dly (s/v) | 9.4 | - | - | 7.5 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.1 | - |

# Build (2031)



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 10 | 29 | 7 | 530 | 83 | 451 | 7 | 785 | 498 | 227 | 382 | 25 |
| Future Volume (veh/h) | 10 | 29 | 7 | 530 | 83 | 451 | 7 | 785 | 498 | 227 | 382 | 25 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1796 | 1796 | 1796 | 1870 | 1870 | 1870 | 1841 | 1841 | 1841 | 1841 | 1841 | 1841 |
| Adj Flow Rate, veh/h | 11 | 32 | 8 | 589 | 92 | 501 | 8 | 872 | 553 | 252 | 424 | 28 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 7 | 7 | 7 | 2 | 2 | 2 | 4 | 4 | 4 | 4 | 4 | 4 |
| Cap, veh/h | 89 | 55 | 14 | 634 | 100 | 546 | 429 | 1227 | 547 | 295 | 1419 | 93 |
| Arrive On Green | 0.04 | 0.04 | 0.04 | 0.31 | 0.40 | 0.40 | 0.03 | 0.35 | 0.35 | 0.11 | 0.43 | 0.43 |
| Sat Flow, veh/h | 791 | 1387 | 347 | 1781 | 252 | 1372 | 1753 | 3497 | 1560 | 1753 | 3331 | 219 |
| Grp Volume(v), veh/h | 11 | 0 | 40 | 589 | 0 | 593 | 8 | 872 | 553 | 252 | 222 | 230 |
| Grp Sat Flow(s),veh/h/ln | 791 | 0 | 1734 | 1781 | 0 | 1623 | 1753 | 1749 | 1560 | 1753 | 1749 | 1801 |
| Q Serve(g_s), s | 1.7 | 0.0 | 2.8 | 39.0 | 0.0 | 43.4 | 0.4 | 27.0 | 44.0 | 11.1 | 10.5 | 10.5 |
| Cycle Q Clear(g_c), s | 1.7 | 0.0 | 2.8 | 39.0 | 0.0 | 43.4 | 0.4 | 27.0 | 44.0 | 11.1 | 10.5 | 10.5 |
| Prop In Lane | 1.00 | | 0.20 | 1.00 | | 0.84 | 1.00 | | 1.00 | 1.00 | | 0.12 |
| Lane Grp Cap(c), veh/h | 89 | 0 | 68 | 634 | 0 | 647 | 429 | 1227 | 547 | 295 | 745 | 768 |
| V/C Ratio(X) | 0.12 | 0.00 | 0.59 | 0.93 | 0.00 | 0.92 | 0.02 | 0.71 | 1.01 | 0.85 | 0.30 | 0.30 |
| Avail Cap(c_a), veh/h | 146 | 0 | 194 | 634 | 0 | 764 | 429 | 1227 | 547 | 373 | 844 | 869 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 58.7 | 0.0 | 59.2 | 37.8 | 0.0 | 35.7 | 24.0 | 35.2 | 40.7 | 27.0 | 23.6 | 23.7 |
| Incr Delay (d2), s/veh | 0.6 | 0.0 | 7.7 | 20.1 | 0.0 | 14.4 | 0.0 | 1.9 | 41.0 | 14.3 | 0.2 | 0.2 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 0.0 | 1.4 | 20.2 | 0.0 | 19.3 | 0.1 | 11.4 | 22.3 | 5.5 | 4.2 | 4.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 59.3 | 0.0 | 66.9 | 57.9 | 0.0 | 50.1 | 24.0 | 37.1 | 81.7 | 41.3 | 23.9 | 23.9 |
| LnGrp LOS | E | | E | E | | D | C | D | F | D | C | C |
| Approach Vol, veh/h | | 51 | | | 1182 | | | 1433 | | | 704 | |
| Approach Delay, s/veh | | 65.3 | | | 54.0 | | | 54.2 | | | 30.1 | |
| Approach LOS | | E | | | D | | | D | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.0 | 59.4 | 45.0 | 10.9 | 19.4 | 50.0 | | 55.9 | | | | |
| Change Period (Y+Rc), s | 6.0 | * 6 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | 4.0 | * 61 | 39.0 | 14.0 | 19.0 | 44.0 | | 59.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.4 | 12.5 | 41.0 | 4.8 | 13.1 | 46.0 | | 45.4 | | | | |
| Green Ext Time (p_c), s | 0.0 | 2.6 | 0.0 | 0.1 | 0.4 | 0.0 | | 3.5 | | | | |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 49.3 |
| HCM 7th LOS | D |

**Notes**

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 448 | 832 | 2 | 2 | 4 |
| Future Vol, veh/h | 1 | 448 | 832 | 2 | 2 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 3 | 3 | 4 | 4 | 2 | 2 |
| Mvmt Flow | 1 | 477 | 885 | 2 | 2 | 4 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 887 | 0 | - | 0 | 1365 | 886 |
| Stage 1 | - | - | - | - | 886 | - |
| Stage 2 | - | - | - | - | 479 | - |
| Critical Hdwy | 4.13 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.227 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 759 | - | - | - | 162 | 343 |
| Stage 1 | - | - | - | - | 403 | - |
| Stage 2 | - | - | - | - | 623 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 759 | - | - | - | 162 | 343 |
| Mov Cap-2 Maneuver | - | - | - | - | 162 | - |
| Stage 1 | - | - | - | - | 402 | - |
| Stage 2 | - | - | - | - | 623 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.02 | 0 | 19.76 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 4 | - | - | - | 250 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.026 |
| HCM Ctrl Dly (s/v) | 9.7 | 0 | - | - | 19.8 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 13 | 441 | 815 | 6 | 9 | 21 |
| Future Vol, veh/h | 13 | 441 | 815 | 6 | 9 | 21 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 3 | 3 | 4 | 4 | 7 | 7 |
| Mvmt Flow | 14 | 464 | 858 | 6 | 9 | 22 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 864 | 0 | - | 0 | 1353 | 861 |
| Stage 1 | - | - | - | - | 861 | - |
| Stage 2 | - | - | - | - | 492 | - |
| Critical Hdwy | 4.13 | - | - | - | 6.47 | 6.27 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.47 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.47 | - |
| Follow-up Hdwy | 2.227 | - | - | - | 3.563 | 3.363 |
| Pot Cap-1 Maneuver | 774 | - | - | - | 161 | 348 |
| Stage 1 | - | - | - | - | 406 | - |
| Stage 2 | - | - | - | - | 605 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 774 | - | - | - | 157 | 348 |
| Mov Cap-2 Maneuver | - | - | - | - | 157 | - |
| Stage 1 | - | - | - | - | 396 | - |
| Stage 2 | - | - | - | - | 605 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.28 | 0 | 21.09 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 52 | - | - | - | 255 |
| HCM Lane V/C Ratio | 0.018 | - | - | - | 0.124 |
| HCM Ctrl Dly (s/v) | 9.7 | 0 | - | - | 21.1 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 8.7 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 81 | 326 | 494 | 72 | 222 | 231 |
| Future Vol, veh/h | 81 | 326 | 494 | 72 | 222 | 231 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 5 | 5 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 87 | 351 | 531 | 77 | 239 | 248 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1296 | 570 | 0 | 0 | 609 | 0 |
| Stage 1 | 570 | - | - | - | - | - |
| Stage 2 | 726 | - | - | - | - | - |
| Critical Hdwy | 6.45 | 6.25 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.45 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.45 | - | - | - | - | - |
| Follow-up Hdwy | 3.545 | 3.345 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 176 | 515 | - | - | 965 | - |
| Stage 1 | 560 | - | - | - | - | - |
| Stage 2 | 474 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 126 | 515 | - | - | 965 | - |
| Mov Cap-2 Maneuver | 126 | - | - | - | - | - |
| Stage 1 | 399 | - | - | - | - | - |
| Stage 2 | 474 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 25.06 | 0 | 4.88 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 604 | 832 | - |
| HCM Lane V/C Ratio | - | - | 0.725 | 0.247 | - |
| HCM Ctrl Dly (s/v) | - | - | 25.1 | 10 | 0 |
| HCM Lane LOS | - | - | D | A | A |
| HCM 95th %tile Q(veh) | - | - | 6.1 | 1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.3 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 47 | 247 | 244 | 12 | 32 | 128 |
| Future Vol, veh/h | 47 | 247 | 244 | 12 | 32 | 128 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 51 | 268 | 265 | 13 | 35 | 139 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 278 | 0 | - | 0 | 642 | 272 |
| Stage 1 | - | - | - | - | 272 | - |
| Stage 2 | - | - | - | - | 371 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1284 | - | - | - | 438 | 767 |
| Stage 1 | - | - | - | - | 774 | - |
| Stage 2 | - | - | - | - | 698 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1284 | - | - | - | 418 | 767 |
| Mov Cap-2 Maneuver | - | - | - | - | 418 | - |
| Stage 1 | - | - | - | - | 738 | - |
| Stage 2 | - | - | - | - | 698 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 1.27 | 0 | 12.44 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 288 | - | - | - | 657 |
| HCM Lane V/C Ratio | 0.04 | - | - | - | 0.265 |
| HCM Ctrl Dly (s/v) | 7.9 | 0 | - | - | 12.4 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 1.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 11.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 230 | 57 | 5 | 10 | 109 | 37 | 13 | 110 | 7 | 17 | 31 | 134 |
| Future Vol, veh/h | 230 | 57 | 5 | 10 | 109 | 37 | 13 | 110 | 7 | 17 | 31 | 134 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 10 | 10 | 10 |
| Mvmt Flow | 250 | 62 | 5 | 11 | 118 | 40 | 14 | 120 | 8 | 18 | 34 | 146 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 159 | 0 | 0 | 67 | 0 | 0 | 722 | 745 | 65 | 782 | 728 | 139 |
| Stage 1 | - | - | - | - | - | - | 565 | 565 | - | 160 | 160 | - |
| Stage 2 | - | - | - | - | - | - | 157 | 180 | - | 622 | 567 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.2 | 6.6 | 6.3 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.2 | 5.6 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.2 | 5.6 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.59 | 4.09 | 3.39 |
| Pot Cap-1 Maneuver | 1421 | - | - | 1534 | - | - | 342 | 342 | 999 | 302 | 341 | 889 |
| Stage 1 | - | - | - | - | - | - | 510 | 508 | - | 823 | 750 | - |
| Stage 2 | - | - | - | - | - | - | 845 | 750 | - | 461 | 494 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1421 | - | - | 1534 | - | - | 208 | 277 | 999 | 151 | 276 | 889 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 208 | 277 | - | 151 | 276 | - |
| Stage 1 | - | - | - | - | - | - | 417 | 415 | - | 817 | 744 | - |
| Stage 2 | - | - | - | - | - | - | 669 | 744 | - | 266 | 404 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 6.36 | 0.47 | 30.42 | 17.47 |
| HCM LOS | | | D | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 279 | 1367 | - | - | 110 | - | - | 484 |
| HCM Lane V/C Ratio | 0.506 | 0.176 | - | - | 0.007 | - | - | 0.409 |
| HCM Ctrl Dly (s/v) | 30.4 | 8.1 | 0 | - | 7.4 | 0 | - | 17.5 |
| HCM Lane LOS | D | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 2.7 | 0.6 | - | - | 0 | - | - | 2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.9 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 51 | 4 | 14 | 77 | 7 | 17 |
| Future Vol, veh/h | 51 | 4 | 14 | 77 | 7 | 17 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 7 | 7 | 2 | 2 | 9 | 9 |
| Mvmt Flow | 55 | 4 | 15 | 84 | 8 | 18 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 60 | 0 | 172 | 58 |
| Stage 1 | - | - | - | - | 58 | - |
| Stage 2 | - | - | - | - | 114 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.49 | 6.29 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.49 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.49 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.581 | 3.381 |
| Pot Cap-1 Maneuver | - | - | 1544 | - | 802 | 989 |
| Stage 1 | - | - | - | - | 947 | - |
| Stage 2 | - | - | - | - | 894 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1544 | - | 794 | 989 |
| Mov Cap-2 Maneuver | - | - | - | - | 794 | - |
| Stage 1 | - | - | - | - | 938 | - |
| Stage 2 | - | - | - | - | 894 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 1.13 | 9.01 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 923 | - | - | 277 | - |
| HCM Lane V/C Ratio | 0.028 | - | - | 0.01 | - |
| HCM Ctrl Dly (s/v) | 9 | - | - | 7.4 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 20 | 73 | 11 | 380 | 61 | 238 | 9 | 583 | 512 | 457 | 748 | 22 |
| Future Volume (veh/h) | 20 | 73 | 11 | 380 | 61 | 238 | 9 | 583 | 512 | 457 | 748 | 22 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 21 | 76 | 11 | 396 | 64 | 248 | 9 | 607 | 533 | 476 | 779 | 23 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 117 | 99 | 14 | 460 | 108 | 420 | 344 | 1276 | 569 | 503 | 1840 | 54 |
| Arrive On Green | 0.06 | 0.06 | 0.06 | 0.22 | 0.32 | 0.32 | 0.03 | 0.36 | 0.36 | 0.19 | 0.52 | 0.52 |
| Sat Flow, veh/h | 1067 | 1598 | 231 | 1781 | 336 | 1301 | 1781 | 3554 | 1585 | 1781 | 3524 | 104 |
| Grp Volume(v), veh/h | 21 | 0 | 87 | 396 | 0 | 312 | 9 | 607 | 533 | 476 | 393 | 409 |
| Grp Sat Flow(s),veh/h/ln | 1067 | 0 | 1829 | 1781 | 0 | 1636 | 1781 | 1777 | 1585 | 1781 | 1777 | 1852 |
| Q Serve(g_s), s | 2.7 | 0.0 | 6.7 | 28.6 | 0.0 | 22.7 | 0.4 | 18.8 | 46.2 | 24.2 | 19.3 | 19.3 |
| Cycle Q Clear(g_c), s | 2.7 | 0.0 | 6.7 | 28.6 | 0.0 | 22.7 | 0.4 | 18.8 | 46.2 | 24.2 | 19.3 | 19.3 |
| Prop In Lane | 1.00 | | 0.13 | 1.00 | | 0.79 | 1.00 | | 1.00 | 1.00 | | 0.06 |
| Lane Grp Cap(c), veh/h | 117 | 0 | 114 | 460 | 0 | 529 | 344 | 1276 | 569 | 503 | 928 | 967 |
| V/C Ratio(X) | 0.18 | 0.00 | 0.77 | 0.86 | 0.00 | 0.59 | 0.03 | 0.48 | 0.94 | 0.95 | 0.42 | 0.42 |
| Avail Cap(c_a), veh/h | 156 | 0 | 180 | 497 | 0 | 622 | 470 | 1350 | 602 | 589 | 944 | 983 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 63.8 | 0.0 | 65.6 | 45.8 | 0.0 | 40.2 | 26.8 | 35.2 | 44.0 | 27.2 | 20.8 | 20.8 |
| Incr Delay (d2), s/veh | 0.7 | 0.0 | 10.2 | 13.5 | 0.0 | 1.1 | 0.0 | 0.3 | 21.8 | 22.6 | 0.3 | 0.3 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.8 | 0.0 | 3.4 | 14.3 | 0.0 | 9.3 | 0.2 | 8.0 | 20.9 | 12.8 | 7.8 | 8.1 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 64.5 | 0.0 | 75.8 | 59.3 | 0.0 | 41.3 | 26.9 | 35.5 | 65.7 | 49.8 | 21.1 | 21.1 |
| LnGrp LOS | E | | E | E | | D | C | D | E | D | C | C |
| Approach Vol, veh/h | | 108 | | | 708 | | | 1149 | | | 1278 | |
| Approach Delay, s/veh | | 73.6 | | | 51.4 | | | 49.5 | | | 31.8 | |
| Approach LOS | | E | | | D | | | D | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.0 | 80.2 | 37.1 | 14.8 | 33.2 | 57.0 | | 51.9 | | | | |
| Change Period (Y+Rc), s | 6.0 | * 6 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | 14.0 | * 76 | 34.0 | 14.0 | 34.0 | 54.0 | | 54.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 2.4 | 21.3 | 30.6 | 8.7 | 26.2 | 48.2 | | 24.7 | | | | |
| Green Ext Time (p_c), s | 0.0 | 5.1 | 0.4 | 0.2 | 1.0 | 2.9 | | 2.1 | | | | |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 43.7 |
| HCM 7th LOS | D |

