



Mayor/Council Meeting Agenda
Tuesday, March 17, 2026, 5:30 PM
Public Safety Complex, Municipal Court Room
701 Queen City Parkway, Gainesville, GA 30501
Mayor or Mayor Pro Tem Presides

INVOCATION:

PLEDGE OF ALLEGIANCE:

OATH OF OFFICE:

- A. Council Member Robert V. Norton, Ward 1

PRESENTATIONS / RECOGNITIONS:

- A. Proclamation: 23rd Annual Grady Young Foundation Memorial Scholarship Weekend

COUNCIL ANNOUNCEMENTS:

PUBLIC COMMENTS: (20 minutes maximum)

CONSENT AGENDA:

Appointments

- A. Parks & Recreation Foundation Board
- Reappoint Tim Avers and Peter Dcosta

Minutes

- A. March 3, 2026 Mayor/Council Meeting

Resolutions

- A. BR-2026-10 Property Acquisition from E.K. Martin, Sr. Properties, LLC

PUBLIC HEARING(S):

Annexation/Zoning Items

- A. Request from **Capstone Property Group** to amend an existing Planned Unit Development (P-U-D) zoning on a 38.531± acres tract located on the northeast side of Ivey Road at its terminus, having road frontage on Lost River Drive and Lost River Lane (a/k/a **3058 and 3070 Ivey Road, SW; 3002, 3005, 3006, 3010, 3011, 3014, 3015, 3018, 3021, 3022, 3025, 3029, 3032, 3035, 3036, 3040 and 3044 Lost River Drive, SW; 3003, 3008, 3012 and 3030 Lost River Lane, SW**). **Ward Number: Four**. Tax Parcel Number(s): 08-020-000-028, 038, 039, 040, 041, 042, 043, 044, 045, 046, 047, 048, 049, 050, 051, 052, 053, 054, 055, 056, 057, 058 and 059. **Request: Luxury hotel resort and residential.**
- Proposed Rezoning Ordinance 2026-08
- B. Request from **Greg Loyd** to annex a 0.23± acre tract located on the south side of West Side Drive, between Pearl Nix Parkway and Tate Street (a/k/a **1507 West Side Drive**) and to establish a zoning of Residential-II (R-II). **Ward Number: Five**. Tax Parcel Number(s): 00-126-004-003. **Request: Duplex apartment.**
- Proposed Annexation Ordinance 2026-09
 - Proposed Zoning Ordinance 2026-10

CITY MANAGER ISSUES:

CITY ATTORNEY ISSUES:

CITY CLERK ISSUES:

EXECUTIVE SESSION:

ADJOURNMENT:

Final: Monday, March 16, 2026 9:05 AM



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: March 11, 2026
Date Submitted: March 16, 2026
Final Approval Date: March 16, 2026
Presenter:
Item of Business: Council Member Robert V. Norton, Ward 1
Meeting Date: March 17, 2026

Purpose of Request:

The purpose of this request is to administer the oath of office to Council Member Robert V. Norton.

Facts & Issues / History & Background:

A special election was called for May 19, 2026 to fill the unexpired vacant Ward 1 seat previously held by Danny Dunagan. The special election was canceled. Mr. Norton was the qualified unopposed candidate and deemed to have voted for himself.

Department Recommendation:

Department Director:

Bryan Lackey

If funding is involved, are funds approved within the current budget? No

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

1. Council Member Oath of Office - R. Norton 2026



GAINESVILLE

COUNCIL MEMBER OATH OF OFFICE

I, **Robert V. Norton**, do hereby solemnly swear that I will faithfully perform the duties of **Council Member for the City of Gainesville** and that I will support and defend the Charter thereof as well as the Constitution and laws of the State of Georgia and of the United States of America; that I am not the holder of any unaccounted for public money due this State or any political subdivision or authority thereof; that I am not the holder of any office of trust under the government of the United States, any other state, or any foreign state which I by the laws of the State of Georgia am prohibited from holding; that I am otherwise qualified to hold said office according to the Constitution and laws of Georgia; that I have been a resident of Ward 1 and the City of Gainesville for the time required by the Constitution and laws of this State and by the Municipal Charter; and that I will perform the duties of my office in the best interest of the City of Gainesville to the best of my ability without fear, favor, affection, reward, or expectation thereof.”

Robert V. Norton

OATH ADMINISTERED BY

The Honorable Judge ?

**Sworn, subscribed and witnessed before me
this 17th day of March, 2026**

Signature of Witness



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: February 10, 2026
Date Submitted: February 10, 2026
Final Approval Date: March 16, 2026
Presenter: Zack Thompson
Item of Business: Proclamation: 23rd Annual Grady Young Foundation Memorial Scholarship Weekend
Meeting Date: March 17, 2026

Purpose of Request:

Acknowledge the scholarships, training and research programs provided by the Grady Young Foundation to deserving students.

Facts & Issues / History & Background:

Grady Young Foundation has awarded more than 390 scholarships.
The proclamation will be presented to attendees:

- Janice Young
- Gwendolyn Brown

Department Recommendation:

Department Director:

Bryan Lackey

If funding is involved, are funds approved within the current budget? No

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

1. Proclamation: 23rd Annual Grady Young Foundation Memorial Scholarship Weekend



PROCLAMATION

WHEREAS, Deacon Grady Young was a lifelong resident of Gainesville/Hall County; and

WHEREAS, Deacon Grady Young was a devout member of Cross Plains Missionary Baptist Church where he served as Chairman of the Deacon Board, and as a devoted Christian, he also served as Layman President Emeritus of the Northwestern Baptist Association of Georgia and Treasurer of the Congress of Christian Education; and

WHEREAS, Deacon Grady Young's civic leadership endeavors included being a member of the Hall County Board of Family and Children's Services, President and Vice-President of the Forrest Hill Boys Club, Treasurer of the Hall County Voters League, President of the Southside Chamber of Commerce, member of the Neighborhood Housing Board, the Building Board of Adjustment and several other City and County Boards; and

WHEREAS, in honor and remembrance of Deacon Young, the Grady Young Foundation was founded to provide spiritual and financial support through scholarships, training and research programs, collaborative work, leadership training and other endeavors to enhance and advance our communities; and

WHEREAS, the Grady Young Foundation has awarded more than 390 scholarships to deserving students matriculating at more than 100 different colleges and universities.

NOW, THEREFORE, BE IT RESOLVED, that I, Zack Thompson, Mayor and the Gainesville City Council, do hereby proclaim, Friday, March 20, 2026, through Sunday, March 22, 2026, to be the

“23rd Annual Grady Young Foundation Memorial Scholarship Weekend”

Presented this 17th day of March, 2026

**Zack Thompson, Mayor
City of Gainesville**



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: March 12, 2026
Date Submitted: March 16, 2026
Final Approval Date: March 16, 2026
Presenter: Zack Thompson
Item of Business: Parks & Recreation Foundation Board

- Reappoint Tim Avers and Peter Dcosta

Meeting Date: March 17, 2026

Purpose of Request:

The purpose of this request is to address the expired terms positions held by Tim Avers and Peter Dcosta.

Facts & Issues / History & Background:

The Parks & Recreation Foundation, Inc. follows the guidelines as set forth in the Charter and Code of Ordinances. Members serve three-year terms. P&RF staff submitted a recommendation to reappoint Tim Avers and Peter Dcosta to serve another term on the board. Tim Avers and Peter Dcosta have confirmed a willingness to serve another term. The outstanding debt verification process was completed with no concerns.

Department Recommendation:

Accept the nominations as submitted by the Mayor during the March 12, 2026 Work Session.

Department Director:

Bryan Lackey

If funding is involved, are funds approved within the current budget? No

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

1. Parks & Recreation Foundation, Inc. - Members Local Appointments List_02192026084857
2. 2026 Parks and Rec Foundation Attendance Report

Parks & Recreation Foundation, Inc.

Formerly known as The Friends of Gainesville Parks and Greenway's, Inc., is a partnership with the City of Gainesville and Gainesville Parks and Recreation whose mission is "To serve as a cultural, educational and recreational resource to develop, beautify, maintain, restore and preserve passive and active leisure pursuits in Gainesville, Hall County. Initial appointments were made in December 1996. The term of office is three years and limited to two consecutive terms excluding the initial term. The City appoints 1/3 of the members and the remaining appointments are made by the Board. The primary contact for the City's appointments is the Director of Parks and Recreation.

Term of Office: 3 years

	Name:	Date Appointed:	Current Term Expiration Date:	
Post 1	Peter Dcosta	02/21/2023	12/31/2025	EXPIRED
Post 2	Timothy Avers	02/21/2023	12/31/2025	EXPIRED
Post 3	Staci Tunkel	02/21/2023	12/31/2025	EXPIRED
Post 4	Kelley Clark	02/17/2026	12/31/2027	FILLED
Post 5	Vacant Seat	01/01/2025	12/31/2027	VACANT
Post 6	Tina Roberts	05/07/2024	12/31/2026	FILLED
Post 7	Vacant Seat	01/01/2025	12/31/2027	VACANT
Ex-Officio	Abigail Guzman	01/06/2026	01/05/2027	FILLED
Standing Board Member	Kate Mattison	01/01/2020	12/31/2030	FILLED

Created: 2/19/26 ds



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: December 30, 2025
Date Submitted: March 17, 2026
Final Approval Date: March 17, 2026
Presenter: Alisa Grayson, City Clerk
Item of Business: March 3, 2026 Mayor/Council Meeting
Meeting Date: March 17, 2026

Purpose of Request:

The purpose of this request is to allow the governing body to approve the minutes from the referenced meeting.

Facts & Issues / History & Background:

Draft minutes were distributed to the governing body, City Manager, City Attorney and Department Directors for comments/corrections.

Department Recommendation:

Approve the minutes accepting edits as presented.

Department Director:

Bryan Lackey

If funding is involved, are funds approved within the current budget? No

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

None



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: March 12, 2026
Date Submitted: March 16, 2026
Final Approval Date: March 16, 2026
Presenter: Bryan Lackey, City Manager
Item of Business: BR-2026-10 Property Acquisition from E.K. Martin, Sr. Properties, LLC
Meeting Date: March 17, 2026

Purpose of Request:

The purpose of this request is to authorize the purchase of property owned by E.K. Martin, Sr. Properties, LLC.

Facts & Issues / History & Background:

Department Recommendation:

Adopt the resolution.

Department Director:

Bryan Lackey

If funding is involved, are funds approved within the current budget? No

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

1. BR-2026-10: Property Acquisition from E.K. Martin, Sr. Properties, LLC
2. Attachment: PSA for E.K. Martin Property
3. Attachment: First Amendment to PSA E.K. Martin

RESOLUTION BR-2026-10

Property Acquisition from E.K. Martin, Sr. Properties, LLC

WHEREAS, the governing body of the City of Gainesville, Georgia (the “City”) has a desire to continue its efforts to provide recreational opportunities for the public; and

WHEREAS, the property owned by E.K. Martin, Sr. Properties, LLC (the “Seller”), as more particularly described in the Exhibit “A” to the attached Real Estate Purchase and Sale Agreement with an Effective Date of December 8, 2025, as amended by First Amendment dated March 9, 2026 (said real property hereinafter referred to as the “Property” and said Agreement hereinafter referred to as the “PSA”), will be used by the City to provide for expanded recreational opportunities for the public; and

WHEREAS, the governing body for the City desires to purchase the Property as set forth in the PSA.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville does hereby approve and ratify the PSA and does hereby authorize the purchase of the Property owned by the Seller and directs the Mayor, the City Manager and/or the City Attorney to execute such documents and agreements that may be necessary to complete the closing of the purchase of the Property as set forth in the PSA.

Adopted this ____ day of March, 2026.

Zack Thompson, Mayor

This is to certify that I am City Clerk of the City of Gainesville. As such, I keep its official records, including its minutes. In that capacity, my signature below certifies this resolution was adopted as stated and will be recorded in the official minutes.

ATTEST:

Alisa Grayson, City Clerk

STATE OF GEORGIA

COUNTY OF HALL

REAL ESTATE PURCHASE AND SALE AGREEMENT

This Real Estate Purchase and Sale Agreement (this "Agreement") is made and entered into by and between E.K. Martin, Sr. Properties, LLC a domestic limited liability company of the State of Georgia (the "Seller"), and The City of Gainesville, Georgia (the "Purchaser");

WHEREAS, Seller is the owner of that certain parcel of real property located in the City of Gainesville, Hall County, Georgia, being tax parcel numbers 01032 03005A and 01032 003005 and more particularly described as follows:

See real property described in Exhibit "A." The real property described in Exhibit "A" is hereinafter referred to as "the Property."

WHEREAS, Purchaser desires to purchase the Property and Seller desires to sell the Property pursuant to the terms and conditions of this Agreement;

WITNESSETH:

NOW, THEREFORE, for and in consideration of the mutual promises contained herein, and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Seller and Purchaser hereby agree as follows:

1.1 Agreement of Purchase and Sale. Purchaser agrees to purchase, and the Seller agrees to sell, subject to the terms and conditions set forth in this Agreement, the Property.

1.2 Purchase Price. The purchase price to be paid by the Purchaser to the Seller for the Property shall be Eight Hundred Thousand and no/100 (800,000.00) Dollars (the "Purchase Price") and shall be paid by Purchaser to Seller at Closing as follows: All cash at closing.

1.3 INTENTIONALLY DELETED.

1.4 Purchaser's obligations are contingent upon satisfactory completion of any and all inspections set forth below.

1.5 Effective Date. The parties hereto agree that for all purposes of this Agreement, the Effective Date of this Agreement shall be the date that this Agreement is executed by Seller.

1.6 Inspection Period. Purchaser, at Purchaser's sole cost and expense shall have the right to conduct an inspection of the Property for a period from the effective date, through and including that date which is forty-five (45) days after the Effective Date (the "Inspection Period"). The inspection may include economic, engineering, financing, environmental, regulatory and any other factor relating to Purchaser's use of the Property. During the Inspection Period, and thereafter if Purchaser does not terminate this Agreement, Seller shall give Purchaser and Purchaser's agent and representatives reasonable access to the Property during normal business hours for purposes of inspecting and conducting such tests as are reasonable and necessary for Purchaser to determine if the Property is satisfactory for Purchaser's intended use

All inspections conducted by Purchaser pursuant to this Contract shall be non-invasive in nature, and shall not include any invasive Phase II or other sampling or testing unless otherwise agreed to in writing by Seller, subject to Seller's review and approval of a proposed scope of work for such activities, which may be granted or withheld at Seller's sole discretion. Purchaser shall ensure that: (a) all of its affiliates, employees, advisors, contractors, representatives or agents ("Representatives") who enter the Property shall have adequate, commercially reasonable insurance; (b) no liens shall be placed on the Property or levied against Seller as a result of Purchaser's inspection; and (c) the Property is restored to the same or similar condition as existed prior to any entry.

Purchaser expressly agrees that the results of any environmental investigation, review, sampling or analyses obtained by Purchaser in the course of or in connection with the inspections conducted hereunder shall remain confidential to Purchaser and its Representatives through the date of Closing and shall not be disclosed to Seller, the Georgia Environmental Protection Division, any other governmental entity or to any other third parties prior to Closing. These confidentiality obligations shall survive the termination of this Contract.

Purchaser shall indemnify, hold harmless from and defend Seller, and his agents, affiliates, successors and assigns, from and against any and all liabilities, claims, causes of action, damages, losses, penalties, forfeitures, suits, costs and expenses (including without limitation, investigation costs, costs of defense, settlement and reasonable attorneys' fees) incurred or arising in connection with Purchaser's or any Representative's breach of the confidentiality and other obligations set forth in this Contract, entry onto the Property or enforcement of this indemnity. All indemnification obligations contained herein shall survive the Closing and any termination of this Contract.

"AS IS" PURCHASE

To the maximum extent permitted by applicable law and except for Seller's representations and warranties specifically set forth above ("Seller's Warranties"), the

transactions contemplated by this Contract are made and will be made without representation, covenant, or warranty of any kind (whether express, implied, or, to the maximum extent permitted by applicable law, statutory) by Seller. As a material part of the consideration for this Contract, Purchaser agrees to accept the Property on an "AS IS" and "WHERE IS" basis, with all faults and any and all latent and patent defects, and without any representation or warranty, all of which Seller hereby disclaims, except for Seller's Warranties. Except for Seller's Warranties, no warranty or representation is made by Seller as to (a) fitness for any particular purpose, (b) merchantability, (c) design, (d) quality, (e) condition, (f) operation or income, (g) compliance with drawings or specifications, (h) absence of defects, (i) absence of hazardous or toxic substances, (j) absence of faults, (k) flooding, or (l) compliance with laws and regulations including, without limitation, those relating to health, safety, and the environment. Purchaser acknowledges that Purchaser has entered into this Contract with the intention of making and relying upon its own investigation of the physical, environmental, economic use, compliance, and legal condition of the Property and that Purchaser is not now relying, and will not later rely, upon any representations and warranties made by Seller, respectively, or anyone acting or claiming to act, by, through or under or on Seller's behalf concerning the Property, except for Seller's Warranties.

From and after the date of Closing, Purchaser, for itself and its Representatives, successors-in-title, successors and assigns, hereby releases, indemnifies, holds harmless and forever discharges Seller and his agents, affiliates, successors and assigns (collectively the "releasees") from any and all rights, claims and demands, damages and losses at law or in equity, whether known or unknown at the time of this Contract, which Purchaser has or may have in the future, arising out of the physical, environmental, economic or legal condition of the Property, including, without limitation, all claims in tort or contract and any claim for indemnification or contribution arising under the Comprehensive Environmental Response, Compensation, and Liability Act (42 U.S.C. Section 9601, et seq.) or any similar federal, state or local statute, rule or regulation and any and all matters affecting the Property.

1.7 Right of Termination. If Purchaser discovers any matter during the Inspection Period that is unacceptable to Purchaser for any reason, in Purchaser's sole discretion, Purchaser may terminate this Agreement by giving Seller written notice thereof (the "Termination Notice") at any time prior to the expiration of the Inspection Period. If Purchaser fails to timely give the Termination Notice prior to the expiration of the Inspection Period, upon expiration of the Inspection Period, Purchaser shall be deemed to have waived its rights to terminate this Agreement. If the Purchaser provides the Termination Notice prior to the expiration of the Inspection Period, the parties shall have no further right or obligation hereunder; provided however, Purchaser shall be obligated to comply with its restoration and indemnification obligations set forth in this Section. Time is of the essence in regard to termination as set forth herein.

1.8 Seller's Documentation Delivery. Not later than 5:00 P.M., on the second (2nd) business day after the Effective Date, Seller shall deliver to Purchaser and Purchaser's attorney any and all such documents concerning the title and condition of the Property as are known to Seller, including but not limited to all deeds, plats, surveys, maps,

drawings, plats, title insurance policies, title reports, environmental reports, soils analysis, engineering reports, appraisals, tax bills, tax assessment notices, declarations of covenants or conditions in effect on the Property, any permits applicable to the Property, and the reports of any other kind or nature. Seller will additionally deliver a full copy of any and all current leases, together with any amendments or extensions thereof, and rent rolls for the property. Purchaser may provide a list of additional requested documentation to Seller and Seller agrees to deliver all such available documents within five (5) business days. The information, other than matters of public record or matters generally known to the public, furnished to, or obtained through inspection of the Property by, Purchaser, its affiliates, lenders, employees, attorneys, accountants and other professionals or agents relating to the Property, will be treated by Purchaser, its affiliates, lenders, employees, agents, and current and prospective investors as confidential. Should the Closing fail to occur for any reason, Purchaser shall deliver to Seller all existing copies of the Property Information within three (3) business days of the Closing date.

1.9 Condition of Property. Seller represent that at the closing any and all improvements located thereon will be in the same condition as they are on the Effective Date of this Agreement. Seller shall convey title to the Property to Purchaser via general warranty deed. Seller agrees to remove all personal property from the buildings located on the Property prior to closing and deliver broom clean buildings to Purchaser at closing.

1.10 Permitted Exceptions. Title to the Property shall be free and clear of liens and encumbrances, except for: (i) zoning; (ii) current year's and future ad valorem taxes and assessments affecting the Property which are not yet due and payable; (iii) any liens, encumbrances or other title exceptions approved or waived by Purchaser as provided in Section 1.11.

1.11 Title Examination. Purchaser will complete its examination of the title to the Property during the Inspection Period. As part of this examination, Purchaser will obtain, and Purchaser will pay for at closing, a title insurance certificate and commitment showing Seller's title to the Property to be marketable in fact. Purchaser shall notify Seller in writing of any objections or defects to the title. If Purchaser delivers notice of any such objections or defects, then Seller, within ten (10) days after receipt of such notice, shall either elect: (i) not to cure any such defects or (ii) to promptly attempt to cure any such defects before Closing. Seller's failure to send written notice to Purchaser within such ten (10) day period electing to either not cure or attempt to cure such defects shall be deemed an election by Seller not to cure such defects. If Seller refuses to cure such defects, then, no later than ten (10) days after receipt of Seller's notice refusing to cure, or the deemed refusal to cure, Purchaser shall elect as its sole remedy to either: (i) terminate this Agreement by giving written notice thereof to Seller, in which event: (a) this Agreement shall thereupon be of no further force and effect; and (b) no party hereto shall have any further rights, duties or obligations hereunder; or (ii) accept the title to the Property subject to the defects without adjustment to the Purchase Price and proceed to Closing as set forth herein. At closing, the Purchaser is to pay all

premiums necessary to convert the title insurance commitment to a Purchaser's title insurance policy in the full amount of the purchase price.

1.12 Survey. Purchaser may obtain at its expense, as soon as practical after the effective date, an ALTA/ACSM Survey according to Purchaser's specifications, complete with utilities, and showing the Property and the total acreage to the nearest 1/100th acre. Purchaser shall notify Seller in writing of any objections or defects to the Property revealed by the Survey. If Purchaser delivers notice of any such objections or defects, then Seller, within ten (10) days after receipt of such notice, shall either elect: (i) not to cure any such defects or (ii) to promptly attempt to cure any such defects before Closing. Seller's failure to send written notice to Purchaser within such ten (10) day period electing to either not cure or attempt to cure such defects shall be deemed an election by Seller not to cure such defects. If Seller refuses to cure such defects Purchaser shall elect as its sole remedy to either: (i) terminate this Contract by giving written notice thereof to Seller, in which event no party hereto shall have any further rights, duties or obligations hereunder; or (ii) accept the survey to the Property subject to the defects without adjustment to the Purchase Price and proceed to Closing as set forth herein.

1.13 INTENTIONALLY OMITTED

1.14 Utilities. Purchaser shall confirm the availability of any and all utilities servicing the Property, including, without limitation, public water, sanitary sewer, storm sewer, electric, natural gas, and telephone and that each such utility service has sufficient capacity to serve the intended use by Purchaser.

1.15 Existing Leases. Seller will not amend, modify, extend, alter or terminate any existing lease, contract or agreement affecting the Property, or enter into any new lease, contract or agreement affecting the Property during the term of this Agreement. Seller shall not extend any lease of the billboard on the Property past the closing.

1.16 Flood Determination. Purchaser shall confirm that the Property is not within the 100-year flood plain as established by FEMA.

1.17 INTENTIONALLY OMITTED

1.18 Closing Date. Closing shall be on or before January 31, 2024 days following the end of the Inspection Period.

1.19 Closing Location. Closing shall take place at Hulsey, Oliver & Mahar, LLP or at such other location as chosen by Purchaser.

1.20 Title. There shall be conveyed at closing, good and marketable, fee simple title to the Property by limited warranty deed. Good and marketable fee simple title is hereby defined as title which is insurable by First American Title Insurance Company at its standard rates on an ALTA Owner's Policy. The Property shall be described according to survey obtained pursuant to Section 1.12 above.

1.21 Seller's Obligations at Closing. At Closing, Seller, at its sole cost and expense, shall deliver to the Purchaser the following:

- a) General Warranty Deed in recordable form conveying good, marketable and insurable title to the Property;
- b) A Non-Foreign Affidavit;
- c) Seller's Affidavit acceptable to Purchaser's title insurance company;
- d) Affidavit allowing Purchaser to properly comply with 1099 reporting requirements;
- e) Certification that there are no existing leases encumbering all or any portion of the Property;
- f) Written confirmation that any and all management and service contracts have been terminated, or assigned to Purchaser, at Purchaser's sole election;
- g) An executed closing statement (the "Closing Statement") setting forth in reasonable detail the financial transaction contemplated by this Agreement, including without limitation the Purchase Price, all prorations, the allocation of costs specified herein, and the source, application and disbursement of all funds. Purchaser shall be responsible for preparing the Closing Statement.

1.22 Purchaser's Obligations at Closing. At Closing, Purchaser, at its sole cost and expense, shall deliver to Seller the following:

- a) Immediately available funds payable to the Seller representing the cash portion of the Purchase Price, prorations and other items reflected on the closing statements;
- b) Such documents as are reasonably required to fully authorize the purchase of the Property by Purchaser and execution of all Closing documents;
- c) The Closing Statement.

1.23 Costs. Purchaser shall pay all costs and fees related to any title policy, title commitment, survey, appraisal, environmental audits and the recording of the deed. Seller shall pay any real estate transfer tax associated with the conveyance that may be imposed on the transaction. Seller and Purchaser shall pay the fees of their own attorneys for services related to the preparation and negotiation of this Agreement and the purchase and sale of the Property.

1.24 Prorations. Ad valorem taxes on the Property for the year of closing shall be prorated at Closing, effective as of the Closing Date, based on actual amounts, if known, and if not, then on the best available estimates thereof. Provided that Seller receives the Purchase Price, the date of closing will be attributable to Purchaser. If tax assessments for the Property for the current year are unavailable as of the Closing Date, said ad valorem taxes shall be prorated or adjusted based upon the immediately preceding tax year figures. The parties shall cooperate to transfer all utility services to the Property, effective as of the Closing Date; provided, however, Seller will be responsible for all charges applicable to the period prior to the Closing Date, and

Purchaser shall be responsible for all charges applicable to the period from and after the Closing Date. All taxes, assessments and charges due and payable with respect to the Property after Closing shall be the responsibility of Purchaser. The provisions of this Article shall survive closing.

Additionally, any and all rents and other operating expenses, if any, will be pro-rated at closing.

1.25 General Obligations of Purchaser and Seller. At Closing the Seller and Purchaser shall cause to be delivered such other instruments and documents as may be reasonable, necessary and appropriate to complete the Closing of this transaction.

1.26 Possession. Seller agrees to deliver possession of the Property to Purchaser on the Closing Date and after consummation and funding of the transaction described herein.

1.27 Default by Purchaser. If Purchaser fails to perform any of its obligations under this Agreement for any reason other than Seller's default or the permitted termination of this Agreement by either Seller or Purchaser as herein expressly provided, Seller shall be entitled, as its sole remedy, to terminate this Agreement and receive the balance of the Earnest Money deposited by Purchaser as liquidated damages for the breach of this Agreement, it being agreed between the parties that the actual damages to Seller in the event of such breach are impractical to ascertain and the amount of the Earnest Money is a reasonable estimate thereof.

1.28 Default by Seller. In the event that Seller fails to perform any of its obligations under this Agreement for any reason other than Purchaser's default or the permitted termination of this Agreement by Seller or Purchaser as herein expressly provided, Purchaser shall be entitled, as its sole remedy to seek to enforce specific performance of Seller's obligation to do all things reasonably necessary to execute the documents required by this Agreement and to convey title to the Property to Purchaser. Purchaser shall be deemed to have elected to terminate this Agreement if Purchaser fails to file suit for specific performance against Seller on or before thirty (30) days following the date upon which Closing was to have occurred.

1.29 Condemnation. If, at any time prior to the Closing, any action or proceeding is filed or threatened under which the Property, or any portion thereof, may be taken pursuant to condemnation, then, at the option of Purchaser: (a) this Agreement shall terminate and the balance of the Earnest Money shall immediately be returned to Purchaser, and no party hereto shall have any further rights, liabilities or obligations hereunder; or (b) this Agreement shall remain in full force and effect, and Seller, at the time of closing hereunder, shall transfer and assign to Purchaser all of Seller's right, title and interest in and to any proceeds received or which may be received by reason of such taking, or a sale in lieu thereof, said option to be exercisable by Purchaser by delivering to Seller written notice of such exercise on or before the fifteenth (15th) day following the date on which Purchaser receives from Seller written notice that such suit

has been filed or is threatened, but in no event later than the date of closing hereunder. If Purchaser fails to exercise said option within said fifteen (15)-day period, then Purchaser shall be deemed to have elected the alternative set forth in subsection (a) above.

1.30 Commissions. Purchaser and Seller each warrant and represent to the other that such party has not employed a real estate broker or agent in connection with the transaction contemplated hereby. Each party agrees to indemnify and hold the other harmless from any loss or cost suffered or incurred by it as a result of the other's representation herein being untrue. This provision shall survive the Closing or any termination of this Agreement.

1.31 Assignment. Neither party may assign this Agreement without the prior written consent of the other. Any such prohibited assignment shall be void. Notwithstanding the foregoing Purchaser shall be entitled to assign the rights of Purchaser to another entity controlled by the same owners created for the purpose of this transaction.

1.32 Entire Agreement. This Agreement embodies the entire agreement of the parties hereto and can be modified or varied only by a written instrument subscribed to by all parties hereto.

1.33 Time of Essence. Time is of the essence of this Agreement.

1.34 Notices. Any notice, request, demand, instruction, or other communication to be given to either party hereunder, except those required to be delivered at Closing, shall be in writing, and shall be deemed to be delivered upon receipt, if hand delivered or delivered by overnight delivery service, or upon deposit in certified mail, return receipt requested, addressed as follows:

If to the City: City of Gainesville
 Attention: Angela Sheppard
 300 Henry Ward Way
 Gainesville, GA 30501
 Phone: (770) 297-5496
 Email: asheppard@gainesvillega.gov

With a copy to: Hulse, Oliver and Mahar, LLP
 Attention: Abbott S. Hayes, Jr.
 200 E. E. Butler Parkway
 Gainesville, GA 30501
 Phone: 770-532-6312
 Email: ash@homlaw.com

If to Seller: E.K. Martin, Sr. Properties, LLC

Attention: Eddie K. Martin, Sr., Registered Agent
526 Candler St.
Gainesville, GA 30501

1.35 Change of Address. The addresses and addressees for the purpose of this Article may be changed by either party by giving notice of such change to the other party in the manner provided for giving notice.

1.36 Captions. The captions used in connection with the paragraphs of this Agreement are for convenience only and shall not be deemed to construe or limit the meaning of the language contained in this Agreement, or be used as interpreting the meanings and provisions hereof.

1.37 Severability. In case any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect any other provision hereof and this Agreement shall be construed as if such invalid, illegal, or unenforceable provision had never been contained herein.

1.38 Responsibility to Cooperate. All parties agree to take all actions and do all things reasonably necessary to fulfill the terms and conditions of this Agreement in good faith and in a timely manner. Purchaser and Seller shall execute and deliver such certifications, affidavits, and statements as are required at closing to meet the requirements of any lender(s) and of federal and state law.

1.39 Construction. The parties acknowledge that their attorneys have reviewed and negotiated the provisions of this Agreement; therefore, the rule of construction that any ambiguities are to be resolved against the drafting party shall not be employed in the interpretation of this Agreement or any amendments or exhibits hereto.

1.40 Governing Law. This Agreement shall be construed and interpreted under the laws of the State of Georgia, without regard to any conflicts of law doctrine of such state.

1.41 Counterparts. This Agreement may be executed in any number of counterparts which together shall constitute the Agreement of the parties.

1.42 Special Stipulations. The following Special Stipulations, if conflicting with any exhibit, addendum or preceding paragraph (including changes thereto made by the parties), shall control:

IN WITNESS WHEREOF, this instrument has been executed in multiple copies of the dates set forth below, and each executed copy shall be deemed an original for all purposes.

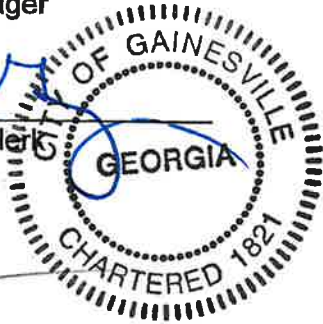
Purchaser:

CITY OF GAINESVILLE

By: [Signature]
Bryan Lackey, City Manager

Attest: [Signature]
Alisa Grayson, City Clerk

Date: 12-11-25



CITY SEAL

Approved as to form: [Signature]

Abbott Swift Hayes, Jr.

Date: 12-11-25

E.K. MARTIN, SR. PROPERTIES, LLC

By: [Signature]
Eddie K. Martin, Sr.,
Member/Manager

Date: 12-8-2025

4896-5201-6247

EXHIBIT 'A'

TRACT A

All that tract or parcel of land, situate, lying and being in Land Lot 149 of the 9th Land District, City of Gainesville, Hall County, Georgia, and designated as Tract A on survey for David Dunlap and Johnny L. Lawson, prepared by Chris M. Patton, Registered Surveyor, dated November 2, 2000 containing 0.44 acres and being more particularly described according to said Patton survey as follows:

TO ARRIVE AT THE TRUE POINT OF BEGINNING, COMMENCE at an iron pin corner located along the southeasterly right of way of Mill Street (50-foot right of way), said point being located South 26 degrees 48 minutes 17 seconds West 220.48 feet from the intersection of Mill Street and Athens Street; thence South 31 degrees 50 minutes 33 seconds West 55.00 feet to an iron pin corner, which iron pin corner is the true point of beginning; thence South 56 degrees 46 minutes 46 seconds East 159.50 feet to a 1/4 inch CTS; thence South 36 degrees 53 minutes 7 seconds West 155.44 feet to a 1/4 inch CTS; thence North 34 degrees 18 minutes 53 seconds West 156.00 feet to a point located along the southeasterly right of way of Mill Street; thence North 29 degrees 59 minutes 52 seconds East along the southeasterly right of way of Mill Street 95.67 feet to the true point of beginning.

TRACT B

All that tract or parcel of land, situate, lying and being in Land Lot 149 of the 9th Land District, City of Gainesville, Hall County, Georgia, and designated as Tract B on survey for David Dunlap and Johnny Lawson prepared by Chris M. Patton, Registered Surveyor, dated November 2, 2000, containing 0.23 acres and being more particularly described according to said Patton Survey as follows:

TO ARRIVE AT THE TRUE POINT OF BEGINNING, COMMENCE at an iron pin corner located along the southeasterly right of way of Mill Street (50-foot right of way), said point being located South 26 degrees 48 minutes 17 seconds West 220.48 feet from the intersection of Mill Street and Athens Street; thence South 31 degrees 50 minutes 33 seconds West 55.00 feet to an iron pin corner; thence leaving the southeasterly right of way of Mill Street and continuing South 56 degrees 46 minutes 46 seconds East 159.50 feet to an iron pin corner which iron pin corner is the true point of beginning; thence from said true point of beginning, South 55 degrees 39 minutes 56 seconds East 55.64 feet to a point; thence South 55 degrees 23 minutes 43 seconds East 22.55 feet to an iron pin corner located along the northwesterly right of way of the Gainesville-Midland Railroad right of way; thence along the northwesterly right of way of the Gainesville-Midland right of way South 48 degrees 6 minutes 24 seconds West 177.07 feet to an iron pin corner; thence leaving the northwesterly right of way of the Gainesville-Midland Railroad and continuing along the southeasterly right of way of U. S. Highway 129 aka I. B. Butler Parkway, North 34 degrees 18 minutes 53 seconds West 46.12 feet to an iron pin corner; thence North 36 degrees 53 minutes 7 seconds East 155.44 feet to the true point of beginning.

This is the same property that was conveyed and described in a Warranty Deed from Lamar Davies, individually and as Executor of the Estate of Gilman L. Davies, Deceased, to David A. Dunlap and Johnny L. Lawson, Jr. dated October 25, 2000, and recorded in Deed Book 3758, Page 514 of the Hall County Records;

FIRST AMENDMENT TO REAL ESTATE PURCHASE
AND SALE AGREEMENT

This First Amendment to Real Estate Purchase and Sale Agreement is made and entered into as of this 9th day of March, 2026, between E.K. Martin, Sr. Properties, LLC, a Georgia limited liability company, as Seller, and City of Gainesville, Georgia as Purchaser.

WITNESSETH

WHEREAS, Purchaser and Seller entered into a Real Estate Purchase and Sale Agreement with an effective date of December 8, 2025 (the Agreement);

WHEREAS, Purchaser and Seller wish to amend the terms of the Agreement as set forth herein;

NOW, THEREFORE, for and in consideration of mutual promises and covenants contained herein and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereto agree as follows:

1. Title Examination. Parties acknowledge that Purchaser's title examination revealed an issue related to a billboard purported lease and purchase option which would have restricted Purchaser's intended use of the Property. Purchaser has resolved the issue.
2. Closing Date. The date of closing is hereby extended to be no later than March 27, 2026.
3. All other terms and conditions of the Agreement are hereby restated and shall be in full force and effect.

The parties have hereby set their hands and seals as of the date first written above.

PURCHASER:

SELLER:

City of Gainesville
By [Signature]
Bryan Lackey, City Manager

E.K. Martin, Sr. Properties, LLC, a
Georgia limited liability company

Attest: [Signature] (SEAL)
Alisa Grayson, City Clerk

By: [Signature] (SEAL)
Eddie K. Martin, Sr.,
Manager/Member

Approved as to form: [Signature] (SEAL)
Abbott S. Hayes, Jr., City Attorney

4906-7124-8016





CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: March 12, 2026
Date Submitted: March 16, 2026
Final Approval Date: March 17, 2026
Presenter: Abb Hayes, City Attorney
Item of Business: Request from **Capstone Property Group** to amend an existing Planned Unit Development (P-U-D) zoning on a 38.531± acres tract located on the northeast side of Ivey Road at its terminus, having road frontage on Lost River Drive and Lost River Lane (a/k/a **3058 and 3070 Ivey Road, SW; 3002, 3005, 3006, 3010, 3011, 3014, 3015, 3018, 3021, 3022, 3025, 3029, 3032, 3035, 3036, 3040 and 3044 Lost River Drive, SW; 3003, 3008, 3012 and 3030 Lost River Lane, SW**). **Ward Number: Four**. Tax Parcel Number(s): 08-020-000-028, 038, 039, 040, 041, 042, 043, 044, 045, 046, 047, 048, 049, 050, 051, 052, 053, 054, 055, 056, 057, 058 and 059.
Request: Luxury hotel resort and residential.

- Proposed Rezoning Ordinance 2026-08

Meeting Date: March 17, 2026

Purpose of Request:

To conduct a public hearing regarding the following zoning request as presented at the February 10, 2026, Planning and Appeals Board meeting.

Facts & Issues / History & Background:

The applicant is proposing to amend an existing property zoned Planned Unit Development (P-U-D) to develop a luxury hotel resort and residential uses. The subject property is 38.52± acres of an overall 78.16± acres PUD that was approved in 1989 for 540 high-rise condominiums, 60 single-family lots and a marina to include dry dock boat storage, gas sales, restaurant and convenience store. The subject property is also currently approved for 42 boat slips on Lake Lanier. Adjacent uses include single-family homes located within the Cresswind at Lake Lanier, Lost River Cove, and Mill Ridge Landing subdivisions.

The proposed hotel consists of up to 177 guest rooms, including 20,000 sf. of meeting space, numerous restaurant outlets, a luxury spa, a state-of-the-art fitness center, infinity pool, sports pavilion, pickleball courts and an event lawn. Groundbreaking is expected to commence in the first quarter of 2027. Opening of the resort is expected to take place in 2029.

The resort will also feature 7, two-story detached lakeside cottages and 14-duplex estate homes (28 units). Each cottage suite will be a minimum of 2,000 sf of heated spaces, consisting of up to four private bedrooms / bathrooms, a kitchen, living room space and deck/patio. Located adjacent to the lakeside cottages will be a lakeside bar and pavilion. It is planned that the cottages will operate within a rental program to be managed by the hotel; these may be sold to individuals who will then have the option to also participate in the development's rental program.

Each two-story duplex estate home includes approximately 5,450 sf. of heated floor space and a two-car garage. Individuals that purchase the homes will have the ability to place them in a rental pool that the resort will manage for a fee.

The entire development will be interconnected with gated access off Ivey Road. The existing Ivey Road, which leads to the resort, will remain public, though the side of the road along the western boundary of the aforementioned property will be privately maintained to feature fine landscaping. The section of Ivey Road that runs to the north of Winding Lake Drive may be abandoned, if approved by City Council. Lost River Drive, Lost River Lane, and any new interior access roads may be privately maintained roads. Portions of the development may be gated. Trash services for the development will be contracted through a private company.

Department Recommendation:

Staff and PAB recommended approval with nine conditions. See the PAB Recommendation report for details and excerpts from the meeting minutes.

SAMPLE MOTIONS:

Approval of Ordinance 2026-08:

I move to approve the ordinance to amend the existing Planned Unit Development (P-U-D) for the subject property for a luxury hotel resort and residential with nine conditions as presented.

Denial of the Request:

I move to deny the request.