**Notes**

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 861 | 612 | 3 | 1 | 1 |
| Future Vol, veh/h | 1 | 861 | 612 | 3 | 1 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 897 | 638 | 3 | 1 | 1 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 641 | 0 | - | 0 | 1538 | 639 |
| Stage 1 | - | - | - | - | 639 | - |
| Stage 2 | - | - | - | - | 899 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 944 | - | - | - | 127 | 476 |
| Stage 1 | - | - | - | - | 526 | - |
| Stage 2 | - | - | - | - | 397 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 944 | - | - | - | 127 | 476 |
| Mov Cap-2 Maneuver | - | - | - | - | 127 | - |
| Stage 1 | - | - | - | - | 525 | - |
| Stage 2 | - | - | - | - | 397 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.01 | 0 | 23.13 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 2 | - | - | - | 201 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.01 |
| HCM Ctrl Dly (s/v) | 8.8 | 0 | - | - | 23.1 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 20 | 841 | 596 | 5 | 7 | 16 |
| Future Vol, veh/h | 20 | 841 | 596 | 5 | 7 | 16 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 21 | 885 | 627 | 5 | 7 | 17 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 633 | 0 | - | 0 | 1557 | 630 |
| Stage 1 | - | - | - | - | 630 | - |
| Stage 2 | - | - | - | - | 927 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 950 | - | - | - | 124 | 482 |
| Stage 1 | - | - | - | - | 531 | - |
| Stage 2 | - | - | - | - | 385 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 950 | - | - | - | 119 | 482 |
| Mov Cap-2 Maneuver | - | - | - | - | 119 | - |
| Stage 1 | - | - | - | - | 508 | - |
| Stage 2 | - | - | - | - | 385 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0.21 | 0 | 20.99 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 42 | - | - | - | 249 |
| HCM Lane V/C Ratio | 0.022 | - | - | - | 0.097 |
| HCM Ctrl Dly (s/v) | 8.9 | 0 | - | - | 21 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 80.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 100 | 275 | 324 | 84 | 284 | 556 |
| Future Vol, veh/h | 100 | 275 | 324 | 84 | 284 | 556 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 109 | 299 | 352 | 91 | 309 | 604 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1620 | 398 | 0 | 0 | 443 | 0 |
| Stage 1 | 398 | - | - | - | - | - |
| Stage 2 | 1222 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 113 | 652 | - | - | 1117 | - |
| Stage 1 | 679 | - | - | - | - | - |
| Stage 2 | 279 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | ~ 66 | 652 | - | - | 1117 | - |
| Mov Cap-2 Maneuver | ~ 66 | - | - | - | - | - |
| Stage 1 | 396 | - | - | - | - | - |
| Stage 2 | 279 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | $ 341.06 | 0 | 3.2 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 248 | 609 | - |
| HCM Lane V/C Ratio | - | - | 1.641 | 0.276 | - |
| HCM Ctrl Dly (s/v) | - | - | $ 341.1 | 9.5 | 0 |
| HCM Lane LOS | - | - | F | A | A |
| HCM 95th %tile Q(veh) | - | - | 25.8 | 1.1 | - |

| Notes | |
|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s |
| +: Computation Not Defined | *: All major volume in platoon |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.3 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 138 | 230 | 261 | 35 | 21 | 85 |
| Future Vol, veh/h | 138 | 230 | 261 | 35 | 21 | 85 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 150 | 250 | 284 | 38 | 23 | 92 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 322 | 0 | - | 0 | 853 | 303 |
| Stage 1 | - | - | - | - | 303 | - |
| Stage 2 | - | - | - | - | 550 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1238 | - | - | - | 330 | 737 |
| Stage 1 | - | - | - | - | 749 | - |
| Stage 2 | - | - | - | - | 578 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1238 | - | - | - | 283 | 737 |
| Mov Cap-2 Maneuver | - | - | - | - | 283 | - |
| Stage 1 | - | - | - | - | 644 | - |
| Stage 2 | - | - | - | - | 578 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 3.12 | 0 | 13.1 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 675 | - | - | - | 559 |
| HCM Lane V/C Ratio | 0.121 | - | - | - | 0.206 |
| HCM Ctrl Dly (s/v) | 8.3 | 0 | - | - | 13.1 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.4 | - | - | - | 0.8 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 8.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 68 | 112 | 18 | 12 | 133 | 32 | 7 | 29 | 13 | 31 | 85 | 156 |
| Future Vol, veh/h | 68 | 112 | 18 | 12 | 133 | 32 | 7 | 29 | 13 | 31 | 85 | 156 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 2 | 2 | 2 |
| Mvmt Flow | 76 | 126 | 20 | 13 | 149 | 36 | 8 | 33 | 15 | 35 | 96 | 175 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 185 | 0 | 0 | 146 | 0 | 0 | 513 | 501 | 136 | 489 | 493 | 167 |
| Stage 1 | - | - | - | - | - | - | 289 | 289 | - | 194 | 194 | - |
| Stage 2 | - | - | - | - | - | - | 224 | 212 | - | 295 | 299 | - |
| Critical Hdwy | 4.13 | - | - | 4.13 | - | - | 7.14 | 6.54 | 6.24 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.14 | 5.54 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.14 | 5.54 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.227 | - | - | 2.227 | - | - | 3.536 | 4.036 | 3.336 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1383 | - | - | 1430 | - | - | 469 | 469 | 907 | 489 | 477 | 877 |
| Stage 1 | - | - | - | - | - | - | 715 | 670 | - | 807 | 740 | - |
| Stage 2 | - | - | - | - | - | - | 774 | 723 | - | 713 | 666 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1383 | - | - | 1430 | - | - | 278 | 436 | 907 | 416 | 443 | 877 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 278 | 436 | - | 416 | 443 | - |
| Stage 1 | - | - | - | - | - | - | 671 | 629 | - | 799 | 732 | - |
| Stage 2 | - | - | - | - | - | - | 533 | 715 | - | 625 | 626 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 2.66 | 0.51 | 13.84 | 16.59 |
| HCM LOS | | | B | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 462 | 602 | - | - | 117 | - | - | 612 |
| HCM Lane V/C Ratio | 0.119 | 0.055 | - | - | 0.009 | - | - | 0.499 |
| HCM Ctrl Dly (s/v) | 13.8 | 7.8 | 0 | - | 7.5 | 0 | - | 16.6 |
| HCM Lane LOS | B | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.4 | 0.2 | - | - | 0 | - | - | 2.8 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.3 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 72 | 23 | 29 | 90 | 16 | 22 |
| Future Vol, veh/h | 72 | 23 | 29 | 90 | 16 | 22 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 5 | 5 | 3 | 3 |
| Mvmt Flow | 77 | 25 | 31 | 97 | 17 | 24 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 102 | 0 | 249 | 90 |
| Stage 1 | - | - | - | - | 90 | - |
| Stage 2 | - | - | - | - | 159 | - |
| Critical Hdwy | - | - | 4.15 | - | 6.43 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.43 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.43 | - |
| Follow-up Hdwy | - | - | 2.245 | - | 3.527 | 3.327 |
| Pot Cap-1 Maneuver | - | - | 1471 | - | 737 | 965 |
| Stage 1 | - | - | - | - | 931 | - |
| Stage 2 | - | - | - | - | 867 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1471 | - | 721 | 965 |
| Mov Cap-2 Maneuver | - | - | - | - | 721 | - |
| Stage 1 | - | - | - | - | 910 | - |
| Stage 2 | - | - | - | - | 867 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 1.83 | 9.48 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 845 | - | - | 439 | - |
| HCM Lane V/C Ratio | 0.048 | - | - | 0.021 | - |
| HCM Ctrl Dly (s/v) | 9.5 | - | - | 7.5 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.1 | - |

# Site Driveway w/ Turn L anes

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.3 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 47 | 247 | 244 | 12 | 32 | 128 |
| Future Vol, veh/h | 47 | 247 | 244 | 12 | 32 | 128 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 235 | - | - | 175 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 51 | 268 | 265 | 13 | 35 | 139 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 278 | 0 | - | 0 | 636 | 265 |
| Stage 1 | - | - | - | - | 265 | - |
| Stage 2 | - | - | - | - | 371 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1284 | - | - | - | 442 | 773 |
| Stage 1 | - | - | - | - | 779 | - |
| Stage 2 | - | - | - | - | 698 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1284 | - | - | - | 424 | 773 |
| Mov Cap-2 Maneuver | - | - | - | - | 424 | - |
| Stage 1 | - | - | - | - | 748 | - |
| Stage 2 | - | - | - | - | 698 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 1.27 | 0 | 12.33 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1284 | - | - | - | 664 |
| HCM Lane V/C Ratio | 0.04 | - | - | - | 0.262 |
| HCM Ctrl Dly (s/v) | 7.9 | - | - | - | 12.3 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.2 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 138 | 230 | 261 | 35 | 21 | 85 |
| Future Vol, veh/h | 138 | 230 | 261 | 35 | 21 | 85 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 235 | - | - | 175 | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 150 | 250 | 284 | 38 | 23 | 92 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 322 | 0 | - | 0 | 834 | 284 |
| Stage 1 | - | - | - | - | 284 | - |
| Stage 2 | - | - | - | - | 550 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1238 | - | - | - | 338 | 755 |
| Stage 1 | - | - | - | - | 764 | - |
| Stage 2 | - | - | - | - | 578 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1238 | - | - | - | 297 | 755 |
| Mov Cap-2 Maneuver | - | - | - | - | 297 | - |
| Stage 1 | - | - | - | - | 672 | - |
| Stage 2 | - | - | - | - | 578 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 3.12 | 0 | 12.76 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1238 | - | - | - | 579 |
| HCM Lane V/C Ratio | 0.121 | - | - | - | 0.199 |
| HCM Ctrl Dly (s/v) | 8.3 | - | - | - | 12.8 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.4 | - | - | - | 0.7 |

# Appendix D

# Growth Rate Summary

| Growth Rate Based on U.S Census Bureau | | | |
|---|---|---|---|
| Geographic Area | 2010 Census | 2020 Census | 2010-2020 Population % Change |
| Hall County | 179,684 | 203,136 | 1.2% |
| Average | | | 1.2% |

| GDOT Historical Growth Rate | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Location | Station ID | 2026 | 2025 | 2024 | 2023 | 2022 | 2021 | 2020 | 2019 | 2018 | 2017 | 2016 | 2015 | 2014 | 2013 | 2012 | 2011 | 2010 | 5 year | 10 year | 15 year |
| SR 13/Atlanta Highway west of SR 332/Poplar Springs Road | 139-0176 | - | 12404 | - | - | 11994 | - | - | 12548 | 13244 | - | 11124 | - | 12020 | - | 12061 | - | - | - | 1.2% | 0.2% |
| SR 332/Poplar Springs Road south of E Reed Road | 139-0178 | - | 7125 | | | 7194 | - | - | 6768 | 6642 | - | 4982 | - | 5630 | - | 5132 | - | - | - | 4.1% | 2.6% |
| SR 332/Poplar Springs Road south of SR 13/Atlanta Highway | 139-0394 | - | 14424 | - | 12856 | - | 12528 | - | 11032 | - | + | - | 10730 | - | 10104 | - | 10484 | - | - | 3.0% | 2.3% |
| 5,10, &15 - Year Average | | | | | | | | | | | | | | | | | | | - | 2.8% | 1.7% |
| Weighted Average | | | | | | | | | | | | | | | | | | | 2.2% | | |

Due to COVID-19, the growth rate calculations did not consider data from March 2020 to July 2022. Instead, the latest count data available before 2020 was used to calculate the 5-year growth rate.

| Growth Rate Based on Georgia Governor's Office of Planning and Budget Annual Population | | |
|---|---|---|
| Year | County Population | Growth Rate |
| 2026 | 230125 | |
| 2031 | 246423 | 1.4% |
| Average | | 1.4% |

| Growth Rate Based on Regional Economic Models, Inc. Employment Projections | | |
|---|---|---|
| Year | County Population | Growth Rate |
| 2026 | 134079 | |
| 2031 | 137965 | 0.6% |
| Average | | 0.6% |

| Growth Rate Based on Regional Economic Models, Inc. Population Projections | | |
|---|---|---|
| Year | County Population | Growth Rate |
| 2026 | 221960 | |
| 2031 | 232000 | 0.9% |
| Average | | 0.9% |

| | |
|---|---|
| Average | 1.3% |

# Appendix E

# Trip Generation Report

# Single-Family Detached Housing
(210)

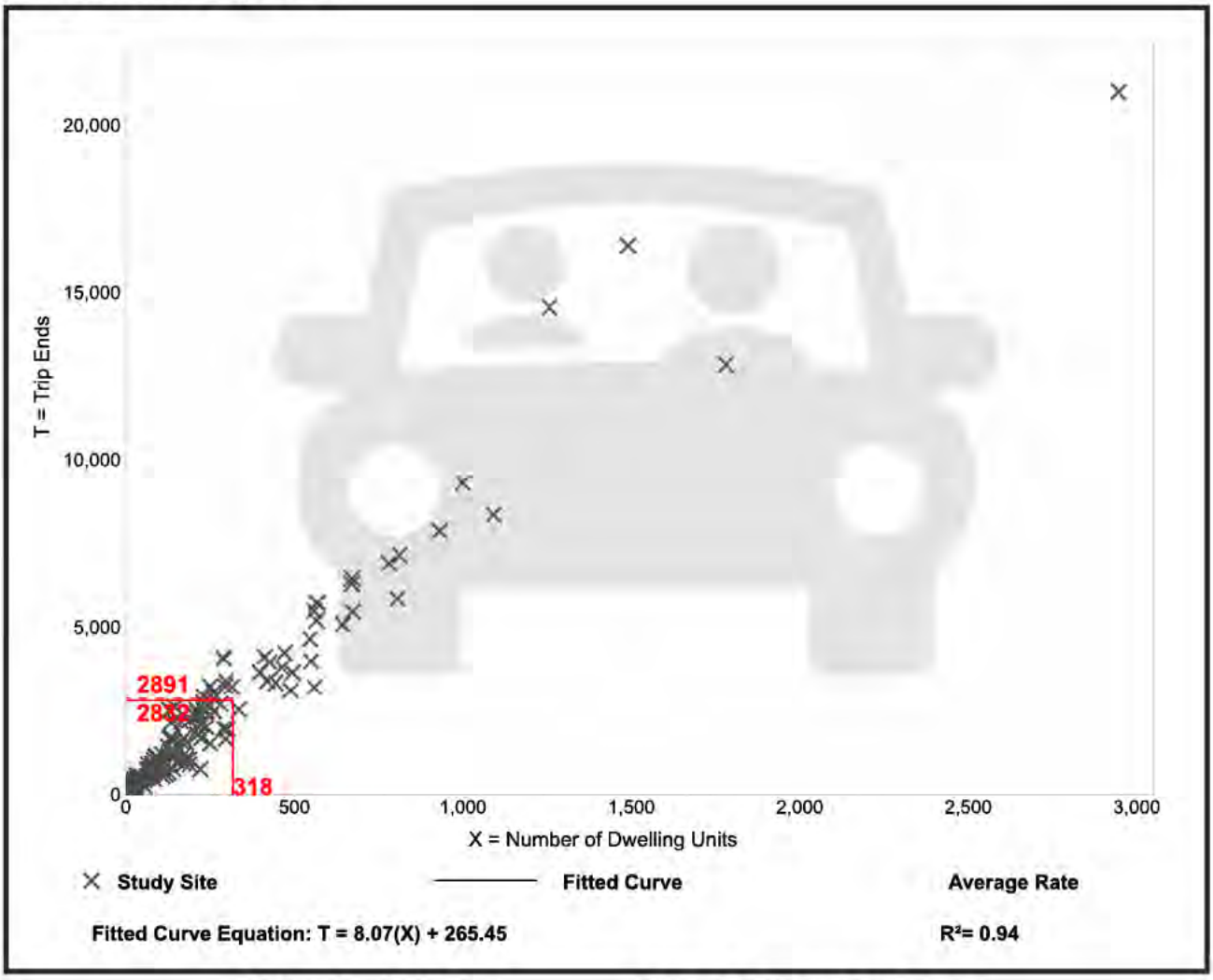
**Vehicle Trip Ends vs:** **Dwelling Units**
**On a:** **Weekday**

**Setting/Location:** **General Urban/Suburban**
Number of Studies: 155
Avg. Num. of Dwelling Units: 261
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 9.09 | 3.47 - 23.80 | 2.29 |

## Data Plot and Equation



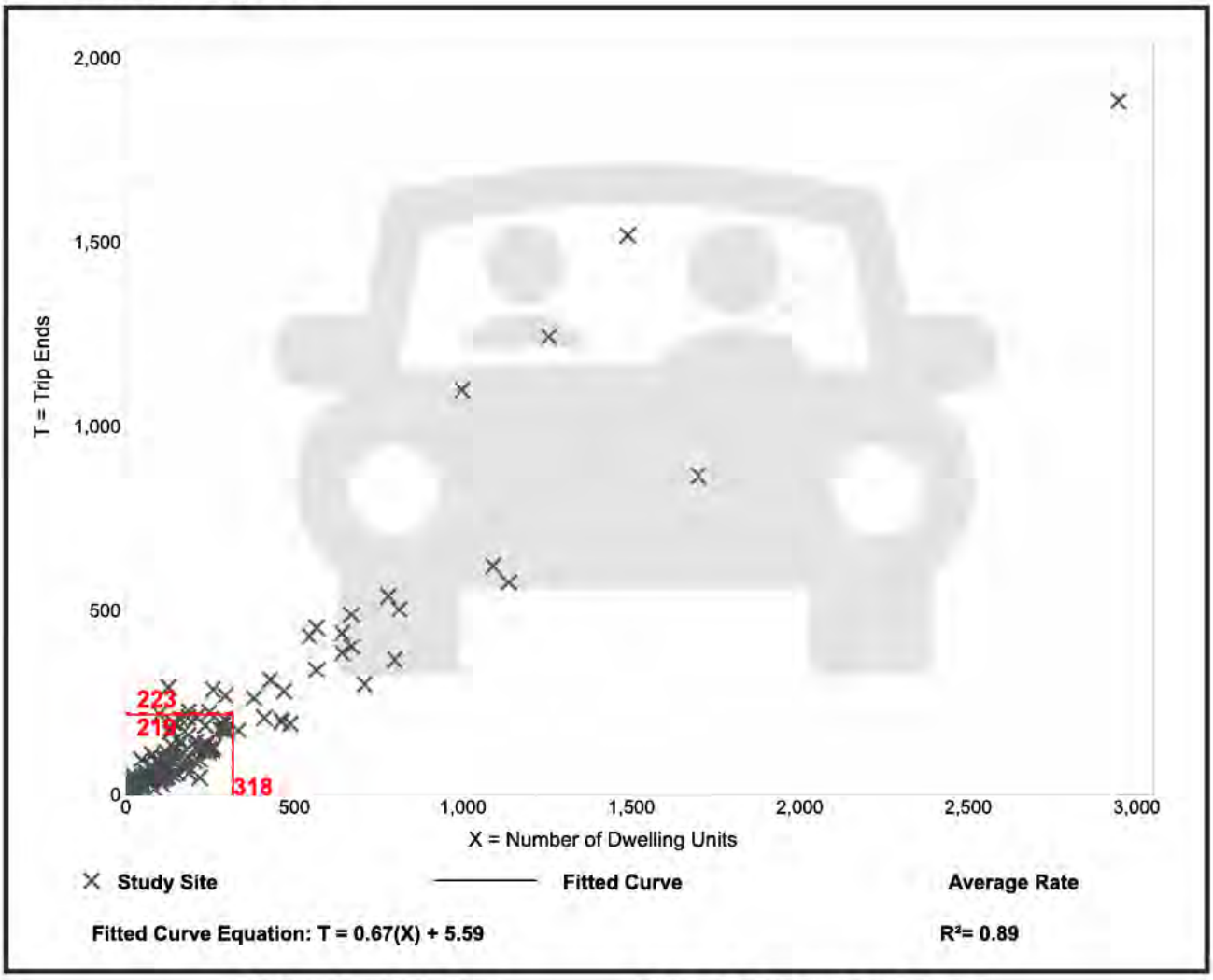
# Single-Family Detached Housing
(210)

**Vehicle Trip Ends vs:** **Dwelling Units**
**On a:** **Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 7 and 9 a.m.**
**Setting/Location:** **General Urban/Suburban**
Number of Studies: 153
Avg. Num. of Dwelling Units: 239
Directional Distribution: 27% entering, 73% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.70 | 0.22 - 2.27 | 0.26 |

## Data Plot and Equation



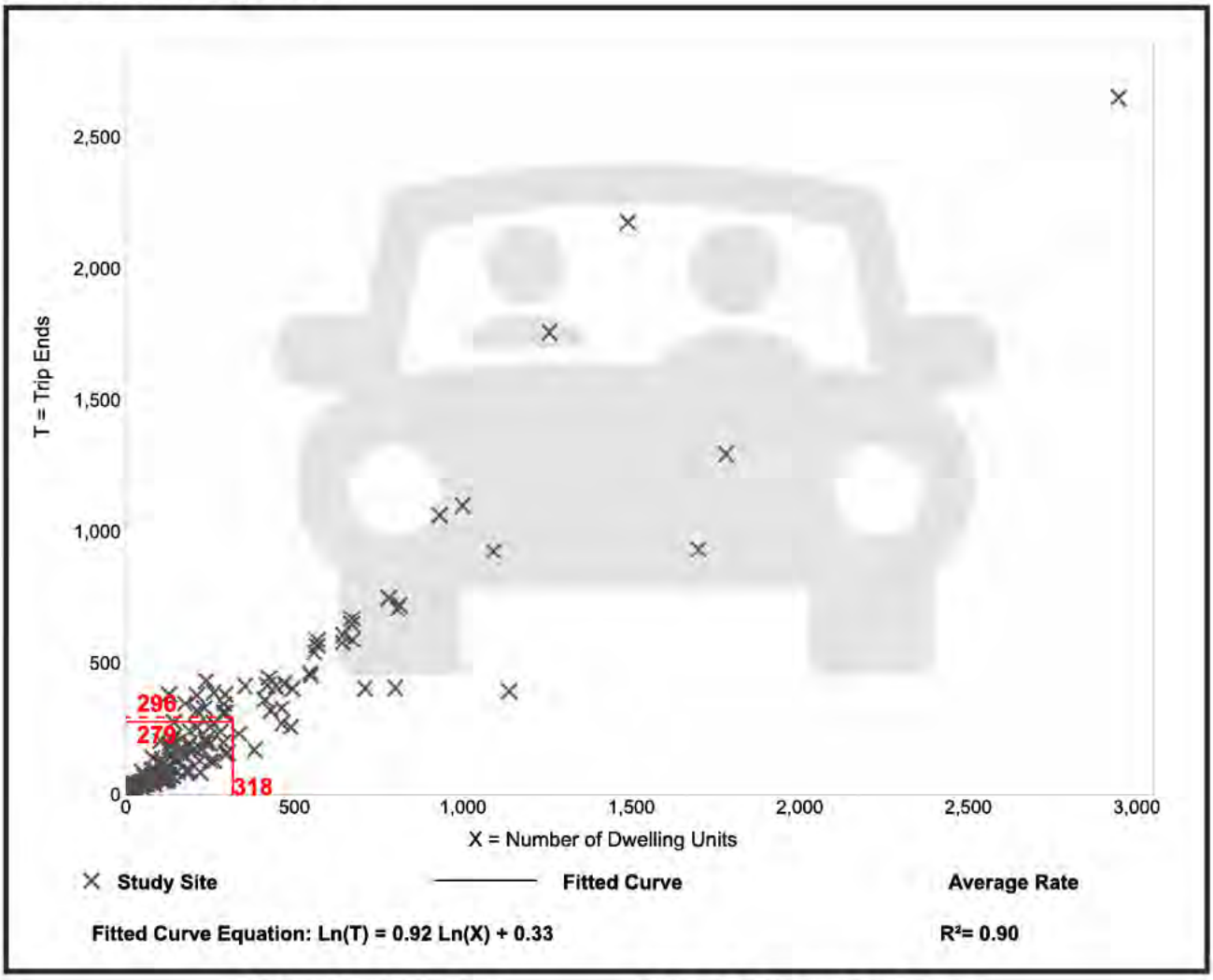
# Single-Family Detached Housing
(210)

**Vehicle Trip Ends vs:** **Dwelling Units**
**On a:** **Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 4 and 6 p.m.**
**Setting/Location:** **General Urban/Suburban**
Number of Studies: 166
Avg. Num. of Dwelling Units: 266
Directional Distribution: 62% entering, 38% exiting

## Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.93 | 0.35 - 2.98 | 0.33 |

## Data Plot and Equation



# Appendix F

# ICE Analysis

# GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 11/13/2023

| | | | | | |
|---|---|---|---|---|---|
| GDOT PI#: | N/A | Request By: | Cook Development | | |
| County: | Hall | GDOT District: 1 - Gainesville | | | |
| Major Road: | SR 332 | Road Class: | Minor Arterial | Speed Limit: | 35 mph |
| Crossing Road: | Poplar Ch Rd | Road Class: | Local | Speed Limit: | 45 mph |
| Major Rd Direction: | North/South | Area Type: | Urban | | |
| Intersection Control: | Conventional (Minor Stop) | | | Project ID: | N/A |
| Prepared By: | SEI - NNC | | | Date: | 9/17/2026 |
| Project Purpose: | Identify intersection control improvements needed to mitigate the impact of the Village at Tanner Estate development. | | | | |

| | |
|---|---|
| Existing Data Year: | 2026 |
| Project Opening Year: | 2031 |
| Project Design Year: | 2031 |
| Annual Growth Rate: | 1.3% |
| K Factor*: | 10% |

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

**APPROACH SPLITS:**

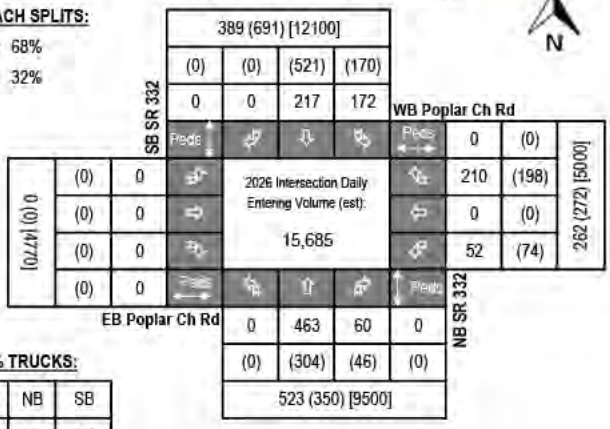
SR 332: 68%

Poplar Ch Rd: 32%

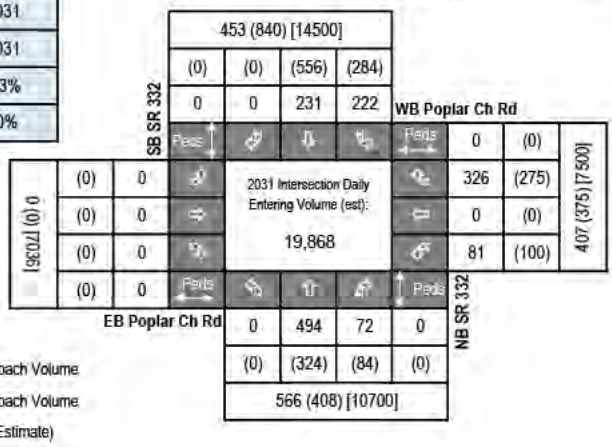
**PEAK HR % TRUCKS:**

| EB | WB | NB | SB |
|---|---|---|---|
| 1% | 5% | 3% | 3% |

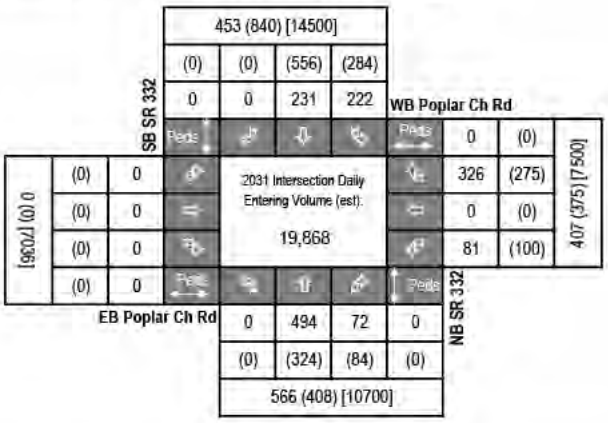
## 2026 EXISTING YEAR VOLUMES




## 2031 OPENING YEAR VOLUMES




## 2031 DESIGN YEAR VOLUMES




**LEGEND:**

000 = AM Peak Approach Volume

(000) = PM Peak Approach Volume

[000] = ADT Volume (Estimate)

---

**Introduction:** In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

**Tool Goal:** The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

**Requirements:** An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: **1)** the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or **2)** the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the **"Waiver"** tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

**Two-Stage Process:** A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

**Stage 1: Screening Decision Record:** Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to *eliminate* non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

**Stage 2: Alternative Selection Decision Record:** Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

**Documentation:** A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

# GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 11/13/2023

| | |
|---|---|
| GDOT PI # | N/A |
| Project Location: | SR 332 @ Poplar Ch Rd |
| Existing Control: | Conventional (Minor Stop) |
| Prepared by: | SEI - NNC |
| Date: | 9/17/2026 |

*Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column*

**Note:** Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2

| | **Intersection Alternative** (see "Intersections" tab for detailed description of intersection/interchange type) | 1. Does alternative address the project need in a balanced manner and in scale with the project? | 2. Does alternative improve safety performance in terms of reducing severe crashes? | 3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists? | 4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)? | 5. Does alternative appear feasible given the site characteristics, constrains & location context? | 6. Does alternative appear feasible with respect to other project factors? | 7. Overall feasible alternative (select alternative for further evaluation in Stage 2)? | **Screening Decision Justification:** |
|---|---|---|---|---|---|---|---|---|---|
| Unsignalized Intersections | Conventional (Minor Stop) | **No** | **No** | **No** | **No** | **No** | **No** | **Yes** | Existing intersection Control |
| | Conventional (All-Way Stop) | No | No | No | No | No | No | No | Does not meet all-way stop volume warrant. |
| | Mini Roundabout | No | No | No | No | No | No | No | Single-lane roundabout preferred. |
| | Single Lane Roundabout | **Yes** | **Yes** | **Yes** | **Yes** | **No** | **Yes** | **Yes** | Potential Alternative |
| | Multilane Roundabout | No | No | No | No | No | No | No | Not feasible because of its proximity to the cemetery. |
| | RCUT (stop control) | No | No | No | No | No | No | No | No feasible U-turn location downstream. |
| | RIRO w/down stream U-Turn | No | No | No | No | No | No | No | No feasible U-turn location downstream. |
| | High-T (unsignalized) | No | No | No | No | No | No | No | Not a T intersection. |
| | Offset-T Intersections | No | No | No | No | No | No | No | Not enough right-of-way to convert to offset-T intersections. |
| | Diamond Interch (Stop Control) | No | No | No | No | No | No | No | Voulmes don't warrant a grade seperation. |
| | Diamond Interch (RAB Control) | No | No | No | No | No | No | No | Voulmes don't warrant a grade seperation. |
| | Add one LT Lane on SR 332<br>Add one RT Lane on SR 332 | **Yes** | **Yes** | **No** | **Yes** | **No** | **Yes** | **Yes** | Potential Alternative |
| | Other unsignalized (provide description): | No | No | No | No | No | No | No | Does not meet signal warrants. |
| Signalized Intersections | Traffic Signal | No | No | No | No | No | No | No | Does not meet signal warrants. |
| | Median U-Turn (Indirect Left) | No | No | No | No | No | No | No | Does not meet signal warrants. |
| | RCUT (signalized) | No | No | No | No | No | No | No | Does not meet signal warrants. |
| | Displaced Left Turn (CFI) | No | No | No | No | No | No | No | Does not meet signal warrants. |
| | Continuous Green-T | No | No | No | No | No | No | No | Does not meet signal warrants. |
| | Jughandle | No | No | No | No | No | No | No | Does not meet signal warrants. |
| | Quadrant Roadway | No | No | No | No | No | No | No | Does not meet signal warrants. |
| | Diamond Interch (Signal Control) | No | No | No | No | No | No | No | Voulmes don't warrant a grade seperation. |
| | Diverging Diamond | No | No | No | No | No | No | No | Voulmes don't warrant a grade seperation. |
| | Single Point Interchange | No | No | No | No | No | No | No | Voulmes don't warrant a grade seperation. |
| | No LT Lane Improvements<br>No RT Lane Improvements | No | No | No | No | No | No | No | Does not meet signal warrants. |
| | Other Signalized (provide description): | No | No | No | No | No | No | No | Does not meet signal warrants. |

☐ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

# GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

ICE Version 2.0 (Revised 11/13/2020)

Project Location: SR 332 @ Poplar Ch Rd
Existing Intersection Control: Conventional (Minor Stop)
Type of Analysis: Conventional Non-Safety Funded Project

District: 1 - Gainesville
County: Hall
Area: Urban

GDOT PI #: N/A
Prepared by: SEI - NNC
Date: 9/17/2026

## Opening / Design Year Traffic Operations

| | | |
|---|---|---|
| Intersection meets signal/AWS warrants? | None | |
| Traffic Analysis Measure of Effectiveness | Intersection Delay | |
| Traffic Analysis Software Used | Synchro | |
| Analysis Time Period | AM Peak Hr | PM Peak Hr |
| 2031 Opening Yr No-Build Peak Hr Intersection Delay | 25.1 sec | 341.1 sec |
| 2031 Opening Yr No-Build Peak Hr Intersection V/C | 0.73 | 1.64 |
| 2031 Design Yr No-Build Peak Hr Intersection Delay | 25.1 sec | 341.1 sec |
| 2031 Design Yr No-Build Peak Hr Intersection V/C ratio | 0.73 | 1.64 |

Complete Streets Warrants Met?