Department Director:

Rusty Ligon

If funding is involved, are funds approved within the current budget? No

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

1. CC Legal Ad
2. PAB Recommendation Report
3. Proposed Zoning Amendment Ordinance 2026-08
4. Location maps
5. Lakeside Resort Revised Narrative
6. Survey
7. LAKE RESORT_CONCEPT PACKAGE
8. Intersection Control Evaluation Study
9. Lakeside Resort Traffic Study

2026CV000221

NOTICE OF PETITION TO CHANGE NAME OF ADULT
Petitioner filed a petition in Hall County Superior Court on February 4th, 2026, to change Petitioner's name from Anna Gabrielle Kesler to Anna Gabrielle Miller. Any interested party has the right to appear in this case and file objections within 30 days after the petition was filed. Date: February 5th, 2026
Anna Gabrielle Kesler, Pro se
Name: Anna Gabrielle Kesler
Address: 6726 Birch Bark Way Flowery Branch, GA 30542
Phone: 770-876-9655
Email: elliekesler11@gmail.com
156872 2/18, 25, 3/4, 11

Public Hearings

The City of Buford Planning and Zoning Board will meet on Tuesday, March 10, 2026 at 7:00 p.m. and the Buford City Commission will meet on Monday, April 6, 2026 at 7:00 p.m. at Buford City Hall, 2300 Buford Highway, Buford, Georgia 30518 to consider a special use permit at 942 Gainesville Highway for Thomas Lin. The special use permit requested is to allow a used car lot and automotive repair.
156950 2/18, 25, 3/4, 11, 18, 25

NOTICE OF PUBLIC HEARING ON PROPOSED AMENDMENTS TO THE GAINESVILLE ZONING MAP
Notice is hereby given that the **Gainesville City Council** will conduct a public hearing on **Tuesday, March 17, 2026 at 5:30 p.m. in the Municipal Courtroom** of the Roy Franklin Hooper, Jr. Public Safety Building, 701 Queen City Parkway in Gainesville on the following requests:

1) Request from **Capstone Property Group** to amend an existing Planned Unit Development (P-U-D) zoning on a 38.531± acres tract located on the northeast side of Ivey Road at its terminus, having road frontage on Lost River Drive and Lost River Lane (a/k/a **3058 and 3070 Ivey Road, SW; 3002, 3005, 3006, 3010, 3011, 3014, 3015, 3018, 3021, 3022, 3025, 3029, 3032, 3035, 3036, 3040 and 3044 Lost River Drive, SW; 3003, 3008, 3012 and 3030 Lost River Lane, SW**).
Ward Number: Four
Tax Parcel Number(s): 08-020-000-028, 038, 039, 040, 041, 042, 043, 044, 045, 046, 047, 048, 049, 050, 051, 052, 053, 054, 055, 056, 057, 058 and 059
Request: Luxury hotel resort and residential

2) Request from **Greg Loyd** to annex a 0.23± acre tract located on the south side of West Side Drive, between Pearl Nix Parkway and Tate Street (a/k/a **1507 West Side Drive**) and to establish a zoning of Residential-II (R-II).
Ward Number: Five
Tax Parcel Number(s): 00-126-004-003
Request: Duplex apartment
Additional information is available from the Community and Economic Development Department, Planning Division, by calling 770-531-6570.
NOTE: In accordance with Georgia law, anyone who wishes to express opposition to the proposed zoning action, and has made, within two years immediately preceding the filing of the proposed zoning action, campaign contributions aggregating \$250 or more to a local government official who will consider the application, shall file a disclosure of contribution(s) with the Planning Division at least five (5) days prior to the first reading of the proposed zoning action by the City Council. (OCGA §36-67A-3 (c))
157343 2/25

NOTICE OF PUBLIC HEARING UPON APPLICATION FOR ANNEXATION AND REZONING
Pursuant to O.C.G.A. § 36-36-1 et seq. and O.C.G.A. § 36-36-20 et seq., notice is hereby given that the City of Buford, a Georgia Municipal Corporation, will hold a public hearing to evaluate the applications of certain landowners, more fully set forth on Exhibit "A", to annex and zone property to the corporate limits of the City of Buford as provided in O.C.G.A. § 36-36-20 which is contiguous to the existing limits. The property

proposed for annexation and rezoning is contiguous to the present corporate limits of the City of Buford and is more particularly described in Exhibit "A" attached hereto.

The City of Buford Planning Commission will hold a public hearing and make recommendation on such application for annexation and rezoning on Tuesday, February 10, 2026, at 7:00 pm, Buford City Hall, 2300 Buford Highway, Buford, Gwinnett County, Georgia 30518.

The Buford City Commission will hold a public hearing to discuss and pass upon the proposed applications for annexation and rezoning on Monday, March 2, 2026 at 7:00pm, Buford City Hall, 2300 Buford Highway, Buford, Gwinnett County, Georgia 30518.

This 12th day of January, 2026.

CHANDLER, BRITT & JAY, LLC
City Attorneys

EXHIBIT "A"
OWNER: TIPTON HOME BUILDERS, LLC
CURRENTLY ZONED: R-3
PROPOSED ZONING: R-100
LOCATION: 458 THUNDER RD

All that tract or parcel of land lying and being in Land Lot 299, 1" Section of the 7w Land District, Hall County, Georgia and being more particularly described as follows: To find the True Point of Beginning, begin a Point formed by the intersection of the Northerly Right-of-Way of Thunder Road (apparent Right-of-Way varies) and the Easterly Right-of-Way of Parkway Industrial Park Drive (apparent 60' Right-of-Way); THENCE following along the Northerly Right-of-Way of Thunder Road (apparent Right-of-Way varies) for the next ten (10) calls, with a curve turning the left, with an arc length of 96.23 feet, with a radius of 367.74 feet, with a chord bearing of North 40 degrees 44 minutes 30 seconds East, and with a chord distance of 95.96 feet to a Point; THENCE with a curve turning to the left, with an arc length of 16.58 feet, with a radius of 367.74 feet, with a chord bearing of North 31 degrees 57 minutes 13 seconds East, and with a chord distance of 16.57 feet to a 1/2" Open Top Pipe; THENCE South 48 degrees 58 minutes 33 seconds West for a distance of 20.75 feet to a Point; THENCE with a curve turning to the left, with an arc length of 40.64 feet, with a radius of 390.30 feet, with a chord bearing of North 28 degrees 25 minutes 51 seconds East for a distance of 40.62 feet to a Point, THENCE North 25 degrees 55 minutes 19 seconds East for a distance of 21.30 feet to a Point; THENCE North 25 degrees 55 minutes 19 seconds East for a distance of 53.70 feet to a Point; THENCE with a curve turning to left, with an arc length of 33.15 feet, with a radius of 1,105.51 feet, with a chord bearing of North 21 degrees 31 minutes 48 seconds East for a distance of 81.56 feet to a Point; THENCE with a curve turning to the left, with an arc length of 60.46 feet, with a radius of 1,105.51 feet, with a chord bearing of North 17 degrees 07 minutes 23 seconds East, and with a chord distance of 88.45 feet to a Point; THENCE with a curve turning to the left, with an arc length of 60.46 feet, with a radius of 1,105.51 feet, with a chord bearing of North 13 degrees 15 minutes 49 seconds East, and with a chord distance of 60.46 feet to a 1/2" Rebar Found, said Point is the True Point of Beginning. THENCE leaving said Right-of-Way, North 85 degrees 04 minutes 35 seconds West for a distance of 238.25 feet to a Point; THENCE North 29 degrees 43 minutes 35 seconds West for a distance of 100.22 feet to a Point; THENCE North 75 degrees 12 minutes 50 seconds East for a distance of 320.07 feet to a Point along the Easterly Right-of-Way of Thunder Road (apparent Right-of-Way varies); THENCE following along the Easterly Right-of-Way of Thunder Road (apparent Right-of-Way varies) for the next three (3) calls, with a curve turning to

the right, with an arc length of 99.75 feet, with a radius of 1,105.51 feet, with a chord bearing of South 04 degrees 23 minutes 50 seconds West, and with a chord distance of 99.72 feet; THENCE with a curve turning to the right, with an arc length of 75.37 feet, with a radius of 1,105.51 feet, with a chord bearing of South 08 56 minutes 07 seconds West, and with a chord distance of 75.36 feet to a Point; THENCE with a curve turning to the left, with an arc length of 15.59 feet, with a radius of 1,105.51 feet, with a chord bearing of North 11 degrees 17 minutes 33 seconds East, and with a chord distance of 15.59 feet to a 1/2" Rebar Found, said Point is the True Point of Beginning. Said property contains 38,697 square feet, 0.880 acres. Including all easements within.
155913 1/21, 28, 2/4, 11, 18, 25

Public Sales/Auctions

Unit #9 belonging to Carolyn Watts, Unit #38 belonging to Jennifer Villagomez, Unit #44 belonging to Joseph Inman and Unit #58 & #59 belonging to John McDougald will be emptied and liquidated on February 18, 2026 at 2:00 p.m. D & E Storage has the right to reject and withdraw any and all bids. (tenants have the right to work out up until the time of liquidation)
156951 2/18, 25

Notice of Public Sale
In accordance with Georgia Law Chapter 40-11-5 the following vehicles have been deemed abandoned and will be sold at a public sale on 03/11/2026 at 11:30 am
Said vehicles are located at 2301 Browns Bridge Rd Gainesville, GA 30504
5TFHWSF17CX250071 2012 Toyota Tundra
157043 2/18, 2/25

CITY OF GAINESVILLE ONLINE SURPLUS AUCTION
The City of Gainesville surplus and seized/abandoned items, etc., will be available for purchase on the Internet. Auction items can be viewed online February 20, 2026 until February 27, 2026. Visit www.govdeals.com to view assets and register to bid online. Contact GovDeals Help Desk at 800-613-0156 for help with bid registration. E-mail cbeck@gainesvillega.gov or bcarpio@gainesvillega.gov with questions.
156749 2/11, 18, 25

Pop's Storage and Moving Co will hold a public auction to sell personal property described below belonging to those individuals listed below at the location indicated: 2654 Candler Rd, Gainesville, GA 30507
March 11, 2026 at 12:00pm
Unit 513 Jason Garmon Tools, Furniture, Clothing and Household items and Unit 314 Jesus Arteaga Toolbox, Bike, Grill, Tires, and Boots. The auction will be listed and advertised on w w w . b i d 1 3 . c o m . Purchases must be made with cash only and paid at the above referenced facility in order to complete the transaction. Pop's Storage and Moving Co may refuse any bid and may rescind any purchase up until the winning bidder takes possession of the personal property. See manager for details.
157370 2/25, 3/4

Notice of Sale.
Notice is Hereby given that Northeast Georgia Storage Center LLC, intends to sell the personal property described below to enforce a lien imposed on said property pursuant to the Georgia Self-Storage Facility Act, Georgia Code Section 10-4-210 to 10-4-218. The undersigned will sell at public sale by competitive bidding on Friday, March 6, 2026 at 9:00 am on the premises where said property is being stored and which is located at, Northeast Georgia Storage Center, 1980 Delta Drive, Gainesville Georgia 30501, County of Hall, State of

Georgia. 770-536-5173. The personal property found in units: A025 Jamall Murdaugh- Tool Bag; A047 Evelin Perez Juarez-Cabinets, counter tops, commercial refrigerator, small refrigerator; B019 Michelle Tapia - Bags of Clothes, boxes of shoes; D006 Jenista Andrade-Furniture, boxes, totes; D031 Cornell Hendrix Jr.- AC unit, refrigerator, dolly, washer, furniture, boxes, totes; M001 Alia Durham- Clothes; M003 Tiffany Hopkins- Clothes; H005 Teryan Rucker- Porta phone, Hudl sideline press kit box, furniture, boxes. Purchases must be made with cash. All items are sold as is. Sale is subject to cancellation and Tenant has the right to redeem prior to sale.
157012 2/18, 2/25

Notice of Public Sale
In accordance with Georgia Law Chapter 40-11-5 the following vehicles have been deemed abandoned and will be sold at a public sale on 03/11/2026 at 10:00 am
Said vehicles are located at 2035 Memorial Park Dr Gainesville, GA 30504
5TEHN72N22Z883253 2002 Toyota Tacoma
156985 2/18, 2/25

Probate Notices

IN THE PROBATE COURT OF HALL COUNTY STATE OF GEORGIA

IN RE: Brandon Louis Bowers, DECEASED
ESTATE NO. E-25-711
NOTICE OF PETITION TO FILE FOR YEAR'S SUPPORT

The petition of Heather Rae Lewis, for a Year's Support from the estate of, deceased, for decedent's surviving spouse, having been duly filed, all interested persons are hereby notified to show cause, if any they have, on or before 10:00 a.m. March 11th 2026, why said petition should not be granted.

All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed on or before the time stated in the preceding sentence. All objections should be sworn to before a notary public or before a probate court clerk, and filing fees must be tendered with your objections, unless you qualify to file as an indigent party. Contact probate court personnel for the required amount of filing fees. If any objections are filed, a hearing will be, scheduled at a later date. If no objections are filed the petition may be granted without a hearing.

Mark Loggins
Judge of the Probate Court
By: Shermonte Carley
Clerk of the Probate Court
116 Spring Street First Floor
Gainesville, Georgia 30501
Address
770-53-6923
Telephone Number
156797 2/11, 18, 25, 3/4

IN THE PROBATE COURT OF HALL COUNTY STATE OF GEORGIA

IN RE: Richard Lee Blackwell, DECEASED
ESTATE NO. E-24-790
NOTICE OF PETITION TO FILE FOR YEAR'S SUPPORT

The petition of Luz A. Blackwell, for a Year's Support from the estate of, deceased, for decedent's surviving spouse, having been duly filed, all interested persons are hereby notified to show cause, if any they have, on or before 10:00 a.m. March 11th, 2026, why said petition should not be granted.

All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed on or before the time stated in the preceding sentence. All objections should be sworn to before a notary public or before a probate court clerk, and filing fees must be tendered with your objections, unless you qualify to file as an indigent party. Contact probate court personnel for the required amount of filing fees. If any objections are filed, a hearing will be, scheduled at a later date. If no objections are filed the petition may be granted without a hearing.

Patty Walters Laine
Judge of the Probate Court
By: Shermonte Carley
Clerk of the Probate Court
116 Spring Street First Floor
Gainesville, Georgia 30501
Address

770-53-6923
Telephone Number
156798 2/11, 18, 25, 3/4

IN THE PROBATE COURT OF HALL COUNTY STATE OF GEORGIA

IN RE: James Dee Burris, Sr., DECEASED
ESTATE NO. E-25-725
NOTICE OF PETITION TO FILE FOR YEAR'S SUPPORT

The petition of Lynda Anne Bartosh, for a Year's Support from the estate of, deceased, for decedent's surviving spouse, having been duly filed, all interested persons are hereby notified to show cause, if any they have, on or before 10:00 a.m. March 11th, 2026, why said petition should not be granted.

All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed on or before the time stated in the preceding sentence. All objections should be sworn to before a notary public or before a probate court clerk, and filing fees must be tendered with your objections, unless you qualify to file as an indigent party. Contact probate court personnel for the required amount of filing fees. If any objections are filed, a hearing will be, scheduled at a later date. If no objections are filed the petition may be granted without a hearing.

Mark Loggins
Judge of the Probate Court
By: Shermonte Carley
Clerk of the Probate Court
116 Spring Street First Floor
Gainesville, Georgia 30501
Address
770-53-6923
Telephone Number
156837 2/11, 18, 25, 3/4

IN THE PROBATE COURT OF HALL COUNTY STATE OF GEORGIA

IN RE: ESTATE OF Betty O. Bunch, DECEASED
ESTATE NO. E-22-72 8
NOTICE

IN RE: The Petition to Probate Will referenced estate having been duly filed, in Solemn Form in the above-referenced [For use if an heir is required to be served by publication] TO: The Unknown heirs of Larry Tillery [List here all heirs having unknown addresses to be served by publication] This is to notify you to file objection, if there is any, to the petition to probate will in solemn form, in this Court on or before 10:00 a.m. March 11th, 2026.

BE NOTIFIED FURTHER: All objections to the petition must be in writing, setting forth the grounds of any such objections. All objections should be sworn to before a notary public or before a probate court clerk, and filing fees must be tendered with your objections, unless you qualify to file as an indigent party. Contact probate court personnel for the required amount of filing fees. If any objections are filed, a hearing will be, scheduled at a later date. If no objections are filed, the petition may be granted without a hearing.

Patty Walters Laine
Judge of the Probate Court
By: S. Carley
Clerk of the Probate Court
116 Spring Street First Floor
Gainesville, Georgia 30501
Address
770-531-6923
Telephone Number
156838 2/11, 18, 25, 3/4

Sheriff's/Marshal's Sales

Sheriff's Sale

For March 3, 2026
TO BE HELD ON THE 1ST TUESDAY OF March, 2026, TO WIT: March 3, 2026, at 225 Green St. Gainesville, GA, the Hall County Courthouse steps, during the legal hours of sale, at public out-cry for cash to the high bidder of bidders the following property:

TO WIT:
A one-half interest in the below property:
All that tract or parcel of land lying and being in Candler G.M.D., Hall County, Georgia, and being 10.61 acres, more or less, as shown on a plat prepared by Larry Grogan, Georgia Registered Land Surveyor, dated April, 1971, as recorded in Plat Book 46, Page 159 of the Hall County, Georgia Plat Records, which plat is incorporated herein and made a part hereof by reference. Said property is further identified as a portion of prior Tax Parcel No. 15031A000042, and as 1812

Candler Rd., Gainesville, GA 30507, in Hall County, Georgia. The property conveyed hereby is subject to a non-exclusive 25-foot access easement as depicted on the referenced survey. This conveyance is further subject to all restrictions, easements, and rights of way of record, if any, in Hall County, Georgia.

Levied upon as the property of Susan Irick a/k/a Susan Ables Irick, in order to satisfy the Writ of Fieri Facias issued from Lumpkin County Superior Court in favor of South State Bank f/k/a SCBT, in that certain case styled as South State Bank f/k/a SCBT v. Susan A. Irick, Superior Court of Lumpkin County, Case No. 2012SUCV811-RG The Hall County Sheriff makes no warranties whatsoever as to the above-described property. The Sheriff specifically makes no warranty of title as to defects of title or survey or liens and encumbrances or other title defects in conjunction with the sale. The Sheriff reserves the right to reject any and all bids made, regardless of the amount, for the purchase of the above-described property. All interested bidders must preregister with the Hall County Sheriff's Office by the end of business on March 2nd, 2026. All bids are final.
156804 2/4, 11, 18, 25

Tax Sales

NOTICE TO FORECLOSE RIGHT TO REDEEM

[Ref. O.C.G.A., § 48-4-5 et seq.; 48-4-45 & 48-4-46]
TO: SIVICA HOMES, INC.; SIVICA HOMES RIVERSTONE, L.L.C.; EXOVATIONS OF ATLANTA, LLC, TENANT/OWNER/OCCUPANT OF 5904 LEXINGTON WAY, BRASELTON, GEORGIA 30517; AND ALL PERSONS KNOWN AND UNKNOWN HAVING OF RECORD IN HALL COUNTY ANY RIGHT, TITLE, INTEREST IN, OR LIEN UPON 5904 LEXINGTON WAY, BRASELTON, GEORGIA 30517. RE: FORECLOSURE OF EQUITY OF REDEMPTION FOR TAX SALE DEED (REF. O.C.G.A. § 48-4-45, 46) Take notice that: The right to redeem the following described property, to wit: ALL THAT TRACT OR PARCEL OF LAND lying and being in GMD 392 of Hall County, Georgia and being Lot 145 of Riverstone Park, Phase I, Unit 1, as per that Plat of the subdivision, recorded in Plat Book 844, 186-195, Hall County, Georgia Records which plat is incorporated herein by reference and made a part hereof. will expire and be forever foreclosed and barred on and after the 13th day of March, 2026. The tax deed to which this notice relates is dated the 3rd day of August, 2010, and is recorded in the office of the Clerk of the Superior Court of Hall County, Georgia, in Deed Book 6733 at page 3. The property may be redeemed at any time before the 13th day of March, 2026, by payment of the redemption price as fixed and provided by law to the undersigned at the following address: One Blue Eye, LLC, c/o Jessica P. Kelly, Esq., Mahaffey Pickens Tucker, LLP, 1550 North Brown Road, Suite 125, Lawrenceville, Georgia 30043. Please be governed accordingly.
156973 2/18, 25, 3/4, 11

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**GAINESVILLE PLANNING and APPEALS BOARD
RECOMMENDATION**

Applicant Capstone Property Group
Property Owner Lareve Properties, LLC
Location 3058 and 3070 Ivey Road; 3002, 3005,
 3006, 3010, 3011, 3014, 3015, 3018, 3021,
 3022, 3025, 3029, 3032, 3035, 3036, 3040
 and 3044 Lost River Drive; 3003, 3008, 3012
 and 3030 Lost River Lane
Request Amend P-U-D zoning
Size 38.531± acres
Ward Four
Proposed Use Luxury hotel resort and residential
Planning Division Staff Recommendation **Approval, with conditions**
Planning & Appeals Board Recommendation **Approval, with conditions**
Date February 10, 2026

▪ **Applicant's Proposal**

The applicant is proposing to amend an existing property zoned Planned Unit Development (P-U-D) for a luxury hotel resort and residential uses. The development standards for each phase of development are described below and further detail is provided in the project narrative provided by the applicant.

Resort Hotel

The proposed hotel consists of 177 guest rooms which may be combined to create suites and would reduce the total number of rooms to approximately 150. The hotel is 224,756± sf. in size and 193,743± sf. of heated space and 230± parking spaces. The exterior finish of the building will consist mostly of stone and wood to resemble a lakeside lodge. The hotel will sit roughly 240 feet above the water line to provide views of Lake Lanier. The hotel will be 3 stories and will range from 49'.6" to 55'.2" in height facing the front entrance and 4 stories facing Lake Lanier ranging from 59'.6" to 65'.2" in height. Architectural components such as the elevator tower are 68'.8" in height facing the front entrance and 78'.6" in height facing Lake Lanier.

Other amenities include 20,000 sf. of meeting space, numerous restaurant outlets, 18,000 sf. spa and wellness center, infinity pool, poolside/lakeside cafes and bars, pavilions and recreational facilities consisting of approximately 30,000 square feet of space. While gated, the proposed resort hotel property would be open to the public by reservation to gain access to lodging, restaurant and other amenities including up to 42 boat slips. Groundbreaking is expected to commence in the first quarter of 2027. Opening of the resort is expected to take place in 2029.

Lakeside Cottages

The resort will also feature seven (7), two-story detached lakeside cottages not to exceed 40 feet in height. Each cottage will be a minimum of 2,000 sf of heated space, consisting of up to four private bedrooms / bathrooms, a kitchen, living room space and deck/patio. The minimum lot size for each cottage is 8,000 sf. Located adjacent to the lakeside cottages will be a lakeside bar and pavilion. It is planned that the cottages will operate within a rental program to be

managed by the hotel; these may be sold to individuals who will then have the option to also participate in the development's rental program.

Estate Homes

The proposed 14-duplex estate homes (28 units) will range from 2,000 sf to 5,450 sf. of heated floor space. Each home will be two stories and will include a two-car garage. The lots will be minimum of 5,000 sf. and located off Lost River Cove and Lost River Drive. Each home will be sold to the public at an anticipated sales price in excess of \$1,000,000 each. Individuals that purchase the estate homes will have the ability to place them into a rental pool that the resort will manage for a fee. A 25-foot wide perimeter buffer will be located between the subject property and the common area within the adjacent Cresswind subdivision. According to the concept plan, there will be a minimum of 80 feet between the proposed estate homes and the closest home within Cresswind.

Access

The entire development will be interconnected with gated access off Ivey Road and includes a proposed roundabout/cul-de-sac directly across from Winding Lake Drive. The existing Ivey Road, which leads to the resort, will remain public, though the side of the road along the western boundary of the subject property will be privately maintained and landscaped. The section of Ivey Road that runs to the north of Winding Lake Drive may be abandoned, if approved by City Council. Lost River Drive, Lost River Lane, and any new interior access roads may be privately maintained roads. Portions of the development may be gated. Trash services for the development will be contracted through a private company.

▪ **Existing and Background Information**

The proposal includes 38.531± acres of an overall 78.16± acres PUD approved in 1989 for mixed-use development to include 540 residential condominiums, 60 single-family lots, commercial uses and amenities. The subject property is heavily wooded with half a mile of Lake Lanier shoreline frontage.

The subject 38.531± acres property consists of 22 undeveloped single-family parcels on approximately 16.0± acres that front Lost River Drive, Lost River Lane and Ivey Road. An additional 8.0± acres portion of the overall property adjacent to Lake Lanier is zoned to allow a marina with dry dock boat storage, 42 boat slips, gas sales, restaurant, convenience store, tennis courts, pool, club house, health club and an unspecified number of rental lodging units. The remaining 14.5± acres portion of the overall property is zoned to allow for residential condominiums up to 10 stories in height. It is unknown how many condominium units could be constructed on the property without further engineering.

The adjoining property located west of the subject tract is not part of this request but is part of the original PUD zoning. This property consists of 26 single-family parcels on approximately 22.7± acres along Winding Lake Drive, Winding Lake Court and Ivey Road. Most of the parcels are developed within single-family homes. The remaining 13.35± acres portion of property was reserved for residential condominiums. Again, it is unknown how many condominium units could be constructed on this property without further engineering.

▪ **Adjacent Land Use and Zoning**

Location	Use	Zoning
North	Lake Lanier	Vacation Cottage (V-C) -County
South	Cresswind at Lake Lanier Subdivision	Planned Unit Development (P-U-D) -City
East	Mill Ridge Landing Subdivision	Residential-I (R-I) -County

West	Lost River Cove Subdivision Single-family lot	Planned Unit Development (PUD) -City Vacation Cottage (V-C) -County
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▪ **Other Departmental Comments**

The request will require coordination with the Georgia Department of Transportation (GDOT).

A Development of Regional Impact (DRI #4384) study was included with this proposal. The Georgia Mountains Regional Commission (GMRC) found that the proposal does not present any potential adverse inter-jurisdictional impacts. In addition, best environmental practices are encouraged regarding stormwater management upon compliance with State and local regulations.

There were no other departmental comments at this time.

▪ **Traffic Study Summary**

A traffic impact study (TIS) was conducted on March 21, 2025, for the proposal. The following is only a summary of the TIS which was provided with the applicant's required documents.

The intersections studied included McEver Road at SR 369 (signalized); SR 369 at Cresswind Parkway (unsignalized), SR 369 at Ivey Road (unsignalized) and SR 369 at Montgomery Drive (unsignalized). Turning movement counts were collected on Tuesday, August 13, 2024. All turning movement counts were recorded during the AM and PM peak hours between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively. Since the traffic counts were collected in 2024, these volumes were increased for one year by an estimated growth factor of 1%. The table below represents the anticipated project trip generation.

	Total Trips	Inbound Trips	Outbound Trips
Daily	673	-	-
AM	58	38	20
PM	64	30	34

The analysis included the evaluation of future operations under "No-Build" and "Build" conditions, both of which account for volume increases due to the annual growth of through traffic. The results of the traffic analyses indicate the following.

- The signalized study intersection of McEver Road at SR 369 will continue to operate at an overall level of service "D" or better with peak hour traffic.
- The stop-controlled approaches at the unsignalized study intersections will operate at a level of service "C" or better in both the AM and PM peak hours, except that Ivey Road at SR 369 will operate at a level of service "F" in the PM peak hour.
- Cresswind Parkway at SR 369 will operate at a level of service "F" in both the AM and PM peak hours.
- Both the projected "No-Build" and "Build" condition traffic volumes on Ivey Road will be insufficient to warrant a traffic signal. Traffic operations in the "Build" condition were analyzed at intersection 3 (SR 369 at Ivey Road) with the addition of an eastbound left turn lane on the mainline and a channelized right turn flair on the minor street approach.
- The projected delay times at the southbound approach will be slightly reduced with the implementation of these improvements. Additionally, the installation of a left turn lane on SR 369 will lower the potential for rear end collisions on the eastbound approach.

Recommended Improvements:

- Add a right turn flair on Ivey Road with a raised island to optimize traffic flow on the southbound approach.

- Add a left turn lane on the SR 369 eastbound approach for entering traffic.

- **Intersection Control Evaluation Study**

An Intersection Control Evaluation Study (Stage 1) was conducted on April 2, 2025, for the proposed development. The purpose of this study was to determine the most effective traffic control at the study intersection SR 369 (Browns Bridge Road) and Ivey Road after the completion of the proposed Lake Lanier Resort project. The study included crash analysis, vehicular volumes, trip generation estimates from the project, and site trip distribution. The results of the study indicate that only a conventional (minor stop) control is feasible for the study intersection at this time with the recommended improvements as stated in the Traffic Impact Study. A traffic signal, roundabout, R-Cut & Right-In/Right-Out intersection are not considered feasible options.

- **Zoning History**

The following zoning actions have taken place in the immediate area during the last ten years:

2024 – A request by Don Jones to annex a 1.25± acres tract located at 2575 Gould Drive with Residential-I (R-I) zoning was approved for a single-family home.

2023 – A request by Weekley Homes, LLC to amend a 120.98± acres tract located at 0 and 1300 Gould Drive, SW zoned Planned Unit Development (P-U-D) was conditionally approved for a mixed-use development.

2023 – A request by QuikTrip Corporation C/O Eric Bikas to amend a 2.86± acres tract located at 2925 Browns Bridge Road; SW zoned Planned Unit Development (P-U-D) was conditionally approved for a QuikTrip convenience store/gas station.

2023 - A request by Loan Donuts Holdings, LLC to rezone a 1.063± acres tract located at 2895 Browns Bridge Road, SW from Residential-I-A (R-I-A) Office and Institutional (O-I) to Neighborhood Business (N-B) was approved for a Dunkin Donuts restaurant.

2022 – A request by Jeff Arkema for a special use on a 1.77± acres tract located at 2888 Browns Bridge Road; SW was approved with conditional Office and Institutional (O-I) zoning for an automotive styling center.

2022 – A request by McKinley Homes US, LLC, for a special use on a 7.74± acres tract located at 2920 Florence Drive was approved with conditional Office and Institutional (O-I) zoning for 70 residential townhomes.

2021 – A request by Tidal Wave Auto Spa to amend a 7.76± acres tract located at 1440 McEver Road zoned Planned Unit Development (P-U-D) was conditionally approved for an express car wash facility.

2021 - A request by Adventures Real Estate, LLC to rezone a 17.028± acres tract located at 2520 Browns Bridge Road from Residential-I-A (R-I-A) to General Business (G-B) was conditionally approved for an automotive related facility.

2021 – A request by Pamela Eagar to annex a 0.15± acre tract located at 2834 Browns Bridge Road with a zoning of General Business (G-B) was conditionally approved for no proposed use.

2020 – A request by CenterPoint Integrated Solutions to annex a 7.81± acres tract located at 2602 Browns Bridge Road with a zoning of General Business (G-B) was conditionally approved for a CarMax Auto Superstore.

2020 – A request by Gainesville City Board of Education to rezone a 16.67± acres tract located at 1263 and 1279 McEver Road, SW from Residential-I (R-I) to Office and Institutional (O-I) was conditionally approved for a new middle school.

2020 – A request by Gainesville City Board of Education to annex a 5.931± acres tract located at 2550 and 2560 Gould Drive with Office and Institutional (O-I) zoning with a special use was conditionally approved for a new middle school and existing single-family home.

2020 – A request by Mauricio Ortega to annex a 0.51± acre tract located at 23 Cherrywood Drive with Residential-I (R-I) zoning was approved for sewer for a single-family home.

2018 – A request by Tyler Land Holdings to amend a 2.98± acres tract located at 1209 and 1229 Hillside Gardens Lane zoned Planned Unit Development (P-U-D) was conditionally approved for a boat sales dealership.

2017 – A request by Pro Building Systems to annex a 0.516± acre tract located at 2431 S Smith Road was approved with conditional General Business (G-B) zoning for an auto collision center.

2017 – A request by Manor Lake Development, LLC for a special use on a 9.24± acres tract located at 2900 McEver Road was approved with conditional Office and Institutional (O-I) zoning for an assisted living facility.

▪ **Staff Analysis**

(1) Is the proposed use suitable in view of the zoning and development of adjacent and nearby property?

The subject property is undeveloped except for the existing right-of-way of Ivey Road, Lost River Drive and Lost River Lane. The property is located at the western edge of the city limits and is adjacent to Lake Lanier. In 1989, the property was approved for a mixed-use development to include residential condominiums, rental lodging units, a convenience store, restaurant, marina with boat storage and gas sales. The adjacent properties are zoned Planned Unit Development (P-U-D) Residential-I (R-I) and Vacation Cottage (V-C).

The surrounding area has experienced much growth over the last 20 years which has included mostly single-family residential homes north and south of Browns Bridge Road and various highway commercial uses along Browns Bridge Road and McEver Road.

(2) Will the proposed use adversely affect the existing use or usability of adjacent or nearby property?

The properties most affected by the proposal are the adjacent single-family homes located off Ivey Road, Mill Road, Mill Lane, Winding Lake Drive, Winding Lake Court, and within the Cresswind subdivision. Additional traffic and turning movements will be generated by the proposal at the unsignalized intersection of Ivey Road and Browns Bridge Road, which already experience significant delays. A traffic signal is not warranted at this intersection which would likely require connectivity from the Cresswind subdivision onto Ivey Road to increase the traffic counts.

Potential environmental impacts to Lake Lanier are always a concern with lakeside development. Stormwater measures and best management practices will be required for the development to protect this natural resource.

The proposal includes a 4-story resort hotel which is taller than the adjacent single-family homes but is less aggressive than current approved PUD zoning which allows for 10-story condominiums. Aesthetically, this is important given the highest elevation of this property is 1,248 feet which is 178± feet above the shoreline of Lake Lanier at full pool level (1,071').

(3) Is the proposed use compatible with the purpose and intent of the Comprehensive Plan?

The Gainesville Comprehensive Plan places the subject property within the *Single-Family Residential* Future Land Use category and the *Suburban Neighborhoods Character Area*.

The *Single-Family Residential* Future Land Use category includes areas containing or planned for single-family detached or semi-detached housing at densities ranging from 2 to 4 dwelling units per acre (du/ac). This would allow for a maximum of 154 dwelling units based on the size of the subject property. There are only 28 estate homes proposed. While not traditionally considered when factoring residential density, there is a gross density of 5.5 du/ac when the 177 hotel guest rooms, 7 rental cottages and 28 estate homes are included.

The vision for the *Suburban Neighborhood Character Area* is to preserve older, stable residential subdivisions and encourage newer projects with smaller lot sizes, pedestrian infrastructure, and buildings patterned after traditional local housing, possibly containing a small neighborhood-serving "village center". Neighborhood-scale businesses are prioritized that can serve local residents. Future population growth should be balanced between new development and infill areas. Housing choices should be diverse to support a range of household incomes, lifestyles, sizes and types, but consist mostly of single-family detached lots.

Land uses allowed in the *Suburban Neighborhood Character Area* include parks and recreation, single-family residential, limited multi-family residential, limited general mixed-use, limited commercial (retail and office), public and institutional.

(4) Are there substantial reasons why the property cannot or should not be used as currently zoned?

The subject property is currently zoned PUD for a mixed-use development to include high rise residential condominiums, rental cottages and commercial uses. The proposed PUD amendment includes a different mixture of uses including a resort hotel, rental cottages, estate homes and numerous amenities. The proposed PUD amendment is a site-specific zoning that assures the developer will adhere to the proposed development quality and standards as presented by the applicant and any associated zoning conditions. If the PUD amendment were not approved, the subject property could be developed for the current approved uses.

(5) Will the proposed use cause an excessive or burdensome use of public facilities or services, including but not limited to streets, schools, water or sewer utilities, and police or fire protection?

City water and sewer are available, and capacity is sufficient to serve the proposed development. The first option for sewer would tie into an existing manhole located in the cul-de-sac of Blue Cypress Cove which will require an easement from the Cresswind HOA. The second option would tie into the existing sewer force main that crosses Ivey Road between Cresswind Parkway and Mill Road. No easements would be necessary. The applicant has had preliminary meetings with the Cresswind HOA regarding Option 1. If the easement cannot be secured, the developer will move forward with Option 2.

Existing public safety services currently respond to the adjacent properties. Gainesville Fire Station #4 is located off Memorial Park Drive which is approximately 3.2± miles from the subject property. Hall County Fire Station #4 is 1.7 miles south of the property off McEver Road.

According to the traffic impact study summarized in this staff report, the anticipated project trip generation includes 673 weekday trips, 58 A.M. peak hour trips and 64 P.M. peak hour trips. Until a traffic signal is approved for the intersection of Ivey Road and Browns Bridge Road, the recommended improvements from the study include the addition of a right turn flair on Ivey Road with a raised island and the addition of a left turn lane on the SR 369 eastbound approach for entering traffic.

The proposed use includes a limited number of full-time residential units (28 estate homes) which would have minimal impact on the Gainesville City School System. The Gainesville City School System currently provides bus services for students within the immediate area.

(6) Is the proposed use supported by new or changing conditions not anticipated by the Comprehensive Plan or reflected in the existing zoning on the property or surrounding properties?

The proposed mixed-use development would be the first lakeside development of its kind within the city limits of Gainesville. Properties fronting Lake Lanier have remained mostly single-family residential in nature at lower densities. The revised proposal appears to be more suitable than the current approved use for the property given the type of residential proposed, reduced overall density and the specificity of the proposal. Given the property is currently approved as a mixed-use PUD, the proposal could be considered a downzoning given the reduction in residential units and the non-residential components are limited within the gated, hotel resort property.

(7) Does the proposed use reflect a reasonable balance between the promotion of the public health, safety, morality, or general welfare and the right to unrestricted use of property?

Based on the Comprehensive Plan, adjacent residential uses and the current approved use for the property, it appears the proposal, with the recommended conditions, reflects a more reasonable balance between the promotion of the public health, safety, morality, or general welfare and the right to unrestricted use of property.

Staff Recommendation

The Planning Division staff is recommending **conditional approval** of this Planned Unit Development (P-U-D) zoning amendment request, based on the Comprehensive Plan and the adjacent and nearby residential uses.

Conditions

- 1. The development standards within the applicant's narrative, concept plans, and architectural renderings shall be made part of the zoning ordinance and shall be subject to the Community and Economic Development Director approval. Any zoning conditions adopted as part of this zoning ordinance that conflict with these documents shall take precedence over the applicant's development standards.**
- 2. A commercial marina with fuel sales is not permitted.**
- 3. A mandatory Homeowners Association (HOA) or a property manager shall be required for the proposed development providing for the financial management, architectural controls, enforcement of community standards, regular maintenance and management of all properties and common areas.**
- 4. The proposed 25-foot wide perimeter buffer shall include a mixture of existing trees and a staggered row of buffer trees consisting of a mixture of Cryptomeria, Arborvitae and Eastern Red Cedar trees or other approved trees at a minimum installation height of 10 feet. The location, number, spacing, size and type of trees planted shall be subject to the approval of the Community and Economic Development Department Director.**
- 5. Prior to the issuance of a land development permit for the subject property, the developer/property owner shall submit a Stage 2 Intersection Control Evaluation Study for the intersection of Ivey Road and Browns Bridge Road (SR 369). The Study shall be prepared by a licensed professional engineer and is subject to review and approval by the Gainesville Public Works Director and the Georgia Department of Transportation. The Study shall utilize updated and/or field-collected traffic data,**

including turning movement counts, refined trip generation, and include traffic volumes generated from Cresswind subdivision having access on Ivey Road.

6. All access point design for the subject property shall require review and approval by the Gainesville Public Works Department Director and the Georgia Department of Transportation (GDOT). All required access/traffic/sidewalk improvements associated with the proposed development or any additional improvements identified within the Traffic Impact Study and Stage 2 Intersection Control Evaluation Study shall be at the full expense of the developer/property owner.
7. All service areas, loading areas, ground or roof top HVAC equipment shall be screened from view from all adjacent uses, roads and Lake Lanier.
8. Outdoor lighting used in this development shall be of non-spill design and placed in a manner to minimize direct visibility by the adjacent properties.
9. A uniform sign plan shall be required for the proposed development subject to the approval of the Community and Economic Development Department Director.

Excerpts from the February 10, 2026 PAB Meeting Minutes

Applicant Presentation: Brian Rochester, 425 Oak Street, of DCCM, LLC stated in attendance was Beth Garmon with DCCM and Dr. Jeff Payne, Chairman of Capstone Group. He spoke about the quality of work and reputation of Capstone Group being done as presented if not better and the impact the project would have on the community. He advised single-family residential homes have been built in the area and stated the subject area on the site plan was part of the original zoning having two very large knolls on each side of Ivey Road with amazing views. He advised once all developed the resort hotel would sit 200-ft above the lake with mountain and lake views. He advised the entire 78 acres were originally zoned for 540 condo units, 60 single-family lots with retail, lodging, restaurant, marina and convenience store with commercial uses as zoned presently. Mr. Rochester stated the hotel would have a maximum of 177 units, but some will be combined for suites with approximately 150 to 160 units. He stated there would be 7 lakeside cottages which would be part of an overall rental pool of units. He stated the 28 estate homes possibly would be owner occupied but with the option of being in the overall rental pool of the hotel if desired, with all units regardless of ownership having the ability to utilize the amenities of the overall facilities. He advised the huge peninsula to the right of the development is Corp of Engineer land and they met to discuss the possibility of walking trails and other things in the 38 acres. He stated there would be multiple high-end restaurants, luxury spa and meeting/event space. He spoke of Capstone Group who has owned the property for more than a one year and has been working on it for over two years with multiple community meetings along with individual meetings to assure that everyone understood the proposal. Mr. Rochester stated the project would be a down-zoning from the number of units being proposed and dry stack storage. He stated the project ultimately would have an excess of \$100 million impact on the economy generating around \$8 million annually in tax revenue. He then explained different areas and locations of the project with the PowerPoint presentation. He stated the front of the resort hotel would be 3 stories in height and 4 stories in height on the back, which would be less impactful than 10 story building. Meetings were held with Cresswind board, Winding Lake Drive neighbors and overall neighborhood. The proposed design would have a less of impact with the hotel at the center of the property on a higher elevation, lower elevation would be the residential units. He stated overall it would be a great project and definite improvement over the current zoning.