- ☐ PEDESTRIANS
- ☐ BICYCLES
- ☐ TRANSIT

| Crash Data: Enter most recent 5 years of crash data | Crash Severity | | | | | Years: |
|---|---|---|---|---|---|---|
| Crash Type | K* | A* | B* | C* | O | 5 |
| Angle | 0 | 0 | 0 | 1 | 6 | 37% |
| Head-On | 0 | 0 | 0 | 0 | 0 | 0% |
| Rear End | 0 | 0 | 0 | 2 | 8 | 53% |
| Sideswipe - same | 0 | 0 | 0 | 0 | 0 | 0% |
| Sideswipe - opposite | 0 | 0 | 0 | 0 | 0 | 0% |
| Not Collision w/Motor Veh | 0 | 0 | 0 | 0 | 2 | 11% |
| TOTALS: | 0 | 0 | 0 | 3 | 16 | 19 |

* Number of crashes resulting in injuries / fatalities, not number of persons

## Alternatives Analysis:

| | Alternative 1 | Alternative 2 | Alternative 3 | Alternative 4 | Alternative 5 |
|---|---|---|---|---|---|
| Proposed Control Type/Improvement: | Conventional (Minor Stop) | Single Lane Roundabout | Add LT and RT Lanes | N/A | N/A |
| **Project Cost: (From CostEst Worksheet)** | *Additional description here* | *Additional description here* | *Additional description here* | *Additional description here* | *Additional description here* |
| Construction Cost | $0 | $1,391,000 | $260,000 | | |
| ROW Cost | $0 | $348,000 | $0 | | |
| Environmental Cost | $0 | $0 | $0 | | |
| Reimbursable Utility Cost | $0 | $16,000 | $3,000 | | |
| Design & Contingency Cost | $0 | $392,000 | $65,000 | | |
| Cost Adjustment (justification req'd) | 0% | 0% | 0% | | |
| Total Cost | $0 | $2,147,000 | $328,000 | | |

## Traffic Operations:

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Traffic Analysis Software Used | Synchro | | Sidra | | Synchro | | | | | |
| Analysis Period | AM Peak Hr | PM Peak Hr | AM Peak Hr | PM Peak Hr | AM Peak Hr | PM Peak Hr | | | | |
| 2031 Design Yr Build Intersection Delay | 25.1 sec | 341.1 sec | 11.2 sec | 15.4 sec | 21.0 sec | 17.4 sec | | | | |
| 2031 Design Yr Build Intersection V/C | 0.73 | 1.64 | 0.46 | 0.78 | 0.67 | 0.59 | | | | |

## Safety Analysis:

| | | | | | |
|---|---|---|---|---|---|
| Predefined CRF: PDO | 0% | 39% | 16% | | |
| Predefined CRF: Fatal/Inj | 0% | 78% | 13% | | |
| Predefined CRF Source: | CRF unavailable; provide user defined CRF below | FHWA Clearinghouse #s 233 / 234 | FHWA Clearinghouse #s 270&285 / 274&288 | | |
| User Defined CRF: PDO | | | | | |
| User Defined CRF: Fatal/Inj | | | | | |
| User Defined CRF Source (write in if applicable): | | | | | |

## Environmental Impacts:[1]

| | | | | | |
|---|---|---|---|---|---|
| Historic District/Property | None | None | None | | |
| Archaeology Resources | None | None | None | | |
| Graveyard | None | None | None | | |
| Stream | None | None | None | | |
| Underground Tank/Hazmat | None | None | None | | |
| Park Land | None | None | None | | |
| EJ Community | None | None | None | | |
| Wooded Area | None | None | None | | |
| Wetland | None | None | None | | |

*Note: If environmental impact is significant (RED), provide justification impact won't jeopardize project delivery using "Env" worksheet*

[1] *Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept report*

## Stakeholder Posture:

| | | | | | |
|---|---|---|---|---|---|
| Local Community Support | Unknown | Unknown | Unknown | | |
| GDOT Support | Unknown | Unknown | Unknown | | |

| | | | | | |
|---|---|---|---|---|---|
| **Final ICE Stage 2 Score:** | 3.0 | 5.1 | 4.5 | | |
| Rank of Control Type Alternatives: | 3 | 1 | 2 | | |
| Final Intersection Control Selection: | 1 - Single Lane Roundabout | | | | |

**Note:** Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met.

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):

Alternative #1 maintains the existing intersection control and lane configuration. Alternative #2 will install a single-lane roundabout, and Alternative #3 will add left- and right-turn lanes on SR 332.

# GDOT ICE TOOL: COST ESTIMATING AID

ICE Version 2.3| Revised 11/13/2023

**Project Information**

Location: SR 332 @ Poplar Ch Rd
Existing Intersection Control: Conventional (Minor Stop)
Type of Analysis: Conventional Non-Safety Funded Project
County: Hall
GDOT District: 1 - Gainesville
Area Type: Urban
Project#: N/A
Date: 9/17/2026
Preparer: SEI - NNC

**Table 1: Existing Conditions**

| | NB SR 332 | | | SB SR 332 | | | EB Poplar Ch Rd | | | WB Poplar Ch Rd | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement | Left Turn | Thru | Right Turn | Left Turn | Thru | Right Turn | Left Turn | Thru | Right Turn | Left Turn | Thru | Right Turn |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Lane Widths* | 0' | 12' | 0' | 0' | 12' | 0' | 0' | 8' | 0' | 0' | 12' | 0' |
| Bay Length** | 0' | | 0' | 0' | | 0' | 0' | | 0' | 0' | | 0' |
| Median Width | | 0' | | | 0' | | | 0' | | | 0' | |
| Right-of-Way | 75' | | | | | | 50' | | | | | |

**Table 2: Proposed Conditions**

| | Conventional (Minor Stop) | Single Lane Roundabout | Add LT and RT Lanes | N/A | N/A |
|---|---|---|---|---|---|
| Proposed Pavement Type | F.D. Asphalt | F.D. Asphalt | F.D. Asphalt | F.D. Asphalt | None |
| Reimbursable Utility: | Minimal | Minimal | Minimal | Minimal | Minimal |
| # of Driveway(s) Impacted | 0 | 3 | 0 | 0 | 0 |
| Modify/Replace Traffic Signal* | 0 | 0 | 0 | 0 | 0 |
| Lighting Poles (ea) | 0 | 8 | 0 | 0 | 0 |
| Flashing Beacons (ea) | 0 | 0 | 0 | 0 | 0 |
| RFB/PHB Ped Crossings (ea) | 0 | 0 | 0 | 0 | 0 |
| New/Replace Sidewalks (LF) | 0' | 0' | 0' | 0' | 0' |
| New/Replace Cross Drains (LF) | 0' | 0' | 0' | 0' | 0' |
| New/Replace Guardrail (LF) | 0' | 0' | 0' | 0' | 0' |
| New Retaining Wall (LF) | 0' | 0' | 0' | 0' | 0' |
| Bridge:New/Widen/Replace (sqft) | 0 | 0 | 0 | 0 | 0 |
| Add'l ROW/Easements/Demolition | $0 | $0 | $0 | $0 | $0 |

**Site Context**

| | |
|---|---|
| Topography: | Rolling |
| Traffic Mgmt Plan: | Maintain Traffic |
| Project Size: | Single Intersection |

**Intersections**

| | |
|---|---|
| Signal Poles | Strain Pole |
| Design Vehicle | WB-67 |
| Existing Interchange? | No |

**Roundabouts**

| | |
|---|---|
| Inscribed DIA - Mini | 80 |
| Inscribed DIA - Single | 140 |
| Inscribed DIA - Multi | 200 |
| Circulating Lane Width | 18 |

**Cost Multipliers**

| | |
|---|---|
| Grading Complete: | 20% |
| Reimbursable Utility: | 2% |
| Traffic Control: | 20% |
| Project Size: | 0% |
| Prelim Engineering: | 15% |
| Project Contingency: | 20% |

**ROW Costs**

| | |
|---|---|
| Prevalent ROW Type: | Mixed (Average) |
| ROW Cost/Acre: | $266,993 |
| ROW Multiplier: | 1.6 |

**Table 3: Control Type Cost Breakdown**

| | Per Ln Mi | | Conventional (Minor Stop) | | Single Lane Roundabout | | Add LT and RT Lanes | | N/A | | N/A | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Pay Item | Unit Cost | Unit Cost | Quantity | Cost | Quantity | Cost | Quantity | Cost | Quantity | Cost | Quantity | Cost |
| New Construction (Base & Pave) | $500K/LM | $9.47/sqft | 0 | $0 | 34,624 | $442,639 | 9,000 | $85,227 | | | | |
| Roadway Mill and Overlay | $64K/LM | $1.21/sqft | 0 | $0 | 0 | $0 | 0 | $0 | | | | |
| Urban C&G/Drainage - both sides | 441-6720 | $22.00/LF | 0 | $0 | 2,767 | $82,168 | 2,000 | $44,000 | | | | |
| Rural Typ Drainage - both sides | $150K/LM | $2.84/LF | 0 | $0 | 0 | $0 | 0 | $0 | | | | |
| Concrete Island (sqyd) | n/a | $75.49/syd | 0 | $0 | 480 | $48,918 | 0 | $0 | | | | |
| Median Landscaping | $100K/LM | $1.89/LF | 0 | $0 | 3,000 | $7,670 | 0 | $0 | | | | |
| Typical Driveways Impacted (ea) | n/a | $7,500 ea | 0 | $0 | 3 | $30,375 | 0 | $0 | | | | |
| Typical E&S Control Temp/Perm | $150K/LM | $34.09/LF | 0 | $0 | 1,000 | $46,023 | 1,000 | $34,091 | | | | |
| Roundabout Truck Apron (sqft) | n/a | $23.00/sqft | 0 | $0 | 2,953 | $91,700 | 0 | $0 | | | | |
| Signing & Marking | $0 | $22.73/LF | 0 | $0 | 1,000 | $30,686 | 1,000 | $22,730 | | | | |
| Flashing Beacon (ea) | n/a | $20,000 ea | 0 | $0 | 0 | $0 | 0 | $0 | | | | |
| New Traffic Signal (Strain Poles) | 674-1000 | $73,030 | 0 | $0 | 0 | $0 | 0 | $0 | | | | |
| Lighting (per pole) | n/a | $4,700 ea | 0 | $0 | 8 | $50,760 | 0 | $0 | | | | |
| Signalized Ped Crossings (ea) | n/a | $5,782 ea | 0 | $0 | 0 | $0 | 0 | $0 | | | | |
| 6' Sidewalk (LF) | n/a | $41.95/LF | 0 | $0 | 0 | $0 | 0 | $0 | | | | |
| New/replace cross drains (LF) | n/a | $56.37/LF | 0 | $0 | 0 | $0 | 0 | $0 | | | | |
| Typical Guardrail (LF) | n/a | $70.00/LF | 0 | $0 | 0 | $0 | 0 | $0 | | | | |
| Retaining Wall (LF) | n/a | $633.25/LF | 0 | $0 | 0 | $0 | 0 | $0 | | | | |
| Bridge widen/replace (SF) | n/a | $210/sqft | 0 | $0 | 0 | $0 | 0 | $0 | | | | |
| Env Costs (from Stage 2 impacts) | n/a | n/a | 0 | $0 | 0 | $0 | 0 | $0 | | | | |
| Grading Complete - 20% | n/a | n/a | | $0 | | $336,530 | | $37,210 | | | | |
| Traffic Control - 20% | n/a | n/a | | $0 | | $224,353 | | $37,210 | | | | |
| Reimbursable Utility | n/a | n/a | | $0 | | $16,619 | | $3,721 | | | | |
| Preliminary Engineering - 15% | n/a | n/a | | $0 | | $168,265 | | $27,907 | | | | |
| Contigency - 20% | n/a | n/a | | $0 | | $224,353 | | $37,210 | | | | |
| ROW Cost/Acre: Mixed (Average) | n/a | $266,993ac | | $0 | | $217,505 | | $0 | | | | |
| Add'l ROW / Displacement / Demo | n/a | n/a | | $0 | | $0 | | $0 | | | | |
| ROW Multiplier - 1.6 | n/a | n/a | | $0 | | $130,503 | | $0 | | | | |
| Project Scale Reduction - 0.0% | n/a | n/a | | $0 | | $0 | | $0 | | | | |
| **Grand Total Costs** | | | | **$0** | | **$2,149,000** | | **$329,000** | | | | |

**Table 4: Assumption Adjustments/Quantity Overrides**

| Alternative Evaluated | Assumptions: | Pavement | Calculated ROW (ac) | User Override* | Calculated Pavement | User Override* | Major ST Const Limits | User Override* | Minor ST Const Limits | User Override* |
|---|---|---|---|---|---|---|---|---|---|---|
| Conventional (Minor Stop) | N/A | F.D. Asphalt | 0.00 | 0.0 | 0 | 0.0 | 70 | 0.0 | 70 | 0.0 |
| Single Lane Roundabout | High Speed Roundabout | F.D. Asphalt | 0.81 | 0.0 | 34,624 | 0.0 | 500 | 0.0 | 500 | 0.0 |
| Add LT and RT Lanes | N/A | F.D. Asphalt | 0.00 | 0.0 | 9,000 | 0.0 | 1,000 | 0.0 | 0 | 0.0 |
| N/A | #N/A | F.D. Asphalt | #N/A | #N/A | #N/A | #N/A | #N/A | #N/A | #N/A | #N/A |
| N/A | #N/A | None | #N/A | #N/A | #N/A | #N/A | #N/A | #N/A | #N/A | #N/A |

# GDOT ICE Stage 2 Analysis Computation Sheet

ICE Version 2.3| Revised 11/13/2023

| | | | | | | |
|---|---|---|---|---|---|---|
| Cost Estimates | Alternative: | Conventional (Minor Stop) | Single Lane Roundabout | Add LT and RT Lanes | N/A | N/A |
| | Average Cost = $825,000 | $0 | $2,147,000 | $328,000 | $0 | $0 |
| | <50% of Avg Costs: | $ 412,500 | 10 pts | | | |
| | >200% of Avg Costs: | > $ 1,650,000 | 0 pts | | | |
| | **Cost Score:** | **10.00** | **0.00** | **10.00** | **0.00** | **0.00** |
| Operations | Delay & V/C | Intersection Delay (50%) | | | V/C Ratio (50%) | |
| | Min Delay: | 0.0 | 10 pts | Min V/C: | 0.25 | 10 pts |
| | Worst Operations: | 80.0 | 0 pts | Max Capacity | 1.00 | 0 pts |
| | Max Delay: | 240.0 | -10 pts | Max V/C: | 2.00 | -10 pts |
| | Delay Score (Avg AM/PM): | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | V/C Score (Avg AM/PM): | -1.83 | 5.07 | 4.93 | 0.00 | 0.00 |
| | Delay, V/C Ops Score: | -0.91 | 2.53 | 2.46 | 0.00 | 0.00 |
| | Network Delay (avg AM/PM) | 0.0 | 0.0 | 0.0 | 0.00 | 0.0 |
| | Average of Network Delay: | #DIV/0! | | | | |
| | <50% of Avg Network Delay: | #DIV/0! | 10 pts | | | |
| | >200% of Avg Network Delay: | #DIV/0! | 0 pts | | | |
| | **Network Ops Score:** | **#DIV/0!** | **#DIV/0!** | **#DIV/0!** | **#DIV/0!** | **#DIV/0!** |
| Safety | CRF ID Look-Up: | 101 | 104 | 198 | 100 | 100 |
| | CMF Source: | CRF unavailable; | FHWA | FHWA | CRF unavailable; | CRF unavailable; |
| | CMF Clearinghouse $ID_{PDO}$ | N/A | 233 | 270&285 | N/A | N/A |
| | CMF Clearhouse $ID_{FATAL/INJ}$ | N/A | 234 | 274&288 | N/A | N/A |
| | Clearinghouse $CRF_{PDO}$ | 0.00 | 0.39 | 0.16 | 0.00 | 0.00 |
| | Clearinghouse $CRF_{FATAL/INJ}$ | 0.00 | 0.78 | 0.13 | 0.00 | 0.00 |
| | Used $CRF_{PDO}$ | 0.00 | 0.39 | 0.16 | 0.00 | 0.00 |
| | Used $CRF_{FATAL/INJ}$ | 0.00 | 0.78 | 0.13 | 0.00 | 0.00 |
| | Weighted Crash Remain: | 136.0 | 11.2 | 115.8 | 136.0 | 136.0 |
| | Total Weighted Crashes: | 136.0 | 0 pts | | | |
| | No crashes: | 0.0 | 10 pts | | | |
| | **Safety Score:** | **0.00** | **9.18** | **1.48** | **0.00** | **0.00** |
| SSI Score | Crossing | #DIV/0! | - | Not Available | Not Available | Not Available |
| | Merging | #DIV/0! | #DIV/0! | Not Available | Not Available | Not Available |
| | Diverging | #DIV/0! | #DIV/0! | Not Available | Not Available | Not Available |
| | Non-Motor | #DIV/0! | #DIV/0! | Not Available | Not Available | Not Available |
| | **Intersection** | **#DIV/0!** | **#DIV/0!** | **Not Available** | **Not Available** | **Not Available** |
| Environmental | Historic | 0 | 0 | 0 | 0 | 0 |
| | Archaeology | 0 | 0 | 0 | 0 | 0 |
| | Graveyard | 0 | 0 | 0 | 0 | 0 |
| | Stream | 0 | 0 | 0 | 0 | 0 |
| | UST/Hazmat | 0 | 0 | 0 | 0 | 0 |
| | Park Land | 0 | 0 | 0 | 0 | 0 |
| | EJ Community | 0 | 0 | 0 | 0 | 0 |
| | Wooded Area | 0 | 0 | 0 | 0 | 0 |
| | Wetland | 0 | 0 | 0 | 0 | 0 |
| | **Environmental Score:** | **10.0** | **10.0** | **10.0** | **0.0** | **0.0** |
| Support | Local Citizen Support | 5 | 5 | 5 | 5 | 5 |
| | GDOT Central Support | 5 | 5 | 5 | 5 | 5 |
| | **Project Support Score:** | **5.0** | **5.0** | **5.0** | **0.0** | **0.0** |
| Evaluation Totals | Alternative: | Conventional (Minor Stop) | Single Lane Roundabout | Add LT and RT Lanes | N/A | N/A |
| | Cost Estimates - 20% | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 |
| | Operations - 32% | -0.29 | 0.81 | 0.79 | 0.00 | 0.00 |
| | Safety - 33% | 0.00 | 3.03 | 0.49 | 0.00 | 0.00 |
| | Environmental -10% | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| | Project Support - 5% | 0.25 | 0.25 | 0.25 | 0.00 | 0.00 |
| | **Total Score:** | **2.96** | **5.09** | **4.53** | **0.00** | **0.00** |
| Crash Benefit-Costs | K: (0) | 0 | 0 | 0 | 0 | 0 |
| | A: (0) | 0 | 0 | 0 | 0 | 0 |
| | B: (0) | 0 | 0 | 0 | 0 | 0 |
| | C: (3) | 3 | 3 | 3 | 3 | 3 |
| | O: (16) | 16 | 16 | 16 | 16 | 16 |
| | F/INJ weighted crash cost: | $129,000 | $129,000 | $129,000 | $129,000 | $129,000 |
| | Annual Safety Benefit: | $0 | $94,442 | $23,599 | $0 | $0 |
| | Annual Operations Benefit | $0 | $1,782,464 | $1,741,016 | $1,899,846 | $1,899,846 |
| | Annual Cost | $20,000 | $206,789 | $48,536 | $20,000 | $20,000 |
| | Operations B/C Ratio: | 0.00 | 8.62 | 35.87 | 94.99 | 94.99 |
| | Safety B/C Ratio: | 0.0 | 0.5 | 0.5 | 0.0 | 0.0 |
| | **Weighted B/C (100% Safety)** | **0.0** | **0.5** | **0.5** | **0.0** | **0.0** |

| Intersection | |
|---|---|
| Int Delay, s/veh | 8.7 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 81 | 326 | 494 | 72 | 222 | 231 |
| Future Vol, veh/h | 81 | 326 | 494 | 72 | 222 | 231 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 5 | 5 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 87 | 351 | 531 | 77 | 239 | 248 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1296 | 570 | 0 | 0 | 609 | 0 |
| Stage 1 | 570 | - | - | - | - | - |
| Stage 2 | 726 | - | - | - | - | - |
| Critical Hdwy | 6.45 | 6.25 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.45 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.45 | - | - | - | - | - |
| Follow-up Hdwy | 3.545 | 3.345 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 176 | 515 | - | - | 965 | - |
| Stage 1 | 560 | - | - | - | - | - |
| Stage 2 | 474 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 126 | 515 | - | - | 965 | - |
| Mov Cap-2 Maneuver | 126 | - | - | - | - | - |
| Stage 1 | 399 | - | - | - | - | - |
| Stage 2 | 474 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 25.06 | 0 | 4.88 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 604 | 832 | - |
| HCM Lane V/C Ratio | - | - | 0.725 | 0.247 | - |
| HCM Ctrl Dly (s/v) | - | - | 25.1 | 10 | 0 |
| HCM Lane LOS | - | - | D | A | A |
| HCM 95th %tile Q(veh) | - | - | 6.1 | 1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 80.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 100 | 275 | 324 | 84 | 284 | 556 |
| Future Vol, veh/h | 100 | 275 | 324 | 84 | 284 | 556 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 109 | 299 | 352 | 91 | 309 | 604 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1620 | 398 | 0 | 0 | 443 | 0 |
| Stage 1 | 398 | - | - | - | - | - |
| Stage 2 | 1222 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 113 | 652 | - | - | 1117 | - |
| Stage 1 | 679 | - | - | - | - | - |
| Stage 2 | 279 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | ~ 66 | 652 | - | - | 1117 | - |
| Mov Cap-2 Maneuver | ~ 66 | - | - | - | - | - |
| Stage 1 | 396 | - | - | - | - | - |
| Stage 2 | 279 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | $ 341.06 | 0 | 3.2 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 248 | 609 | - |
| HCM Lane V/C Ratio | - | - | 1.641 | 0.276 | - |
| HCM Ctrl Dly (s/v) | - | - | $ 341.1 | 9.5 | 0 |
| HCM Lane LOS | - | - | F | A | A |
| HCM 95th %tile Q(veh) | - | - | 25.8 | 1.1 | - |

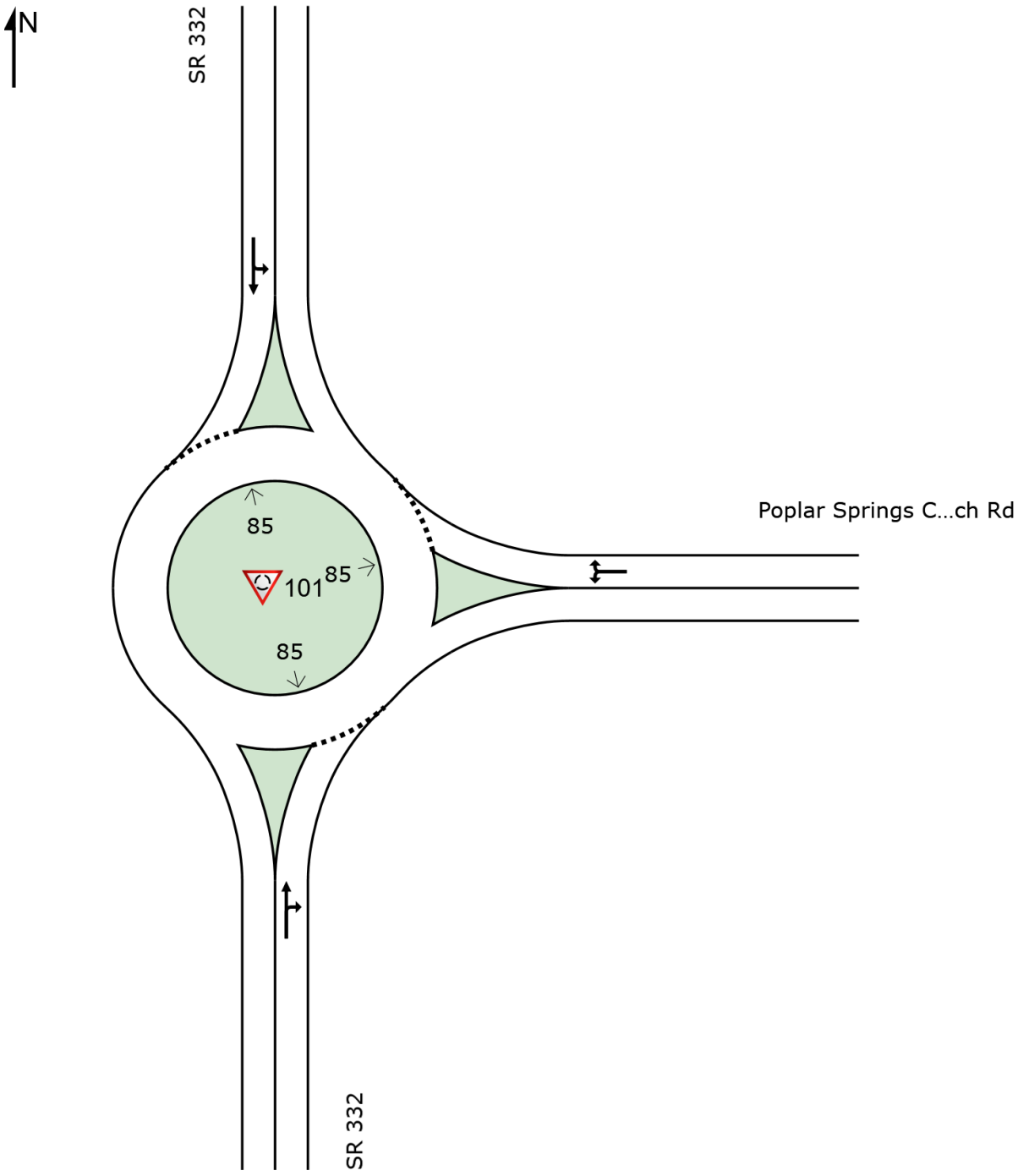
| Notes | |
|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s |
| +: Computation Not Defined | *: All major volume in platoon |

# SITE LAYOUT

## Site: 101 [Build AM (2031) (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



# LANE SUMMARY

## Site: 101 [Build AM (2031) (Site Folder: General)]

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228**

New Site
Site Category: (None)
Roundabout

### Lane Use and Performance

| | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh | Dist ] ft | Lane Config | Lane Length ft | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: SR 332 | | | | | | | | | | | | | | | |
| Lane 1[d] | 609 | 3.0 | 609 | 3.0 | 1035 | 0.588 | 100 | 11.0 | LOS B | 5.2 | 132.9 | Full | 2000 | 0.0 | 0.0 |
| Approach | 609 | 3.0 | 609 | 3.0 | | 0.588 | | 11.0 | LOS B | 5.2 | 132.9 | | | | |
| East: Poplar Springs Church Rd | | | | | | | | | | | | | | | |
| Lane 1[d] | 341 | 5.0 | 341 | 5.0 | 737 | 0.463 | 100 | 11.2 | LOS B | 3.6 | 93.6 | Full | 2000 | 0.0 | 0.0 |
| Approach | 341 | 5.0 | 341 | 5.0 | | 0.463 | | 11.2 | LOS B | 3.6 | 93.6 | | | | |
| North: SR 332 | | | | | | | | | | | | | | | |
| Lane 1[d] | 487 | 3.0 | 487 | 3.0 | 1182 | 0.412 | 100 | 7.0 | LOS A | 3.4 | 85.9 | Full | 2000 | 0.0 | 0.0 |
| Approach | 487 | 3.0 | 487 | 3.0 | | 0.412 | | 7.0 | LOS A | 3.4 | 85.9 | | | | |
| All Vehicles | 1437 | 3.5 | 1437 | 3.5 | | 0.588 | | 9.7 | LOS A | 5.2 | 132.9 | | | | |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

### Approach Lane Flows (veh/h)

South: SR 332

| Mov: From S To Exit: | T1 N | R2 E | Total | %HV | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Prob. SL Ov. % | Ov Lane No. |
|---|---|---|---|---|---|---|---|---|---|
| Lane 1 | 531 | 77 | 609 | 3.0 | 1035 | 0.588 | 100 | NA | NA |
| Approach | 531 | 77 | 609 | 3.0 | | 0.588 | | | |

East: Poplar Springs Church Rd

| Mov: From E To Exit: | L2 S | R2 N | Total | %HV | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Prob. SL Ov. % | Ov Lane No. |
|---|---|---|---|---|---|---|---|---|---|
| Lane 1 | 87 | 254 | 341 | 5.0 | 737 | 0.463 | 100 | NA | NA |
| Approach | 87 | 254 | 341 | 5.0 | | 0.463 | | | |

North: SR 332

| Mov. From N To Exit: | L2 E | T1 S | Total | %HV | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Prob. SL Ov. % | Ov. Lane No. |
|---|---|---|---|---|---|---|---|---|---|
| Lane 1 | 239 | 248 | 487 | 3.0 | 1182 | 0.412 | 100 | NA | NA |
| Approach | 239 | 248 | 487 | 3.0 | | 0.412 | | | |

| | Total | %HV | Deg.Satn (v/c) |
|---|---|---|---|
| All Vehicles | 1437 | 3.5 | 0.588 |

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

## Merge Analysis

| | Exit Lane Number | Short Lane Length ft | Percent Opng in Lane % | Opposing Flow Rate veh/h | Opposing Flow Rate pcu/h | Critical Gap sec | Follow-up Headway sec | Lane Flow Rate veh/h | Capacity veh/h | Deg. Satn v/c | Min. Delay sec | Merge Delay sec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| There are no Exit Short Lanes for Merge Analysis at this Site. | | | | | | | | | | | | |