FAVOR: Jesse Knowles, 3613 Blue Cypress Cove, thanked for everyone for their work along with Capstone answering questions and concerns of the project. They built their home eleven years ago and knew something would be there but hoped for beautiful trees only but

with other ideas that could happen, this would be the best possible solution. He was told Capstone that no trees would be cut down behind their house in the common area along with a nice fence. He mentioned several neighbors assured them the company would be true to their word and support the project as the best possible alternative outcome.

OPPOSE: Mandy Harris, 1459 Douglas Trace, stated she was not against the project but had questions regarding the treatment room and the connection to the hospital, along with locker room, sauna and relaxation room. Chair Carter advised the treatment room at the spa as at a high-end spa for facials and such and the applicant agreed but could have Mr. Rochester address the question. She advised Browns Bridge Road is a death trap road with head-on collisions and traffic was a concern. She spoke about reading the traffic report along with it not qualifying for a traffic signal at the intersection and was aware of it being denied several years ago. She asked if the city could override GDOT to have a signal installed and Chair Carter advised with it being a state route all are under the guidance of GDOT's decision. He was aware Cresswind had tried numerous times for a traffic signal and knew of discussions for the entrance at Ivey Road too. Another concern was regarding a wedding venue having noise restrictions, permission for convenience store, approved drydock storage and clarification regarding the 42 boat-slips including if the applicant has a dock permit or needs to have the Corp approve it for dock. Chair Carter advised Mr. Rochester would address the concerns but there are no longer new docks being approved but an entitlement with the property based on the amount of shoreline it has. She mentioned the approval for the 42 docks being 37 years ago that it would go back into pool for everyone else, and if there was a permit issued for them. The last request was there would not be a request for a tax abatement program for the project.

Tommy Owings, 3051 Ivey Road, stated he is a home builder and not against the project but hoped it would be gated. He was concerned with traffic at Ivey Road trying to access Browns Bridge Road and thought the traffic study did not reflect actual traffic issues with wrecks on Highway 369 which shuts all traffic flow down.

Tammy Green, 3551 Mill Road stated she was a high school teacher and varsity coach for thirty-seven years and has lived at Mill Ridge since 1989 when Lost River and Ivey Road were gravel roads. She stated she represented many from the neighborhood and if anyone would want a hotel across street from their home with all the traffic and compared to Disney World. Mrs. Green advised she was not against growth or hotels but strongly opposed to placing a large commercial hotel in the middle of a lived-in established residential neighborhood with only one way in and one way out. She mentioned traffic issues and being difficult entering Browns Bridge Road but worse adding traffic from 177 hotel rooms and approved of the cottages and estate homes. She advised the hotel should be located in a city corridor in commercial area other than a residential neighborhood. She advised it would be a disaster for safety, pedestrians walking, seniors, and activity 24/7 including noise, lights, delivery trucks. Another concern stated was the hotel would permanently change the character of the neighborhood, protected from high intensity commercial use and approval of it would set a dangerous precedent that zoning boundaries are flexible with a larger project. She advised if the hotel would be beneficial to the city, then it belongs in a properly zoned commercial corridor. She requested the board to stand with the residents and honor the original intent of the zoning.

Don Elrod, 3055 Ivey Road, stated their home faces Lost River Drive and was concerned with the amount of added traffic to the road for a hotel. He spoke about hotel statistics with an example of a 75 percent occupancy rate would add 398 vehicles on Ivey Road including a 3 to 5 minute wait time per vehicle to exit onto Browns Bridge Road. Mr. Elrod asked the board to vote against the application.

Bill Sloan, 3059 Ivey Road, advised he has lived in Hall County for 80 years and recently retired. He was concerned with the traffic being added on Ivey Road and his grandchildren ride bikes along with golf carts and walk. He stated the project would destroy the

neighborhood and destroy someone's life all for money with a vote. He asked the board to vote no.

REBUTTAL: Chair Carter asked Mr. Rochester to answer questions that had been asked including by Mrs. Harris of treatment rooms which were services provided through the spa.

Mr. Rochester stated he understood the concerns raised and tough job of the board truly understanding the project's current zoning and what's being proposed. He agreed the treatment rooms are inside the spa, services available for surgical procedures from hospital including a place for pre/post-surgery stay. He advised the State of Georgia has strict guidelines on where traffic signals can and cannot be installed including meeting a signal warrant based on AM and PM peak hours. He stated an active adult community typically does not travel during peak hours and the reason for not qualifying for a traffic signal. He spoke about the question of noise restrictions and advised most of the wedding space would be inside but with some outside which will follow the noise ordinance for the City of Gainesville and guests at the hotel being most impacted by noise and an unwanted issue from a high-end resort. He mentioned there being an approved community dock permitted for the site from the previous owners. He stated the question from Mr. Owens regarding the traffic study was done over multiple days overall. Mr. Rochester stated he worked many years with Mrs. Green's father and advised across the lake from Mill Road are the estate homes. The hotel swimming pool would face the lake and would be lake oriented with the least amount of impact for the residents. He then stated the hotel is three stories facing the lake and much less intrusive than a ten story. He stated Mr. Elrod mentioned the number of employees but stated they would be spread out over a week and not all present every day all day. He stated people would be present at night but there would not be a lot of activity and noise. Mr. Rochester advised the property is currently zoned Planned Unit Development since it had both residential and commercial uses with a dry stack storage marina and restaurant for the general public and would have been more intrusive. He advised with a 177 room hotel verses 540 condo units generating 10 trips per day there would be much less traffic. He asked the board with all things considered to vote affirmative for the rezoning.

Board Comments: Board Member Young had a question regarding written permission for utilization from the Corp and possibly adding a condition for noise spillover to address amplified outdoor noise after certain hours. Mr. Rochester advised the permit for the community dock was issued with the previous owners which was approved before a boat density study was done but plans were to reapply for permits once all is done and properly zoned. Deputy Tate advised the City of Gainesville has a noise ordinance that could be made a condition of zoning but was unsure if the applicant would need to address in terms of affecting operations. Mr. Rochester agreed the city's noise ordinance will provide protection but is willing to address it before the city council meeting adding a condition if needed. Board Member Young agreed there would be no need to add another condition with the city's noise ordinance. Deputy Tate gave an example of a wedding venue that was approved and has operated for a year with no noise issues. Chair Carter stated he would be more concerned with Airbnb's in the neighborhood which has most of the complaints and the reason for passing the ordinance a few years ago.

Vice Chair Thompson stated if there were no commercial marina or fuel sales and asked about the plan for so many slips with it being rental units and if there would be boat rentals. Mr. Rochester stated there would be no boat rentals but slips would be made available at the community dock to a bring boat, dock it and stay for a weekend along with the estate homes and cottages could have boats.

Board Member Young asked about the 25 ft wide buffer mentioned in condition four if it would be around the entire perimeter and was confirmed as being around the entire property and also working with Cresswind about a fence along the property line too.

Vice Chair Thompson asked about the facility being gated and if so the location of the gates. Mr. Rochester advised there would be multiple gates but with there being public roads, the city would need to allow for the road to be abandoned. He stated they need the zoning to be in place in case of an abandonment then the gating could be done.

There was a motion to recommend conditional approval of the zoning amendment request for a luxury hotel resort and residential having a zoning of Planned Unit Development (P-U-D) with the following conditions:

Conditions

- 1. The development standards within the applicant's narrative, concept plans, and architectural renderings shall be made part of the zoning ordinance and shall be subject to the Community and Economic Development Director approval. Any zoning conditions adopted as part of this zoning ordinance that conflict with these documents shall take precedence over the applicant's development standards.**
- 2. A commercial marina with fuel sales is not permitted.**
- 3. A mandatory Homeowners Association (HOA) or a property manager shall be required for the proposed development providing for the financial management, architectural controls, enforcement of community standards, regular maintenance and management of all properties and common areas.**
- 4. The proposed 25-foot wide perimeter buffer shall include a mixture of existing trees and a staggered row of buffer trees consisting of a mixture of Cryptomeria, Arborvitae and Eastern Red Cedar trees or other approved trees at a minimum installation height of 10 feet. The location, number, spacing, size and type of trees planted shall be subject to the approval of the Community and Economic Development Department Director.**
- 5. Prior to the issuance of a land development permit for the subject property, the developer/property owner shall submit a Stage 2 Intersection Control Evaluation Study for the intersection of Ivey Road and Browns Bridge Road (SR 369). The Study shall be prepared by a licensed professional engineer and is subject to review and approval by the Gainesville Public Works Director and the Georgia Department of Transportation. The Study shall utilize updated and/or field-collected traffic data, including turning movement counts, refined trip generation, and include traffic volumes generated from Cresswind subdivision having access on Ivey Road.**
- 6. All access point design for the subject property shall require review and approval by the Gainesville Public Works Department Director and the Georgia Department of Transportation (GDOT). All required access/traffic/sidewalk improvements associated with the proposed development or any additional improvements identified within the Traffic Impact Study and Stage 2 Intersection Control Evaluation Study shall be at the full expense of the developer/property owner.**
- 7. All service areas, loading areas, ground or roof top HVAC equipment shall be screened from view from all adjacent uses, roads and Lake Lanier.**
- 8. Outdoor lighting used in this development shall be of non-spill design and placed in a manner to minimize direct visibility by the adjacent properties.**
- 9. A uniform sign plan shall be required for the proposed development subject to the**

approval of the Community and Economic Development Department Director.

Motion made by Board Member Martin

Motion seconded by Board Member Young

Vote – 7 favor

Passed: _____

AN ORDINANCE

No. 2026-08

AN ORDINANCE AMENDING THE EXISTING PLANNED UNIT DEVELOPMENT, WITH CONDITIONS (P-U-D-C) ZONING ON A 38.531± ACRES TRACT LOCATED ON THE NORTHEAST SIDE OF IVEY ROAD AT ITS TERMINUS, HAVING ROAD FRONTAGE ON LOST RIVER DRIVE AND LOST RIVER LANE (A/K/A 3058 AND 3070 IVEY ROAD, SW; 3002, 3005, 3006, 3010, 3011, 3014, 3015, 3018, 3021, 3022, 3025, 3029, 3032, 3035, 3036, 3040 AND 3044 LOST RIVER DRIVE, SW; 3003, 3008, 3012 AND 3030 LOST RIVER LANE, SW); TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE FOR SEVERABILITY; TO PROVIDE FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

BE IT HEREBY ORDAINED BY THE GOVERNING BODY OF THE CITY OF GAINESVILLE, GEORGIA, AS FOLLOWS:

SECTION I

That from and after the passage of this Ordinance the following described lands shall be zoned and so designated on the Zoning Map of the City of Gainesville as **Planned Unit Development, with conditions (P-U-D-c)**.

Conditions

- 1. The development standards within the applicant's narrative, concept plans, and architectural renderings shall be made part of the zoning ordinance and shall be subject to the Community and Economic Development Director approval. Any zoning conditions adopted as part of this zoning ordinance that conflict with these documents shall take precedence over the applicant's development standards.**
- 2. A commercial marina with fuel sales is not permitted.**
- 3. A mandatory Homeowners Association (HOA) or a property manager shall be required for the proposed development providing for the financial management, architectural controls, enforcement of community standards, regular maintenance and management of all properties and common areas.**
- 4. The proposed 25-foot wide perimeter buffer shall include a mixture of existing trees and a staggered row of buffer trees consisting of a mixture of Cryptomeria, Arborvitae and Eastern Red Cedar trees or other approved trees at a minimum installation height of 10 feet. The location, number, spacing, size and type of trees planted shall be subject to the approval of the Community and Economic Development Department Director.**
- 5. Prior to the issuance of a land development permit for the subject property, the developer/property owner shall submit a Stage 2 Intersection Control Evaluation Study for the intersection of Ivey Road and Browns Bridge Road (SR 369). The Study**

ORDINANCE NO. 2026-08

shall be prepared by a licensed professional engineer and is subject to review and approval by the Gainesville Public Works Director and the Georgia Department of Transportation. The Study shall utilize updated and/or field-collected traffic data, including turning movement counts, refined trip generation, and include traffic volumes generated from Cresswind subdivision having access on Ivey Road.

6. All access point design for the subject property shall require review and approval by the Gainesville Public Works Department Director and the Georgia Department of Transportation (GDOT). All required access/traffic/sidewalk improvements associated with the proposed development or any additional improvements identified within the Traffic Impact Study and Stage 2 Intersection Control Evaluation Study shall be at the full expense of the developer/property owner.
7. All service areas, loading areas, ground or roof top HVAC equipment shall be screened from view from all adjacent uses, roads and Lake Lanier.
8. Outdoor lighting used in this development shall be of non-spill design and placed in a manner to minimize direct visibility by the adjacent properties.
9. A uniform sign plan shall be required for the proposed development subject to the approval of the Community and Economic Development Department Director.

Legal Description

All that tract or parcel of land lying and being in Land Lot 20 of the 8th District of Hall County, Georgia and being more particularly described as follows:

Beginning at an iron pin at the intersection of the north right-of-way of Lost River Drive (50'r/w) with the east right-of-way of Ivey Road, thence N 03°15'52" W along the right-of-way of Ivey Road, a distance of 17.05' to a point; THENCE continuing along said right-of-way with a curve turning to the left with an arc length of 316.55', with a radius of 388.32', with a chord bearing of N 26°37'03" W, with a chord length of 307.86', to a point; THENCE continuing along said right-of-way N 49°58'15" W a distance of 274.65' to a point; THENCE continuing along said right-of-way with a curve turning to the right with an arc length of 216.47', with a radius of 345.76', with a chord bearing of N 32°02'26" W, with a chord length of 212.95', to a point; THENCE continuing along said right-of-way N 14°06'33" W a distance of 29.87' to a point on a cul-de-sac; THENCE continuing along said right-of-way with a curve turning to the left with an arc length of 162.64', with a radius of 50.00', with a chord bearing of N 47°17'48" W, with a chord length of 99.85', to an iron pin; THENCE leaving said right-of-way N 03°56'09" W a distance of 136.44' to an iron pin; THENCE N 89°51'39" E a distance of 27.94' to an iron pin; THENCE N 03°56'09" W a distance of 230.15' to a point in a ditch on the common boundary with the U.S. Corps of Engineers property for Lake Lanier; THENCE along the U.S. Corps of Engineers property, N 61°18'44" E a distance of 565.37' to an angle iron found; THENCE along the U.S. Corps of Engineers property, S 29°19'12" E a distance of 199.97' to an angle iron found; THENCE along the U.S. Corps of Engineers property, N 61°23'42" E a distance of 450.14' to an angle iron found; THENCE along the U.S. Corps of Engineers property, S 40°43'31" E a distance of 920.29' to an angle iron found; THENCE along the U.S. Corps of Engineers property, S 61°20'29" W a distance of 188.47' to an angle iron found; THENCE along the U.S. Corps of Engineers property, S 29°08'08" E a distance of 381.81' to a ½" open top pipe; THENCE leaving the U.S. Corps of Engineers, S 57°48'53" W a distance of 1138.02' to an iron pin on the east right-of-way of Ivey Road (50'R/W); THENCE along said right-of-way, N 27°24'49" W a distance of 142.07' to a point; THENCE along said right-of-way, with a curve turning to the right with an arc length of 133.42', with a radius of 357.51', with a chord bearing of N 16°43'18" W, with a chord length of 132.65', to an iron pin at the intersection of the south right-of-way of Lost River Drive and the east right-of-way of Ivey Road; THENCE across the right-of-way of Lost River

ORDINANCE NO. 2026-08

Drive, N 03°44'25" W a distance of 50.00' to an iron pin on the north right-of-way of Lost River Drive which is the point of beginning.

Said parcel of land being a portion of the property shown on plat book 147, page 206 & 207, including lots 1 through 22 of block A of Lost River Cove Subdivision and including the right-of-way of Lost River Drive and Lost River Lane. Said parcel containing 38.531 acres and being shown on a survey by Moreland Altobelli and Associates, LLC dated 12-21-1990, less the property shown on a plat for Glenn H. Collis by Moreland Altobelli, dated 9-23-1998. Said surveys are incorporated herein by specific reference.

SECTION II

All Ordinances and parts of Ordinances in conflict herewith are hereby repealed.

SECTION III

If any portion of this Ordinance shall be held to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect or impair the remaining portions unless it clearly appears that such other parts are wholly and necessarily dependent upon the part held to be invalid or unconstitutional.

SECTION IV

The effective date of this Ordinance shall be upon approval by the governing body of the City of Gainesville, Georgia.

Zack Thompson, Mayor

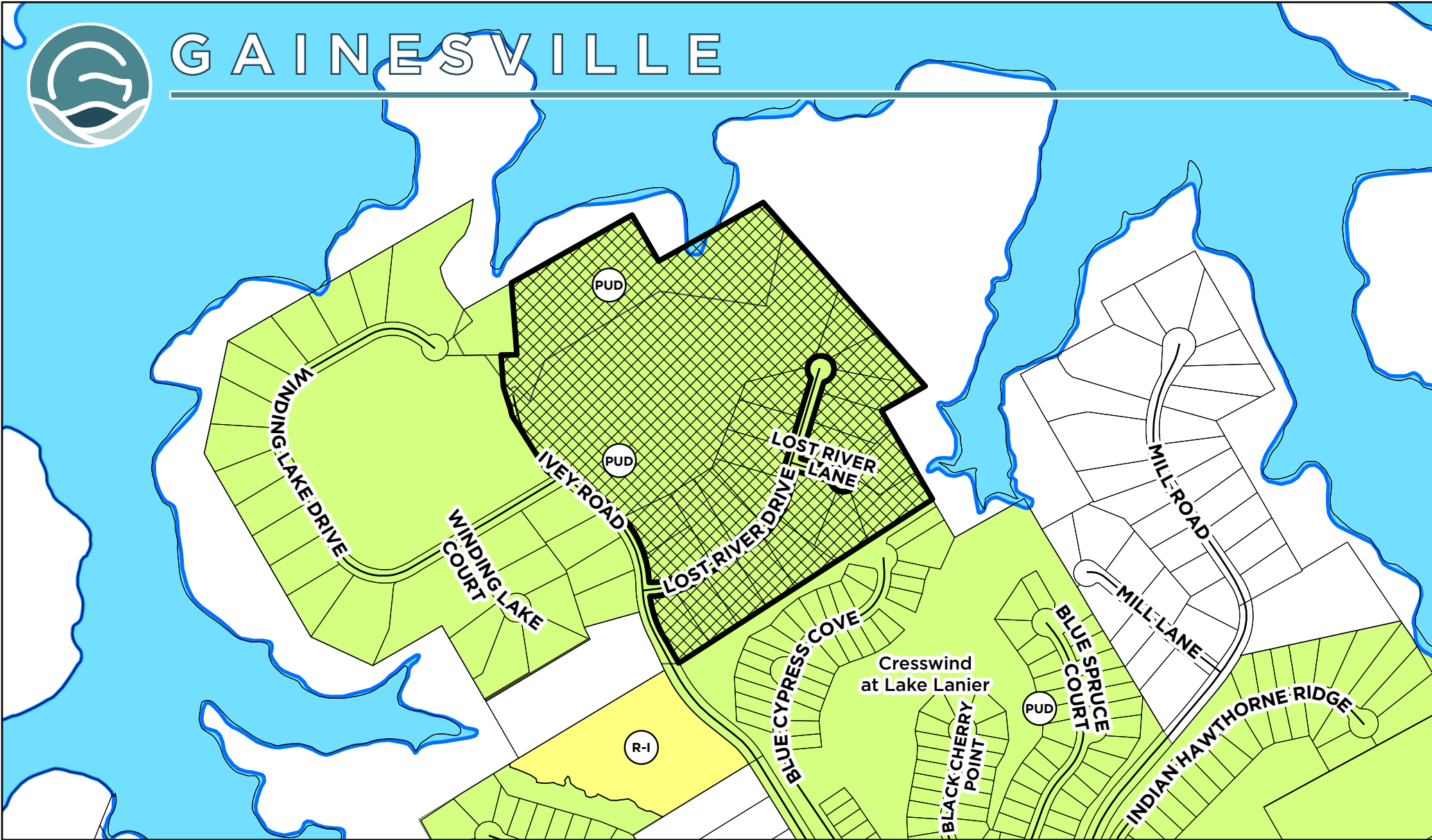
This is to certify that I am City Clerk of the City of Gainesville. As such, I keep its official records, including its minutes. In that capacity, my signature below certifies this Ordinance was adopted as stated and will be recorded in the official minutes.

ATTEST:

Alisa Grayson, City Clerk



GAINESVILLE



Applicant: **CAPSTONE PROPERTY GROUP**


ZONING AMENDMENT REQUEST

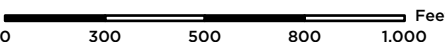
Request:
Amend existing Planned Unit Development (P-U-D) on +/- 38.53 AC for a luxury hotel resort and residential.

Subject Property Address:
3058 & 3070 Ivey Road;
3002, 3005, 3006, 3010, 3011, 3014,
3015, 3018, 3021, 3022, 3025, 3029,
3032, 3035, 3036, 3040 & 3044
Lost River Drive; 3003, 3008, 3012
& 3030 Lost River Lane

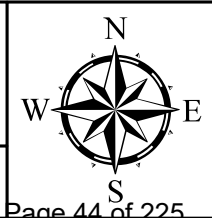
Tax Parcel:
08020 000028;
08020 000038 - 08020 000059

Meeting Date: 02/10/2026
Map Prepared: 01/15/2026

 **Subject Property**

 Feet

Scale: 1" = 500'





GAINESVILLE



Applicant: **CAPSTONE PROPERTY GROUP**


ZONING AMENDMENT REQUEST

Request:
Amend existing Planned Unit Development (P-U-D) on +/- 38.53 AC for a luxury hotel resort and residential.

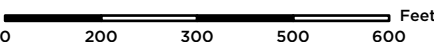
Subject Property Address:
3058 & 3070 Ivey Road;
3002, 3005, 3006, 3010, 3011, 3014,
3015, 3018, 3021, 3022, 3025, 3029,
3032, 3035, 3036, 3040 & 3044
Lost River Drive; 3003, 3008, 3012
& 3030 Lost River Lane

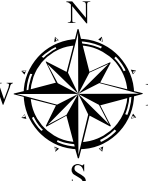
Tax Parcel:
08020 000028;
08020 000038 - 08020 000059

Meeting Date: 02/10/2026
Map Prepared: 01/15/2026

 **Subject Property**

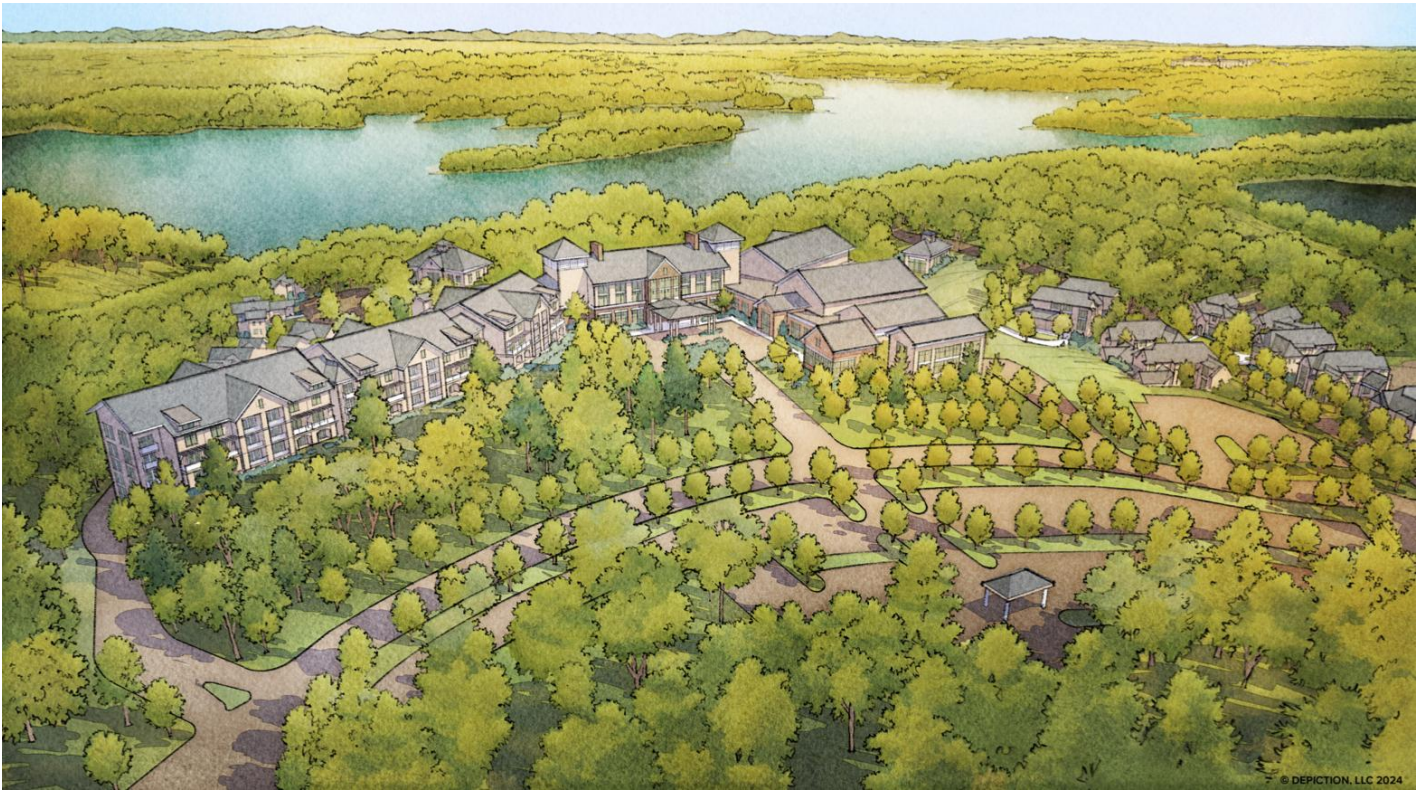
Aerial from 2025

 **Scale: 1" = 500'**



Page 45 of 225

Lakeside Resort Project Narrative



CAPSTONE
PROPERTY GROUP

Date: February 3, 2026

Submitted to: City of Gainesville Planning Division

Applicant: Capstone Property Group
340 Jesse Jewell Pkwy Suite 400
Gainesville, GA 30501

Prepared by: Capstone Property Group

Property Owner(s): Lareve Properties, LLC
PO Box 724
Gainesville, GA 30503

Collins Properties, LLC
340 Jesse Jewell Pkwy, Suite 400
Gainesville, GA 30501

Property Address: 3070 SW Ivey Rd, Gainesville, GA 30504

Parcel Numbers: 08020 000028, & 08020 000038 - 08020 000059

Site Size: 38.531 acres

Developer: Capstone Property Group
340 Jesse Jewell Pkwy Suite 400
Gainesville, GA 30501

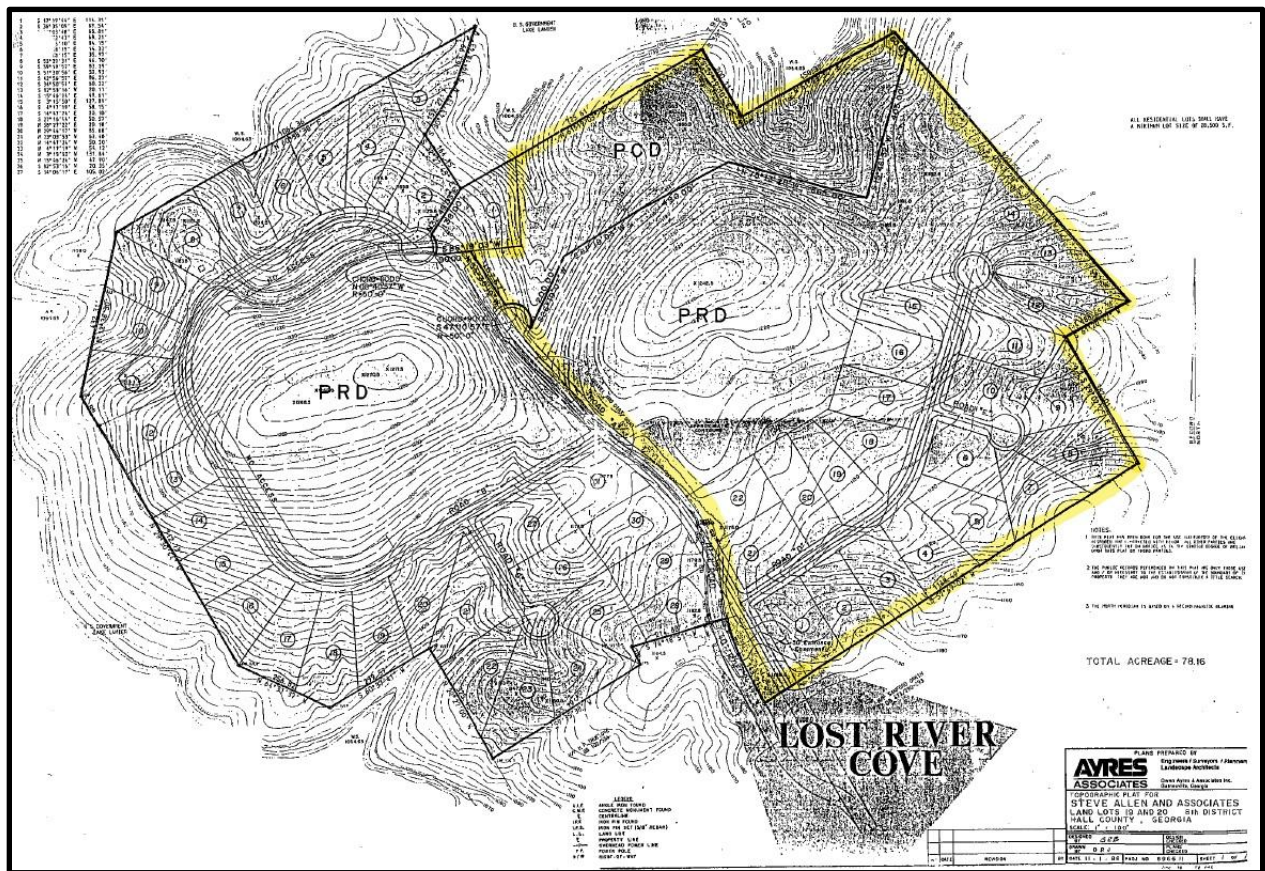
Architect: Cooper Carry
191 Peachtree St Suite 2400
Atlanta, GA 30303

General Contractor: Ecker Construction
2980 Gravel Springs Rd Suite A
Buford, GA 30519

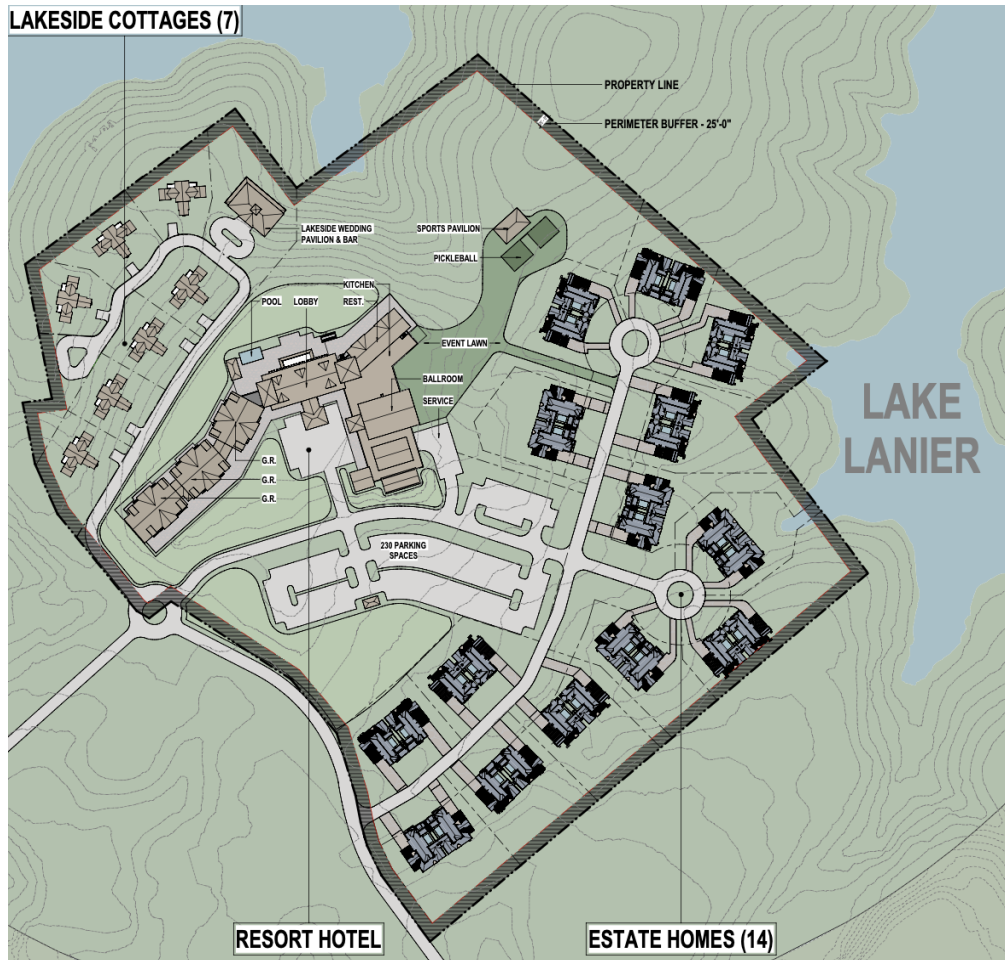
Civil Engineer: DCCM
425 Oak St
Gainesville, GA 30501

For over two years, Capstone Property Group has been in the planning stages of developing a luxury resort on Lake Lanier. This project is expected to attract thousands of people from across the country every year. Comparables to this project include The Ritz-Carlton at Lake Oconee, Salamander Resort in Middleburg, VA, Old Edwards Inn, and The Lodge at Sea Island. The overall goal and expectation for this property is to achieve a Forbes-rated, world-recognized resort that would include a hotel, spa, and restaurant.

The planned resort is located at 3070 Ivey Road SW. Currently, the property is zoned PUD and is part of an approved plan that includes 540 condos, 60 single-family lots, tennis courts, a swimming pool, club house, health club, rental lodging units, dry stack boat storage, marina with gas sales, restaurant, and a convenience store. The subject property is also currently approved for 42 boat slips community dock. Capstone is seeking to amend a portion of the current PUD for uses outlined in this narrative, as indicated on the original zoning map below:



The focal point of the project will be a luxury hotel which will sit more than 200 feet above Lake Lanier and provide excellent views of the water. The hotel will consist of 177 guest rooms (which are anticipated to be combined to create suites and would reduce the total number of rooms to approximately 150), 20,000 total square feet of meeting space, numerous restaurant outlets, a luxury spa, a state-of-the-art fitness center, and an infinity-edge swimming pool. Once rezoning is approved, architects will begin drawing plans, which are expected to be completed by the end of 2026. Groundbreaking is expected to commence in the first quarter of 2027. Opening of the resort is expected to take place in 2029. The resort will also feature 7 lakeside cottages. These cottages are planned to be rented as part of the hotel but may be individually owned. They are tentatively scheduled to be completed at the same time as the hotel. However, there is the potential that the cottages may be built in phases with some opening alongside the hotel and others being built in the future. There is also the potential that the cottages will be built as a future development once the hotel has settled (usually 3 years after opening). Lastly, there will be 28 paired villa estate homes (14 buildings) that will be a For Sale product and offer owners the ability to place their unit in a rental program with the resort. The estate homes are expected to be completed at the same time as the hotel but there is the possibility they will be part of a future development phase once the hotel settles. The developer reserves the right to phase the resort at their own discretion.



**Images are for illustrative purposes only and may be changed at time of development plans.*

The property is bound to the west by Ivey Road, to the south by single-family homes within the Cresswinds development, to the east by Corps of Engineers' property, and to the north by Corps of Engineers' property. The property line does cross the lake water surface in a +/- 140-foot section to the northeast.

Very fine and well-maintained landscaping will surround the property including an extensive use of native plants. The existing Ivey Road, which leads to the resort, will remain public, though the side of the road along the western boundary of the aforementioned property will be privately maintained to feature fine landscaping. The section of Ivey Road that runs to the north of Winding Lake Drive may be abandoned, if approved by City Council. Lost River Drive, Lost River Lane, and any new interior access roads may be privately maintained roads. Privately maintained roads may vary from the City of Gainesville UDC, as allowed within this zoning. Any fencing or signage featured on the property will be that of the highest quality and will be displayed in an upscale and appropriate fashion. Portions of the development may be gated. Trash services for the

development will be contracted through a private company such as Republic or Waste Management.

Luxury Hotel

The focal point of the property will be the hotel that will consist of 177 guest rooms. The exterior finish of the building will consist mostly of stone and wood to resemble a lakeside lodge. The hotel will sit roughly 240 feet above the water line and will provide excellent views of Lake Lanier.

The chart below reflects all setbacks and square footages associated with the hotel element of the development. The number of parking spaces may vary from what is stated within this narrative or included in this zoning packet, however, any deviation would not exceed 20% of the proposed quantities. Final lot and/or boundary lines may vary upon final civil engineering review.

Specific development standards for the Hotel shall include the following:

Standard	Hotel
Maximum Number of Guest Rooms*	177
Minimum Lot Width	100'
Minimum Lot Size	15,000 SF
Minimum Road Frontage	40'
Minimum Front Yard Setback	30'
Minimum Side Yard Setback	None
Minimum Rear Yard Setback	None
Minimum Setback from Corps of Engineers Property Line	None
Maximum Height (Number of Stories)	4 (Including walkout level)
Maximum Meeting Space	20,000 SF
Maximum Spa/Wellness Center	18,000 SF
Resort Amenities including swimming pool, poolside/lakeside cafes and bars, pavilions, and recreational facilities	30,000 SF

* It is anticipated that some guest rooms will be combined to create suites, and would therefore reduce the number of rooms to approximately 150 total.

Any standards which are not specifically identified as part of this application shall revert to the appropriate underlying zoning or development standard as listed in the UDC.

A feasibility study performed by The Highland Group projects that the hotel will achieve an occupancy rate of 60% and an average room rate of \$677 in its first year of operation. During Year 5, the hotel is projected to operate at an occupancy rate of 70% and an average room rate of \$782. The results of the feasibility study are shown below:

Projected Operating Results			
Five Star Hotel			
Year	Occupancy	Average Room Rate (1)	RevPAR (1)(2)
1	60%	\$677	\$403
2	67%	\$712	\$477
3	69%	\$739	\$513
4	70%	\$759	\$530
5	70%	\$782	\$546

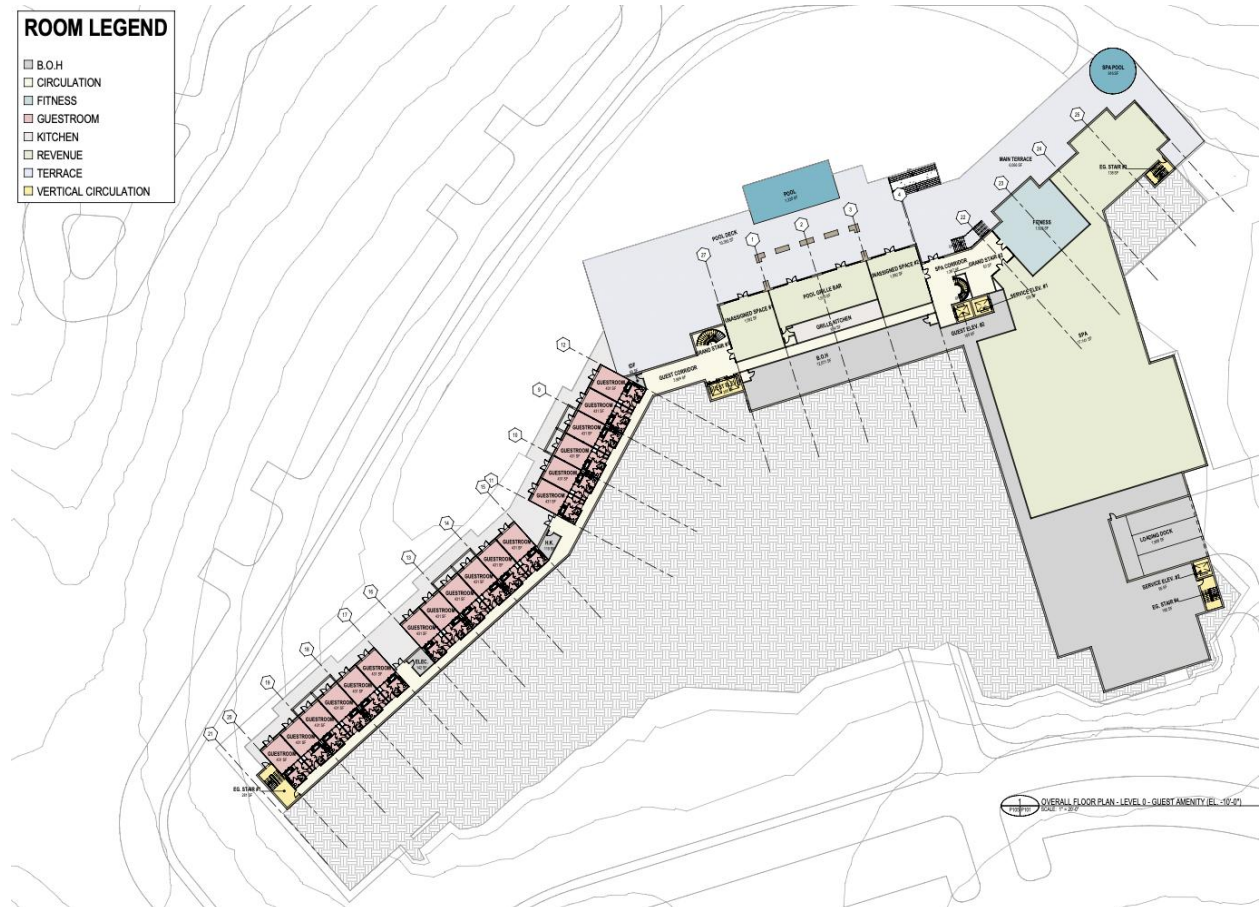
Note:
 (1) Adjusted for inflation
 (2) RevPAR refers to Revenue per Available Room, and measures financial health by calculating the total room revenue divided by total available rooms.
Source: The Highland Group

The hotel will be 4 stories and will be built into the terrain to limit grading on the property, meaning that the lowest level (Level 0) will only be visible from the lake and the building will appear as 3 stories from the main entrance.