## Variable Demand Analysis

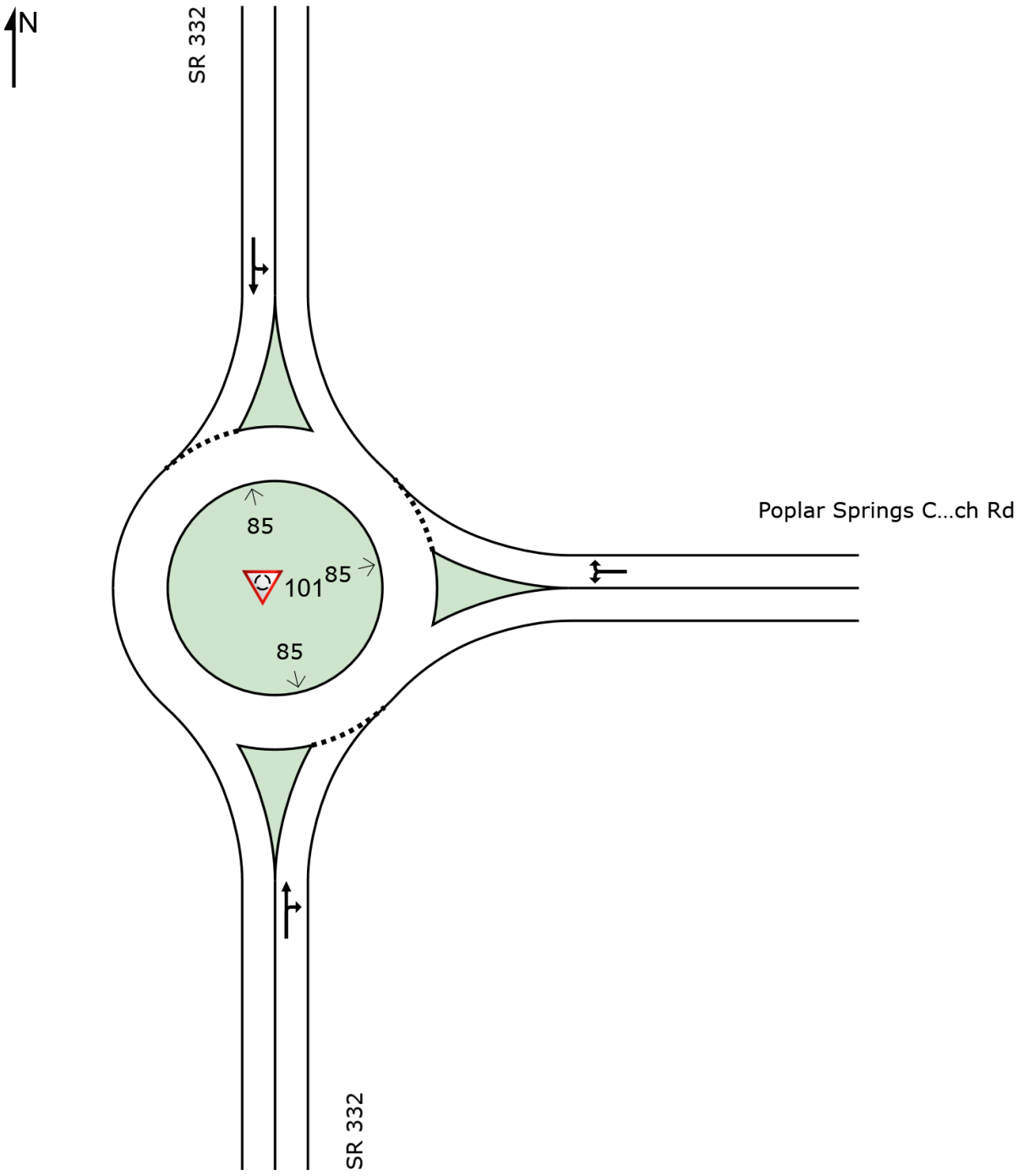
| | Initial Queued Demand veh | Residual Queued Demand veh | Time for Residual Demand to Clear sec | Duration of Oversatn sec |
|---|---|---|---|---|
| South: SR 332 | | | | |
| Lane 1 | 0.0 | 0.0 | 0.0 | 0.0 |
| East: Poplar Springs Church Rd | | | | |
| Lane 1 | 0.0 | 0.0 | 0.0 | 0.0 |
| North: SR 332 | | | | |
| Lane 1 | 0.0 | 0.0 | 0.0 | 0.0 |

# SITE LAYOUT

## Site: 101 [Build PM (2031) (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



# LANE SUMMARY

## Site: 101 [Build PM (2031) (Site Folder: General)]

**Output produced by SIDRA INTERSECTION Version: 9.1.6.228**

New Site
Site Category: (None)
Roundabout

### Lane Use and Performance

| | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh | Dist ] ft | Lane Config | Lane Length ft | Cap. Adj. % | Prob. Block. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| South: SR 332 | | | | | | | | | | | | | | | |
| Lane 1[d] | 443 | 2.0 | 443 | 2.0 | 965 | 0.460 | 100 | 9.1 | LOS A | 3.5 | 88.5 | Full | 2000 | 0.0 | 0.0 |
| Approach | 443 | 2.0 | 443 | 2.0 | | 0.460 | | 9.1 | LOS A | 3.5 | 88.5 | | | | |
| East: Poplar Springs Church Rd | | | | | | | | | | | | | | | |
| Lane 1[d] | 408 | 2.0 | 408 | 2.0 | 932 | 0.437 | 100 | 8.9 | LOS A | 3.2 | 80.7 | Full | 2000 | 0.0 | 0.0 |
| Approach | 408 | 2.0 | 408 | 2.0 | | 0.437 | | 8.9 | LOS A | 3.2 | 80.7 | | | | |
| North: SR 332 | | | | | | | | | | | | | | | |
| Lane 1[d] | 913 | 2.0 | 913 | 2.0 | 1175 | 0.777 | 100 | 15.4 | LOS C | 11.2 | 283.7 | Full | 2000 | 0.0 | 0.0 |
| Approach | 913 | 2.0 | 913 | 2.0 | | 0.777 | | 15.4 | LOS C | 11.2 | 283.7 | | | | |
| All Vehicles | 1764 | 2.0 | 1764 | 2.0 | | 0.777 | | 12.3 | LOS B | 11.2 | 283.7 | | | | |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

### Approach Lane Flows (veh/h)

South: SR 332

| Mov: From S To Exit: | T1 N | R2 E | Total | %HV | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Prob. SL Ov. % | Ov Lane No. |
|---|---|---|---|---|---|---|---|---|---|
| Lane 1 | 352 | 91 | 443 | 2.0 | 965 | 0.460 | 100 | NA | NA |
| Approach | 352 | 91 | 443 | 2.0 | | 0.460 | | | |

East: Poplar Springs Church Rd

| Mov: From E To Exit: | L2 S | R2 N | Total | %HV | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Prob. SL Ov. % | Ov Lane No. |
|---|---|---|---|---|---|---|---|---|---|
| Lane 1 | 109 | 299 | 408 | 2.0 | 932 | 0.437 | 100 | NA | NA |
| Approach | 109 | 299 | 408 | 2.0 | | 0.437 | | | |

North: SR 332

| Mov. From N To Exit: | L2 E | T1 S | Total | %HV | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Prob. SL Ov. % | Ov. Lane No. |
|---|---|---|---|---|---|---|---|---|---|
| Lane 1 | 309 | 604 | 913 | 2.0 | 1175 | 0.777 | 100 | NA | NA |
| Approach | 309 | 604 | 913 | 2.0 | | 0.777 | | | |

| | Total | %HV | Deg.Satn (v/c) |
|---|---|---|---|
| All Vehicles | 1764 | 2.0 | 0.777 |

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

**Merge Analysis**

| | Exit Lane Number | Short Lane Length ft | Percent Opng in Lane % | Opposing Flow Rate veh/h | Opposing Flow Rate pcu/h | Critical Gap sec | Follow-up Headway sec | Lane Flow Rate veh/h | Capacity veh/h | Deg. Satn v/c | Min. Delay sec | Merge Delay sec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| There are no Exit Short Lanes for Merge Analysis at this Site. | | | | | | | | | | | | |

**Variable Demand Analysis**

| | Initial Queued Demand veh | Residual Queued Demand veh | Time for Residual Demand to Clear sec | Duration of Oversatn sec |
|---|---|---|---|---|
| South: SR 332 | | | | |
| Lane 1 | 0.0 | 0.0 | 0.0 | 0.0 |
| East: Poplar Springs Church Rd | | | | |
| Lane 1 | 0.0 | 0.0 | 0.0 | 0.0 |
| North: SR 332 | | | | |
| Lane 1 | 0.0 | 0.0 | 0.0 | 0.0 |

**SIDRA INTERSECTION 9.1 | Copyright © 2000-2024 Akcelik and Associates Pty Ltd | sidrasolutions.com**
Organisation: SOUTHEASTERN ENGINEERING INC | Licence: PLUS / 1PC | Processed: Wednesday, September 16, 2026 9:26:56 AM
Project: I:\1193 Cook Development\1193-26-121 Poplar Springs Church Rd Traffic Study\Traffic\Analysis\SR 332 @ Poplar Springs Church Rd.sip9

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 81 | 326 | 494 | 72 | 222 | 231 |
| Future Vol, veh/h | 81 | 326 | 494 | 72 | 222 | 231 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | None |
| Storage Length | 0 | - | - | 175 | 235 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 5 | 5 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 87 | 351 | 531 | 77 | 239 | 248 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1257 | 531 | 0 | 0 | 609 | 0 |
| Stage 1 | 531 | - | - | - | - | - |
| Stage 2 | 726 | - | - | - | - | - |
| Critical Hdwy | 6.45 | 6.25 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.45 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.45 | - | - | - | - | - |
| Follow-up Hdwy | 3.545 | 3.345 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 186 | 542 | - | - | 965 | - |
| Stage 1 | 584 | - | - | - | - | - |
| Stage 2 | 474 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 140 | 542 | - | - | 965 | - |
| Mov Cap-2 Maneuver | 140 | - | - | - | - | - |
| Stage 1 | 439 | - | - | - | - | - |
| Stage 2 | 474 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 21.01 | 0 | 4.88 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 652 | 965 | - |
| HCM Lane V/C Ratio | - | - | 0.671 | 0.247 | - |
| HCM Ctrl Dly (s/v) | - | - | 21 | 10 | - |
| HCM Lane LOS | - | - | C | A | - |
| HCM 95th %tile Q(veh) | - | - | 5.1 | 1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.7 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 100 | 275 | 324 | 84 | 284 | 556 |
| Future Vol, veh/h | 100 | 275 | 324 | 84 | 284 | 556 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | None |
| Storage Length | 0 | - | - | 175 | 235 | - |
| Veh in Median Storage, # | 1 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 109 | 299 | 352 | 91 | 309 | 604 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1574 | 352 | 0 | 0 | 443 | 0 |
| Stage 1 | 352 | - | - | - | - | - |
| Stage 2 | 1222 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 121 | 691 | - | - | 1117 | - |
| Stage 1 | 712 | - | - | - | - | - |
| Stage 2 | 279 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | ~ 88 | 691 | - | - | 1117 | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | 515 | - | - | - | - | - |
| Stage 2 | 279 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 17.4 | 0 | 3.2 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 691 | 1117 | - |
| HCM Lane V/C Ratio | - | - | 0.59 | 0.276 | - |
| HCM Ctrl Dly (s/v) | - | - | 17.4 | 9.5 | - |
| HCM Lane LOS | - | - | C | A | - |
| HCM 95th %tile Q(veh) | - | - | 3.9 | 1.1 | - |

| Notes | |
|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s |
| +: Computation Not Defined | *: All major volume in platoon |

CITY OF
# GAINESVILLE

**WATER RESOURCES**

September 17, 2026

Cook Communities
Attn: Luke Pressley, P.E.
luke@thecookandcompany.com

Re: Water & Sanitary Sewer Availability
Proposed Residential 250-Unit Development
3060 Poplar Springs Church Road and Other Parcels
PINs: 15036 000009, 010, 010B, 013A, 15036D 000002A, 002B, 002H, 002I

Dear Luke,

The purpose of this letter is to confirm the availability of water and sanitary sewer service to the above-referenced properties.

The City of Gainesville owns and operates an existing 6-inch cast iron pipe water main in the right-of-way of Poplar Springs Church Road. The City of Gainesville also owns and operates an existing 8-inch DIP water main in the right-of-way of Poplar Springs Church Road beginning at Poplar Springs Drive. Your proposed development would be required to connect to the 8-inch DIP, which may require a developer-constructed water main extension.

The City of Gainesville also owns and operates various gravity sanitary sewers and lift stations with the existing Amberleigh neighborhood. A developer-constructed lift station and force main, along with any offsite sanitary sewer easements may be required to connect to the City's public sewer.

The City of Gainesville currently has adequate domestic water capacity for your proposed 250-unit residential development. Sanitary sewer capacity will be contingent upon analysis of the City's existing infrastructure. The anticipated average sewage flow is 62,500 GPD and a peak flow of 156,250 GPD.

This confirmation of water and potential sewer availability is good for one year from the date of this letter at which time, it will become null and void unless development plans have been submitted.

Please call me at (770) 538-2452 should you have any questions.

Sincerely,

Nick Swafford

Nick Swafford
Permitting Services and GIS Manager

cc: Tracy Robar, P.E., Engineering and Construction Division Manager

GEORGIA DEPARTMENT OF PUBLIC HEALTH
District 2 Public Health

# Hall County Environmental Health

Location: 2875 Browns Bridge Road, Gainesville, GA 30504
Mailing Address: P. O. Box 5901, Gainesville, GA 30504
PH: 770-531-3973 • www.phdistrict2.org

Banks, Dawson, Forsyth, Franklin, Habersham, Hall, Hart, Lumpkin, Rabun, Stephens, Towns, Union and White Counties

To: Katie Ahmed, Director of Planning and Zoning

From: Hall County Environmental Health Department

Date: October 19, 2026

Subject: November 16, 2026 Hall County Planning Commission Meeting – Planning Items

Environmental Health has reviewed the Planning items listed below for the above referenced meeting. Please be advised that Environmental Health comments are based upon information provided by the applicant and current regulations and policies. If the information, site conditions, regulations, and/or policies, etc. change after comments are provided, these recommendations/comments will be invalidated. The comments provided are not considered approval. Furthermore, Board of Commissioners approval does not constitute Environmental Health approval.

* 3411 Springdale Forrest Circle, KD South, LLC: All proposed lots must meet Hall County Board of Health Lot Size Resolution requirements. Please note that BOC approval does not imply approval from other county departments. Further determination will be made during the plat review process. All proposed plats must be submitted to the Hall County Plat Review Team for review and approval prior to submittal to Clerk of Courts for recordation.

* Item 2A/B, 1646 Candler Road, Patton: No comment.

* 3054/3056/3060/0 Poplar Springs Church Rd, Cook Communities: Public Sewer. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

* 1646 March Drive, Calderon: Must meet all residential permitting requirements. Original copy of Level 3 soil evaluation and copy of recorded plat will be required at time of septic permit application.

* 0 Ridge Road, bSide Oakwood: No comment. Public Sewer.

* 6651 Spout Springs Rd, DCCM: Public Sewer. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

* 5300/5334/5348/5372/0 Ponderosa Farm Rd, CKK: Public Sewer. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

* 6337 Lanier Islands Pkwy/6330/6450 Old Lanier Island Drvie, DCCM: All proposed lots must meet Hall County Board of Health Lot Size Resolution requirements. Please note that BOC approval does not imply approval from other county departments. Further determination will be made during the plat review process. All proposed plats must be submitted to the Hall County Plat Review Team for review and approval prior to submittal to Clerk of Courts for recordation.

  Must meet all Environmental Health commercial septic system permitting requirements. Further determination will be made during the civil plan review process. A detailed business plan must be submitted to Hall County Environmental Health for review. Additional items, including, but not limited to: recorded plat, soil evaluation, and septic system installation/modification may be required after review of business plan.

* 0 Cagle Road, DCCM, Habitat for Humanity: Public sewer. Community septic systems and/or community wells to be permitted by EPD.

Outlook

## RE: Tentative Planning Commission Agenda November 16, 2026

**From** Hash, Christopher M <CHash@dot.ga.gov>
**Date** Wed 10/7/2026 7:54 AM
**To** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Cc** Dorminey, Madison N <mdorminey@dot.ga.gov>; Lynn Taylor (Planning) <ltaylor@hallcounty.org>

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Kaitlyn,

Please see the below responses in red from our office.

If you have any questions, please let me know.