Level 0 will include the spa, fitness center, swimming pool, poolside bar, loading dock with back of house operations, and guest rooms. The spa is expected to be Forbes-rated with national recognition. With the hospital being so prominent in Gainesville, it is expected that the resort will attract many patients and will function as a wellness destination. We plan to work with the Heart Institute to provide pre- and post-procedure lodging for patients who are from out of the area. This wellness area will feature treatment rooms, a sauna, relaxation room, hot tub, and a locker room. There are other potential amenities to make this one of the top spas in the country. In close

proximity to the spa there will be a state-of-the-art fitness center. The fitness center will play an important role in achieving the goal of becoming a wellness destination.

The swimming pool and pool deck will consist of no more than 15,000 square feet. The pool is expected to feature an infinity edge to complement the beautiful views overlooking Lake Lanier. Connected to the pool deck will be a poolside bar serving family-friendly cuisine.



**Images are for illustrative purposes only and may be changed at time of development plans.*

Level 1 of the hotel will be the main level and will feature grand finishes and immediate views of the lake to set the expectation upon the guests' arrival. On this floor will be the front desk, guest rooms, the library and living room, a lobby bar/cafe connected to the signature restaurant, ballrooms and meeting space, and a sundries/gift shop.

The meeting and event space will occupy no more than 20,000 total square feet of the resort. The hotel's grand ballroom can be divided into 2 smaller meeting rooms, and the junior ballroom will have the ability to be divided into 3 separate spaces. There will be 3 other meeting rooms that will function as traditional meeting space or boardrooms.

The signature restaurant will be very high-end and is expected to become a Forbes-rated establishment. The restaurant will include a connecting space that will function as the lobby bar and morning cafe. The kitchen that serves the restaurant will also serve as a catering kitchen for the event spaces; sharing the kitchens will provide excellent efficiencies through the hotel. We plan to offer a culinary experience with a kitchen/theater for cooking classes and demonstrations as well as offering food and wine weekends featuring chefs from around the south.

The sundries/giftshop will sell resort branded items as well as local goods that are only available around the Gainesville and North Georgia area.



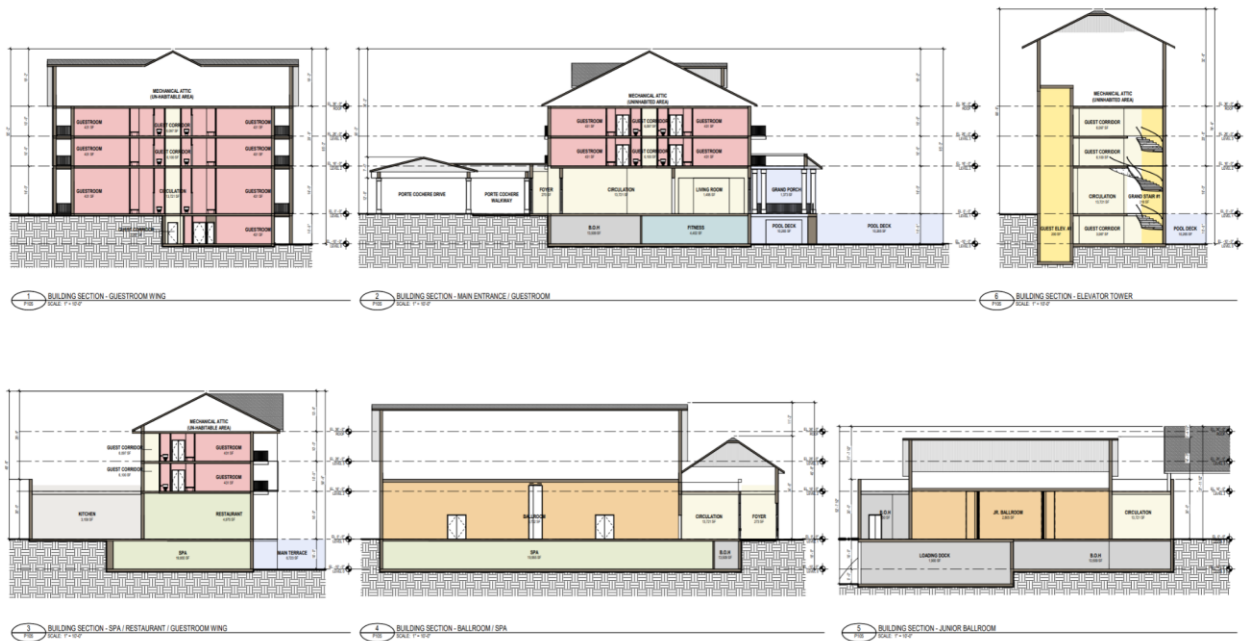
**Images are for illustrative purposes only and may be changed at time of development plans.*

Levels 2 and 3 of the resort



**Images are for illustrative purposes only and may be changed at time of development plans.*

The illustration below shows the elevations of the hotel. The hotel will be 49 feet and 6 inches tall with an additional 10 feet underground for level 0.



**Images are for illustrative purposes only and may be changed at time of development plans.*

**Images are for illustrative purposes only and may be changed at time of development plans.*



Lakeside Cottages

There will be 7 cottages on the property that will each consist of 4 bedrooms with a “living room.” The cottages will all be “lock-outs” meaning that each bedroom will have a door accessible to the outside. It is planned that the cottages will operate within a rental program to be managed by the hotel; these may be sold to individuals who will then have the option to also participate in the development’s rental program. . The cottages will be designed as hotel rooms and will feature similar furniture, fixtures, and equipment while also being serviced daily by housekeeping. Each cottage will consist of 2 stories at a maximum height of 40 feet.

Located adjacent to the lakeside cottages there will be a 2-story lakeside pavilion and bar. This unique feature is expected to serve as a popular wedding destination with views overlooking the lake. The bar is expected to be popular amongst overnight resort guests while also serving residents that live in the near Lake Lanier.

In a separate section of the property there will be a recreational area that will include a sports pavilion. This area may include multiple pickleball courts and several indoor/outdoor activities to provide guests with daily entertainment. There will be extensive walking trails located throughout the property. Capstone has received verbal approval from the Corps of Engineers to use the adjacent Corps’ property to the east for walking trails as well.

The chart below reflects all setbacks and square footage numbers associated with the cottages’ development standards. The square footage of all buildings, rooms, residential units and number of parking spaces may vary per final design from what is stated within this narrative or included in this zoning packet. Final lot and/or boundary lines may vary upon final civil engineering review.

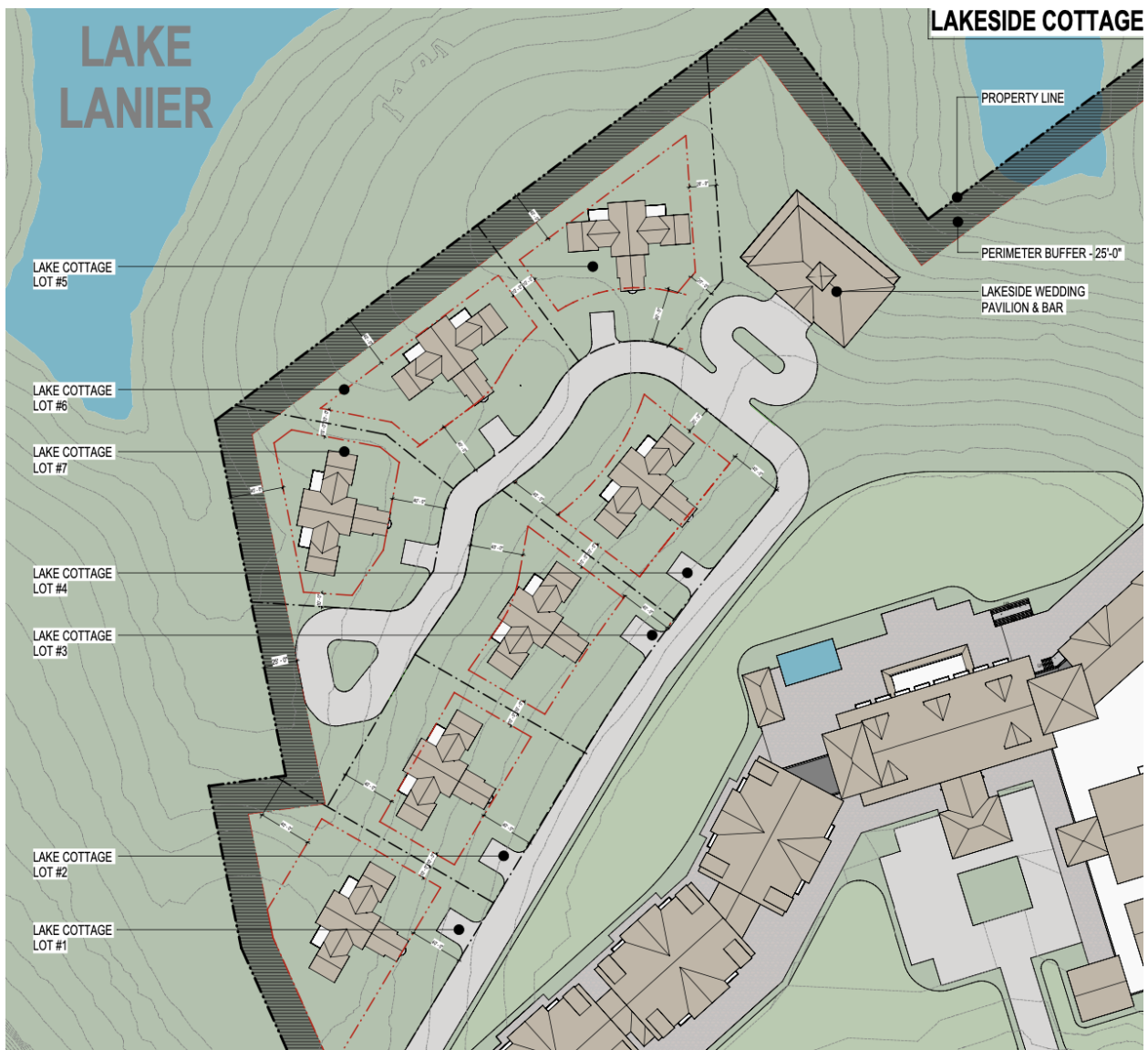
Specific development standards for the Lakeside Cottage homes shall include the following:

Standard	Lakeside Cottages
Maximum Number of Units	7
Minimum Lot Width*	70'
Minimum Lot Size	8,000 SF
Minimum Road Frontage	40'
Minimum Front Yard Setback	20'

Minimum Side Yard Setback	10'
Minimum Rear Yard Setback	20'
Minimum Building Separation	20'
Maximum Height	40'
Minimum Home Width	50'
Minimum Heated Square Feet per Home	2,000 SF

*As measured at front building line

Any standards which are not specifically identified as part of this application shall revert to the appropriate underlying zoning or development standard as listed in the UDC.



**Images are for illustrative purposes only and may be changed at time of development plans.*

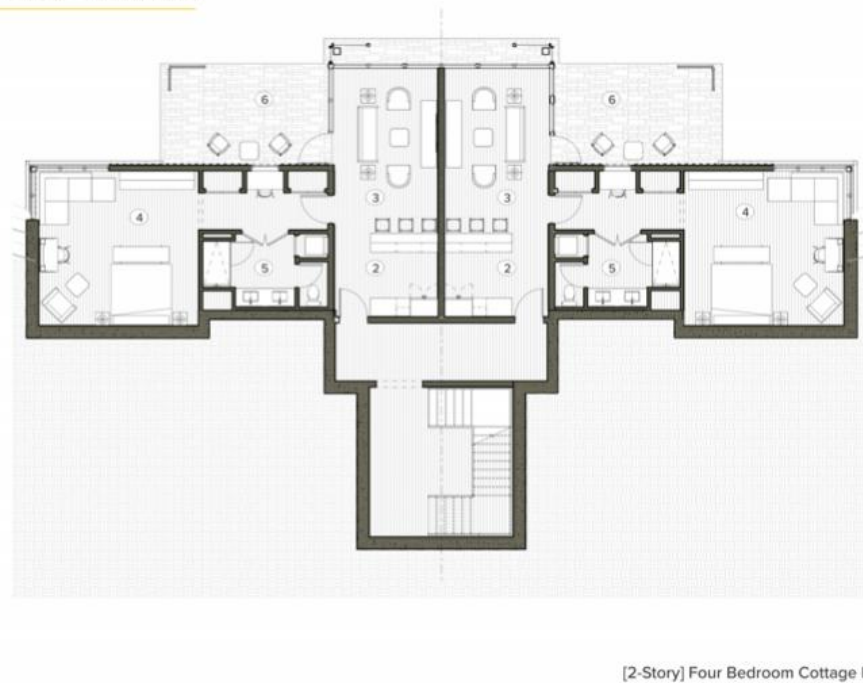
RESORT COTTAGE FLOOR PLAN



- 1. Entry/ Front Porch
- 2. Kitchen
- 3. Living Room
- 4. Bedroom
- 5. Bath
- 6. Outdoor Terrace

[2-Story] Four Bedroom Cottage Plan - UPPER LEVEL

RESORT COTTAGE FLOOR PLAN



- 1. Entry/ Front Porch
- 2. Kitchen
- 3. Living Room
- 4. Bedroom
- 5. Bath
- 6. Outdoor Terrace

[2-Story] Four Bedroom Cottage Plan - LOWER LEVEL

**Images are for illustrative purposes only and may be changed at time of development plans.*

RESORT COTTAGE CONCEPT SKETCHES



EARLY CONCEPT SKETCH

RESORT COTTAGE CONCEPT ELEVATIONS



North Elevation



South Elevation



East Elevation



West Elevation

**Images are for illustrative purposes only and may be changed at time of development plans.*

Estate Homes

The development will also include 14 high-end duplex style estate homes (28 units total). There is a possibility that the estate homes will be built at a later date after the hotel is established. The homes will be sold to the public at an anticipated sales price well in excess of \$1,000,000 each. Individuals that purchase the homes will have the ability to place them into a rental program that the resort will manage for a fee.

Each estate home will consist of 2 stories at a maximum height of 40 feet and a square footage of 5,450. The lot sizes for the home will vary from 33,416 to 60,990 square feet.

A 25-foot landscape buffer will provide screening between the estate homes and the adjacent property owners. The area of the buffer may be disturbed during construction; however, it would be replanted with suitable tree species and sizes to ensure the final effect accomplishes appropriate screening between homes.

The chart below reflects all setbacks and square footage numbers associated with the estate home part of the development. The square footage of all buildings, rooms, residential units and number of parking spaces may vary per final design from what is stated within this narrative or included in this zoning packet. Final lot and/or boundary lines may vary upon final civil engineering review.

Specific development standards for the Estate Homes shall include the following:

Standard	Estate Homes (Paired Villas)
Maximum Number of Units	28
Minimum Lot Width*	40'
Minimum Lot Size	5,000 SF
Minimum Road Frontage	50'
Minimum Front Yard Setback	20'
Minimum Side Yard Setback	**
Minimum Rear Yard Setback	20'
Minimum Building Separation	20'
Maximum Height	40'
Minimum Home Width	40'
Minimum Heated Square Feet per Home	2,000 SF

- * As measured at front building line
- ** See Minimum Building Separation

Any standards which are not specifically identified as part of this application shall revert to the appropriate underlying zoning or development standard as listed in the UDC.



**Images are for illustrative purposes only and may be changed at time of development plans.*

Typical Estate Home (Paired Villa)



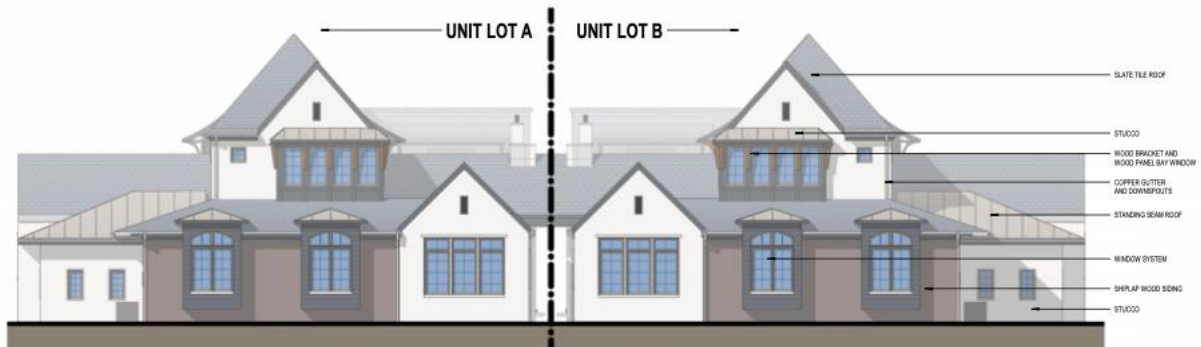
2 ESTATE HOME - SIDE ELEVATION (GARAGE)
 P301 SCALE: 1/8" = 1'-0"



3 ESTATE HOME - SIDE ELEVATION (TERRACE)
 P301 SCALE: 1/8" = 1'-0"

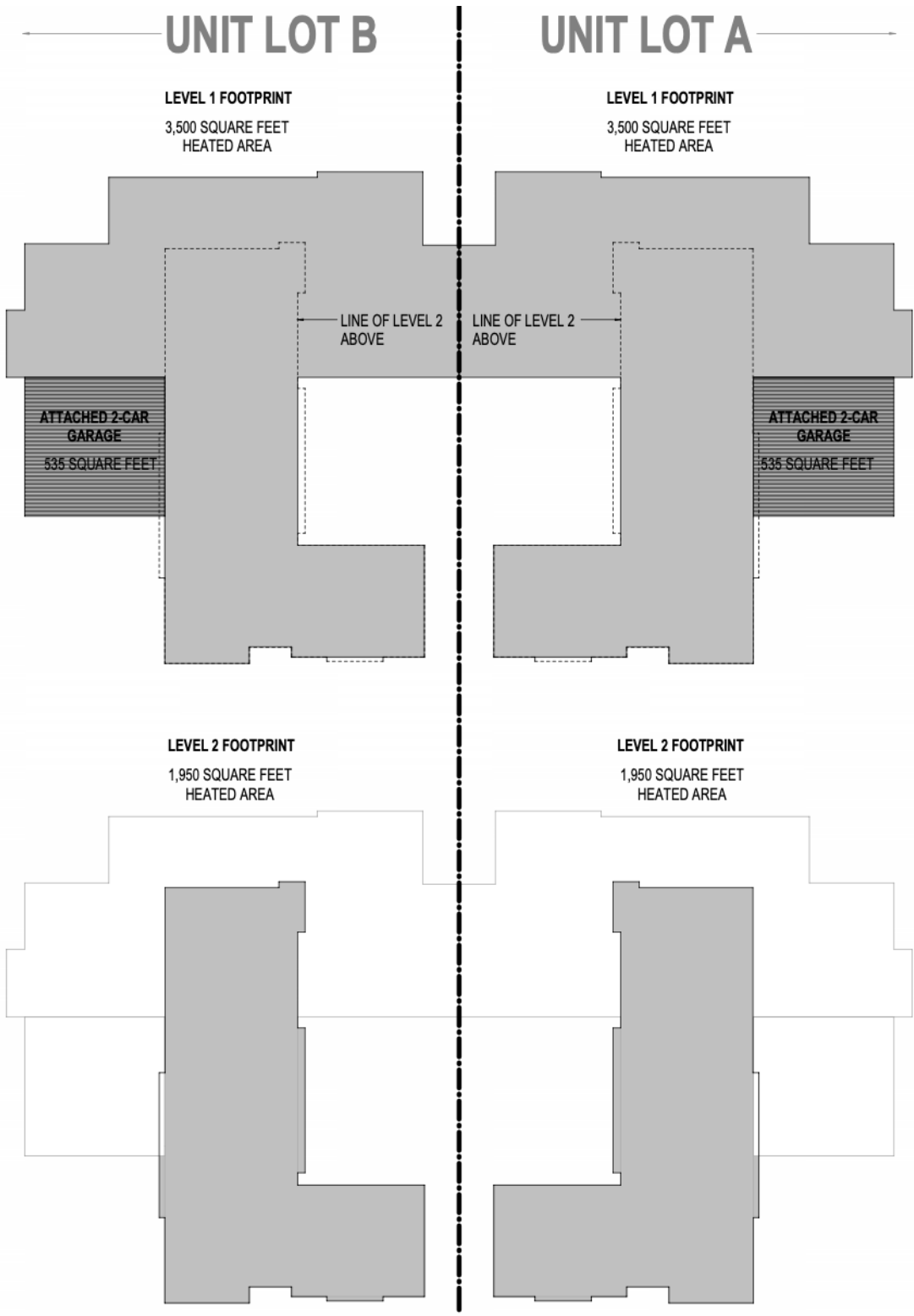


4 ESTATE HOME - FRONT ELEVATION
 P301 SCALE: 1/8" = 1'-0"



5 ESTATE HOME - REAR ELEVATION
 P301 SCALE: 1/8" = 1'-0"

**Images are for illustrative purposes only and may be changed at time of development plans.*



1
P301 TYPICAL ESTATE HOME 3 BEDROOM FOOTPRINT
SCALE: 1/8" = 1'-0"

**Images are for illustrative purposes only and may be changed at time of development plans.*

Community Benefits Statement

The biggest benefit for the community is that this project will provide a high-end development with public access to walking trails, multiple dining options, and spa services.

- Walking trails provided along +/- 20 acres of Corps of Engineers' property.
- Utilizing an existing entrance on Browns Bridge Road to mitigate negative impacts to traffic flow.
A Stage 2 Intersection Control Evaluation will be conducted in accordance with Georgia Department of Transportation (GDOT) regulations to determine the most effective option for the intersection of Ivey Road and Browns Bridge Road.
- Visually appealing high-quality hotel and cottages along Ivey Road.
- Visually appealing high-quality estate homes along Lost River Drive, to contribute to the 'country club aesthetic' of the Suburban Neighborhood character area.
- Surface parking will be terraced to blend with the terrain and will also be landscaped as to not be visible from Ivey Road or Winding Lake Drive.
- Large amount of tree preservation and minimal grading to preserve the natural beauty of the property.
- Numerous restaurants will be open to the public.
- Luxury spa services will be open to the public
- High quality construction and development.
- High quality property management.
- Professionally maintained and landscaped grounds.

Variations Requested

The location of the subject property overlooking Lake Lanier contributes to the task of developing such a topographically challenged site. Due to over 160 feet of grade change, it is necessary to vary certain road standards to accommodate safe and appropriate vehicular circulation throughout the development. The design is intended to provide all necessary access while preserving the tranquil character of the resort, which differs significantly from the typical site layout for residential or commercial use. The reduced speed limit will serve a critical role in protecting residents and visitors within the development.

1. Design Speed Limit: 30 MPH to 20 MPH
2. Horizontal Curve: 275 FT to 50 FT
3. Horizontal Tangent: 100 FT to 25 FT
4. Vertical Curve:
 - a. K Value Sag: 37 to 7
 - b. K Value Crest: 19 to 17
5. Maximum Road Grade: 12% to 15%
6. Minimum Pavement Width: 24 FT to 22 FT
7. Roadway Width: 28 FT to 26 FT
8. Right-of-Way Width: 50 FT to 30 FT
9. Stopping Sight Distance: 200 FT to 100 FT
10. Sidewalks: 5 FT on both sides of street – none provided



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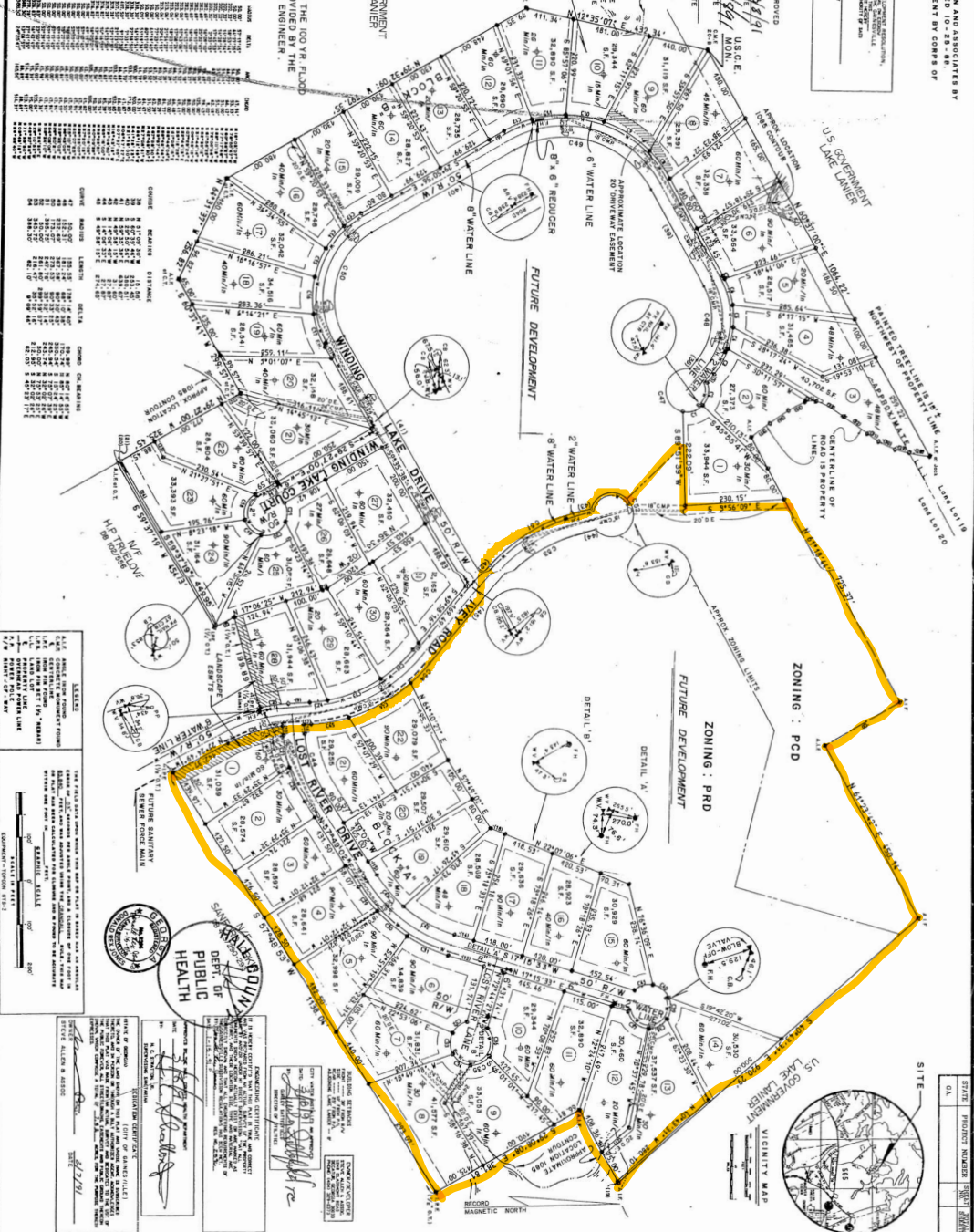
PLAT REFERENCES:
 (1) SURVEY FOR STEVE ALLEN AND ASSOCIATES BY JAMES ASSOCIATES, DATED 10-28-88.
 (2) PLAT FOR U.S. GOVERNMENT BY CORNS OF GAINESVILLE, GA.

THIS PLAT IS OFFICIALLY APPROVED
 COMMISSIONER OF REVENUE
 STATE OF GEORGIA
 DATE: 11/19/91
 HEALTH OFFICER: [Signature]

NOTE:
 AN ADDITIONAL PLAN OF THE
 REQUIRED PRIOR TO ISSUANCE
 OF A BUILDING PERMIT ON
 THIS PROJECT.

NOTE:
 THE JOB CONTOUR IS THE 100 YR FLOOD
 PER INFORMATION PROVIDED BY THE
 CITY OF GAINESVILLE ENGINEER.

NOTE:
 THE JOB CONTOUR IS THE 100 YR FLOOD
 PER INFORMATION PROVIDED BY THE
 CITY OF GAINESVILLE ENGINEER.



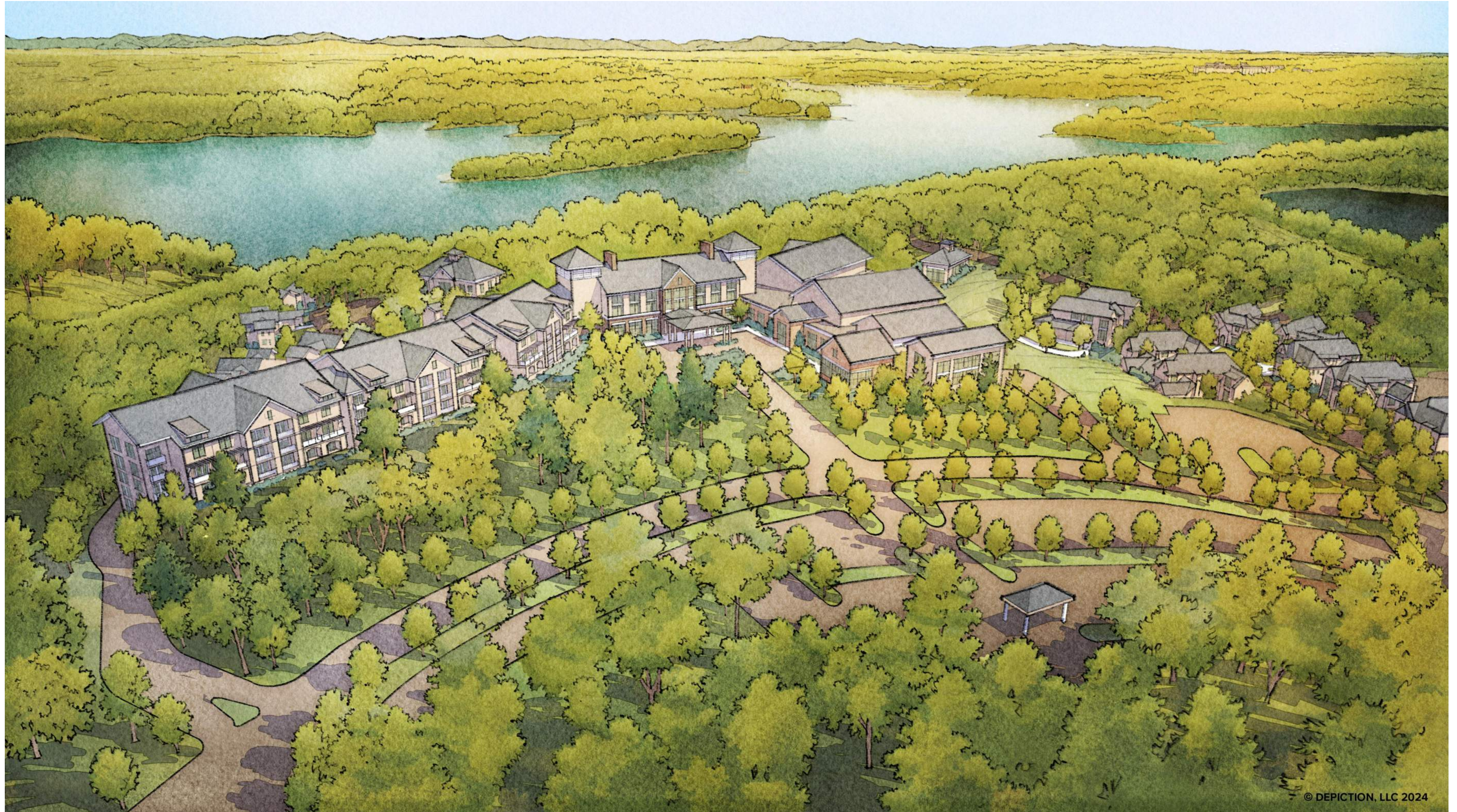
CONTRACT NO.	DATE	DESCRIPTION	BY	DATE
100-100-001	10-28-88	Survey for Steve Allen and Associates	James Associates	10-28-88
100-100-002	11-19-91	Plat for U.S. Government	Corns of Gainesville, GA	11-19-91

LOST RIVER COVE SUBDIVISION
 LAND LOTS 19 AND 20
 8TH DISTRICT
 CITY OF GAINESVILLE, GEORGIA
 DISC-50 FILE ALLEN FR 042,045

Moreland Altobelli Associates, Inc.
 Engineering • Planning • Landscape • Architecture
 200 Broad Street SW
 Gainesville, Georgia 30603
 Page 69 of 225
 (904) 532-4021

1" = 100'
 11-21-80
 100-100-001

LAKE RESORT PROJECT



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CONCEPTUAL ZONING PACKAGE

SITE ADDRESS: 3070 SW IVEY ROAD, GAINESVILLE, GEORGIA 30504 - HALL COUNTY
PARCEL NO: 08020 00028 & 08020 00038 - 08020 00059

LAKESIDE COTTAGES (7)

RESORT HOTEL

ESTATE HOMES (14)

HOTEL ACCESSORY BLDG.:
SPORTS PAVILION & COURTS

HOTEL ACCESSORY BLDG.:
WEDDING PAVILION & BAR

230 PARKING SPACES

PERIMETER BUFFER - 25'-0"
PROPERTY LINE

LAKE LANIER

LAKE RESORT

BUILDING TYPE	ZONING DISTRICTS
RESORT HOTEL	C-2 - GENERAL BUSINESS DISTRICT
LAKESIDE COTTAGES	RL - LAKESIDE RESIDENCE DISTRICT
ESTATE HOMES	R-TH (TOWNHOME) - SINGLE-FAMILY RESIDENCE TOWNHOUSE DISTRICT

RESORT HOTEL

ZONING CLASSIFICATION	
C-2 - GENERAL BUSINESS DISTRICT	RETAIL GOODS AND SERVICES, GENERAL OFFICE AND PUBLIC FUNCTIONS ARE INCLUDED IN ALLOWABLE USES
MINIMUM LOT SIZES	N/A
MINIMUM LOT WIDTH	N/A
MINIMUM ROAD FRONTAGE	40 SQUARE FEET

MINIMUM SETBACK AND HEIGHT REQUIREMENTS

FRONT YARD	MINOR ROAD CO. COLLECTOR, MAJOR HIGHWAY STATE	-50 FEET FROM RW -50 FEET FROM RW -50 FEET FROM RW
SIDE YARD	10 FEET BUT 20 FEET IF ABUTTING RESIDENTIAL DISTRICT	
REAR YARD	15 FEET BUT 40 FEET IF ABUTTING RESIDENTIAL DISTRICT	
MAX. HEIGHT OR STORES	10 STORES	

RESORT HOTEL PROPOSED BUILDING AREA & HEIGHT

RESORT HOTEL AREA (GROSS)	SEE CHART BELOW
HEIGHT / STORES	4 STORES

RESORT HOTEL BUILDING AREA

City of Lansing, MI
Revision: 08
Revision Date: 11.28.24

LEVEL	DESCRIPTION	Area	Volume	Height	Notes
1st	Guestroom	19,077	19,077	10.00'	
2nd	Guestroom	19,077	19,077	10.00'	
3rd	Guestroom	19,077	19,077	10.00'	
4th	Guestroom	19,077	19,077	10.00'	
TOTAL	177 BAYS / 150 BAYS	76,312	76,312	40.00'	76,312 SF

LEVEL	DESCRIPTION	Area	Volume	Height	Notes
1st	Public Area	1,100	1,100	10.00'	
2nd	Public Area	1,100	1,100	10.00'	
3rd	Public Area	1,100	1,100	10.00'	
4th	Public Area	1,100	1,100	10.00'	
TOTAL	Public Area	4,400	4,400	40.00'	4,400 SF

LEVEL	DESCRIPTION	Area	Volume	Height	Notes
1st	Food and Beverage	1,100	1,100	10.00'	
2nd	Food and Beverage	1,100	1,100	10.00'	
3rd	Food and Beverage	1,100	1,100	10.00'	
4th	Food and Beverage	1,100	1,100	10.00'	
TOTAL	Food and Beverage	4,400	4,400	40.00'	4,400 SF

LEVEL	DESCRIPTION	Area	Volume	Height	Notes
1st	Public Support	1,100	1,100	10.00'	
2nd	Public Support	1,100	1,100	10.00'	
3rd	Public Support	1,100	1,100	10.00'	
4th	Public Support	1,100	1,100	10.00'	
TOTAL	Public Support	4,400	4,400	40.00'	4,400 SF

LEVEL	DESCRIPTION	Area	Volume	Height	Notes
1st	Physical Plant	1,100	1,100	10.00'	
2nd	Physical Plant	1,100	1,100	10.00'	
3rd	Physical Plant	1,100	1,100	10.00'	
4th	Physical Plant	1,100	1,100	10.00'	
TOTAL	Physical Plant	4,400	4,400	40.00'	4,400 SF

LEVEL	DESCRIPTION	Area	Volume	Height	Notes
1st	Employee Facilities	1,100	1,100	10.00'	
2nd	Employee Facilities	1,100	1,100	10.00'	
3rd	Employee Facilities	1,100	1,100	10.00'	
4th	Employee Facilities	1,100	1,100	10.00'	
TOTAL	Employee Facilities	4,400	4,400	40.00'	4,400 SF

LEVEL	DESCRIPTION	Area	Volume	Height	Notes
1st	Unconditioned Support Spaces	1,100	1,100	10.00'	
2nd	Unconditioned Support Spaces	1,100	1,100	10.00'	
3rd	Unconditioned Support Spaces	1,100	1,100	10.00'	
4th	Unconditioned Support Spaces	1,100	1,100	10.00'	
TOTAL	Unconditioned Support Spaces	4,400	4,400	40.00'	4,400 SF

LEVEL	DESCRIPTION	Area	Volume	Height	Notes
1st	Outdoor Balconies and Terraces	1,100	1,100	10.00'	
2nd	Outdoor Balconies and Terraces	1,100	1,100	10.00'	
3rd	Outdoor Balconies and Terraces	1,100	1,100	10.00'	
4th	Outdoor Balconies and Terraces	1,100	1,100	10.00'	
TOTAL	Outdoor Balconies and Terraces	4,400	4,400	40.00'	4,400 SF

ACCESSORY BUILDING WEDDING PAVILION & BAR AREA (GROSS)	8,640 SQUARE FEET
HEIGHT / STORES	2 STORES
ACCESSORY BUILDING SPORTS PAVILION AREA (GROSS)	2,560 SQUARE FEET
HEIGHT / STORES	1 STORES

PARKING SPACE REQUIREMENTS (HOTEL)

MINIMUM PARKING SPACE REQUIRED	1 PER GUESTROOM (X 150 GUESTROOM = 150 PARKING SPACES)
PROPOSED PARKING SPACES	230 PARKING SPACES

LAKESIDE COTTAGE

ZONING CLASSIFICATION	
RL - LAKESIDE RESIDENCE DISTRICT	PERMITS ONE FAMILY DETACHED DWELLINGS AND RECREATION COTTAGES ON MEDIUM-SIZED LOTS.
MINIMUM LOT SIZES	15,000 SQUARE FEET
MINIMUM LOT WIDTH	75 FEET
MINIMUM ROAD FRONTAGE	40 SQUARE FEET
MINIMUM DWELLING SIZE	1,000 SQUARE FEET

MINIMUM SETBACK AND HEIGHT REQUIREMENTS

FRONT YARD	40 FEET FROM RW
SIDE YARD	10 FEET FROM PROPERTY LINE
REAR YARD	40 FEET FROM PROPERTY LINE
MAX. HEIGHT OR STORES	40 FEET / 2 STORES

LAKESIDE COTTAGE PROPOSED BUILDING AREA & HEIGHT

1ST FLOOR (TYPICAL)	2,255 SQUARE FEET
2ND FLOOR (TYPICAL)	2,255 SQUARE FEET
TOTAL AREA (GROSS)	4,510 SQUARE FEET
MAX. HEIGHT	40 FEET / 2 STORES

PROPOSED LOT AREA

LAKE COTTAGE LOT #1	30,988 SQUARE FEET
LAKE COTTAGE LOT #2	19,278 SQUARE FEET
LAKE COTTAGE LOT #3	19,892 SQUARE FEET
LAKE COTTAGE LOT #4	21,088 SQUARE FEET
LAKE COTTAGE LOT #5	22,548 SQUARE FEET
LAKE COTTAGE LOT #6	24,148 SQUARE FEET
LAKE COTTAGE LOT #7	20,520 SQUARE FEET

PARKING SPACE REQUIREMENT (ONE FAMILY DWELLINGS ON INDIVIDUAL LOT)

MINIMUM PARKING SPACE REQUIRED	2 PER DWELLING
PROPOSED PARKING SPACES	2

ESTATE HOMES

ZONING CLASSIFICATION	
R-TH - SINGLE-FAMILY RESIDENCE TOWNHOUSE DISTRICT	DISTRICT IS INTENDED FOR TOWNHOUSE OR ATTACHED VILLAS SINGLE-FAMILY DWELLINGS
MAXIMUM DENSITY	(8) EIGHT DWELLING UNITS PER ACRE. TOWNHOUSE SHALL HAVE MINIMUM OF TWO DWELLING UNITS PER BUILDING
MINIMUM LOT SIZES	VARIABLES; NO MINIMUM FOR TOWNHOUSES
MINIMUM LOT WIDTH	VARIABLES; NO MINIMUM FOR TOWNHOUSES
MINIMUM ROAD FRONTAGE	50 SQUARE FEET
MINIMUM DWELLING UNIT SIZE	40 FEET WIDTH PER TOWNHOUSE DWELLING UNIT / MINIMUM HEATED FLOOR AREA PER UNIT - 1,200 SF FOR 3 BEDROOM

MINIMUM SETBACK AND HEIGHT REQUIREMENTS

FRONT YARD	50 FEET FROM RW
SIDE YARD	BUILDING SHALL BE 20 FEET FROM PROPERTY LINE. TOWNHOUSE DWELLING UNIT SHALL BE CONSIDERED ZERO-LD LINE
REAR YARD	40 FEET FROM PROPERTY LINE OR RW
MAX. HEIGHT OR STORES	40 FEET / 2 STORES

ESTATE HOME PROPOSED BUILDING AREA & HEIGHT

1ST FLOOR (TYPICAL)	3,500 SQUARE FEET
2ND FLOOR (TYPICAL)	1,950 SQUARE FEET
TOTAL AREA (GROSS)	5,450 SQUARE FEET
MAX. HEIGHT	40 FEET / 2 STORES

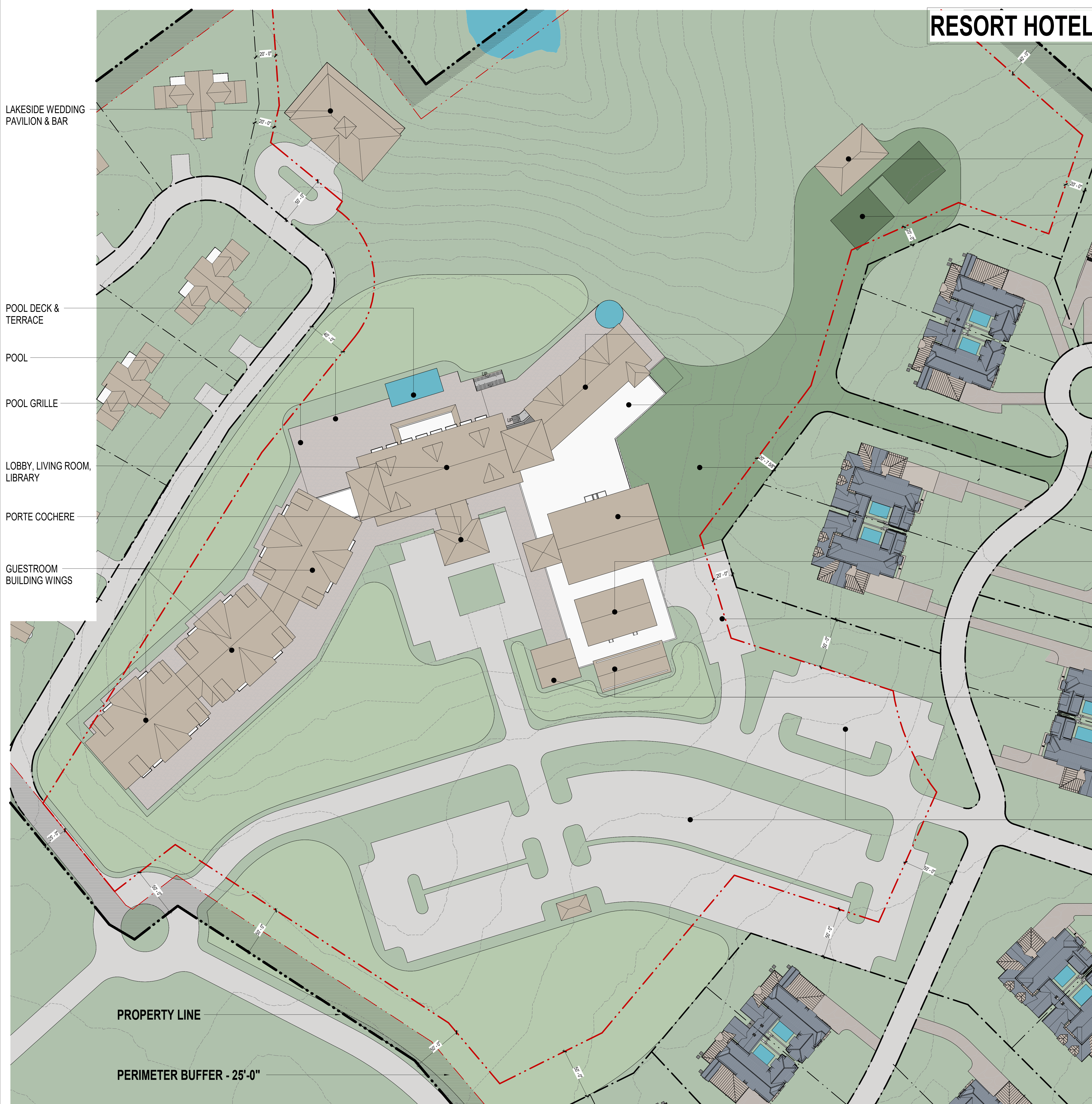
PROPOSED TOTAL LOT AREA / UNIT PER LOT AREA

ESTATE HOME UNIT #1	54,377 SQUARE FEET	ESTATE HOME UNIT LOT #1A - 29,885 SQUARE FEET
ESTATE HOME UNIT #2	40,461 SQUARE FEET	ESTATE HOME UNIT LOT #1B - 24,492 SQUARE FEET
ESTATE HOME UNIT #3	49,249 SQUARE FEET	ESTATE HOME UNIT LOT #2A - 19,974 SQUARE FEET
ESTATE HOME UNIT #4	39,922 SQUARE FEET	ESTATE HOME UNIT LOT #2B - 20,467 SQUARE FEET
ESTATE HOME UNIT #5	35,452 SQUARE FEET	ESTATE HOME UNIT LOT #3A - 22,642 SQUARE FEET
ESTATE HOME UNIT #6	54,731 SQUARE FEET	ESTATE HOME UNIT LOT #3B - 26,607 SQUARE FEET
ESTATE HOME UNIT #7	60,990 SQUARE FEET	ESTATE HOME UNIT LOT #4A - 21,120 SQUARE FEET
ESTATE HOME UNIT #8	42,069 SQUARE FEET	ESTATE HOME UNIT LOT #4B - 18,802 SQUARE FEET
ESTATE HOME UNIT #9	55,471 SQUARE FEET	ESTATE HOME UNIT LOT #5A - 17,922 SQUARE FEET
ESTATE HOME UNIT #10	55,614 SQUARE FEET	ESTATE HOME UNIT LOT #5B - 17,530 SQUARE FEET
ESTATE HOME UNIT #11	44,812 SQUARE FEET	ESTATE HOME UNIT LOT #6A - 23,117 SQUARE FEET
ESTATE HOME UNIT #12	38,032 SQUARE FEET	ESTATE HOME UNIT LOT #6B - 31,814 SQUARE FEET
ESTATE HOME UNIT #13	33,416 SQUARE FEET	ESTATE HOME UNIT LOT #7A - 15,482 SQUARE FEET
ESTATE HOME UNIT #14	47,386 SQUARE FEET	ESTATE HOME UNIT LOT #7B - 45,508 SQUARE FEET
		ESTATE HOME UNIT LOT #8A - 21,694 SQUARE FEET
		ESTATE HOME UNIT LOT #8B - 20,385 SQUARE FEET
		ESTATE HOME UNIT LOT #9A - 24,492 SQUARE FEET
		ESTATE HOME UNIT LOT #9B - 30,979 SQUARE FEET
		ESTATE HOME UNIT LOT #10A - 30,202 SQUARE FEET
		ESTATE HOME UNIT LOT #10B - 25,412 SQUARE FEET
		ESTATE HOME UNIT LOT #11A - 20,799 SQUARE FEET
		ESTATE HOME UNIT LOT #11B - 24,013 SQUARE FEET
		ESTATE HOME UNIT LOT #12A - 16,982 SQUARE FEET
		ESTATE HOME UNIT LOT #12B - 14,887 SQUARE FEET
		ESTATE HOME UNIT LOT #13A - 14,887 SQUARE FEET
		ESTATE HOME UNIT LOT #13B - 18,529 SQUARE FEET
		ESTATE HOME UNIT LOT #14A - 22,520 SQUARE FEET
		ESTATE HOME UNIT LOT #14B - 24,866 SQUARE FEET

PARKING SPACE REQUIREMENT (SINGLE FAMILY TOWNHOUSE)

MINIMUM PARKING SPACE REQUIRED	2 PER DWELLING UNIT
PROPOSED PARKING SPACES	2

RESORT HOTEL



LAKESIDE WEDDING PAVILION & BAR

POOL DECK & TERRACE

POOL

POOL GRILLE

LOBBY, LIVING ROOM, LIBRARY

PORTE COCHERE

GUESTROOM BUILDING WINGS

SPORTS PAVILION

PICKLEBALL

RESTAURANT (SPA BELOW)

KITCHEN

EVENT LAWN

GRAND BALLROOM

JUNIOR BALLROOM

SERVICE DRIVE

MEETING ROOM

PARKING AREA - 230 SPACES

PROPERTY LINE

PERIMETER BUFFER - 25'-0"

LAKE RESORT

BUILDING TYPE	ZONING DISTRICTS
RESORT HOTEL	C-2 - GENERAL BUSINESS DISTRICT
LAKESIDE COTTAGES	RL - LAKESIDE RESIDENCE DISTRICT
ESTATE HOMES	R-TH (TOWNHOME) - SINGLE-FAMILY RESIDENCE TOWNHOUSE DISTRICT

RESORT HOTEL

ZONING CLASSIFICATION	
C-2 - GENERAL BUSINESS DISTRICT	RETAIL GOODS AND SERVICES, GENERAL OFFICE AND PUBLIC FUNCTIONS ARE INCLUDED IN ALLOWABLE USES
MINIMUM LOT SIZES	N/A
MINIMUM LOT WIDTH	N/A
MINIMUM ROAD FRONTAGE	40 SQUARE FEET

MINIMUM SETBACK AND HEIGHT REQUIREMENTS	
FRONT YARD	MINOR ROAD -50 FEET FROM RW CO. COLLECTOR, MAJOR HIGHWAY -50 FEET FROM RW STATE -50 FEET FROM RW
SIDE YARD	10 FEET BUT 20 FEET IF ABUTTING RESIDENTIAL DISTRICT
REAR YARD	15 FEET BUT 40 FEET IF ABUTTING RESIDENTIAL DISTRICT
MAX. HEIGHT OR STORES	10 STORES

RESORT HOTEL PROPOSED BUILDING AREA & HEIGHT

RESORT HOTEL AREA (GROSS)	SEE CHART BELOW
HEIGHT / STORES	4 STORES

RESORT HOTEL BUILDING AREA																									
City of Lake County, GA																									
Color Legend																									
<table border="1"> <tr> <th>Color</th> <th>Description</th> <th>Area (SF)</th> </tr> <tr> <td>Blue</td> <td>Guestrooms</td> <td>85,123</td> </tr> <tr> <td>Green</td> <td>Public Areas</td> <td>74,624</td> </tr> <tr> <td>Yellow</td> <td>Public Support</td> <td>31,994</td> </tr> <tr> <td>Red</td> <td>Enclosed and Conditioned Building</td> <td>143,746</td> </tr> <tr> <td>Grey</td> <td>Unconditioned Support Spaces</td> <td>1,816</td> </tr> <tr> <td>White</td> <td>Outdoor Balconies and Terraces</td> <td>224,756</td> </tr> <tr> <td>Total</td> <td>Building GSF Construction Area</td> <td>224,756</td> </tr> </table>		Color	Description	Area (SF)	Blue	Guestrooms	85,123	Green	Public Areas	74,624	Yellow	Public Support	31,994	Red	Enclosed and Conditioned Building	143,746	Grey	Unconditioned Support Spaces	1,816	White	Outdoor Balconies and Terraces	224,756	Total	Building GSF Construction Area	224,756
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LAKE RESORT ESTATE HOMES	
ZONING CLASSIFICATION	
R-TH - SINGLE-FAMILY RESIDENCE TOWNHOUSE DISTRICT	DISTRICT IS INTENDED FOR TOWNHOUSE OR ATTACHED VILLAS SINGLE-FAMILY DWELLINGS
MAXIMUM DENSITY	(8) EIGHT DWELLING UNITS PER ACRE. TOWNHOUSE SHALL HAVE MINIMUM OF TWO DWELLING UNITS PER BUILDING
MINIMUM LOT SIZES	VARIABLES; NO MINIMUM FOR TOWNHOUSES
MINIMUM LOT WIDTH	VARIABLES; NO MINIMUM FOR TOWNHOUSES
MINIMUM ROAD FRONTAGE	50 SQUARE FEET
MINIMUM DWELLING UNIT SIZE	40 FEET WIDTH PER TOWNHOUSE DWELLING UNIT / MINIMUM HEATED FLOOR AREA PER UNIT - 1,200 SF FOR 3 BEDROOM

MINIMUM SETBACK AND HEIGHT REQUIREMENTS	
FRONT YARD	50 FEET FROM RW
SIDE YARD	BUILDING SHALL BE 20 FEET FROM PROPERTY LINE. TOWNHOUSE DWELLING UNIT SHALL BE CONSIDERED ZERO-LOT LINE
REAR YARD	40 FEET FROM PROPERTY LINE OR RW
MAX. HEIGHT OR STORES	40 FEET / 2 STORES

ESTATE HOME PROPOSED BUILDING AREA & HEIGHT	
1ST FLOOR (TYPICAL)	3,500 SQUARE FEET
2ND FLOOR (TYPICAL)	1,950 SQUARE FEET
TOTAL AREA (GROSS)	5,450 SQUARE FEET
MAX. HEIGHT	40 FEET / 2 STORES

PROPOSED TOTAL LOT AREA / UNIT PER LOT AREA	
ESTATE HOME LOT #1	54,377 SQUARE FEET
ESTATE HOME LOT #2	40,461 SQUARE FEET
ESTATE HOME LOT #3	49,249 SQUARE FEET
ESTATE HOME LOT #4	39,922 SQUARE FEET
ESTATE HOME LOT #5	35,452 SQUARE FEET
ESTATE HOME LOT #6	54,731 SQUARE FEET
ESTATE HOME LOT #7	60,990 SQUARE FEET
ESTATE HOME LOT #8	42,069 SQUARE FEET
ESTATE HOME LOT #9	55,471 SQUARE FEET
ESTATE HOME LOT #10	55,614 SQUARE FEET
ESTATE HOME LOT #11	44,812 SQUARE FEET
ESTATE HOME LOT #12	38,032 SQUARE FEET
ESTATE HOME LOT #13	33,416 SQUARE FEET
ESTATE HOME LOT #14	47,386 SQUARE FEET

LAKESIDE COTTAGE

ZONING CLASSIFICATION	
RL - LAKESIDE RESIDENCE DISTRICT	PERMITS ONE FAMILY DETACHED DWELLINGS AND RECREATION COTTAGES ON MEDIUM-SIZED LOTS.
MINIMUM LOT SIZES	15,000 SQUARE FEET
MINIMUM LOT WIDTH	75 FEET
MINIMUM ROAD FRONTAGE	40 SQUARE FEET
MINIMUM DWELLING SIZE	1,000 SQUARE FEET

MINIMUM SETBACK AND HEIGHT REQUIREMENTS	
FRONT YARD	40 FEET FROM RW
SIDE YARD	10 FEET FROM PROPERTY LINE
REAR YARD	40 FEET FROM PROPERTY LINE
MAX. HEIGHT OR STORES	40 FEET / 2 STORES

LAKESIDE COTTAGE PROPOSED BUILDING AREA & HEIGHT	
1ST FLOOR (TYPICAL)	2,255 SQUARE FEET
2ND FLOOR (TYPICAL)	2,255 SQUARE FEET
TOTAL AREA (GROSS)	4,510 SQUARE FEET
MAX. HEIGHT	40 FEET / 2 STORES

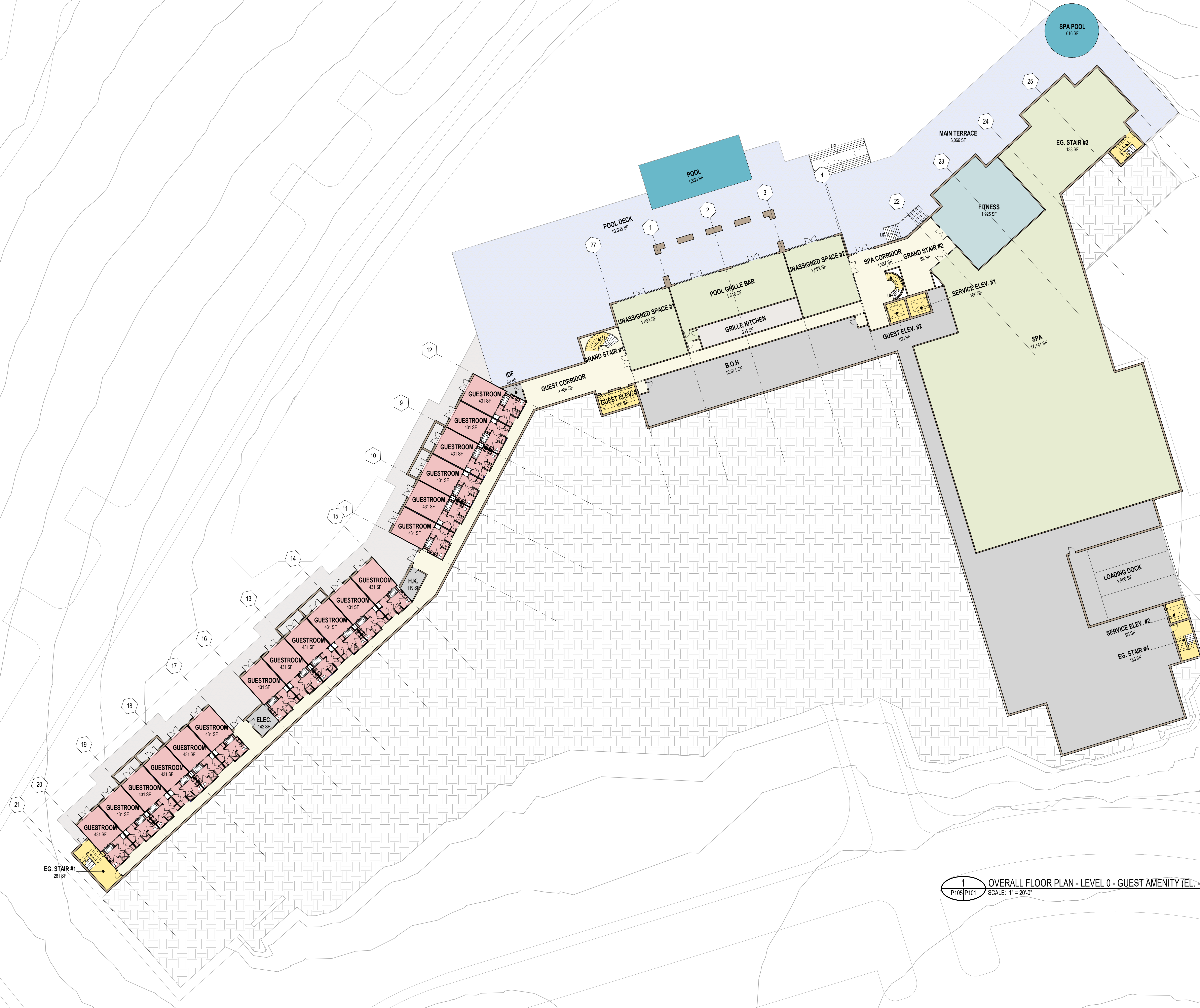
PROPOSED LOT AREA	
LAKE COTTAGE LOT #1	30,988 SQUARE FEET
LAKE COTTAGE LOT #2	18,278 SQUARE FEET
LAKE COTTAGE LOT #3	19,892 SQUARE FEET
LAKE COTTAGE LOT #4	21,088 SQUARE FEET
LAKE COTTAGE LOT #5	22,548 SQUARE FEET
LAKE COTTAGE LOT #6	24,148 SQUARE FEET
LAKE COTTAGE LOT #7	20,520 SQUARE FEET

PARKING SPACE REQUIREMENT (ONE FAMILY DWELLINGS ON INDIVIDUAL LOT)	
MINIMUM PARKING SPACE REQUIRED	2 PER DWELLING
PROPOSED PARKING SPACES	2

PARKING SPACE REQUIREMENT (SINGLE FAMILY TOWNHOUSE)	
MINIMUM PARKING SPACE REQUIRED	2 PER DWELLING UNIT
PROPOSED PARKING SPACES	2

ROOM LEGEND

- B.O.H
- CIRCULATION
- FITNESS
- GUESTROOM
- KITCHEN
- REVENUE
- TERRACE
- VERTICAL CIRCULATION



1 OVERALL FLOOR PLAN - LEVEL 0 - GUEST AMENITY (EL. -10'-0")
 P108/P101 SCALE: 1" = 20'-0"



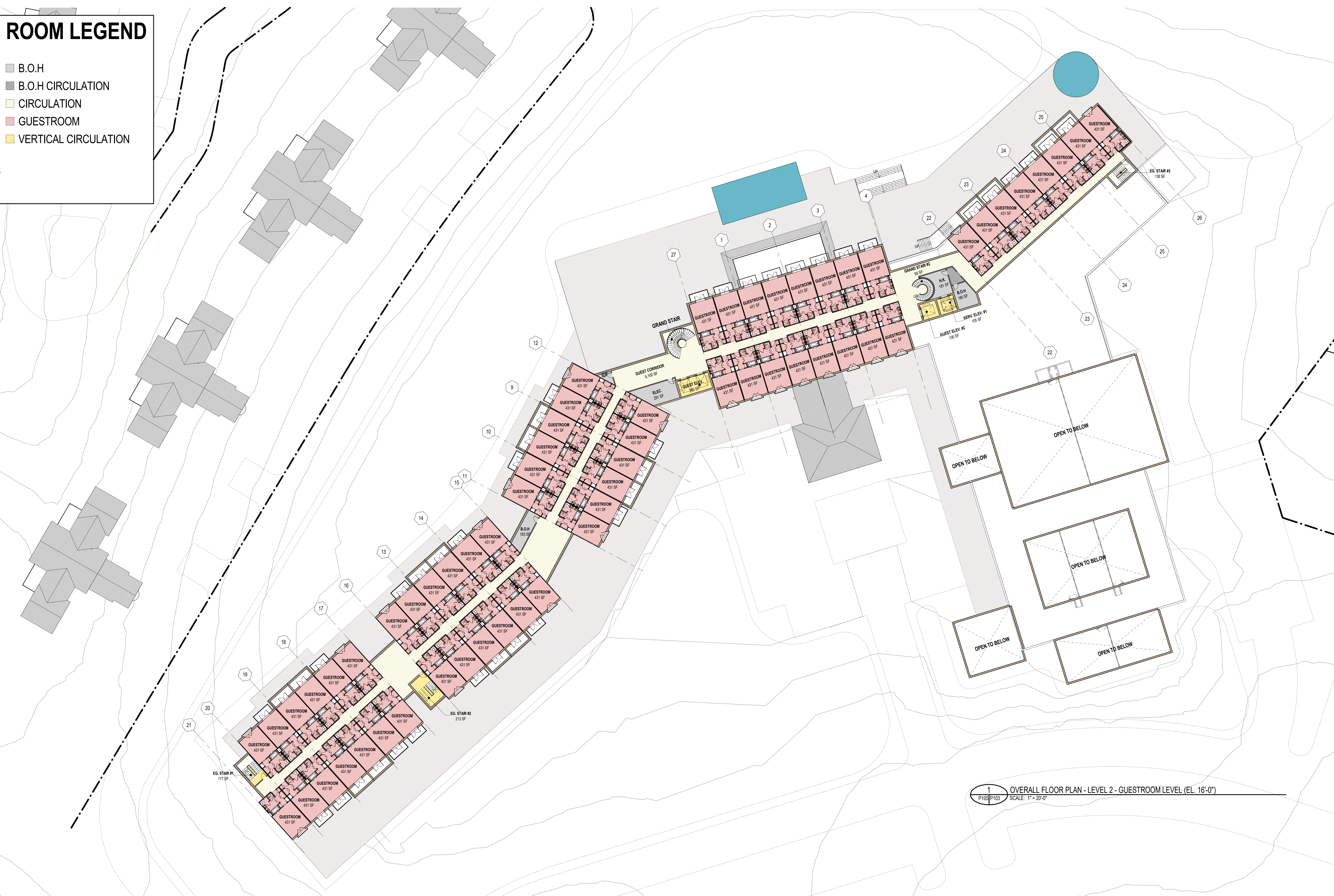


1 OVERALL FLOOR PLAN - LEVEL 1 - MAIN LEVEL (EL. 0'-0")
 P102 SCALE: 1" = 20'-0"



ROOM LEGEND

- B.O.H
- B.O.H CIRCULATION
- CIRCULATION
- GUESTROOM
- VERTICAL CIRCULATION



1 OVERALL FLOOR PLAN - LEVEL 2 - GUESTROOM LEVEL (EL. 16'-0")
 P103/P103 SCALE: 1" = 20'-0"

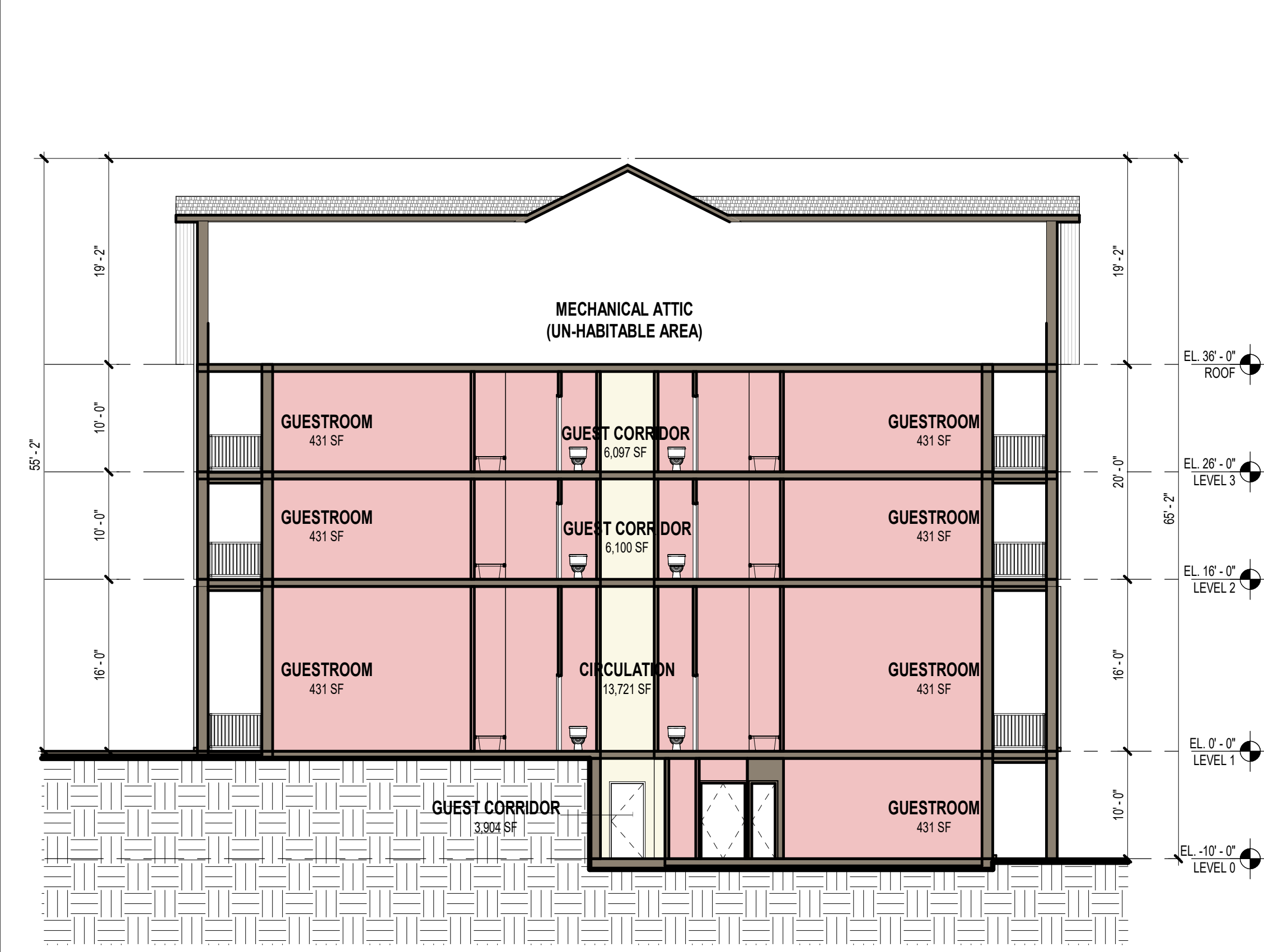
ROOM LEGEND

- B.O.H
- B.O.H CIRCULATION
- CIRCULATION
- GUESTROOM
- VERTICAL CIRCULATION

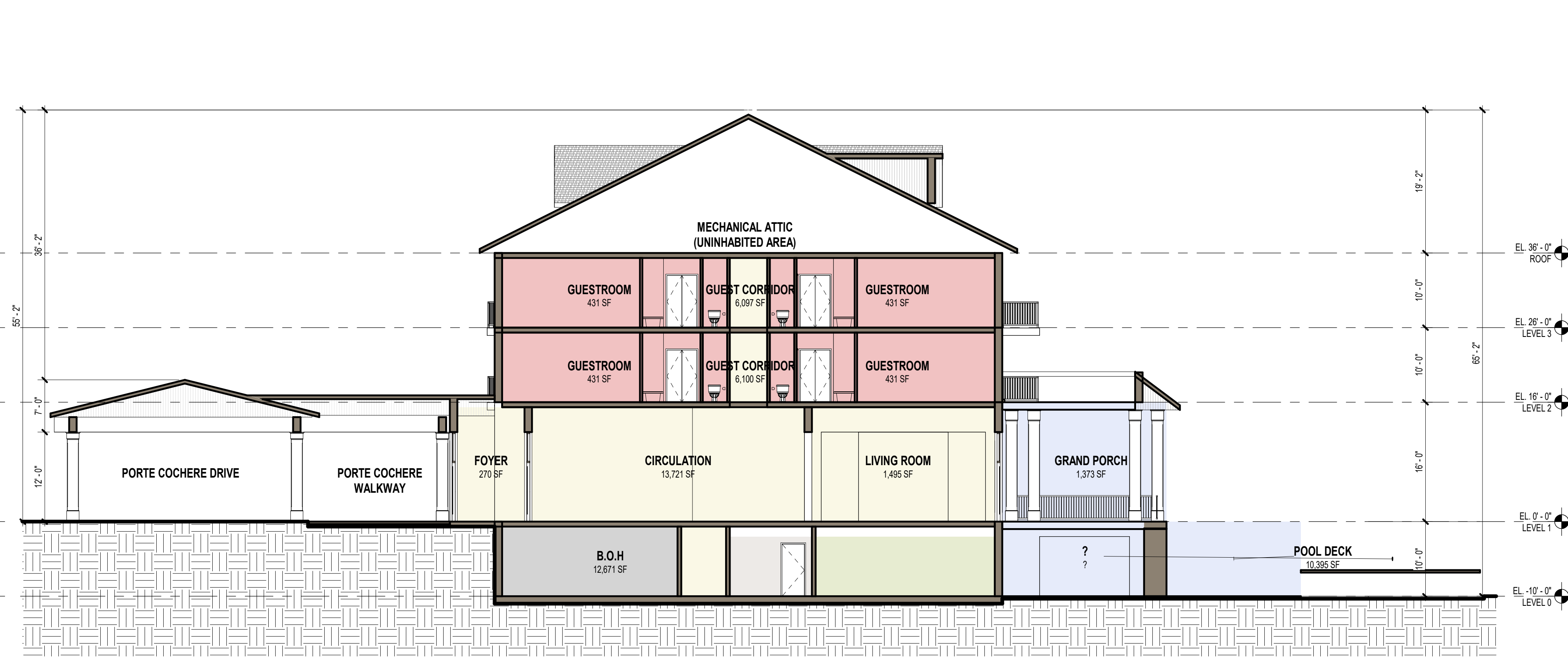


1 OVERALL FLOOR PLAN - LEVEL 3 - GUESTROOM LEVEL (EL. 26'-0")
 P104 SCALE: 1" = 20'-0"

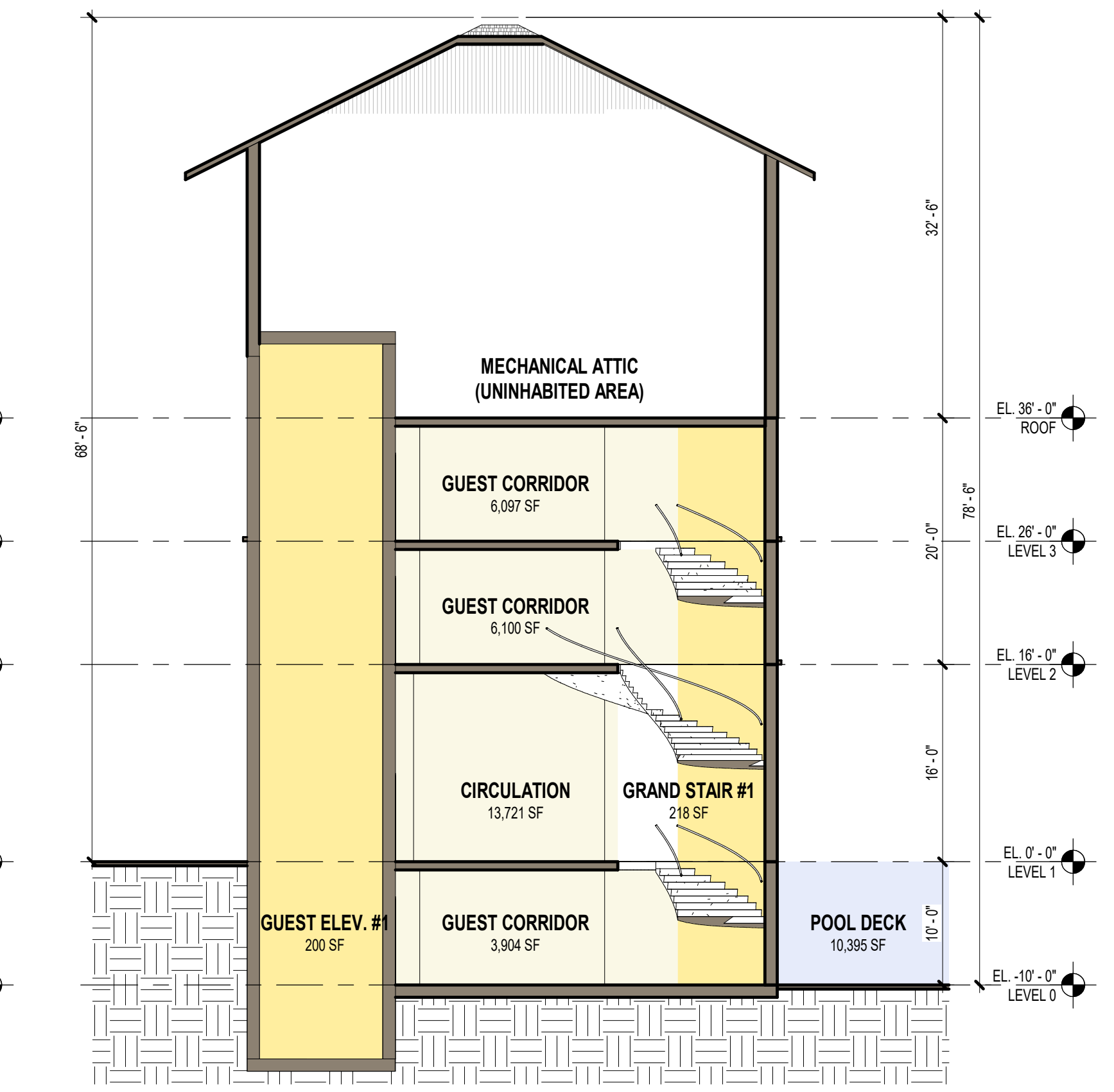




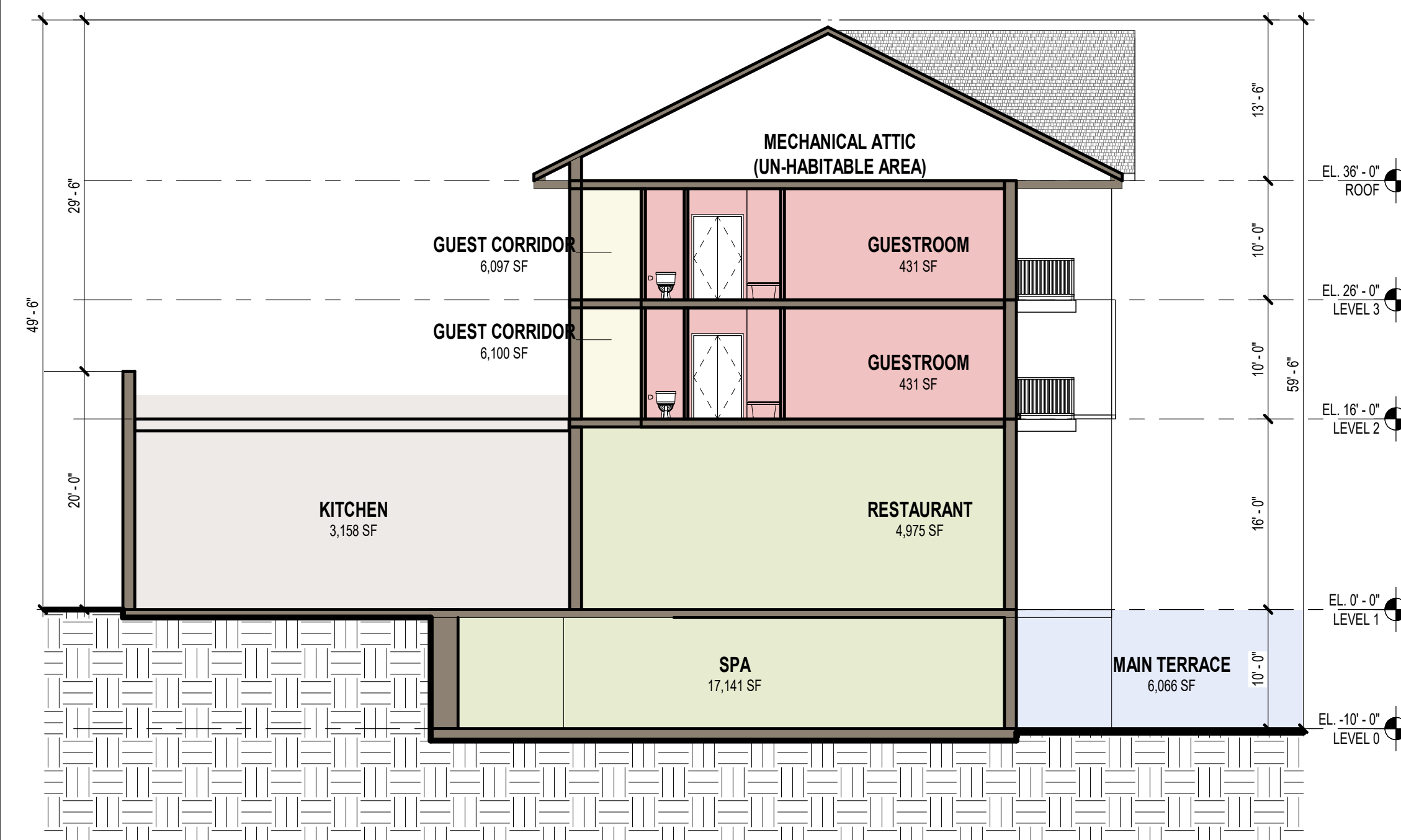
1 BUILDING SECTION - GUESTROOM WING
P105 SCALE: 1" = 10'-0"