Thanks,

**Christopher Hash, P.E.**
*D1 Traffic Operations Supervisor*

GDOT Georgia Department of Transportation

A1, A4 Access and Operations
1475 Jesse Jewell Pkwy
Suite 100
Gainesville, GA, 30501
470.201.8029 cell

---

**From:** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Sent:** Tuesday, October 6, 2026 4:05 PM
**Subject:** Tentative Planning Commission Agenda November 16, 2026

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Please see the Tentative Agenda and Maps for the Monday, November 16, 2026 Hall County Planning Commission Meeting below. Use the links to review the documents and submit any comments in the form of a memorandum to Hall County Planning and Zoning. When providing comments, include the applicant's name and the property address associated with each comment. Failure to submit comments in a timely manner may result in the information being omitted from the staff report.

**PLEASE NOTE: These items will be discussed in next week's Development Review meeting.**

Comments are due by **Monday, October 19, 2026.** (The due dates have changed as we are now operating on a Planning Commission schedule.) Email comments to Lynn (ltaylor@hallcounty.org) and Kaitlyn (kelliott@hallcounty.org).

Link 1 & Link 2

1. **3411 Springdale Forrest Circle | Special Use |** for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 **| Proposed Use:** 2-lot subdivision **|** ** Commission District 2 **| KD South, LLC, applicant**

   Off-system. No impacts expected to the State Highway System.

2. **(A) 1646 Candler Road | Rezone** | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

   **(B) 1646 Candler Road** | **Variance to Section 8.2** | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

   Since access will be from Calvary Church Rd. The access's on SR 60 should be removed.

3. **(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Rezone** | from Planned Development (PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

   **(B) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Special Use** | for a subdivision, residential | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

   Off-system. Impacts expected to the State Highway System. Applicant to submit TIS to GDOT District 1 for review. Potential improvements for SR 332 and Poplar Springs Church Rd and SR 332 and Gilleland Cir may be needed.

4. **1646 March Drive | Rezone** | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 **| Proposed Use: Single-family dwelling** | ** Commission District 4 **| Udis Calderon, applicant**

   Off-system. No impacts expected to the State Highway System.

5. **0 Ridge Road | Rezone** | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development** | ** Commission District 1 **| bSide Oakwood, LLC, applicant**

   Off-system. Impacts expected to the State Highway System. Applicant to submit TIS to GDOT District 1 for review. Potential improvements for SR 347 and Ridge Rd may be needed.

6. **(A) 6651 Spout Springs Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle **|** Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development | ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

   **(B) 6651 Spout Springs Road | Special Use** | for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development |** ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

   Off-system. No impacts expected to the State Highway System.

7. **(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Rezone** | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development** | ** Commission District 1 **| CKK Development Services, LLC, applicant**

   **(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Special Use** | for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development |** ** Commission District 1 **| CKK Development Services, LLC, applicant**

   Off-system. Impacts expected to the State Highway System. Applicant to submit TIS to GDOT District 1 for review. Potential improvements for SR 211 and Ponderosa Farm Rd may be needed.

8. **(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Rezone** | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 **| Proposed Use: To recognize & allow expansion of boat sales & repair** | ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

   **(B) 6337 Lanier Islands Parkway and 6330, 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Special Use |** to allow boat sales & repair within the GCOD | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 | **Proposed Use: To recognize & allow expansion of boat sales & repair |** ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

   On System, coordination required for potential improvements of existing commercial driveway access's.

*The Planning Commission's decision will be the final action taken unless appealed to the Board of Commissioners. To do so, file an application with the Planning Department within 30 days of the Planning Commission's decision. The Hall County Board of Commissioners will hear appeals at a public hearing **Thursday, December 10, 2026,** at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.
**The Planning Commission's recommendation will be forwarded to the Board of Commissioners for final action at a public hearing on **Thursday, December 10, 2026**. The Board will meet at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.

Thank you,

**Kaitlyn Elliott**
**Planning Commission Clerk**
**Planning and Zoning**
(770) 531-6810
kelliott@hallcounty.org
www.hallcounty.org

HALL COUNTY
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*We have it **all** in Hall*

**Effective July 1, 2026, all open records requests should be submitted through Hall County's Next Request Portal (https://hallcountyga.nextrequest.com).**

## Hall County Planning and Zoning does NOT accept wire transfers.

**All payments must be made through the Accela Portal or in person. If you receive any request for a wire transfer, please contact our office immediately—it may be fraudulent.**

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Human trafficking impacts every corner of the globe, including our state and local communities. Georgia DOT is committed to end human trafficking in Georgia through education enabling its employees and the public to recognize the signs of human trafficking and how to react in order to help make a change. To learn more about the warning signs of human trafficking, visit https://doas.ga.gov/human-resources-administration/human-trafficking-awareness/trafficking-in-georgia. To report any suspicious activity, call the Georgia Human Trafficking Hotline at 866-363-4842. Let's band together to end human trafficking in Georgia.

Outlook

## Tentative Planning Commission Agenda November 16, 2026

**From** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Date** Mon 10/19/2026 8:43 AM
**To** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>

**From:** Hash, Christopher M <CHash@dot.ga.gov>
**Sent:** Monday, October 19, 2026 8:41 AM
**To:** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Subject:** RE: Tentative Planning Commission Agenda November 16, 2026

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Kaitlyn,

Please see the below response in red.

**Christopher Hash, P.E.**
*D1 Traffic Operations Supervisor*

GDOT Georgia Department of Transportation

A1, A4 Access and Operations
1475 Jesse Jewell Pkwy
Suite 100
Gainesville, GA, 30501
470.201.8029 cell

**From:** Kaitlyn Elliott (Planning) <kelliott@hallcounty.org>
**Sent:** Thursday, October 15, 2026 12:26 PM
**Subject:** Re: Tentative Planning Commission Agenda November 16, 2026
**Importance:** High

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Please see the attached tentative packet and provide your comments by **Monday, October 19, 2026**. If you have already submitted comments, please send us a new or updated memorandum with your comments on this application. There may be a minor change to the narrative and site plan, which we will send later to determine whether it affects your comments.

Thank you for working with us on this tight turnaround.

**0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

Off-system, no impacts expected to the State Highway system.

Thank you,

**Kaitlyn Elliott**
**Planning Commission Clerk**
**Planning and Zoning**
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POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.531.6800 | f: 770.531.3945

DIRECTOR
**Jorge Gomez, P.E.**

# Hall County Government
## COMMUNITY DEVELOPMENT AND INFRASTRUCTURE
## PUBLIC WORKS AND UTILITIES

**M E M O R A N D U M**

**To:** Katie Ahmed, Planning and Zoning Director

**From:** Jorge Gomez, Director of Public Works and Utilities

**Date:** October 19, 2026

**Subject:** November 16, 2026
Planning Commission Meeting

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Please be advised that our office has reviewed the Hall County Planning Commission agenda for the November 16, 2026, meeting. Upon review, we provide the following comments.

- **3411 Springdale Forrest Circle | Special Use |** for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 **| Proposed Use:** 2-lot subdivision **|** ** Commission District 2 **| KD South, LLC, applicant**

  - **Engineering**: No comment
  - **Traffic:** Ther are no traffic concerns with the proposed SFR use. Any proposed driveways must be located to maximize intersection sight distance.
  - **Utilities:** Property is in the Gainesville-Hall County service district, but sewer infrastructure is not near this location.

- **(A) 1646 Candler Road** | Rezone | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 | Proposed Use: Storage lot | ** Commission District 4 | Chris Patton, applicant

**(B) 1646 Candler Road** | Variance to Section 8.2 | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 | Proposed Use: Storage lot | ** Commission District 4 | Chris Patton, applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.

Show FEMA and Hall County studied Flood plains that are present on site.
Show stream buffer and impervious setback from wrested vegetation not centerline of stream

- **Traffic:** Public Works agrees with the findings of the traffic assessment/Trip generation memo. The driveway will be included in the LDP and must meet all applicable design criteria.
- **Utilities:** Property is in the Gainesville service district.

- **(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension** | Rezone | from Planned Development (PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; | Proposed Use: 234-unit mixed residential development | ** Commission District 3 | Cook Communities, applicant

  **(B) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension** | Special Use | for a subdivision, residential | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; | Proposed Use: 234-unit mixed residential development | ** Commission District 3 | Cook Communities, applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
    Show FEMA and Hall County studied Flood plains that are present on site.
    Show stream buffer and impervious setback from wrested vegetation not centerline of stream
  - **Traffic:** Traffic impact study TIS under review. All recommended improvements from the approved TIS will be required in the LDP.
  - **Utilities:** Property is in the Gainesville service district.

- **1646 March Drive** | Rezone | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 | Proposed Use: Single-family dwelling | ** Commission District 4 | Udis Calderon, applicant

  - **Engineering**: No comment
  - **Traffic:** there are no traffic issues with the proposed SRF use. Any proposed driveways must be located to maximize intersection sight distance.
  - **Utilities:** Property is in the Gainesville service district.

- **0 Ridge Road** | Rezone | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 | Proposed Use: 160-unit mixed residential development | ** Commission District 1 | bSide Oakwood, LLC, applicant

    - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
      Show stream buffer and impervious setback from wrested vegetation not centerline of stream.
    - **Traffic:** The provided Traffic Impact Study (TIS) has not been approved at this time. Any recommended improvements identified in the approved TIS must be incorporated in the LDP.
    - **Utilities:** Property is in the Buford service district, but an IGA between Buford and Hall County has been obtained.

- **(A) 6651 Spout Springs Road** | Rezone | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 | Proposed Use: 119-unit mixed residential development | ** Commission District 1 | DCCM Infrastructure, Inc., applicant

  **(B) 6651 Spout Springs Road** | Special Use | for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 | Proposed Use: 119-unit mixed residential development | ** Commission District 1 | DCCM Infrastructure, Inc., applicant

    - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
      Show FEMA and Hall County studied Flood plains that are present on site.
      Show stream buffer and impervious setback from wrested vegetation not centerline of stream
    - **Traffic:** The driveway labeled Road A is too close to Spout Springs Road. It must be relocated further away. The traffic impact (TIS) is under review. All improvements in the TIS will be included in the LDP. A traffic engineering (TE) report /warrant analysis and signal design will be part of the LDP review process. The traffic signal shall be installed within 120 days of the issuance of the LDP.
    - **Utilities**: Property is in the Hall County service district and will to connect to Hall County sewer. Any easements or improvements required for connection / system upgrades shall be obtained and funded by the developer / development owner.

- **(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road** | Rezone | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A | Proposed Use: 146-unit residential development | ** Commission District 1 | CKK Development Services, LLC, applicant

  **(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road** | Special Use | for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A | Proposed Use: 146-unit residential development | ** Commission District 1 | CKK Development Services, LLC, applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
    Show FEMA and Hall County studied Flood plains that are present on site.
    Show stream buffer and impervious setback from wrested vegetation not centerline of stream
  - **Traffic:** The Traffic Impact Study (TIS) is under review and is not approved. All improvements in the approved TIS will be included in the LDP.
  - **Utilities:** Property is in the Hall County service district and will to connect to Hall County sewer. Any easements or improvements required for connection / system upgrades shall be obtained and funded by the developer / development owner.

- **(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way** | Rezone | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 | Proposed Use: To recognize & allow expansion of boat sales & repair | ** Commission District 2 | DCCM Infrastructure, Inc., applicant

  **(B) 6337 Lanier Islands Parkway and 6330, 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way** | Special Use | to allow boat sales & repair within the GCOD | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 | Proposed Use: To recognize & allow expansion of boat sales & repair | ** Commission District 2 | DCCM Infrastructure, Inc., applicant

  - **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
  - **Traffic:** There are no traffic concerns with the required use. Public Works does support the request to abandon Old Lanier Island Drive.
  - **Utilities:** Property is in the Buford service district.

**0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

- **Engineering**: This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.
  Show stream buffer and impervious setback from wrested vegetation not centerline of stream.
- **Traffic:** A Traffic Impact Study (TIS) will be required. The improvements recommended in the approval TIS will be included in the LDP.
- **Utilities:** Property is in the Hall County service district and will to connect to Hall County sewer. Any easements or improvements required for connection / system upgrades shall be obtained and funded by the developer / development owner.

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POST OFFICE BOX 907730
GAINESVILLE, GA 30501

t: 770.531-6838 | f: 770.531.6845

FIRE CHIEF
**Jerry Smith**

# Hall County Government
FIRE RESCUE

**To:** Katie Ahmed, Director of Planning and Zoning
**From: Hall County Fire Marshal's Office**
**Date: 10/6/26**
**Subject:** Date Hall County Board of Commissioners meeting – Planning Items – 11/16/2026
Please be advised that Hall County Fire Marshal's Office has reviewed the Planning items forwarded to the Hall County Board of Commissioners for consideration at the 11/16/26 meeting. Upon review, we provide the following comments.

1. **3411 Springdale Forrest Circle | Special Use |** for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 **| Proposed Use:** 2-lot subdivision **|** ** Commission District 2 **| KD South, LLC, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

2. **(A) 1646 Candler Road | Rezone** | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

**(B) 1646 Candler Road | Variance to Section 8.2** | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

3. **(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Rezone** | from Planned Development

(PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

**(B) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Special Use** | for a subdivision, residential | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

4. **1646 March Drive | Rezone** | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 **| Proposed Use: Single-family dwelling** | ** Commission District 4 **| Udis Calderon, applicant**

   **The Hall County Fire Marshal's Office has no comments as proposed.**

5. **0 Ridge Road | Rezone** | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development** | ** Commission District 1 **| bSide Oakwood, LLC, applicant**

   **The Hall County Fire Marshal's Office has no comments as proposed.**

6. **(A) 6651 Spout Springs Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle **|** Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development | ** Commission District 1 | DCCM Infrastructure, Inc., applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

**(B) 6651 Spout Springs Road | Special Use** | for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development |** ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

**The Hall County Fire Marshal's Office has no comments as proposed.**

7. **(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Rezone** | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development** | ** Commission District 1 **| CKK Development Services, LLC, applicant**

**The proposed concept plan shows both ingress / egress locations on Ponderosa Farm Road too close together. Below is the fire code standard used to determine the distance between two access road ingress/egress locations.**

**International Fire Code 2024 Edition**

**D107.2 Remoteness.**

Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

The secondary fire access road cannot be installed because of location on the property, topography, waterways, nonnegotiable grades or other similar conditions. Per Fire Marshal Vieira the applicant can use the state adopted alternative to increase the road width to 26' the increased road width will eliminate the requirement for a secondary emergency access.

**(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Special Use** | for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132,

000107 & 000107A | **Proposed Use: 146-unit residential development** | ** Commission District 1 | **CKK Development Services, LLC, applicant**

**The proposed concept plan shows both ingress / egress locations on Ponderosa Farm Road too close together. Below is the fire code standard used to determine the distance between two access road ingress/egress locations.**

**International Fire Code 2024 Edition**

**D107.2 Remoteness.**

Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

The secondary fire access road cannot be installed because of location on the property, topography, waterways, nonnegotiable grades or other similar conditions. Per Fire Marshal Vieira the applicant can use the state adopted alternative to increase the road width to 26' the increased road width will eliminate the requirement for a secondary emergency access.

8. **(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Rezone** | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 **| Proposed Use: To recognize & allow expansion of boat sales & repair** | ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

**The Hall County Fire Marshal's Office considers the plan conceptual and if approved the site plan may require modifications during the development review to meet Life Safety and International Fire Code requirements including any applicable state modifications.**

**(B) 6337 Lanier Islands Parkway and 6330, 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Special Use |** to allow boat sales & repair within the GCOD | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east

of its intersection with Merritts Drive | Zoned PCD & S-S; Tax Parcels 07331 003004 (pt), 002034(pt), 001008 | **Proposed Use: To recognize & allow expansion of boat sales & repair |** ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**

**The Hall County Fire Marshal's Office considers the plan conceptual and if approved the site plan may require modifications during the development review to meet Life Safety and International Fire Code requirements including any applicable state modifications.**

**0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

**A 48-unit residential development will require fire hydrants to be installed for potential fire suppression needs. Currently the nearest fire hydrant is located over 1 mile south at Cagel and Buffington Farm Road. See Code requirement below.**

## International Fire Code 2024 Edition 507.5.1 Where required.

Where a portion of the facility or building hereafter constructed or moved into or within the jurisdiction is more than 500 feet from a hydrant on a fire apparatus access road, as measured by an *approved* route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the *fire code official*.