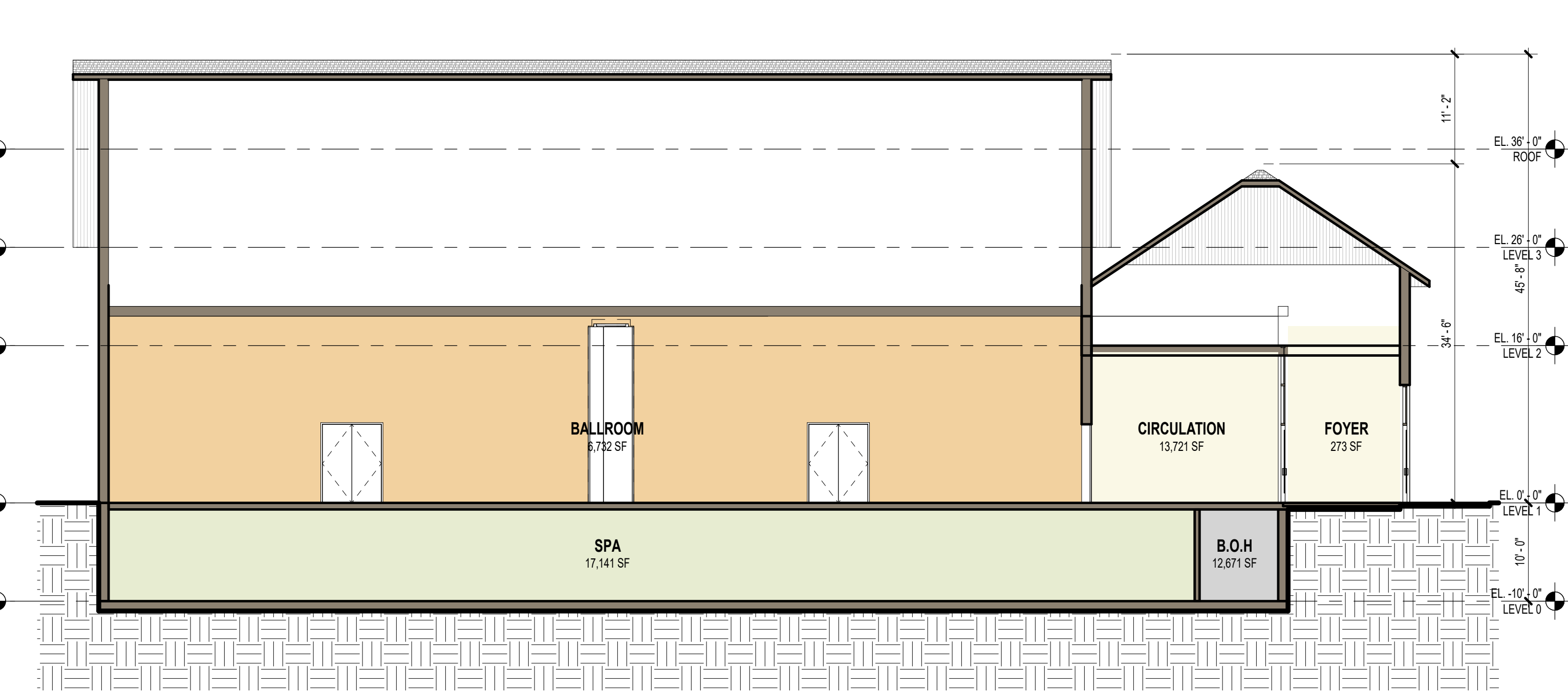
2 BUILDING SECTION - MAIN ENTRANCE / GUESTROOM
P105 SCALE: 1" = 10'-0"



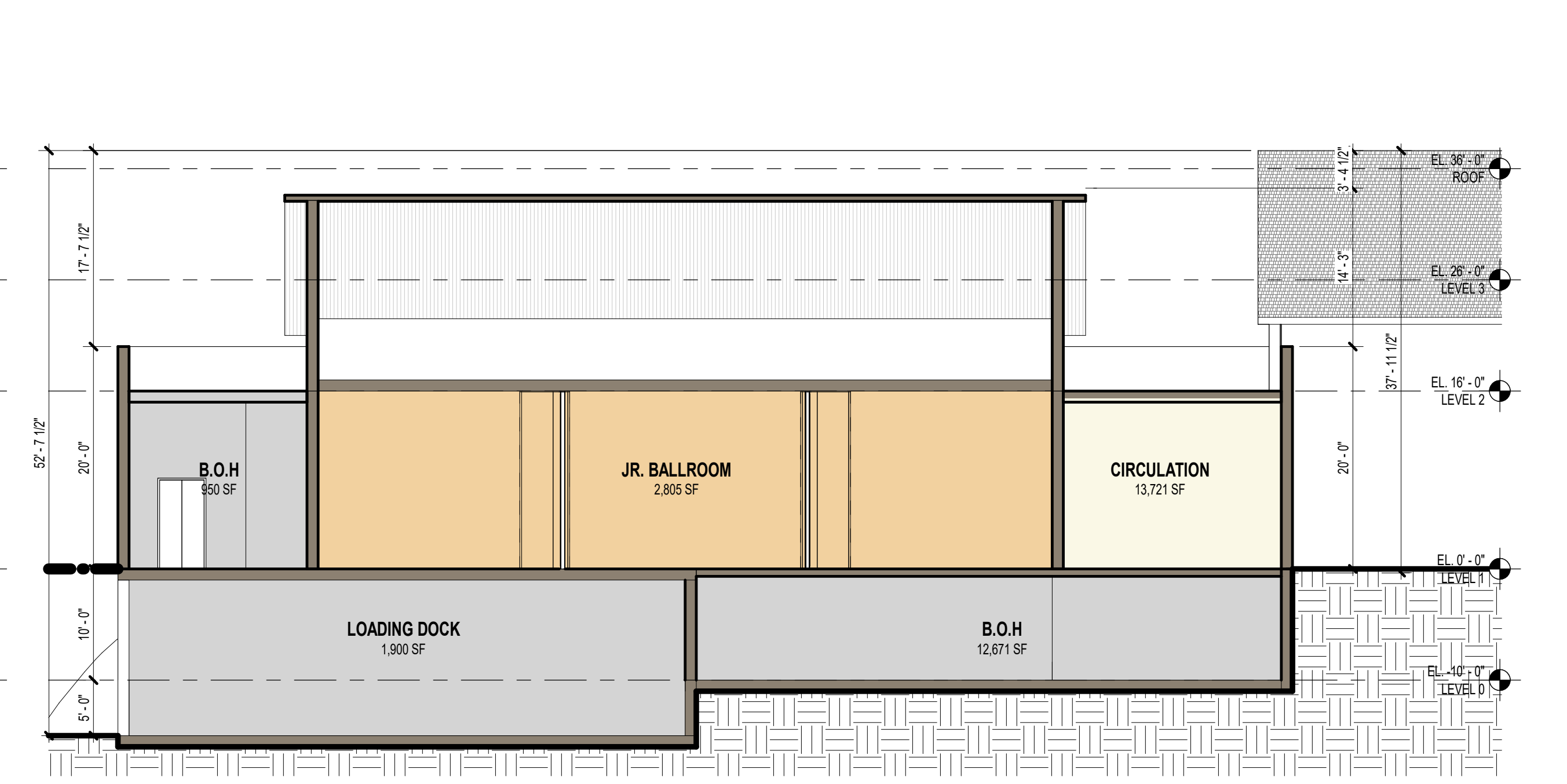
6 BUILDING SECTION - ELEVATOR TOWER
P105 SCALE: 1" = 10'-0"



3 BUILDING SECTION - SPA / RESTAURANT / GUESTROOM WING
P105 SCALE: 1" = 10'-0"

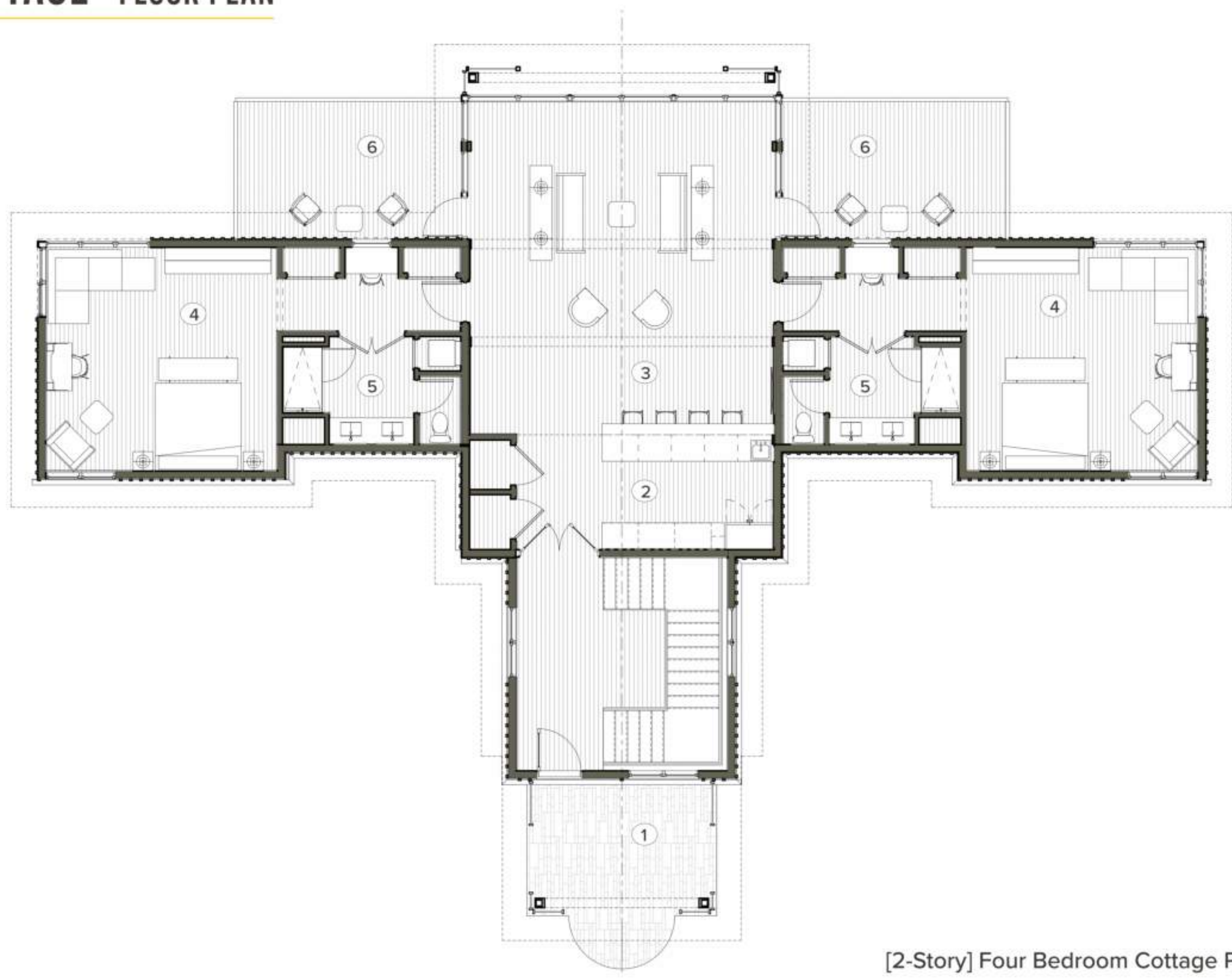


4 BUILDING SECTION - BALLROOM / SPA
P105 SCALE: 1" = 10'-0"



5 BUILDING SECTION - JUNIOR BALLROOM
P105 SCALE: 1" = 10'-0"

RESORT COTTAGE FLOOR PLAN



- 1. Entry/ Front Porch
- 2. Kitchen
- 3. Living Room
- 4. Bedroom
- 5. Bath
- 6. Outdoor Terrace

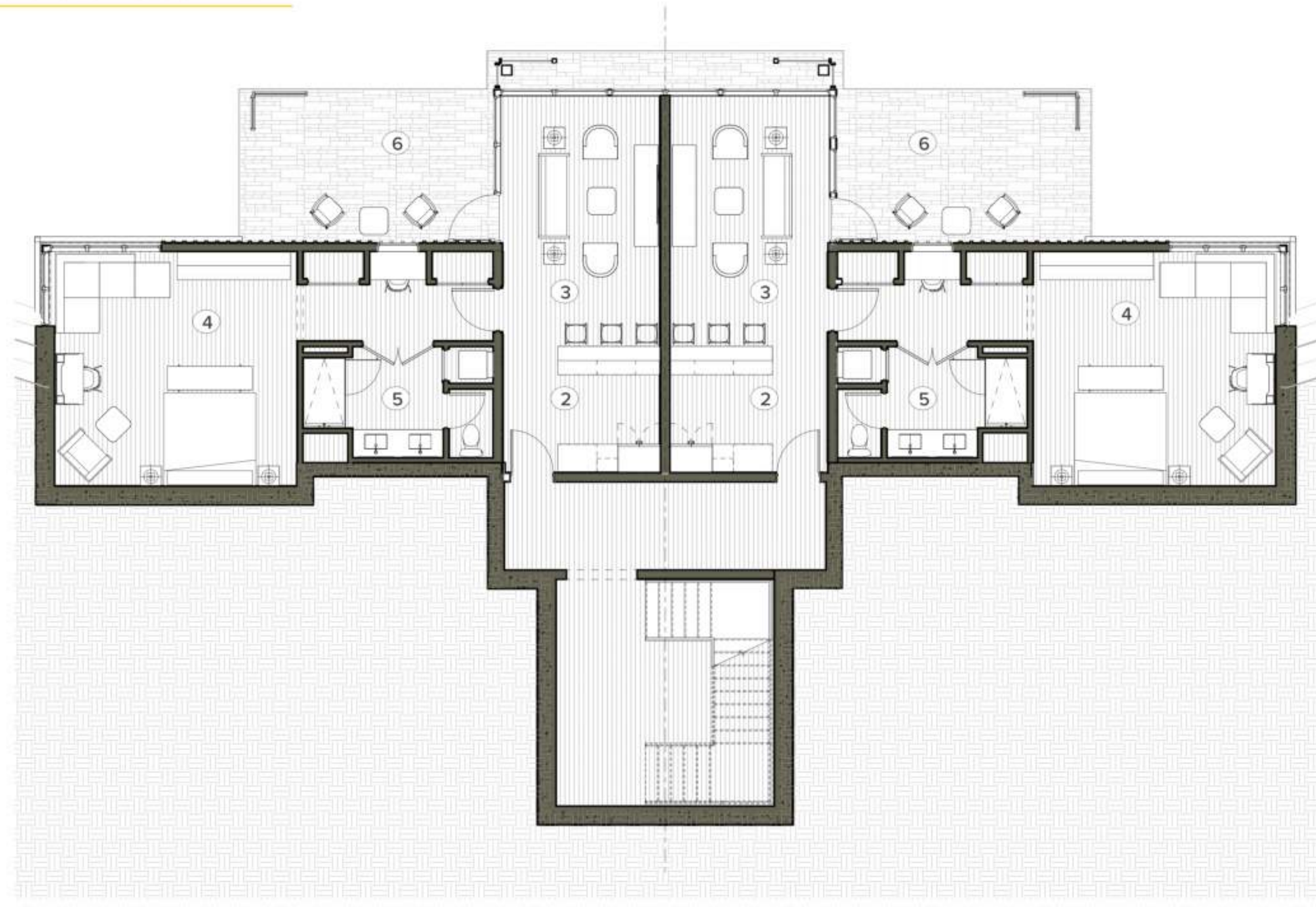
[2-Story] Four Bedroom Cottage Plan - UPPER LEVEL

RESORT COTTAGE CONCEPT SKETCHES



EARLY CONCEPT SKETCH

RESORT COTTAGE FLOOR PLAN



- 1. Entry/ Front Porch
- 2. Kitchen
- 3. Living Room
- 4. Bedroom
- 5. Bath
- 6. Outdoor Terrace

[2-Story] Four Bedroom Cottage Plan - LOWER LEVEL

RESORT COTTAGE CONCEPT ELEVATIONS



North Elevation



South Elevation



East Elevation



West Elevation



- SLATE TILE ROOF
- COPPER GUTTER AND DOWNSPOUTS WINDOW SYSTEM
- STUCCO WALL
- STANDING SEAM ROOF
- FIBERCEMENT BOARD & BATTEN
- WOOD BRACKET
- SHIPLAP WOOD SIDING

2 ESTATE HOME - SIDE ELEVATION (GARAGE)
P301 SCALE: 1/8" = 1'-0"



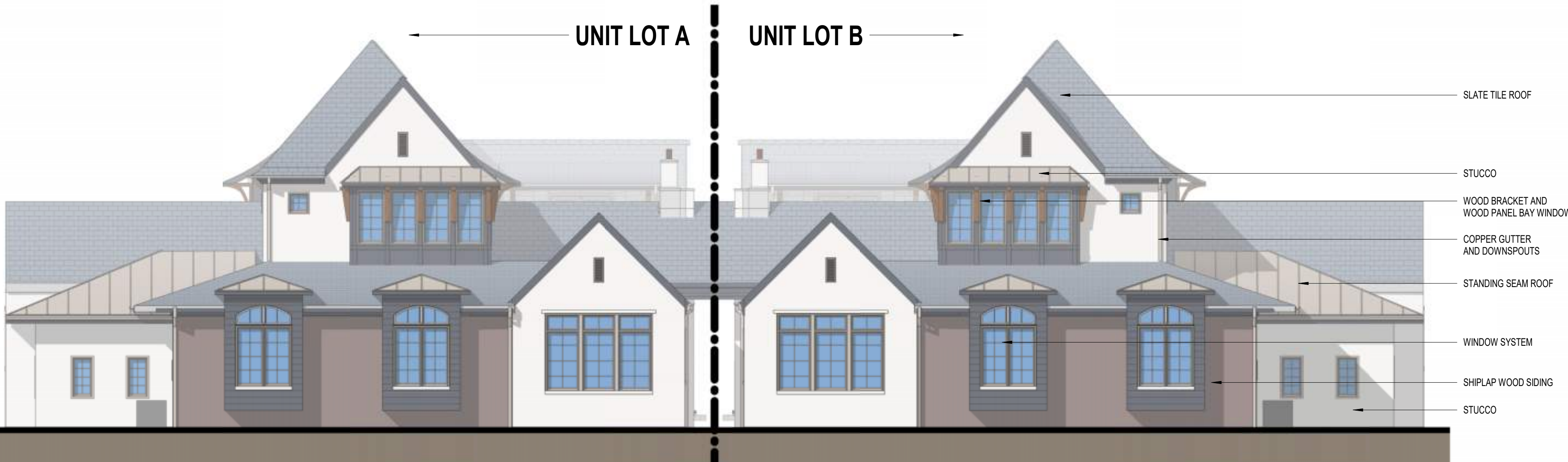
- SLATE TILE ROOF
- STANDING SEAM ROOF
- WOOD BRACKET AND WOOD PANEL BAY WINDOW
- FIBERCEMENT BOARD & BATTEN
- COPPER GUTTER AND DOWNSPOUTS WINDOW SYSTEM
- STONE MASONRY
- STUCCO

3 ESTATE HOME - SIDE ELEVATION (TERRACE)
P301 SCALE: 1/8" = 1'-0"



- SLATE TILE ROOF
- WOOD BRACKET
- FIBERCEMENT BOARD & BATTEN
- STANDING SEAM ROOF
- COPPER GUTTER AND DOWNSPOUTS WINDOW SYSTEM
- SHIPLAP WOOD SIDING
- STONE MASONRY
- STUCCO

4 ESTATE HOME - FRONT ELEVATION
P301 SCALE: 1/8" = 1'-0"

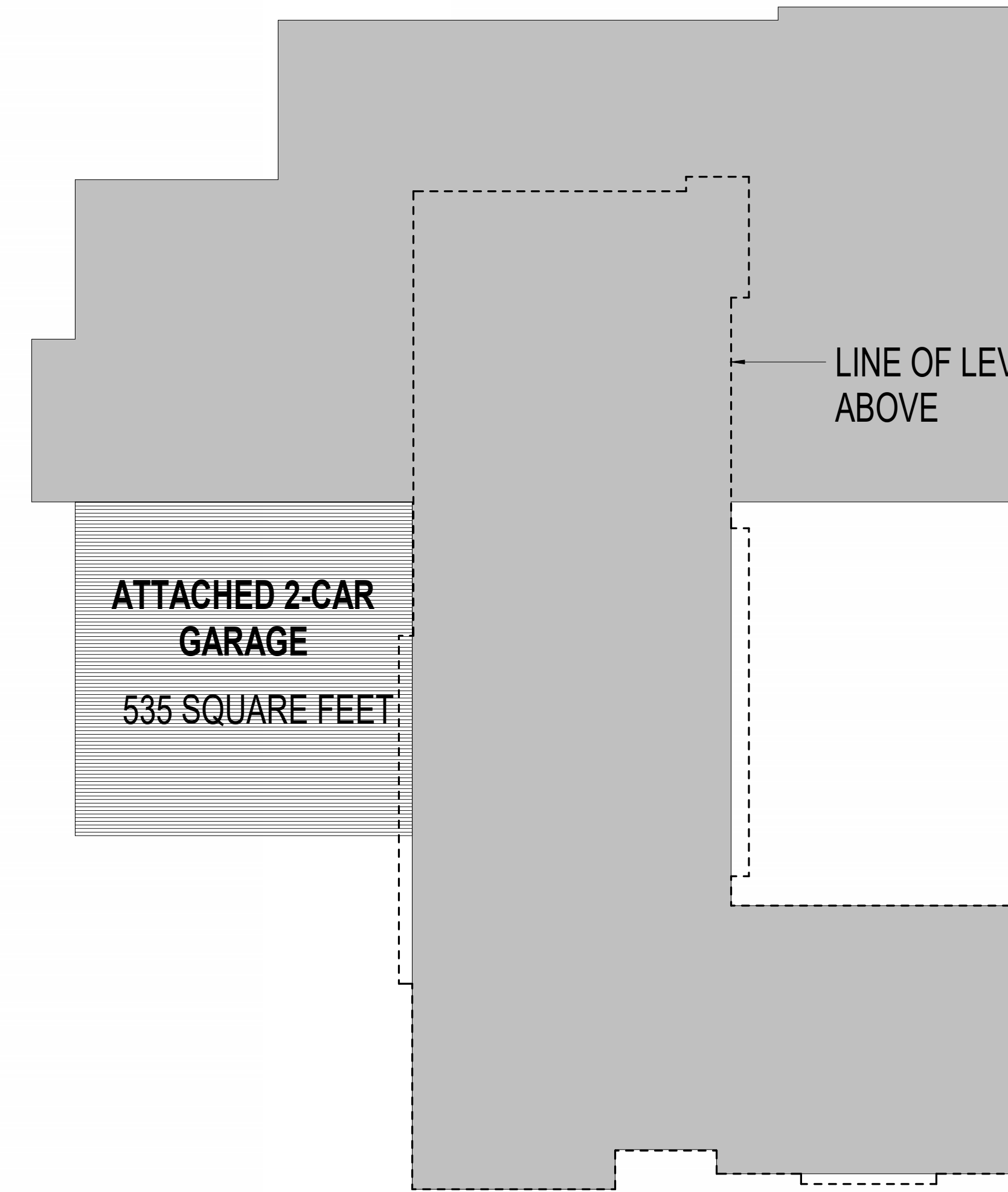


- SLATE TILE ROOF
- STUCCO
- WOOD BRACKET AND WOOD PANEL BAY WINDOW
- COPPER GUTTER AND DOWNSPOUTS WINDOW SYSTEM
- STANDING SEAM ROOF
- WINDOW SYSTEM
- SHIPLAP WOOD SIDING
- STUCCO

5 ESTATE HOME - REAR ELEVATION
P301 SCALE: 1/8" = 1'-0"

UNIT LOT B

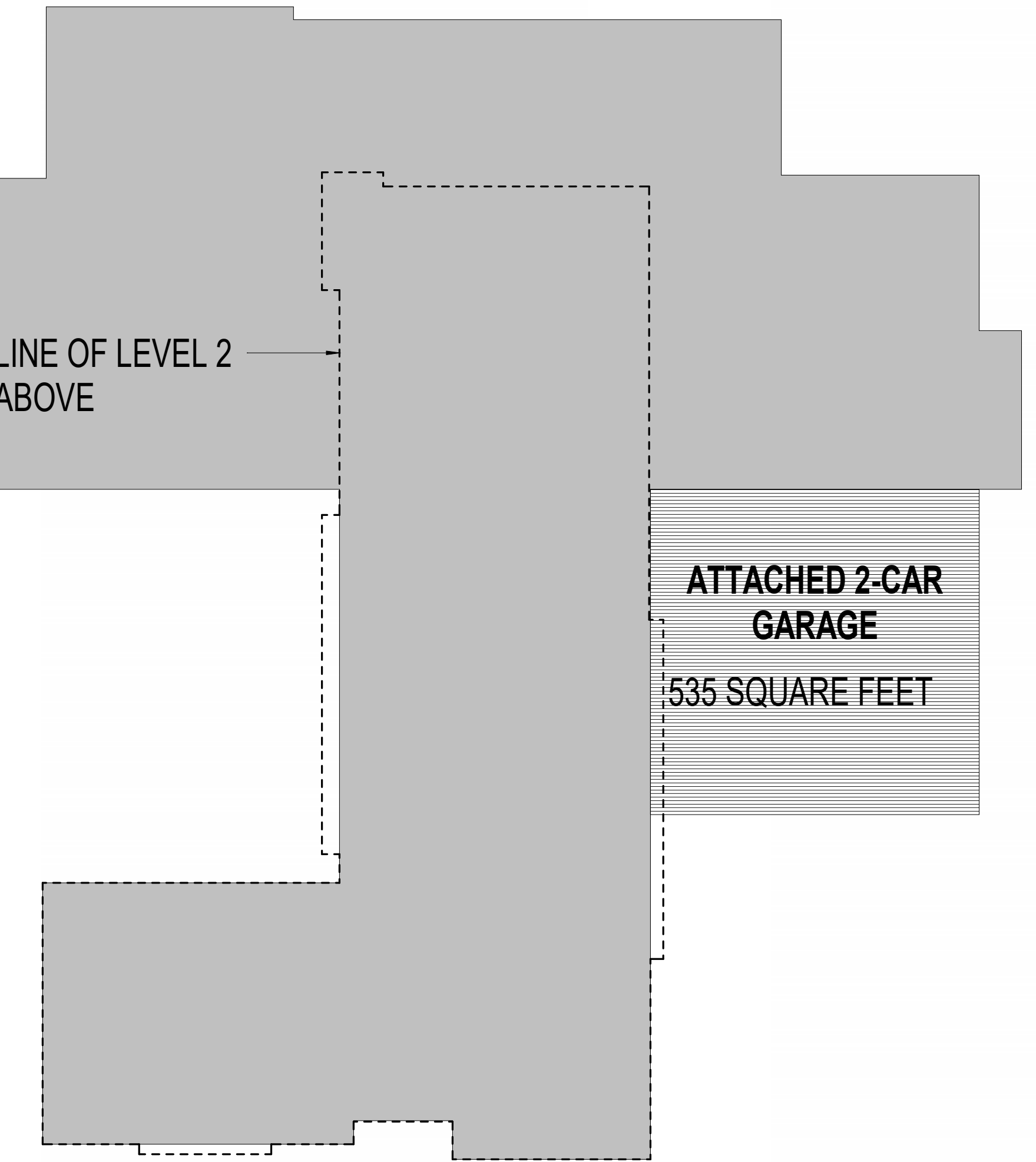
LEVEL 1 FOOTPRINT
3,500 SQUARE FEET
HEATED AREA



ATTACHED 2-CAR GARAGE
535 SQUARE FEET

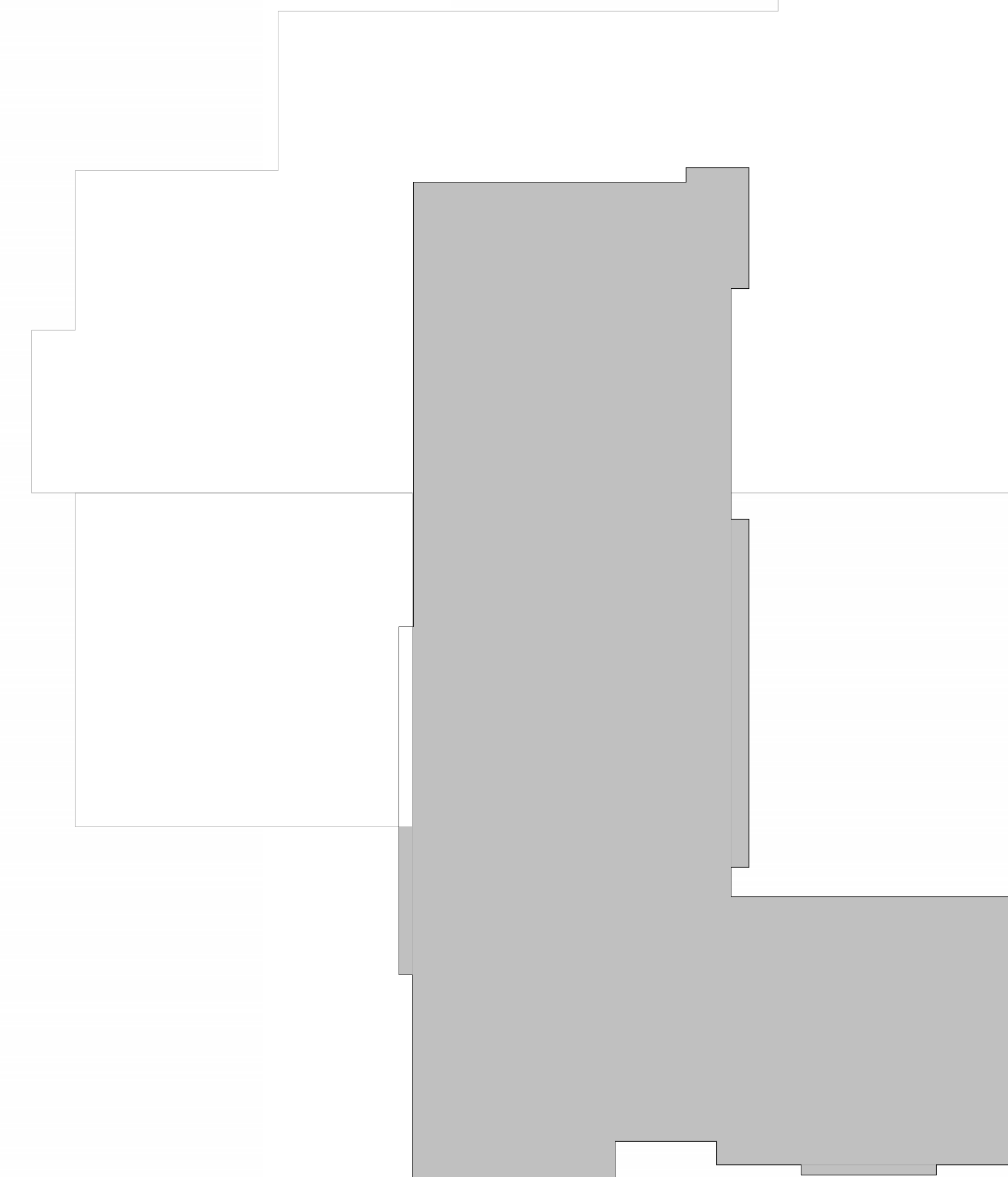
UNIT LOT A

LEVEL 1 FOOTPRINT
3,500 SQUARE FEET
HEATED AREA

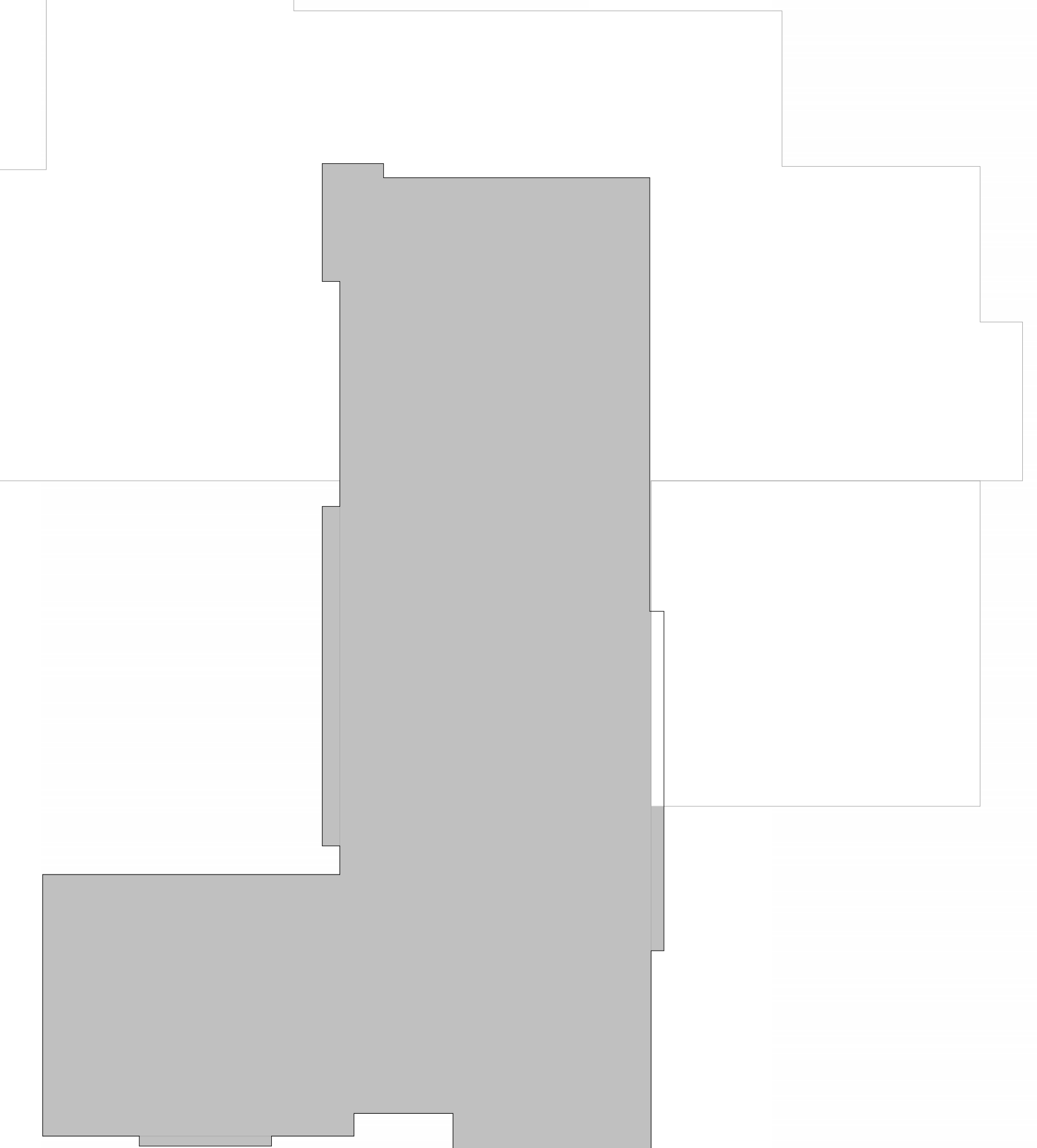


ATTACHED 2-CAR GARAGE
535 SQUARE FEET

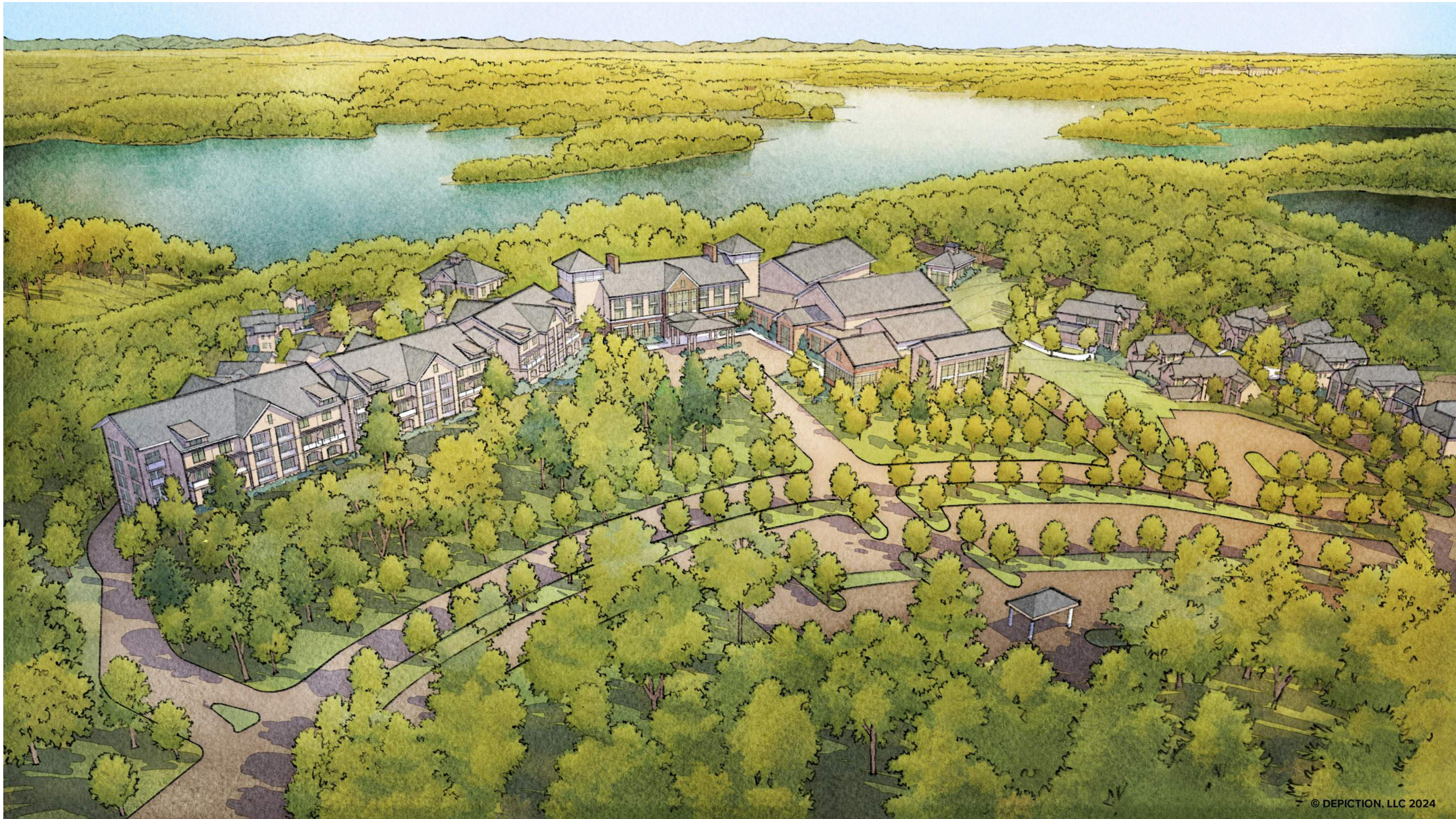
LEVEL 2 FOOTPRINT
1,950 SQUARE FEET
HEATED AREA



LEVEL 2 FOOTPRINT
1,950 SQUARE FEET
HEATED AREA



1 TYPICAL ESTATE HOME 3 BEDROOM FOOTPRINT
P301 SCALE: 1/8" = 1'-0"



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P401
RENDERING (AERIAL - LAKESIDE)

LAKE RESORT



COOPER CARRY

Project No. 20240026
OCTOBER 31ST 2024





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**INTERSECTION CONTROL EVALUATION STUDY
FOR
SR 369 (BROWNS BRIDGE ROAD) AT IVEY ROAD
CITY OF GAINESVILLE, GEORGIA**



A&R Engineering Inc.

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Marietta, GA 30067
Tel: (770) 690-9255 Fax: (770) 690-9210
www.areng.com

April 02, 2025

A&R Engineering Project #: 25-026

INTERSECTION CONTROL EVALUATION STUDY

SR 369 (Browns Bridge Road) at Ivey Road,

City Of Gainesville, Georgia

REASON FOR INVESTIGATION:

The purpose of this study is to determine the most effective traffic control at the study intersection SR 369 (Browns Bridge Road) and Ivey Road after the completion of the proposed Lake Lanier Resort project (DRI #4384), which will have access on Ivey Road to the north.

LOCATION & DESCRIPTION OF THE STUDY INTERSECTION:

The proposed Lake Lanier Resort development will be located at the northern end of Ivey Road to the north of SR 369 (Browns Bridge Road) in the City of Gainesville. SR 369 (Browns Bridge Road) is an east-west, two-lane, undivided roadway with a posted speed limit of 45 mph in the vicinity of the study intersection. Ivey Road is a north-south, two-lane, undivided roadway that forms the southbound approach as a third leg to its intersection with SR 369. Figure 1 below provides an aerial view of the study intersection and proposed site location.



Figure 1: Aerial Map of Study Intersection

COUNTY:

The study intersection is in Hall County.

REQUESTED BY:

This study was requested by Capstone Property Group.

PEDESTRIAN ACTIVITY:

Sidewalks are not present on either side of SR 369 (Browns Bridge Road) or Ivey Road in the vicinity of the study intersection.

PARKING:

Parking is not allowed on SR 369 (Browns Bridge Road) or Ivey Road in the vicinity of the study intersection.

CRASH ANALYSIS:

Crash data from 2020 to 2024 was obtained from the Georgia Electronic Accident Reporting System (GEARS). Based on the data provided at the study intersection, there were 10 crashes reported during this time. Of these 10 crashes, 5 of them had reported injuries and none had reported any fatalities. 2 crashes were caused by drivers making a left turn from the minor street (Ivey Road). Table 1 below shows the 2020-2024 statistics obtained from GEARS Portal for the study intersection, and detailed crash data is included in the appendix.

TABLE 1 – CRASH DATA						
SR 369 (BROWNS BRIDGE ROAD) AT IVEY ROAD						
MANNER OF COLLISION	YEAR					TOTAL
	2020	2021	2022	2023	2024	
Angle	0	0	0	1	1	2
Rear-End	1	3	1	1	1	7
Not A Collision with Motor Vehicle	1	0	0	0	0	1
TOTAL	2	3	1	2	2	10

VEHICULAR VOLUMES:

Turning movement counts were collected at the study intersection on Tuesday, March 04, 2025, from 7:00 AM to 7:00 PM. These collected volumes are shown below in Table 2, and detailed traffic counts are included in the appendix.

Time	Northbound -			Southbound Ivey Road			Eastbound SR 369 (Browns Bridge Road)			Westbound SR 369 (Browns Bridge Road)		
	L	T	R	L	T	R	L	T	R	L	T	R
7:00 A.M. – 8:00 A.M.	0	0	0	6	0	4	3	825	0	0	734	3
8:00 A.M. – 9:00 A.M.	0	0	0	15	0	2	2	800	0	0	585	5
9:00 A.M. – 10:00 A.M.	0	0	0	15	0	2	2	736	0	0	574	5
10:00 A.M. – 11:00 A.M.	0	0	0	11	0	3	2	607	0	0	560	11
11:00 A.M. – 12:00 Noon	0	0	0	7	0	5	2	583	0	0	587	8
12:00 Noon – 1:00 P.M.	0	0	0	6	0	2	1	632	0	0	659	5
1:00 P.M. – 2:00 P.M.	0	0	0	17	0	1	4	629	0	0	590	13
2:00 P.M. – 3:00 P.M.	0	0	0	10	0	2	2	673	0	0	723	12
3:00 P.M. – 4:00 P.M.	0	0	0	8	0	4	3	752	0	0	817	18
4:00 P.M. – 5:00 P.M.	0	0	0	12	0	6	8	824	0	0	909	12
5:00 P.M. – 6:00 P.M.	0	0	0	9	0	4	3	906	0	0	1134	13
6:00 P.M. – 7:00 P.M.	0	0	0	3	0	3	8	978	0	0	1113	9

SITE INFORMATION:

The proposed development will be located on Ivey Road in the City of Gainesville and will consist of a 177-room resort hotel, 7 lakeside cottages with 4 suites each (28 suites overall), and 28 attached estate home units. The development proposes three full access driveways on Ivey Road, including one driveway aligned to the east on Winding Lake Drive. A site plan is included in the appendix.

Trip generation estimates were based on the rates and equations published in the 11th edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation was based on the following ITE land uses: 330 – *Resort Hotel* and 215 – *Single-Family Attached Housing*. The calculated trip generation volumes for the proposed development are shown in Table 3. *Note: The 28 suites from the 7 lakeside cottages were combined with 177 rooms from the hotel to comprise the 205 units included in the ITE land use 330 estimations.*

Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-Way
ITE 330 – Resort Hotel	205 Rooms/Suites	36	13	49	22	29	51	510*
ITE 215 – Single-Family Attached Housing	28 Units	2	7	9	8	5	13	163
Total New Trips		38	20	58	30	34	64	673

*As there is no 24-hour data for ITE land use 330, daily trips were calculated as 10 times the overall PM peak hour volume

SITE TRIP DISTRIBUTION AND ASSIGNMENT:

The site-generated trips were distributed to hours throughout the day according to the hourly distribution rates published by ITE. The hourly site-generated traffic volumes for the proposed development are shown below in Table 4.

TIME	Enter	Exit	Total
7:00 A.M. – 8:00 A.M.	38	20	58
8:00 A.M. – 9:00 A.M.	11	24	35
9:00 A.M. – 10:00 A.M.	11	16	27
10:00 A.M. – 11:00 A.M.	15	16	31
11:00 A.M. – 12:00 Noon	16	18	34
12:00 Noon – 1:00 A.M.	19	19	38
1:00 P.M. – 2:00 P.M.	20	21	41
2:00 P.M. – 3:00 P.M.	24	26	50
3:00 P.M. – 4:00 P.M.	25	22	47
4:00 P.M. – 5:00 P.M.	26	23	49
5:00 P.M. – 6:00 P.M.	30	34	64
6:00 P.M. – 7:00 P.M.	21	17	38
TOTAL	256	256	512

The distribution of site traffic was assumed as below:

- 20% of the trips will travel to/from the north on SR 53 (McEver Road)
- 30% of the trips will travel to/from the south on SR 53 (McEver Road)
- 20% of the trips will travel to/from the east on SR 369 (Browns Bridge Road)
- 25% of the trips will travel to/from the west on SR 369 (Browns Bridge Road)
- 5% of the trips will travel to/from the south on Montgomery Drive

The overall trip distribution and site-generated traffic, along with the entering and exiting percentages at Ivey Road are shown graphically in Figure 2 (page 5).

LEGEND

↔ Enter/Exit

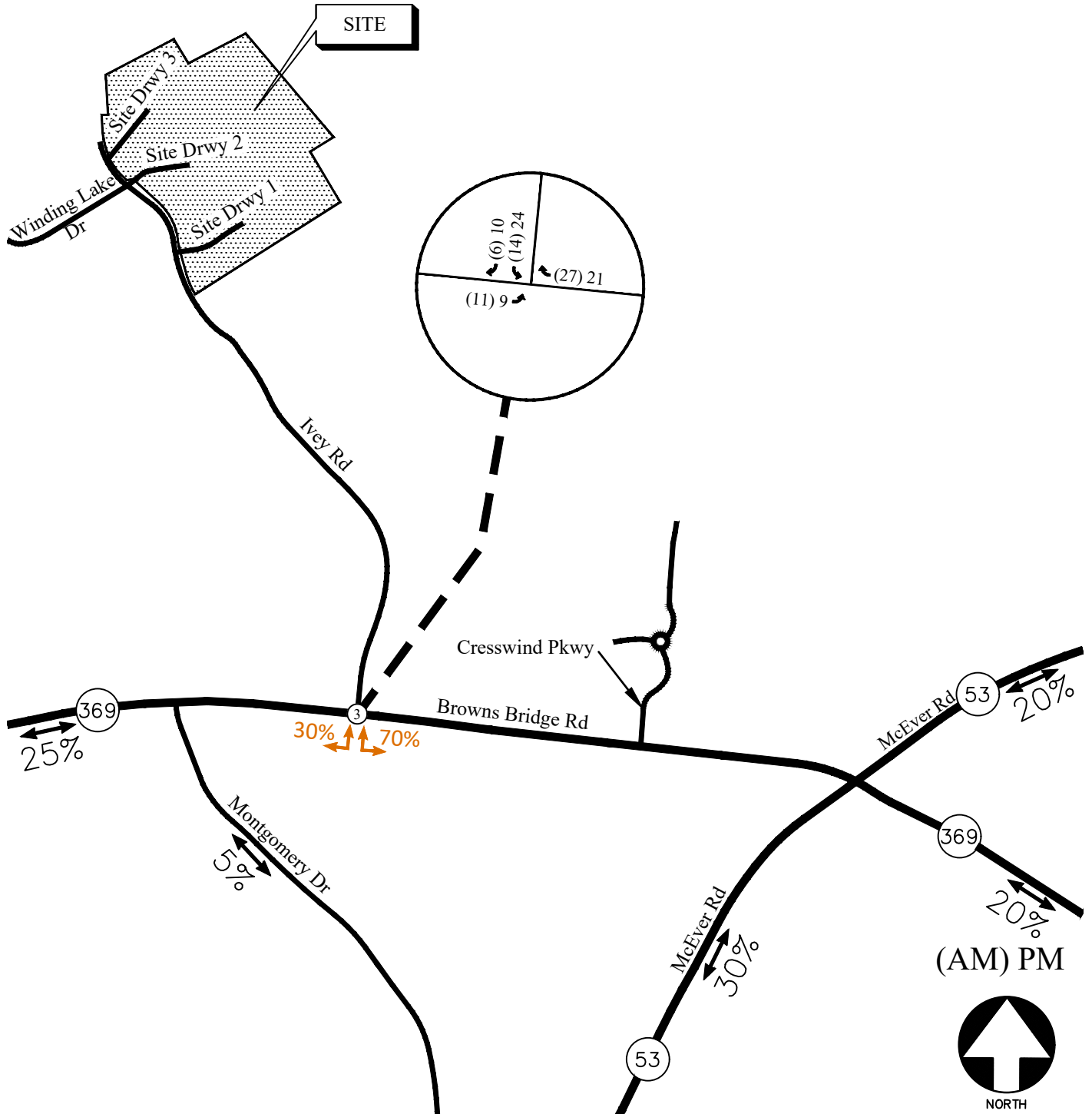


Figure 2: Trip Distribution and Site-Generated Traffic

The hourly volumes in Table 4 were assigned to the turning movements at the study intersection based on the assumed trip distribution from Page 4. Table 5 shows the site-generated traffic from the development at the study intersection.

Time	Northbound -			Southbound Ivey Road			Eastbound SR 369 (Browns Bridge Road)			Westbound SR 369 (Browns Bridge Road)		
	L	T	R	L	T	R	L	T	R	L	T	R
Entering Traffic %	0	0	0	0	0	0	30	0	0	0	0	70
Exiting Traffic %	0	0	0	70	0	30	0	0	0	0	0	0
Time/Movement	L	T	R	L	T	R	L	T	R	L	T	R
7:00 A.M. – 8:00 A.M.	0	0	0	14	0	6	11	0	0	0	0	27
8:00 A.M. – 9:00 A.M.	0	0	0	17	0	7	3	0	0	0	0	8
9:00 A.M. – 10:00 A.M.	0	0	0	11	0	5	3	0	0	0	0	8
10:00 A.M. – 11:00 A.M.	0	0	0	11	0	5	5	0	0	0	0	11
11:00 A.M. – 12:00 Noon	0	0	0	13	0	5	5	0	0	0	0	11
12:00 Noon – 1:00 P.M.	0	0	0	13	0	6	6	0	0	0	0	13
1:00 P.M. – 2:00 P.M.	0	0	0	15	0	6	6	0	0	0	0	14
2:00 P.M. – 3:00 P.M.	0	0	0	18	0	8	7	0	0	0	0	17
3:00 P.M. – 4:00 P.M.	0	0	0	15	0	7	8	0	0	0	0	18
4:00 P.M. – 5:00 P.M.	0	0	0	16	0	7	8	0	0	0	0	18
5:00 P.M. – 6:00 P.M.	0	0	0	24	0	10	9	0	0	0	0	21
6:00 P.M. – 7:00 P.M.	0	0	0	12	0	5	6	0	0	0	0	15

The 2025 volumes in Table 2 were increased for 3 years at a 1% linear growth rate and added to the site-generated trips from the development shown in Table 5 to obtain the future traffic volumes at the study intersection. These future projected 2028 traffic volumes are shown in Table 6, and the linear growth estimation sheet is available in the appendix.

Time	Northbound -			Southbound Ivey Road			Eastbound SR 369 (Browns Bridge Road)			Westbound SR 369 (Browns Bridge Road)		
	L	T	R	L	T	R	L	T	R	L	T	R
7:00 A.M. – 8:00 A.M.	0	0	0	20	0	10	14	850	0	0	756	30
8:00 A.M. – 9:00 A.M.	0	0	0	32	0	9	5	824	0	0	603	13
9:00 A.M. – 10:00 A.M.	0	0	0	26	0	7	5	758	0	0	591	13
10:00 A.M. – 11:00 A.M.	0	0	0	22	0	8	7	625	0	0	577	22
11:00 A.M. – 12:00 Noon	0	0	0	20	0	10	7	601	0	0	605	19
12:00 Noon – 1:00 P.M.	0	0	0	19	0	8	7	651	0	0	679	18
1:00 P.M. – 2:00 P.M.	0	0	0	33	0	7	10	648	0	0	608	27
2:00 P.M. – 3:00 P.M.	0	0	0	28	0	10	9	693	0	0	745	29
3:00 P.M. – 4:00 P.M.	0	0	0	23	0	11	11	775	0	0	842	37
4:00 P.M. – 5:00 P.M.	0	0	0	28	0	13	16	849	0	0	937	30
5:00 P.M. – 6:00 P.M.	0	0	0	33	0	14	12	933	0	0	1168	34
6:00 P.M. – 7:00 P.M.	0	0	0	15	0	8	14	1008	0	0	1147	24

INTERSECTION CONTROL EVALUATION (ICE):

GDOT's Intersection Control Evaluation (ICE) Policy was developed to further leverage safety advancements as part of intersection improvements. The ICE process consists of two distinct stages. The evaluation of stage 1 identifies potential intersection control types that may provide safety benefits, and the stage 2 analysis further evaluates those alternatives inclusive of safety, operations, cost, environmental impacts, and project support. The stage 1 screening resulted in conventional (minor stop) control being selected as the only feasible option for the study intersection. Descriptions of alternatives that were not considered feasible are included below.

ALTERNATIVES NOT CONSIDERED FEASIBLE:

TRAFFIC SIGNAL:

The posted speed limit on SR 369 (Browns Bridge Road) is 45 mph. A signal warrant analysis was completed for the study intersection per MUTCD (2023 Edition) standards using a main street approach speed limit of 45 mph with the intersection geometry of a one-lane major street approach and a one-lane minor street approach.

Based on the projected future volumes at the study intersection as shown in Table 6, the signal warrant analysis results indicate that signal warrants 1, 2, and 3 will not be satisfied. A summary of the analysis results is included in the appendix.

MUTCD Signal Warrant Analysis (Major and Minor Street Volumes):

For Warrant 1 to be satisfied, either Standard 1 or Standard 2 criteria must be satisfied.

- Warrant 1 – Eight-hour vehicular volume – **NOT SATISFIED.**
 - Standard 1 (Condition A): 0 Hours
 - Standard 1 (Condition B): 0 Hours
(Criteria for satisfaction of Warrant 1, Standard 1: Criteria must be met for 8 hours for either Condition A, or Condition B.)
 - Standard 2 (Condition A): 0 Hours
 - Standard 2 (Condition B): 0 Hours
(Criteria for satisfaction of Warrant 1, Standard 2: Criteria must be met for 8 hours for both Condition A and Condition B.)
- Warrant 2 – Four-hour vehicular volume – **NOT SATISFIED.**
- Warrant 3 – Peak hour vehicular volume – **NOT SATISFIED.**

ALL-WAY STOP CONTROL:

An MUTCD stop-controlled intersection evaluation was conducted for the study intersection of SR 369 (Browns Bridge Road) and Ivey Road, and the results indicated that all-way stop control will not be warranted. Additionally, MUTCD guidelines state that all-way stop control is to be used where the intersecting traffic is approximately equal. This will not be the case at the intersection however, as the major street approaches are projected to carry approximately 98% of the traffic volumes at the study intersection in the future, with the minor street approaches carrying the remaining 2% after the construction of the development. All-way stop control is therefore not considered a feasible option.

ROUNDAABOUT:

Roundabouts are intended to serve intersections where the volumes from the major and minor street approaches are close to equal. This will not be the case at the intersection however, as the major street approaches are projected to carry approximately 98% of the traffic volumes at the study intersection in the future, with the minor street approaches carrying the remaining 2% after the construction of the development. Additionally, the available right-of-way on SR 369 at the study intersection location is very limited (approximately 80 ft), and this will not allow for the construction of an appropriately sized roundabout. This control alternative this therefore not considered feasible.

R-CUT & RIGHT-IN/RIGHT-OUT (WITH DOWNSTREAM U-TURN):

SR 369 (Browns Bridge Road) is a two-lane, undivided roadway. There is no opportunity to provide a U-Turn via a downstream directional crossover in either direction. Therefore, neither an R-Cut nor right-in/right-out access with downstream U-turns can be considered feasible.

HIGH-T:

The left turn volumes to and from the side street (Ivey Road) are too low and are not as significant as the through traffic counts on the mainline. Therefore, redesigning the intersection to implement High-T control is not advisable.

ALTERNATIVE(S) CONSIDERED AS FEASIBLE OR SUITABLE:

CONVENTIONAL (MINOR STOP) CONTROL:

Intersection operations were analyzed at the study intersection with stop control retained on the minor street (Ivey Road) approach and with SR 369 (Browns Bridge Road) remaining free flow.

EXPECTED OPERATIONS ANALYSIS:

The intersection delay and level of service was determined for the study intersection based on the methodology set forth in the Transportation Research Board Highway Capacity Manual (HCM 6th Edition). The results are shown in Table 7 below.

TABLE 7 – FUTURE INTERSECTION OPERATIONS ANALYSIS		
Intersection	LOS/Delay in Seconds	
	AM	PM
SR 369 (Browns Bridge Road) at Ivey Road		
-Eastbound (Left)	A (9.7)	B (12.1)
-Southbound Approach	F (59.3)	F (267.5)

The results of the future traffic operations analysis indicate that the stop-controlled approach at the study intersection (Ivey Road) will operate at a level of service “F” in both the AM and PM peak hour. These high delay times can be primarily attributed to the heavy traffic volumes on SR 369 during weekday peak hours. It is not unusual for minor stop-controlled side streets to experience higher delays during peak traffic periods due to the time gap required for vehicles to make turning movements on busy arterial roadways.

TABLE 8 – FUTURE INTERSECTION OPERATIONS (WITH SITE MITIGATION IMPROVEMENTS)		
Intersection	LOS/Delay in Seconds	
	AM	PM
SR 369 (Browns Bridge Road) at Ivey Road		
-Eastbound (Left)	A (9.7)	B (12.1)
-Southbound Approach	F (51.8)	F (216.1)

Traffic operations in the “Build” condition were analyzed at intersection of SR 369 at Ivey Road with the addition of an eastbound left turn lane on the mainline and a channelized right turn flair on the minor street approach. As shown in Table 8, the projected delay times at the southbound approach will be slightly reduced with the implementation of these improvements. Additionally, the installation of a left turn lane on SR 369 will lower the potential for rear end collisions on the eastbound approach. Therefore, the addition of an eastbound left turn lane on SR 369 and a channelized right turn flair on Ivey Road are both recommended as site mitigation improvements for the intersection.

CONCLUSIONS AND RECOMMENDATIONS:

The purpose of this study was to determine the most effective traffic control at the study intersection of SR 369 (Browns Bridge Road) at Ivey Road after the completion of the proposed Lake Lanier Resort project (DRI #4384), which will have access on Ivey Road to the north. The results of the ICE stage 1 analysis indicate that conventional (minor stop) control is the only feasible option for the study intersection. Therefore, it is recommended that:

- Conventional (minor stop) control should be retained at the study intersection
- A right turn flair with a raised island to optimize traffic flow should be added on the southbound approach (Ivey Road)
- A left turn lane should be added on the eastbound approach (SR 369) for entering traffic

A waiver for stage 2 ICE analysis is requested (ICE waiver form is included in the appendix).



PREPARED BY: _____
A&R Engineering, Inc.

DATE: 04-02-2025

RECOMMENDED BY: _____
District Traffic Engineer

DATE: _____

Appendix

Intersection Control Evaluation (ICE).....
Signal Warrant Analysis
All-Way Stop Control.....
Site Plan
Intersection Capacity Analysis (Synchro – HCM)
Existing Intersection Count Data.....
Volume Worksheet (Existing and Future)

**INTERSECTION CONTROL EVALUATION
(ICE)**

GDOT PI#: Request By:
 County: GDOT District:
 Major Road: Road Class: Speed Limit:
 Crossing Road: Road Class: Speed Limit:
 Major Rd Direction: Area Type:
 Intersection Control: Project ID:
 Prepared By: Date:
 Project Purpose:

Existing Data Year:
 Project Opening Year:
 Project Design Year:
 Annual Growth Rate:
 K Factor*:

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2028 OPENING YEAR VOLUMES

		37 (47) [1000]					
		(0)	(14)	(0)	(33)		
		0	11	0	26	WB SR 369	
930 (945) [22600]	SB Ivey Road	Peds ↑	↙	↓	↘	Peds ←	0 (0)
	2028 Intersection Daily Entering Volume (est):					↗	30 (34)
	23,350					←	784 (1168)
	814 (1202) [23100]					↖	0 (0)
		EB SR 369				NB Ivey Road	
		0 (0) [0]					

2025 EXISTING YEAR VOLUMES

APPROACH SPLITS:
 SR 369: 99%
 Ivey Road: 1%

		17 (13) [300]					
		(0)	(4)	(0)	(9)		
		0	5	0	12	WB SR 369	
892 (909) [21800]	SB Ivey Road	Peds ↑	↙	↓	↘	Peds ←	0 (0)
	2025 Intersection Daily Entering Volume (est):					↗	3 (13)
	22,000					←	761 (1134)
	764 (1147) [21900]					↖	0 (0)
		EB SR 369				NB Ivey Road	
		0 (0) [0]					

PEAK HR % TRUCKS:

EB	WB	NB	SB
4%	4%	2%	2%

2028 DESIGN YEAR VOLUMES

		37 (47) [1000]					
		(0)	(14)	(0)	(33)		
		0	11	0	26	WB SR 369	
930 (945) [22600]	SB Ivey Road	Peds ↑	↙	↓	↘	Peds ←	0 (0)
	2028 Intersection Daily Entering Volume (est):					↗	30 (34)
	23,350					←	784 (1168)
	814 (1202) [23100]					↖	0 (0)
		EB SR 369				NB Ivey Road	
		0 (0) [0]					

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 PI #	N/A	<p>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</p> <p style="font-size: small; text-align: center;"> 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 performance in 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, constraints & 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)? </p>							
Project Location:	SR 369 @ Ivey Road								
Existing Control:	Conventional (Minor Stop)								
Prepared by:	A&R Engineering, Inc.								
Date:	4/2/2025	<p style="font-size: small; text-align: center;"> Screening Decision Justification: </p>							
<p style="font-size: x-small;">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</p>									
<p>Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)</p>									
Unsignalized Intersections	Conventional (Minor Stop)	Yes	Yes	No	No	Yes	Yes	Yes	Feasible Option.
	Conventional (All-Way Stop)	No	Yes	No	No	No	No	No	MUTCD all-way stop warrant not met.
	Mini Roundabout	No	Yes	Yes	No	No	No	No	Low minor street volumes, not appropriate for state highways.
	Single Lane Roundabout	No	Yes	Yes	No	No	No	No	Low minor street volumes, lack of available right-of-way.
	Multilane Roundabout	No	Yes	Yes	No	No	No	No	Not a multi-lane roadway.
	RCUT (stop control)	No	Yes	No	No	No	No	No	Not a median-divided roadway. No u-turn options available.
	RIRO w/down stream U-Turn	No	Yes	No	No	No	No	No	Not a median-divided roadway. No u-turn options available.
	High-T (unsignalized)	No	No	No	No	No	No	No	Low left-turning volumes from site. Not a suitable location.
	Offset-T Intersections	No	No	No	No	No	No	No	Not a four-legged intersection.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not an interchange.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not an interchange.
	Add one LT Lane on SR 369 No RT Lane Improvements	No	No	No	No	No	No	No	N/A
	Other unsignalized (provide description):	No	No	No	No	No	No	No	N/A
Signalized Intersections	Traffic Signal	No	Yes	Yes	No	No	No	No	Signal warrants not met.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not a median-divided roadway. No u-turn options available.
	RCUT (signalized)	No	Yes	Yes	No	No	No	No	Not a median-divided roadway. No u-turn options available.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not a suitable location.
	Continuous Green-T	No	Yes	Yes	No	No	No	No	Signal warrants not met, not a suitable location.
	Jughandle	No	No	No	No	No	No	No	Not a suitable location.
	Quadrant Roadway	No	No	No	No	No	No	No	Not a suitable location.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not an interchange.
	Diverging Diamond	No	No	No	No	No	No	No	Not an interchange.
	Single Point Interchange	No	No	No	No	No	No	No	Not an interchange.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	N/A
Other Signalized (provide description):	No	No	No	No	No	No	No	N/A	

☐ = Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

Waiver Request - Level 2 / 3

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
3. The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
 - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
 - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
 - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
 - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information: Location: SR 369 @ Ivey Road
 County: Hall
 GDOT District: 1 - Gainesville
 Area Type: Suburb/Transition
 Existing Intersection Control: Conventional (Minor Stop)

GDOT PI # (or N/A): N/A
 Requested By: Capstone Property Group
 Prepared By: A&R Engineering, Inc.
 Date: 4/2/2025
 Waiver Request Type: Add/Extend Turn Lane

Traffic and Operations Data:^{1,2}

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Type:	Intersection Delay	
Existing Major Street Avg Daily Traffic (ADT):	18,000	
Existing Minor Street Avg Daily Traffic (ADT):	<500	
Analysis Period:	AM Peak	PM Peak
2028 Opening Yr Peak Hour Intersection Delay:	51.8 sec	216.1 sec
2028 Opening Yr Peak Hour Intersection V/C:	0.34	0.92
2028 Design Yr Peak Hour Intersection Delay:	51.8 sec	216.1 sec
2028 Design Yr Peak Hour Intersection V/C:	0.34	0.92

Crash Data (Required): ³						
Crash Type	Crash Severity					Years:
	K*	A*	B*	C*	O	
Crash Data: Enter most recent 5 years of crash data						5
Angle	0	0	0	1	1	20%
Head-On	0	0	0	0	0	0%
Rear End	0	0	0	4	3	70%
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	1	10%
TOTALS:	0	0	0	5	5	10

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required): We recommend that ICE stage 2 be waived because the stage 1 analysis resulted in conventional (minor stop) control being selected as the only feasible option for the study intersection of SR 369 (Browns Bridge Road) and Ivey Road.

Proposed Intersection Control: Conventional (Minor Stop)

REQUESTED BY: Abdul K Amer Date: 4/2/2025

Title: Abdul K. Amer, PE, PTOE, A&R Engineering, Inc.

APPROVED BY: _____ Date: _____

Name: _____

District Engineer or (Approved Delegate)

¹ Analysis data input on this worksheet is for proposed control & configuration on form, not the No-Build data shown on the top of Stage 2

² ADT's required if available (from data collected or nearest GDOT count station site); Capacity data optional unless needed to justify basis of the waiver request.

³ Crash data (required for all existing intersections) must be entered here independent from Stage 2 worksheet inputs (not linked)

SIGNAL WARRANT ANALYSIS

A&R ENGINEERING, INC.

SIGNAL WARRANT ANALYSIS SUMMARY REPORT - SR 369 (Browns Bridge Road) @ Ivey Road

Project Number : 25-026 Report Date : April 2, 2025
Counts Date : March 4, 2025
Major Street : SR 369 (Browns Bridge Road)
Minor Street : Ivey Road
Speed on Major Street : 45
Lanes @ Intersection : Major Street - 1
Minor Street - 1
Analyst : KV

WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

WARRANT 1 NOT SATISFIED

STANDARD 1	NOT SATISFIED	CONDITION A	0	HOURS
		CONDITION B	0	HOURS
STANDARD 2	NOT SATISFIED	CONDITION A	0	HOURS
		CONDITION B	0	HOURS

WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

WARRANT 2 NOT SATISFIED 0 HOURS

WARRANT 3, PEAK HOUR

WARRANT 3 NOT SATISFIED
STANDARD A NOT SATISFIED 3 VEHICLE HOURS
STANDARD B NOT SATISFIED 0 HOURS

WARRANT 4, PEDESTRIAN VOLUME

WARRANT 4 NOT EVALUATED
STANDARD A NOT SATISFIED 0 HOURS
STANDARD B NOT SATISFIED 0 HOURS

WARRANT 5, SCHOOL CROSSING

WARRANT 5 NOT EVALUATED

WARRANT 6, COORDINATED SIGNAL SYSTEM

WARRANT 6 NOT EVALUATED

WARRANT 7, CRASH EXPERIENCE

WARRANT 7 NOT EVALUATED

WARRANT 8, ROADWAY NETWORK

WARRANT 8 NOT EVALUATED

WARRANT 9, INTERSECTION NEAR A GRADE CROSSING

WARRANT 9 NOT EVALUATED

A&R ENGINEERING, INC.

SIGNAL WARRANT ANALYSIS SUMMARY REPORT - SR 369 (Browns Bridge Road) @ Ivey Road

Project Number : 25-026

Report Date : April 2, 2025

Counts Date : March 4, 2025

Major Street : SR 369 (Browns Bridge Road)

Lanes @ Intersection : Major Street - 1

Minor Street : Ivey Road

Minor Street - 1

Speed on Major Street : 45

Analyst : KV

24-HOUR TRAFFIC VOLUME

TABLE 1

Time	Minor Street				Minor Street			
	Northbound				Southbound			
24 Hours	Total Approach Volume	Right Turn	% Right Turn	With 0% RT Turn Reduction	Total Approach Volume	Right Turn	% Right Turn	With 0% RT Turn Reduction
12:00 AM	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	30	10	33	30
8:00 AM	0	0	0	0	41	9	22	41
9:00 AM	0	0	0	0	33	7	21	33
10:00 AM	0	0	0	0	30	8	27	30
11:00 AM	0	0	0	0	30	10	33	30
12:00 PM	0	0	0	0	27	8	30	27
1:00 PM	0	0	0	0	40	7	18	40
2:00 PM	0	0	0	0	38	10	26	38
3:00 PM	0	0	0	0	34	11	32	34
4:00 PM	0	0	0	0	41	13	32	41
5:00 PM	0	0	0	0	47	14	30	47
6:00 PM	0	0	0	0	23	8	35	23
7:00 PM	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0
Total				0				414

A&R ENGINEERING, INC.

24-HOUR TRAFFIC VOLUME
TABLE 2

Time	Major Street				Major Street			
	Eastbound				Westbound			
24 Hours	Total Approach Volume	Right Turn	% Right Turn	With 0% RT Turn Reduction	Total Approach Volume	Right Turn	% Right Turn	With 0% RT Turn Reduction
12:00 AM	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0
7:00 AM	864	0	0	864	786	30	4	786
8:00 AM	829	0	0	829	616	13	2	616
9:00 AM	763	0	0	763	604	13	2	604
10:00 AM	632	0	0	632	599	22	4	599
11:00 AM	608	0	0	608	624	19	3	624
12:00 PM	658	0	0	658	697	18	3	697
1:00 PM	658	0	0	658	635	27	4	635
2:00 PM	702	0	0	702	774	29	4	774
3:00 PM	786	0	0	786	879	37	4	879
4:00 PM	865	0	0	865	967	30	3	967
5:00 PM	945	0	0	945	1202	34	3	1202
6:00 PM	1022	0	0	1022	1171	24	2	1171
7:00 PM	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0
Total				9332				9554

A&R ENGINEERING, INC.

WARRANT ANALYSIS RESULTS - SR 369 (Browns Bridge Road) @ Ivey Road

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

WARRANT 1 NOT SATISFIED

STANDARD 1	NOT SATISFIED	CONDITION A	0	HOURS
		CONDITION B	0	HOURS
<hr/>				
STANDARD 2	NOT SATISFIED	CONDITION A	0	HOURS
		CONDITION B	0	HOURS

24-HOUR TRAFFIC VOLUME EVALUATION

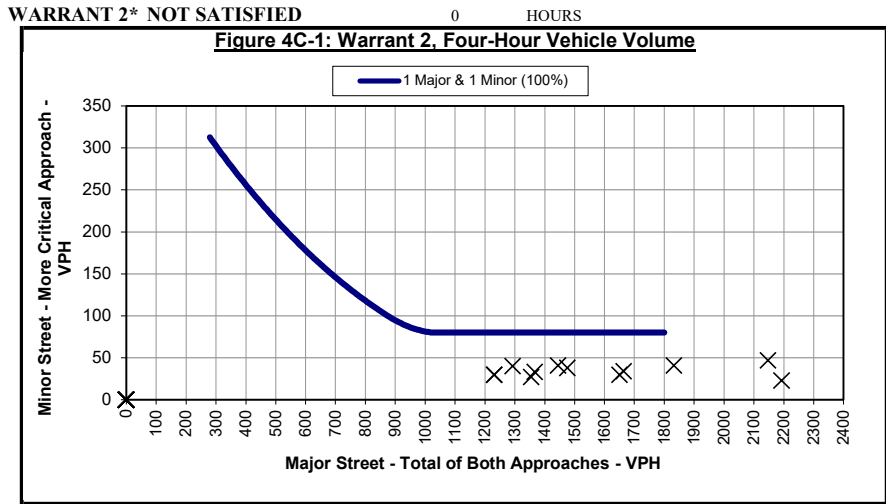
TABLE 3

HOUR OF DAY	MAJOR ST TOTAL OF BOTH APPROACHES	MINOR ST HIGH VOLUME APPROACH	WARRANT 1			
			STANDARD 1		STANDARD 2	
			CONDITION A	CONDITION B	CONDITION A	CONDITION B
12:00 AM	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0
7:00 AM	1650	30	MAJOR	MAJOR	MAJOR	MAJOR
8:00 AM	1445	41	MAJOR	MAJOR	MAJOR	MAJOR
9:00 AM	1367	33	MAJOR	MAJOR	MAJOR	MAJOR
10:00 AM	1231	30	MAJOR	MAJOR	MAJOR	MAJOR
11:00 AM	1232	30	MAJOR	MAJOR	MAJOR	MAJOR
12:00 PM	1355	27	MAJOR	MAJOR	MAJOR	MAJOR
1:00 PM	1293	40	MAJOR	MAJOR	MAJOR	MAJOR
2:00 PM	1476	38	MAJOR	MAJOR	MAJOR	MAJOR
3:00 PM	1665	34	MAJOR	MAJOR	MAJOR	MAJOR
4:00 PM	1832	41	MAJOR	MAJOR	MAJOR	MAJOR
5:00 PM	2147	47	MAJOR	MAJOR	MAJOR	MAJOR
6:00 PM	2193	23	MAJOR	MAJOR	MAJOR	MAJOR
7:00 PM	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0
TOTAL	18886	414				

CRITERIA**	STANDARD 1 - 100%		STANDARD 2 - 80%	
	CONDITION A	CONDITION B	CONDITION A	CONDITION B
MAJOR ST	500	750	400	600
MINOR ST	150	75	120	60
NO. OF HOURS MET	0	0	0	0

A&R ENGINEERING, INC.

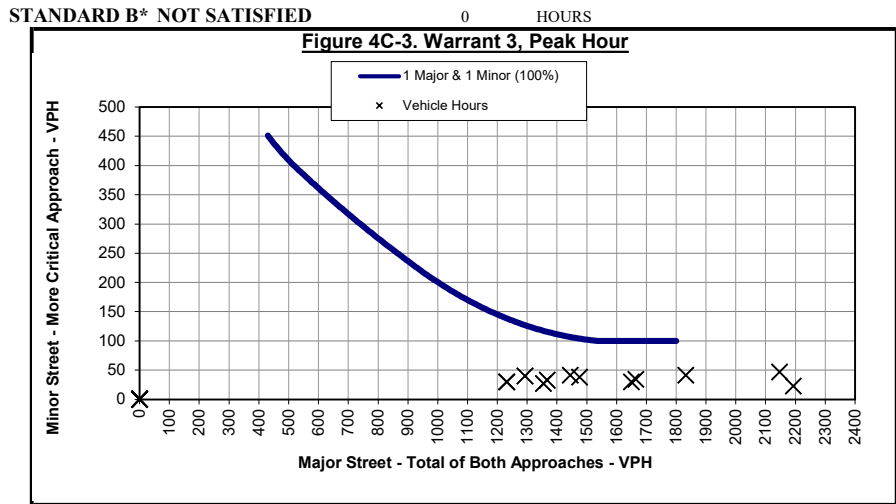
WARRANT 2, FOUR-HOUR VEHICULAR VOLUME



WARRANT 3, PEAK HOUR

STANDARD A NOT SATISFIED 3 VEHICLE HOURS

- 47 Peak Hour Minor-Street Volume
- 268 Average Minor-Street Delay (seconds)
- 1 Number of Approach Lanes (Minor Street)



*Note: Curves for minimum volumes are based on the curves from FIGURES 4C-1 & 4C-2, Page 655 in section 4C.03 for WARRANT 2, and FIGURES 4C-3 & 4C-4, Page 657 in section 4C.05 of the MUTCD 2023 edition for WARRANT 3.

ALL-WAY STOP CONTROL

MUTCD 2009 Stop Controlled Intersections

MUTCD 2009 - CHAPTER 2B. REGULATORY SIGNS, BARRICADES, AND GATES

FILL IN THE GREEN HIGHLIGHTED CELLS

DO NOT CHANGE THE YELLOW HIGHLIGHTED CELLS

Project No. :
25-026

Report Date:
April 2, 2025

Counts Date:
March 4, 2025

Analyst :
KV

Major Street			
Name :	SR 369 (Browns Bridge Road)		
Northbound?	N	Eastbound?	Y
Southbound?	N	Westbound?	Y
Minor Street			
Name :	Ivey Road		
Northbound?	N	Eastbound?	N
Southbound?	Y	Westbound?	N

STOP OR YIELD NEEDED...

YES

SIDE STREET STOP NEEDED...

YES

ALL-WAY STOP NEEDED...

NO

ANY STOP OR YIELD CONTROL		SATISFIED
Section 2B.04 Right-of-Way at Intersections		
YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:		
<u>Condition A</u>		SATISFIED
Y	Is the intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law?	
<u>Condition B</u>		SATISFIED
Y	Does the intersection include a street entering a designated through highway?	
<u>Condition C</u>		SATISFIED
Y	Is this intersection in a signalized area?	
should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:		
N	Is the intersection of two minor streets or local roads where the intersection has more than 3 approaches?	
<u>Condition A</u>		SATISFIED
18,250	Combined daily vehicular, bicycle, and pedestrian volume from all approaches (met if $\geq 2,000$)	
<u>Condition B</u>		NOT SATISFIED
N	Is the ability to see conflicting traffic on an approach not sufficient to allow a road user to stop or yield?	
<u>Condition C</u>		NOT SATISFIED
2	Number of right-of-way related crashes within a 3 year period	
2	Number of right-of-way related crashes within a 2 year period	

SIDE STREET STOP CONTROL		SATISFIED
Section 2B.06 STOP Sign Applications		
The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:		
<u>Condition A</u>		SATISFIED
18,000	Number of vehicles on through street (met if $\geq 6,000$)	
<u>Condition B</u>		SATISFIED
Y	Is the view restricted so that drivers are required to stop in order to adequately observe conflicting traffic?	
<u>Condition C</u>		NOT SATISFIED
0	Number of crashes within a 1 year period that would be prevented by a side street stop sign	
0	Number of crashes within a 2 year period that would be prevented by a side street stop sign	

ALL-WAY STOP CONTROL		NOT SATISFIED
Section 2B.07 Multi-Way Stop Applications		
Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.		
The following criteria should be considered in the engineering study for a multi-way STOP sign installation:		
Condition A		NOT SATISFIED
N	Is a traffic signal scheduled to be installed	
Condition B		NOT SATISFIED
2	Number of preventable crashes within a 1 year period (right-turn, left-turn, and right-angle collisions)	
Condition C		NOT SATISFIED
C.1 - Major Street Threshold		SATISFIED
C.2 - Major & Minor Street Threshold		NOT SATISFIED
267.4	Peak Hour Minor-Street Delay (seconds)	
C.3 - 70% Threshold		NOT SATISFIED
45	85th-percentile approach speed of the major-street traffic	
Condition D		NOT SATISFIED

	NB	SB	EB	WB	Major St	Minor St	MJR	MNR	BOTH	70%	D
12:00 AM	0	0	0	0	0	0					
1:00 AM	0	0	0	0	0	0					
2:00 AM	0	0	0	0	0	0					
3:00 AM	0	0	0	0	0	0					
4:00 AM	0	0	0	0	0	0					
5:00 AM	0	0	0	0	0	0					
6:00 AM	0	0	0	0	0	0					
7:00 AM	0	30	864	786	1650	30	MAJOR			MAJOR	MAJOR
8:00 AM	0	41	829	616	1445	41	MAJOR			MAJOR	MAJOR
9:00 AM	0	33	763	604	1367	33	MAJOR			MAJOR	MAJOR
10:00 AM	0	30	632	599	1231	30	MAJOR			MAJOR	MAJOR
11:00 AM	0	30	608	624	1232	30	MAJOR			MAJOR	MAJOR
12:00 PM	0	27	658	697	1355	27	MAJOR			MAJOR	MAJOR
1:00 PM	0	40	658	635	1293	40	MAJOR			MAJOR	MAJOR
2:00 PM	0	38	702	774	1476	38	MAJOR			MAJOR	MAJOR
3:00 PM	0	34	786	879	1665	34	MAJOR			MAJOR	MAJOR
4:00 PM	0	41	865	967	1832	41	MAJOR			MAJOR	MAJOR
5:00 PM	0	47	945	1202	2147	47	MAJOR			MAJOR	MAJOR
6:00 PM	0	23	1022	1171	2193	23	MAJOR			MAJOR	MAJOR
7:00 PM	0	0	0	0	0	0					
8:00 PM	0	0	0	0	0	0					
9:00 PM	0	0	0	0	0	0					
10:00 PM	0	0	0	0	0	0					
11:00 PM	0	0	0	0	0	0					
							12	0	0	0	0

Other criteria that may be considered in an engineering study include:

Condition A		NOT SATISFIED
N	Is there a need to control left-turn conflicts?	
Condition B		NOT SATISFIED
N	Is there a need to control vehicle/ pedestrian conflicts near locations that generate high pedestrian volumes?	
Condition C		NOT SATISFIED
N	Are road users not able to negotiate the intersection unless conflicting cross traffic is also required to stop?	
Condition D		NOT SATISFIED
N	Is this an intersection of two residential neighborhood streets of similar design and operating characteristics?	
N	Would multi-way stop control improve traffic operational characteristics of the intersection?	