Regards,

**John Hornick, NPQ Fire Service Plans Examiner 1**

**Lieutenant, Hall County Fire Rescue**

**Hall County Government**

Main: 770-531-6838 | Cell: 404-597-0083

Website: www.Hallcounty.org

HALL COUNTY

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# Hall County Government

COMMUNITY DEVELOPMENT & INFRASTRUCTURE
BUILDING INSPECTIONS DIVISION

HALL COUNTY
GEORGIA
*We have it **all** in Hall*

POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.531.6809 | Option 1
e: permits@hallcounty.org

INTERIM DEVELOPMENT SERVICES DIRECTOR
**Barry Shaw**

INTERIM CHIEF BUILDING OFFICIAL
**Cody Edwards**

**To:** Katie Ahmed, Director of Planning and Zoning

**From:** Barry Shaw, Interim Director of Development Services

**Date:** October 19, 2026

**Subject:** November 16, 2026

---

**3411 Springdale Forrest Circle | Special Use | for a minor subdivision | on a 2.09± acre tract located on the north side of Springdale Forrest Circle at the northeast corner of its intersection with Springdale Forrest Avenue | Zoned R-1; Tax Parcel 10062 000038 | Proposed Use: 2-lot subdivision | ** Commission District 2 | KD South, LLC, applicant**

- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures. All structures were built prior to 1980 and will require asbestos inspections and reports by a state licensed asbestos Inspector.

**(A) 1646 Candler Road | Rezone** | from Agricultural Residential (AR-1) to Light Industrial (I-1) | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**
**(B) 1646 Candler Road** | **Variance to Section 8.2** | fencing and buffer standards | on a 41.98± acre tract located on the east side of Calvary Church Road approximately 640 feet north of its intersection with Calvary Industrial Drive | Zoned AR-1; Tax Parcel 15031 000027 **| Proposed Use: Storage lot** | ** Commission District 4 **| Chris Patton, applicant**

- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures. All structures were built prior to 1980 and will require asbestos inspections and reports by a state licensed asbestos Inspector.

**(A) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Rezone** | from Planned Development (PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located on the north side of

Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

**(B) 3054, 3056, 3060, & 0 Poplar Springs Church Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Special Use** | for a subdivision, residential | on a combined 105.69± acre tract located on the north side of Poplar Springs Church Road approximately 280 feet west of its intersection with Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | ** Commission District 3 **| Cook Communities, applicant**

- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures apart from 2 structures all were built prior to 1980 and will require asbestos inspections and reports by a state licensed asbestos Inspector. 3060 Poplar Springs Church Road and 3549 Gilleland Extension were both built in 1980 and will not require asbestos inspections and reports before demolition.

**1646 March Drive | Rezone** | from Highway Business (H-B) to Residential (R-1) | on a 0.11± acre tract located on the northwest side of March Drive approximately 730 feet from its intersection with South Drive | Zoned H-B; Tax Parcel 15032E006034 **| Proposed Use: Single-family dwelling** | ** Commission District 4 **| Udis Calderon, applicant**

- NO COMMENT

**0 Ridge Road | Rezone** | from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 20.854± acre tract located on the west side of Ridge Road approximately 500 feet south of its intersection with Friendship Road | Zoned AR-1; Tax Parcel 08154 000016 **| Proposed Use: 160-unit mixed residential development** | ** Commission District 1 **| bSide Oakwood, LLC, applicant**

- NO COMMENT

**(A) 6651 Spout Springs Road | Rezone |** from Agricultural Residential 1 (AR-1) to Residential Mixed (R-X) | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle **|** Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development | ****** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

**(B) 6651 Spout Springs Road | Special Use** | for a subdivision, residential | on a 33.27± acre tract located at the northeast corner of the intersection of Spout Springs Road and Union Circle | Zoned AR-1; Tax Parcel 15042 000093 **| Proposed Use: 119-unit mixed residential development |** ** Commission District 1 **| DCCM Infrastructure, Inc., applicant**

- Applicants will be required to get demo permits for all structures from Building Inspections before building new structures. All structures that were built prior to 1980 will require asbestos inspections and reports by a state licensed asbestos inspector. The single-family residence at this location was built in 1998 and will not require asbestos inspections and reports before demolition.

**(A) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Rezone** | from Planned Commercial Farming District (PCFD) and Agricultural Residential (AR-1) to Residential Single-Family Detached (R-SF) | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development** | ** Commission District 1 **| CKK Development Services, LLC, applicant**
**(B) 5300, 5334, 5348, 5372 & 0 Ponderosa Farm Road | Special Use** | for a subdivision, residential | on a 59.16± acre tract located on the west side of Ponderosa Farm Road approximately 350 feet north of its intersection with Tanners Mill Road | Zoned PCFD & AR-1; Tax Parcels 15028 000120, 000108, 000132, 000107 & 000107A **| Proposed Use: 146-unit residential development |** ** Commission District 1 **| CKK Development Services, LLC, applicant**

- Applicants would be required to get demo permits for all structures from Building Inspections before building new structures. All structures that were built prior to 1980 will require asbestos inspections and reports by a state licensed asbestos inspector. 5372 Ponderosa Farm Road currently has a parcel tag dated 03.23.2022 and placed by Planning and Zoning referencing a demo of a pole barn and is no longer relevant should proposed development be granted.

**(A) 6337 Lanier Islands Parkway, 6330 & 6450 Old Lanier Islands Drive, and portion of Old Lanier Island Drive right-of-way | Rezone** | from Suburban Shopping (S-S) & Planned Commercial District (PCD) to Highway Business (H-B) | on a 7.44± acre tract located on the south side of Lanier Islands Parkway east of its intersection with Merritts Drive and on the south side of Old Lanier Islands Drive approximately 380 feet east of its intersection with Merritts Drive | Zoned PCD & S-S; Tax parcels 07331 003004 (pt), 002034(pt), 001008 **| Proposed Use: To recognize & allow expansion of boat sales & repair** | ** Commission District 2 **| DCCM Infrastructure, Inc., applicant**
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- NO COMMENT

**0 Cagle Road | Rezone |** from Agricultural Residential (AR-1) to Planned Development (PD) | on a 26.21± acre tract located on the southeast side of Cagle Road at its intersection with Clubhouse Drive, Skyline Drive, and South Browning Bridge Road | Zoned AR-1; Tax Parcel 15019 000159 (pt) **| Proposed Use: 48-unit residential development |** ** Commission District 3 **| Habitat for Humanity of Hall County, Inc, applicant**

- NO COMMENT

PLANNING AND DEVELOPMENT DEPARTMENT
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
t: 770-531-6809 I f: 770-531-3902

HALL COUNTY
GEORGIA
*We have it **all** in Hall*

## PUBLIC NOTICE REQUIREMENTS

Zoning regulations require that public notice must be given prior to all zoning hearings as follows:

1. The Planning Department shall publish a legal advertisement no less than fifteen (15) days and no more than forty-five (45) days prior to the public hearing.

2. The Planning Department shall send notification by letter of all other property owners within a 500-foot radius of the applicant's property, which is standard administrative policy of the Planning Department.

3. The applicant/property owner shall place the public notice sign in a conspicuous location on the property not less than fifteen (15) days and not more than forty-five (45) days prior to the public hearing.

**The Planning Department shall post the legal advertisement and notify property owners within a 500ft radius to the subject property.**

**The applicant is required to post the public notice sign not less than fifteen (15) days and no more than forty-five (45) days prior to the public hearing. A photo of the sign placed at the location is required and must be sent to the Planning Department.**

Multiple sign postings on a site may be required as determined by the Planning Department. The sign must be in a location where it is clearly visible from the roadway. The sign cannot be obstructed in any manner, placed too far from the road, or placed in such manner as would cause it to blend into the landscape.

Should you find the sign missing or vandalized in any manner, contact the Planning Department for a replacement sign. When the proceeding is complete and final Board action has occurred, the sign shall then be removed from the property by the applicant.

**THE ZONING SIGN MUST BE POSTED NO EARLIER THAN October 21, 2026 AND NO LATER THAN October 25, 2026.**

**THE ORGINAL SIGNED AFFIDAVIT MUST BE RETURNED TO THE PLANNING DEPARTMENT NO LATER THAN October 25, 2026 ALONG WITH A MINIMUM OF ONE PHOTO SHOWING THE SIGN POSTED AT THE SUBJECT PROPERTY.**

**Failure to comply will result in a delay of the application.**

---

## AFFIDAVIT

**By my signature, I,** Keith Cook **, hereby acknowledge that I have**
Please Print Name

**read and understand the sign posting requirements. I further certify that the required**

**public notice sign was posted on** 10/21/2026 **for** Cook Communities .
Date (Name application filed as)

**Signature** _____
(The original document is required)

Revised September 2021

# ZONING NOTICE

AN APPLICATION HAS BEEN FILED WITH HALL COUNTY IN REGARD TO THE ZONING REGULATIONS AS THEY APPLY TO THIS PROPERTY

APPLICANT: COOK COMMUNITIES

REQUEST: REZONE FROM PRD, AR-1 & R-1 TO R-X AND SPECIAL USE FOR A 234-UNIT MIXED RESIDENTIAL DEVELOPMENT

PUBLIC HEARINGS WILL BE HELD ON:

PLANNING COMMISSION
Date: NOV 16, 2026
Time: 5:15 P.M.

&

COUNTY COMMISSION
Date: DEC. 10, 2026
Time: 6:00 P.M.

HALL COUNTY GOVERNMENT CENTER, 2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA

FOR MORE INFORMATION CALL: (770) 531-6809


ZONING NOTICE
AN APPLICATION HAS BEEN FILED WITH HALL COUNTY IN REGARD TO THE ZONING REGULATIONS AS THEY APPLY TO THIS PROPERTY
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REQUEST: REZONE FROM PRD, AR-1 & R-1 TO R-X
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&
COUNTY COMMISSION
Date: DEC 10, 2026
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&
COUNTY COMMISSION
Date: DEC 10, 2026
Time: 6:00 P.M.
HALL COUNTY GOVERNMENT CENTER, 2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA
FOR MORE INFORMATION CALL: (770) 531-6009
3054


CHEVROLET
ZONING NOTICE
AN APPLICATION HAS BEEN FILED WITH HALL COUNTY IN REGARD TO THE ZONING REGULATIONS AS THEY APPLY TO THIS PROPERTY
APPLICANT: COOK COMMUNITIES
REQUEST: REZONE FROM PRD, AR-1 & R-1 TO R-X AND SPECIAL USE FOR 234-UNIT MIXED RESIDENTIAL DEVELOPMENT
PUBLIC HEARINGS WILL BE HELD ON:
PLANNING COMMISSION
Date: NOV 16, 2026
Time: 5:15 P.M.
&
COUNTY COMMISSION
Date: DEC 15, 2026
Time: 6:00 P.M.
HALL COUNTY GOVERNMENT CENTER, 2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA
FOR MORE INFORMATION CALL: (770) 531-6809

# ZONING NOTICE

AN APPLICATION HAS BEEN FILED WITH HALL COUNTY IN REGARD TO THE ZONING REGULATIONS AS THEY APPLY TO THIS PROPERTY

APPLICANT: COOK COMMUNITIES

REQUEST: REZONE FROM PRD, AR-1 & R-1 TO R-X AND A SPECIAL USE FOR A 234-UNIT MIXED RESIDENTIAL DEVELOPMENT

PUBLIC HEARINGS WILL BE HELD ON:

PLANNING COMMISSION
Date: NOV 16, 2026
Time: 5:15 P.M.

&

COUNTY COMMISSION
Date: DEC 10, 2026
Time: 6:00 P.M.

HALL COUNTY GOVERNMENT CENTER, 2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA

FOR MORE INFORMATION CALL: (770) 531-6809

# ZONING NOTICE

AN APPLICATION HAS BEEN FILED WITH HALL COUNTY IN REGARD TO THE ZONING REGULATIONS AS THEY APPLY TO THIS PROPERTY

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REQUEST: REZONE FROM PRD, AR-1 & R-1 TO R-X AND A SPECIAL USE FOR 234-UNIT MIXED RESIDENTIAL DEVELOPMENT

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Time: 6:00 P.M.

HALL COUNTY GOVERNMENT CENTER, 2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA

FOR MORE INFORMATION CALL: (770) 531-6809

# 3054, 3056, & 3060 Poplar Springs Church Road, 0 Poplar Springs Road & 3531, 3535, 3545, 3547 & 3549 Gilleland Extension - Cook Communities



# AGENDA ITEM

## New Business

| | |
|---|---|
| **REPORT TO:** | **Planning Commission Meeting (11/16/26)** |
| **ITEM NO:** | 750/2026 |
| **SUBJECT:** | **(B) 3054, 3056, & 3060 Poplar Springs Church Road, 0 Poplar Springs Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension \| Special Use \|** for a subdivision, residential \| on a combined 105.69± acre tract located at the northeast corner of Poplar Springs Church Road and Meadowood Court \| Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **\| Proposed Use: 234-unit mixed residential development \|** ** Commission District 3 and 4 **\| Cook Communities, applicant** |

## Meetings:

**Voting Meeting Date:** 11/16/26

## Executive Summary:

**Presenter:** LT

**Recommendation:**

(B) Approval, with conditions as the proposed use meets all minimum standards of the Residential Mixed (R-X) zoning district.

1. The property shall be developed in accordance with the site plan dated September 30, 2026, and as described in the project narrative dated September 17, 2026, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.
2. The development shall be limited to a total of 234 lots: 51 townhomes and 183 single-family detached.
3. Access to the development shall be approved by Hall County Public Works Department. Following review of the Traffic Impact Study (TIS) by Public Works, all required improvements shall be incorporated into the development plans for review and approval. Any costs associated with these improvements shall be the responsibility of the developer.
4. All buffers surrounding the development shall meet the definition of a "Buffer, natural" or "Buffer, landscaped" as defined in the Hall County UDC. Where the undisturbed or provided buffer does not meet this definition, the Director of Planning and Zoning, or their designee, may require supplemental plantings or other improvements necessary to ensure the buffer achieves the intent and performance standards intended.
5. The following statement regarding the potential impacts of agricultural operations in the area shall be made a part of any plat recorded on the property: "Owners, occupants, and users of property shown on this plat are hereby informed of the impacts associated with normal farming practices which may take place on adjacent and nearby property including, but not limited to, noise, odors, dust, the operation of machinery of any kind, the storage and disposal of manure, and the application of fertilizers, herbicides, and pesticides. Therefore, owners, occupants, and users of the property shown on this plat should be prepared to expect the effects of such practices."
6. No variances or development exceptions are granted as part of this request that are not explicitly granted by board approval. The development shall be compliant with the Unified Development Code of Hall County, as well as any other agencies or reviewing departments, including, but not limited to Environmental Health, the Fire Marshal, and Hall County Engineering. Where there are discrepancies between the proposed standards and County regulations, the County regulations shall overrule unless otherwise approved herein.
7. All conditions of zoning shall be made part of any plats created for the property.

**Purpose of Request:**

**(B) 3054, 3056, & 3060 Poplar Springs Church Road, 0 Poplar Springs Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Special Use** | for a subdivision, residential | on a combined 105.69± acre tract located at the northeast corner of Poplar Springs Church Road and Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; | **Proposed Use: 234-unit mixed residential development** | ** Commission District 3 and 4 | **Cook Communities, applicant**

**History:**

**Facts and Issues:**

**Options:**

**Approvals:**

| Submit | Review |
|---|---|
| KE | LT |

**Attachments:**

See Rezone Application for all other items

**Due to file sizes, materials for the following applications have been combined. See the highlighted agenda item for all materials related to the following applications:**

**(A) 3054, 3056, & 3060 Poplar Springs Church Road, 0 Poplar Springs Road and 3531, 3535, 3545, 3547 & 3549 Gilleland Extension | Rezone** | from Planned Development (PRD), Agricultural Residential 1 (AR-1), and Residential (R-1) to Residential Mixed (R-X) | on a combined 105.69± acre tract located at the northeast corner of Poplar Springs Church Road and Meadowood Court | Zoned PRD, AR-1 & R-1; Tax Parcels 15036 000010; 000010B; 000009; 000013A; 15036D000002I; 000002H; 000002B; 000002C; 000002A; **| Proposed Use: 234-unit mixed residential development** | Commission Districts 3 and 4 **| Cook Communities, applicant**

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