S I T E P L A N

**INTERSECTION CAPACITY ANALYSIS
(SYNCHRO - HCM)**

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↑	↗	↘	
Traffic Vol, veh/h	14	916	784	30	26	11
Future Vol, veh/h	14	916	784	30	26	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	15	974	834	32	28	12
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	866	0	-	0	1838	834
Stage 1	-	-	-	-	834	-
Stage 2	-	-	-	-	1004	-
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	777	-	-	-	83	368
Stage 1	-	-	-	-	426	-
Stage 2	-	-	-	-	354	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	777	-	-	-	80	368
Mov Cap-2 Maneuver	-	-	-	-	80	-
Stage 1	-	-	-	-	408	-
Stage 2	-	-	-	-	354	-
Approach	EB	WB	SB			
HCM Control Delay, s	0.1	0	59.3			
HCM LOS			F			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	777	-	-	-	104	
HCM Lane V/C Ratio	0.019	-	-	-	0.378	
HCM Control Delay (s)	9.7	0	-	-	59.3	
HCM Lane LOS	A	A	-	-	F	
HCM 95th %tile Q(veh)	0.1	-	-	-	1.5	

Intersection

Int Delay, s/veh 5.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↑	↗	↘	
Traffic Vol, veh/h	12	933	1168	34	33	14
Future Vol, veh/h	12	933	1168	34	33	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	13	1025	1284	37	36	15

Major/Minor

	Major1	Major2	Minor2
Conflicting Flow All	1321	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	523	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	523	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach

	EB	WB	SB
HCM Control Delay, s	0.2	0	267.5
HCM LOS			F

Minor Lane/Major Mvmt

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	523	-	-	-	50
HCM Lane V/C Ratio	0.025	-	-	-	1.033
HCM Control Delay (s)	12.1	0	-	-	267.5
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	4.5

HCM 6th TWSC
 3: Browns Bridge Rd & Ivey Rd

04/02/2025

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	916	784	30	26	11
Future Vol, veh/h	14	916	784	30	26	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	285	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	15	974	834	32	28	12

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	866	0	-	0	1838 834
Stage 1	-	-	-	-	834 -
Stage 2	-	-	-	-	1004 -
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	777	-	-	-	83 368
Stage 1	-	-	-	-	426 -
Stage 2	-	-	-	-	354 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	777	-	-	-	81 368
Mov Cap-2 Maneuver	-	-	-	-	81 -
Stage 1	-	-	-	-	418 -
Stage 2	-	-	-	-	354 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	51.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	777	-	-	-	115
HCM Lane V/C Ratio	0.019	-	-	-	0.342
HCM Control Delay (s)	9.7	-	-	-	51.8
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	1.4

HCM 6th TWSC
3: Browns Bridge Rd & Ivey Rd

04/02/2025

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	933	1168	34	33	14
Future Vol, veh/h	12	933	1168	34	33	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	285	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	13	1025	1284	37	36	15

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1321	0	-	0	2335 1284
Stage 1	-	-	-	-	1284 -
Stage 2	-	-	-	-	1051 -
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	523	-	-	-	40 201
Stage 1	-	-	-	-	260 -
Stage 2	-	-	-	-	336 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	523	-	-	-	39 201
Mov Cap-2 Maneuver	-	-	-	-	39 -
Stage 1	-	-	-	-	254 -
Stage 2	-	-	-	-	336 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	216.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	523	-	-	-	56
HCM Lane V/C Ratio	0.025	-	-	-	0.922
HCM Control Delay (s)	12.1	-	-	-	216.1
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	4.1

EXISTING INTERSECTION COUNT DATA

A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Browns Bridge Road @ Ivey Road
7-9am | 2-4pm | 4-6pm

File Name : 20250056
Site Code : 20250056
Start Date : 03-04-2025
Page No : 1

Groups Printed- Cars, Buses & Trucks

Start Time	Pvt Drwy Northbound				Ivey Rd Southbound				Browns Bridge Rd Eastbound				Browns Bridge Rd Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	1	0	1	2	0	165	0	165	0	143	0	143	310
07:15 AM	0	0	0	0	1	0	2	3	0	195	0	195	0	195	1	196	394
07:30 AM	0	0	1	1	2	0	1	3	1	239	0	240	0	198	2	200	444
07:45 AM	0	0	0	0	2	0	0	2	2	226	0	228	0	198	0	198	428
Total	0	0	1	1	6	0	4	10	3	825	0	828	0	734	3	737	1576
08:00 AM	0	0	1	1	7	0	2	9	0	229	0	229	0	170	0	170	409
08:15 AM	0	0	0	0	2	0	0	2	0	165	0	165	0	124	1	125	292
08:30 AM	0	0	0	0	2	0	0	2	2	214	0	216	0	143	2	145	363
08:45 AM	0	0	0	0	4	0	0	4	0	192	0	192	0	148	2	150	346
Total	0	0	1	1	15	0	2	17	2	800	0	802	0	585	5	590	1410
09:00 AM	0	0	0	0	5	0	2	7	0	221	0	221	0	131	1	132	360
09:15 AM	0	0	0	0	5	0	0	5	1	173	0	174	0	148	2	150	329
09:30 AM	0	0	0	0	0	0	0	0	0	172	0	172	0	165	2	167	339
09:45 AM	0	0	1	1	5	0	0	5	1	170	0	171	0	130	0	130	307
Total	0	0	1	1	15	0	2	17	2	736	0	738	0	574	5	579	1335
10:00 AM	0	0	0	0	4	0	1	5	1	157	0	158	0	128	3	131	294
10:15 AM	0	0	0	0	3	0	0	3	1	147	0	148	0	158	2	160	311
10:30 AM	0	0	0	0	3	0	1	4	0	165	0	165	0	140	5	145	314
10:45 AM	0	0	0	0	1	0	1	2	0	138	0	138	0	134	1	135	275
Total	0	0	0	0	11	0	3	14	2	607	0	609	0	560	11	571	1194
11:00 AM	0	0	0	0	2	0	0	2	0	132	0	132	1	128	1	130	264
11:15 AM	0	0	0	0	0	0	3	3	2	154	0	156	0	157	3	160	319
11:30 AM	0	0	0	0	3	0	1	4	0	155	0	155	1	156	2	159	318
11:45 AM	0	0	0	0	2	0	1	3	0	142	0	142	0	146	2	148	293
Total	0	0	0	0	7	0	5	12	2	583	0	585	2	587	8	597	1194
12:00 PM	0	0	1	1	1	0	0	1	0	155	0	155	0	145	0	145	302
12:15 PM	0	0	0	0	1	0	0	1	0	136	0	136	0	175	3	178	315
12:30 PM	0	0	0	0	1	0	2	3	1	164	0	165	0	174	0	174	342
12:45 PM	0	0	0	0	3	0	0	3	0	177	0	177	0	165	2	167	347
Total	0	0	1	1	6	0	2	8	1	632	0	633	0	659	5	664	1306
01:00 PM	0	0	0	0	4	0	0	4	0	161	0	161	0	134	1	135	300
01:15 PM	0	0	1	1	3	0	0	3	1	129	0	130	0	153	4	157	291
01:30 PM	0	0	1	1	5	0	0	5	0	173	0	173	0	154	5	159	338
01:45 PM	0	0	0	0	5	0	1	6	3	166	0	169	1	149	3	153	328
Total	0	0	2	2	17	0	1	18	4	629	0	633	1	590	13	604	1257
02:00 PM	0	0	1	1	7	0	1	8	1	157	0	158	0	153	1	154	321
02:15 PM	0	0	0	0	2	0	0	2	0	157	0	157	0	188	7	195	354
02:30 PM	0	0	0	0	1	0	1	2	1	164	0	165	0	183	2	185	352
02:45 PM	0	0	0	0	0	0	0	0	0	195	0	195	0	199	2	201	396
Total	0	0	1	1	10	0	2	12	2	673	0	675	0	723	12	735	1423
03:00 PM	0	0	0	0	3	0	2	5	0	167	0	167	0	186	8	194	366
03:15 PM	0	0	0	0	3	0	1	4	0	195	0	195	0	217	6	223	422
03:30 PM	0	0	0	0	2	0	1	3	0	184	0	184	0	195	2	197	384
03:45 PM	0	0	0	0	0	0	0	0	3	206	0	209	0	219	2	221	430
Total	0	0	0	0	8	0	4	12	3	752	0	755	0	817	18	835	1602
04:00 PM	0	0	0	0	1	0	1	2	2	201	0	203	0	213	6	219	424

A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Browns Bridge Road @ Ivey Road
7-9am | 2-4pm | 4-6pm

File Name : 20250056
Site Code : 20250056
Start Date : 03-04-2025
Page No : 2

Groups Printed- Cars, Buses & Trucks

Start Time	Pvt Drwy Northbound				Ivey Rd Southbound				Browns Bridge Rd Eastbound				Browns Bridge Rd Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	0	0	0	0	2	0	2	4	2	182	0	184	0	231	4	235	423
04:30 PM	0	0	0	0	4	0	2	6	4	232	0	236	0	218	0	218	460
04:45 PM	0	0	0	0	5	0	1	6	0	209	0	209	0	247	2	249	464
Total	0	0	0	0	12	0	6	18	8	824	0	832	0	909	12	921	1771
05:00 PM	0	0	0	0	0	0	0	0	0	219	0	219	0	261	6	267	486
05:15 PM	0	0	1	1	6	0	3	9	2	202	0	204	0	276	4	280	494
05:30 PM	0	0	0	0	1	0	0	1	1	219	0	220	1	304	0	305	526
05:45 PM	0	0	1	1	2	0	1	3	0	266	0	266	1	293	3	297	567
Total	0	0	2	2	9	0	4	13	3	906	0	909	2	1134	13	1149	2073
06:00 PM	0	0	0	0	1	0	1	2	2	258	0	260	1	289	2	292	554
06:15 PM	0	0	0	0	0	0	1	1	2	255	0	257	0	284	1	285	543
06:30 PM	0	0	0	0	2	0	0	2	3	245	0	248	1	276	2	279	529
06:45 PM	0	0	0	0	0	0	1	1	1	220	0	221	0	264	4	268	490
Total	0	0	0	0	3	0	3	6	8	978	0	986	2	1113	9	1124	2116
Grand Total	0	0	9	9	119	0	38	157	40	8945	0	8985	7	8985	114	9106	18257
Apprch %	0	0	100		75.8	0	24.2		0.4	99.6	0		0.1	98.7	1.3		
Total %	0	0	0	0	0.7	0	0.2	0.9	0.2	49	0	49.2	0	49.2	0.6	49.9	

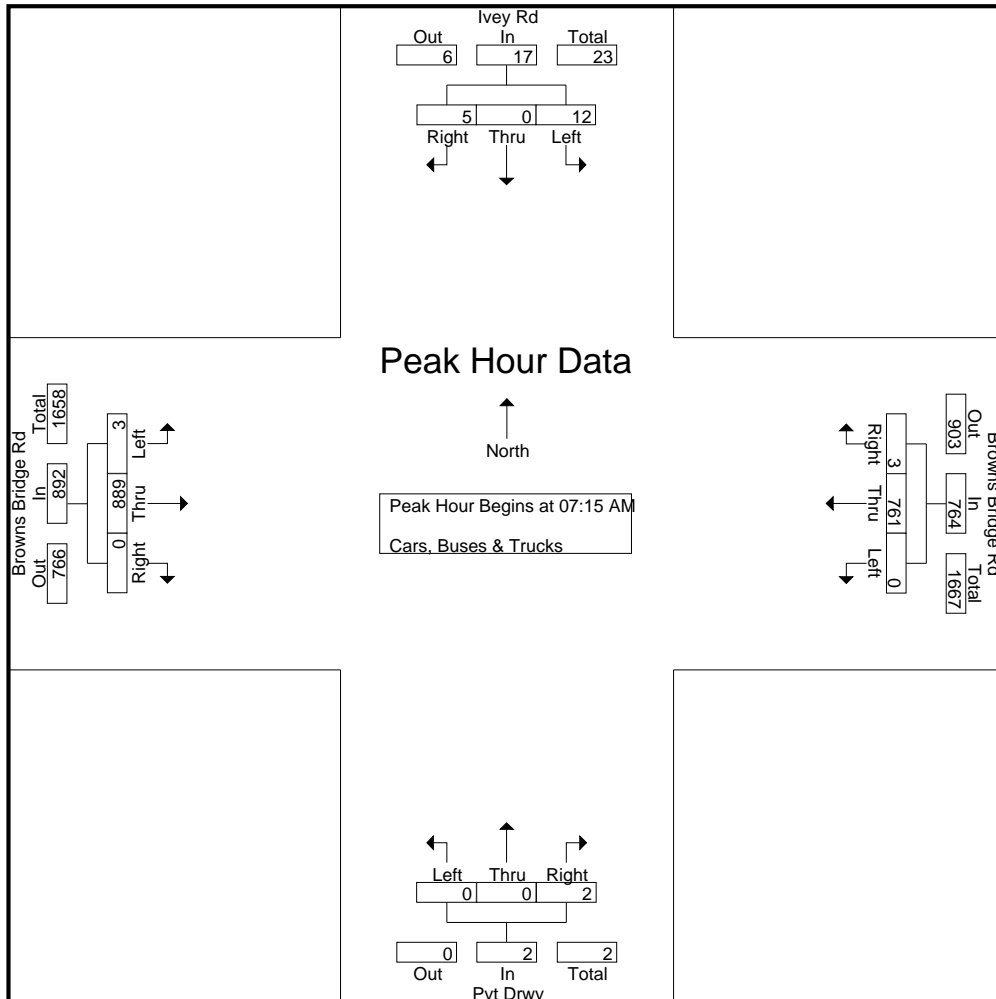
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Browns Bridge Road @ Ivey Road
7-9am | 2-4pm | 4-6pm

File Name : 20250056
Site Code : 20250056
Start Date : 03-04-2025
Page No : 3

Start Time	Pvt Drwy Northbound				Ivey Rd Southbound				Browns Bridge Rd Eastbound				Browns Bridge Rd Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	1	0	2	3	0	195	0	195	0	195	1	196	394
07:30 AM	0	0	1	1	2	0	1	3	1	239	0	240	0	198	2	200	444
07:45 AM	0	0	0	0	2	0	0	2	2	226	0	228	0	198	0	198	428
08:00 AM	0	0	1	1	7	0	2	9	0	229	0	229	0	170	0	170	409
Total Volume	0	0	2	2	12	0	5	17	3	889	0	892	0	761	3	764	1675
% App. Total	0	0	100		70.6	0	29.4		0.3	99.7	0		0	99.6	0.4		
PHF	.000	.000	.500	.500	.429	.000	.625	.472	.375	.930	.000	.929	.000	.961	.375	.955	.943



A & R Engineering, Inc.

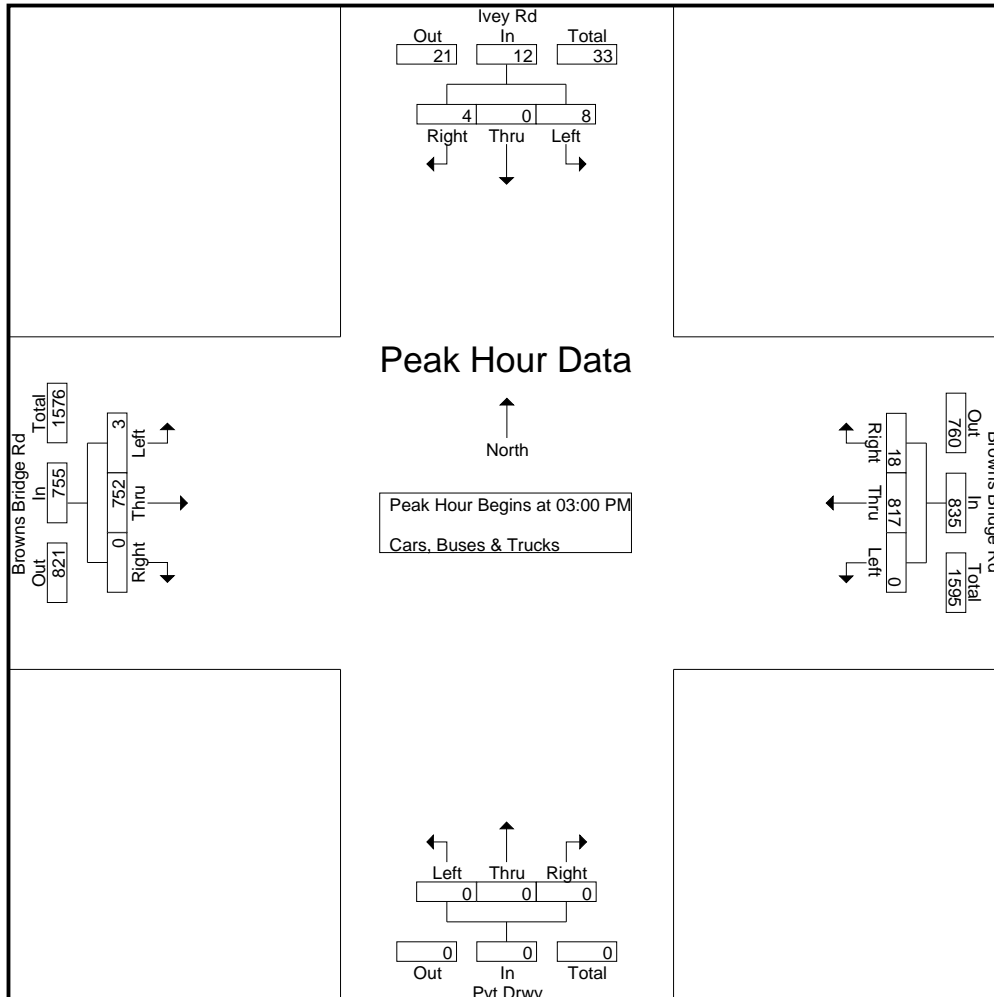
2160 Kingston Court Suite 'O'

Marietta, GA 30067

TMC Data
 Browns Bridge Road @ Ivey Road
 7-9am | 2-4pm | 4-6pm

File Name : 20250056
 Site Code : 20250056
 Start Date : 03-04-2025
 Page No : 4

Start Time	Pvt Drwy Northbound				Ivey Rd Southbound				Browns Bridge Rd Eastbound				Browns Bridge Rd Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	3	0	2	5	0	167	0	167	0	186	8	194	366
03:15 PM	0	0	0	0	3	0	1	4	0	195	0	195	0	217	6	223	422
03:30 PM	0	0	0	0	2	0	1	3	0	184	0	184	0	195	2	197	384
03:45 PM	0	0	0	0	0	0	0	0	3	206	0	209	0	219	2	221	430
Total Volume	0	0	0	0	8	0	4	12	3	752	0	755	0	817	18	835	1602
% App. Total	0	0	0	0	66.7	0	33.3		0.4	99.6	0		0	97.8	2.2		
PHF	.000	.000	.000	.000	.667	.000	.500	.600	.250	.913	.000	.903	.000	.933	.563	.936	.931



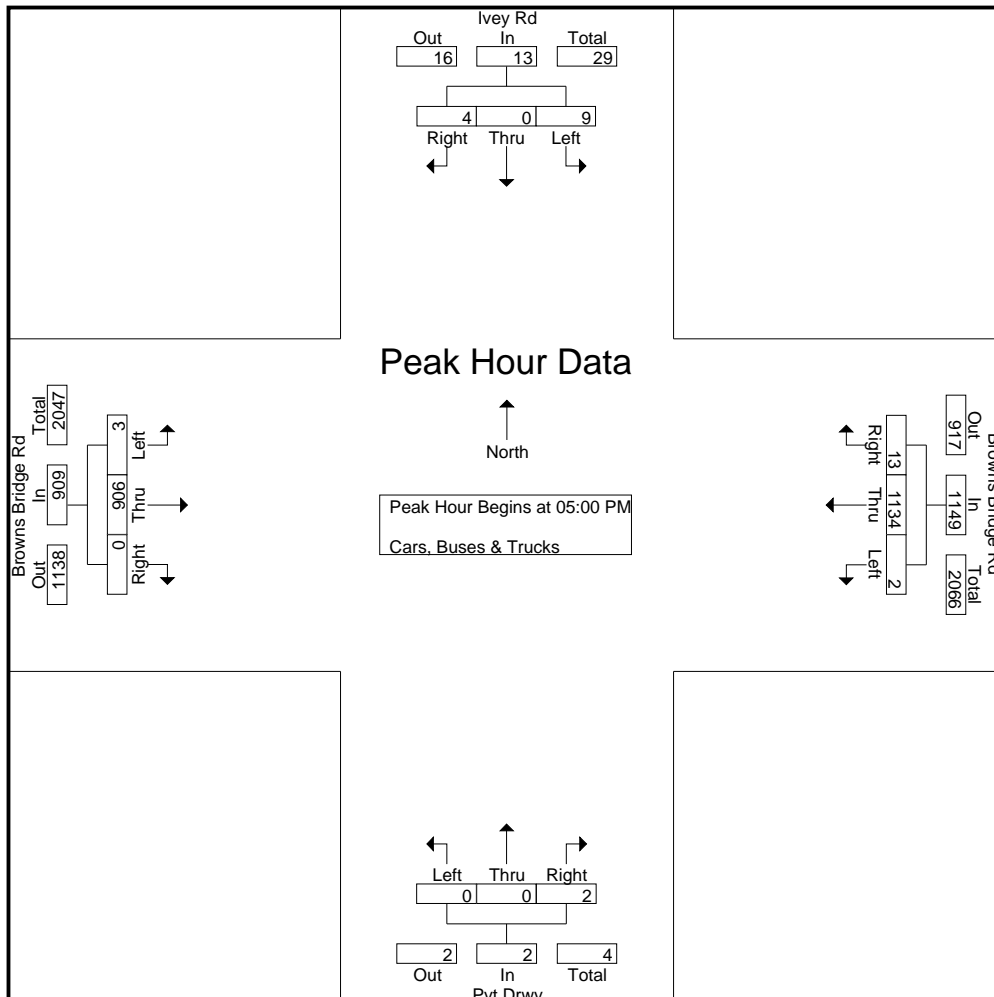
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Browns Bridge Road @ Ivey Road
7-9am | 2-4pm | 4-6pm

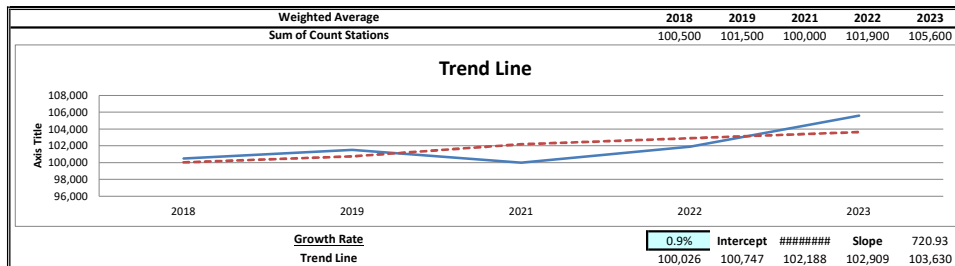
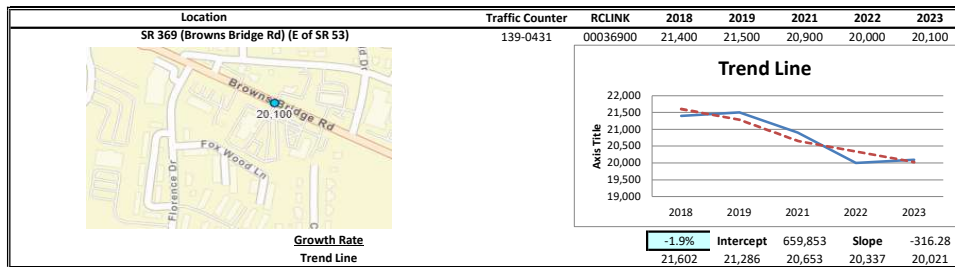
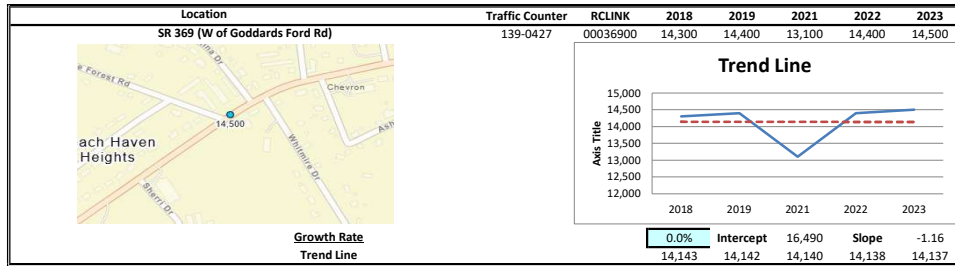
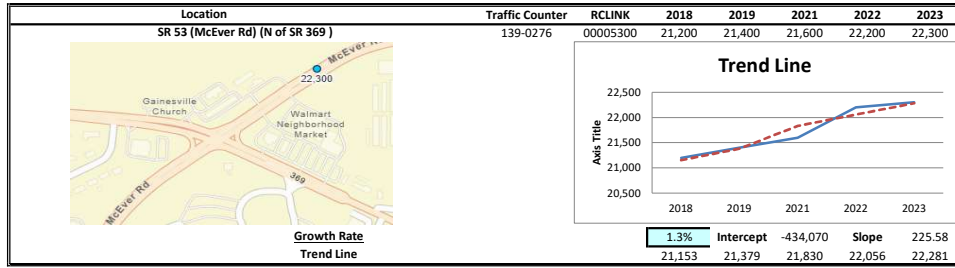
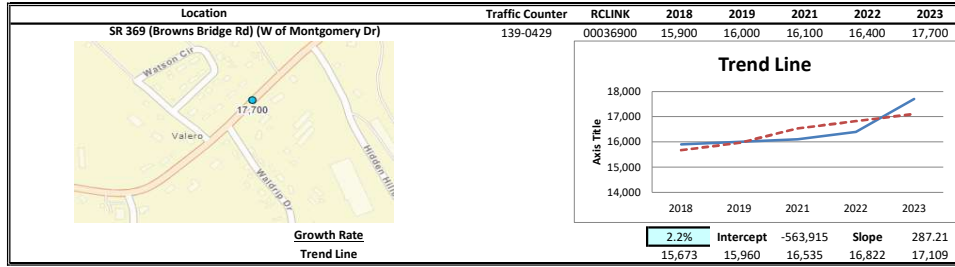
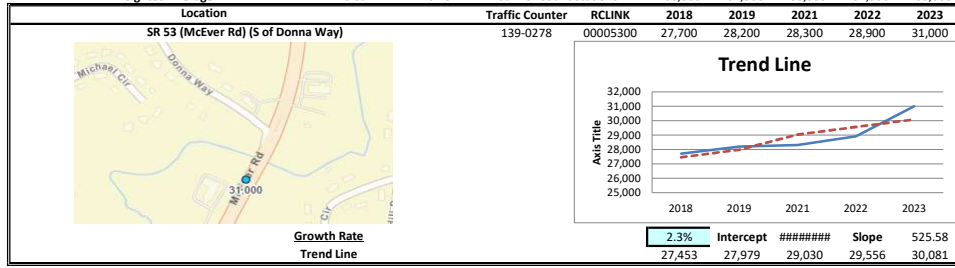
File Name : 20250056
Site Code : 20250056
Start Date : 03-04-2025
Page No : 5

Start Time	Pvt Drwy Northbound				Ivey Rd Southbound				Browns Bridge Rd Eastbound				Browns Bridge Rd Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	219	0	219	0	261	6	267	486
05:15 PM	0	0	1	1	6	0	3	9	2	202	0	204	0	276	4	280	494
05:30 PM	0	0	0	0	1	0	0	1	1	219	0	220	1	304	0	305	526
05:45 PM	0	0	1	1	2	0	1	3	0	266	0	266	1	293	3	297	567
Total Volume	0	0	2	2	9	0	4	13	3	906	0	909	2	1134	13	1149	2073
% App. Total	0	0	100		69.2	0	30.8		0.3	99.7	0		0.2	98.7	1.1		
PHF	.000	.000	.500	.500	.375	.000	.333	.361	.375	.852	.000	.854	.500	.933	.542	.942	.914



**VOLUME WORKSHEET
(EXISTING AND FUTURE)**

Location	Growth Rate	R Squared	Station ID	Route	2018	2019	2021	2022	2023
SR 53 (McEver Rd) (S of Donna Way)	2.3%	0.71	139-0278	00005300	27,700	28,200	28,300	28,900	31,000
SR 369 (Browns Bridge Rd) (W of Montgomery Dr)	2.2%	0.65	139-0429	00036900	15,900	16,000	16,100	16,400	17,700
SR 53 (McEver Rd) (N of SR 369)	1.3%	0.92	139-0276	00005300	21,200	21,400	21,600	22,200	22,300
SR 369 (W of Goddards Ford Rd)	0.0%	0.00	139-0427	00036900	14,300	14,400	13,100	14,400	14,500
SR 369 (Browns Bridge Rd) (E of SR 53)	-1.9%	0.87	139-0431	00036900	21,400	21,500	20,900	20,000	20,100
Weighted Average	0.9%	0.46	Sum of Count Stations =		100,500	101,500	100,000	101,900	105,600



25-026 Lake Lanier Resort on Ivey Road - Gainesville, GA - ICE
Traffic Volumes

A&R Engineering
 March 2025

SR 369 @ Ivey Road
A.M. Peak Hour

Condition	Northbound			Ivey Road Southbound			SR 369 (Browns Bridge Road) Eastbound			SR 369 (Browns Bridge Road) Westbound				
	L	T	R	L	T	R	L	T	R	L	T	R		
Existing 2025 Traffic Counts:	0	0	0	12	0	5	3	889	0	892	0	761	3	764
Growth Factor (%):	1	1	1	1	1	1	1	1	1	1	1	1	1	1
No-Build 2028 Volumes:	0	0	0	12	0	5	3	916	0	919	0	784	3	787
Total New Trips:	0	0	0	14	0	6	11	0	0	11	0	0	0	27
Future 2028 Traffic Volumes:	0	0	0	26	0	11	14	916	0	930	0	784	30	814

P.M. Peak Hour

Condition	Northbound			Ivey Road Southbound			SR 369 (Browns Bridge Road) Eastbound			SR 369 (Browns Bridge Road) Westbound				
	L	T	R	L	T	R	L	T	R	L	T	R		
Existing 2025 Traffic Counts:	0	0	0	9	0	4	3	906	0	909	0	1134	13	1147
Growth Factor (%):	1	1	1	1	1	1	1	1	1	1	1	1	1	1
No-Build 2028 Volumes:	0	0	0	9	0	4	3	933	0	936	0	1168	13	1181
Total New Trips:	0	0	0	24	0	10	9	0	0	9	0	0	0	21
Future 2028 Traffic Volumes:	0	0	0	33	0	14	12	933	0	945	0	1168	34	1202

Number of Years = 3 (2025 to 2028)
 Growth Factor (%) = 1

**DRI (#4384) TRAFFIC STUDY
FOR
PROPOSED LAKE LANIER RESORT
ON IVEY ROAD**

CITY OF GAINESVILLE, GEORGIA



Prepared for:

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March 21, 2025
A & R Project # 25-026

TABLE OF CONTENTS

Item	Page
1.0 Introduction	1
2.0 Existing Facilities / Conditions	3
2.1 Roadway Facilities	3
2.1.1 SR 53 (McEver Road)	3
2.1.2 SR 369 (Browns Bridge Road)	3
2.1.3 Cresswind Parkway	3
2.1.4 Ivey Road	3
2.1.5 Montgomery Drive	3
3.0 Study Methodology	4
3.1 Unsignalized Intersections.....	4
3.2 Signalized Intersections.....	5
4.0 Existing 2025 Traffic Analysis.....	6
4.1 Existing Traffic Volumes.....	6
4.2 Existing Traffic Operations.....	10
5.0 Proposed Development.....	11
5.1 Trip Generation	13
5.2 Trip Distribution.....	13
6.0 Future 2028 Traffic Analysis	15
6.1 Future “No-Build” Conditions.....	15
6.1.1 Annual Traffic Growth	15
6.2 Future “Build” Conditions.....	15
6.3 Future Traffic Operations	18
7.0 Conclusions and Recommendations.....	20
7.1 Recommendations for Site Mitigation Improvements.....	20
Appendix	

LIST OF TABLES

Item	Page
Table 1 – Level of Service Criteria for Unsignalized Intersections	4
Table 2 – Level of Service Criteria for Signalized Intersections	5
Table 3 – Existing Intersection Operations	10
Table 4 – Trip Generation (Proposed Site).....	13
Table 5 – Future Intersection Operations.....	18
Table 6 – Future Intersection Operations (Improvements at Int. 3)	18

LIST OF FIGURES

Item	Page
Figure 1 – Location Map.....	2
Figure 2 – 2024 Weekday Peak Hour Volumes.....	7
Figure 3 – Projected 2025 Weekday Peak Hour Volumes	8
Figure 4 – Existing Traffic Control and Lane Geometry	9
Figure 5 – Site Plan.....	12
Figure 6 – Trip Distribution and Site-Generated Peak Hour Volumes	14
Figure 7 – Future (No-Build) Peak Hour Volumes.....	16
Figure 8 – Future (Build) Peak Hour Volumes.....	17
Figure 9 – Future Traffic Control and Lane Geometry.....	19

1.0 INTRODUCTION

The purpose of this study is to determine the traffic impact for the proposed residential development that will be located on Ivey Road in the City of Gainesville, Georgia. The traffic analysis evaluates the current operations and future conditions with the traffic generated by the development. The proposed development will consist of a 177-room resort hotel, 7 lakeside cottages with 4 suites each (28 suites overall), and 28 attached estate home units.



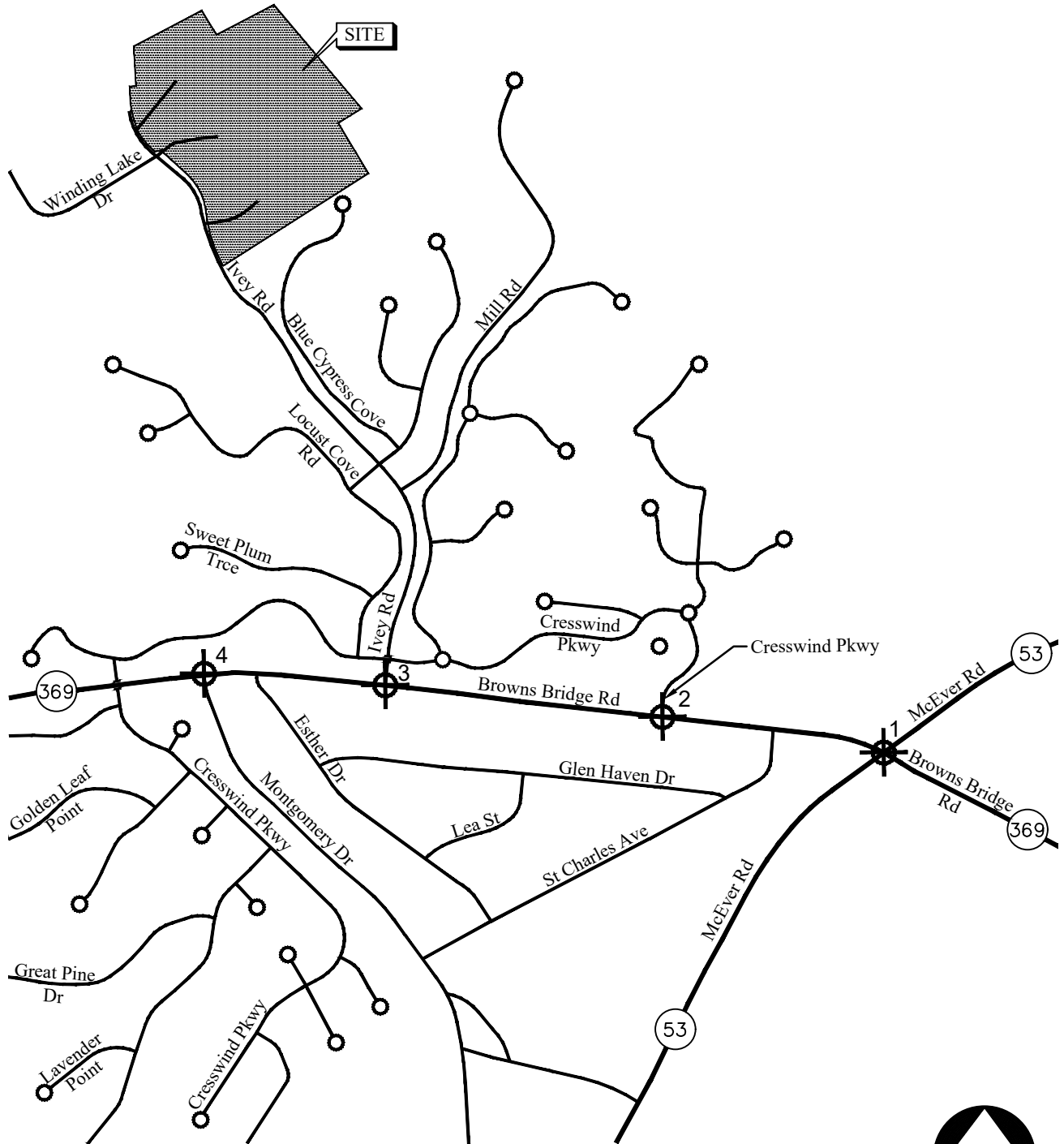
The development proposes three full access driveways on Ivey Road, including one driveway aligned to the east of Winding Lake Drive.

The AM and PM peak hours have been analyzed in this study. This study includes the evaluation of traffic operations at the intersections of:

1. SR 53 (McEver Road) at SR 369 (Browns Bridge Road)
2. SR 369 (Browns Bridge Road) at Cresswind Parkway
3. SR 369 (Browns Bridge Road) at Ivey Road
4. SR 369 (Browns Bridge Road) at Montgomery Drive

Recommendations to improve traffic operations have been identified as appropriate and are discussed in detail in the following sections of the report. The location of the development and the surrounding roadway network are shown in Figure 1.

Study Intersection



LOCATION MAP

FIGURE 1
A&R Engineering Inc.

2.0 EXISTING FACILITIES / CONDITIONS

2.1 Roadway Facilities

The following is a brief description of each of the roadway facilities located in proximity to the site:

2.1.1 SR 53 (McEver Road)

SR 53 (McEver Road) is a north-south, four-lane, median-divided roadway with a posted speed limit of 45 mph in the vicinity of the site. Georgia Department of Transportation (GDOT) traffic counts (Station ID: 139-0276) indicate that the daily traffic volume on SR 53 (McEver Road) in 2023 was 22,300 vehicles per day north of SR 369 (Browns Bridge Road). GDOT classifies SR 53 (McEver Road) as a principal arterial roadway.

2.1.2 SR 369 (Browns Bridge Road)

SR 369 (Browns Bridge Road) is an east-west roadway with a posted speed limit of 45 mph in the vicinity of the site. Georgia Department of Transportation (GDOT) traffic counts (Station ID: 139-0429) indicate that the daily traffic volume on SR 369 (Browns Bridge Road) in 2023 was 17,700 vehicles per day west of Montgomery Drive. GDOT classifies SR 53 (McEver Road) as a minor arterial roadway.

2.1.3 Cresswind Parkway

Cresswind Parkway is a private residential roadway in the vicinity of the site.

2.1.4 Ivey Road

Ivey Road is a north-south, two-lane, undivided roadway with a posted speed limit of 30 mph in the vicinity of the site.

2.1.5 Montgomery Drive

Montgomery Drive is a north-south, two-lane, undivided roadway with a posted speed limit of 35 mph in the vicinity of the site.

3.0 STUDY METHODOLOGY

In this study, the methodology used for evaluating traffic operations at each of the subject intersections is based on the criteria set forth in the Transportation Research Board Highway Capacity Manual, 6th edition (HCM 6). Synchro software, which utilizes the HCM methodology, was used for analysis. The following is a description of the methodology employed for the analysis of unsignalized and signalized intersections.

3.1 Unsignalized Intersections

For unsignalized intersections controlled by a stop sign on minor streets, the level of service (LOS) for motor vehicles with controlled movements is determined by the computed control delay according to the thresholds stated in Table 1 below. LOS is determined for each minor street movement (or shared movement), as well as major street left turns. LOS is not defined for the intersection as a whole or for major street approaches. The LOS of any controlled movement which experiences a volume-to-capacity ratio greater than 1 is designed as “F” regardless of the control delay.

Control delay for unsignalized intersections includes initial deceleration delay, queue move-up time, stopped delay and final acceleration delay. Several factors affect the control delay for unsignalized intersections, such as the availability and distribution of gaps in the conflicting traffic stream, critical gaps, and follow-up time for a vehicle in the queue.

Level of service is assigned a letter designation from “A” through “F”. Level of service “A” indicates excellent operations with little delay to motorists, while level of service “F” exists when there are insufficient gaps of acceptable size to allow vehicles on the side street to cross the main road without experiencing long delays.

TABLE 1 – LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS		
Control Delay (sec/vehicle)	LOS by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	v/c > 1.0
≤ 10	A	F
> 10 and ≤ 15	B	F
> 15 and ≤ 25	C	F
> 25 and ≤ 35	D	F
> 35 and ≤ 50	E	F
> 50	F	F

*The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection.

Source: Highway Capacity Manual, 6th edition, Exhibit 20-2 *LOS Criteria: Motorized Vehicle Mode*

3.2 Signalized Intersections

According to HCM procedures, LOS can be calculated for the entire intersection, each intersection approach, and each lane group. HCM uses control delay alone to characterize LOS for the entire intersection or an approach. Control delay per vehicle is composed of initial deceleration delay, queue move-up time, stopped delay and final acceleration delay. Both control delay and volume-to-capacity ratio are used to characterize LOS for a lane group. A volume-to-capacity ratio greater than 1.0 for a lane group indicates failure from capacity perspective. Therefore, such a lane group is assigned LOS F regardless of the amount of control delay. Table 2 below summarizes the LOS criteria from HCM for motorized vehicles at signalized intersections.

TABLE 2 – LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS		
Control Delay (sec/ vehicle) *	LOS for Lane Group by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	v/c > 1.0
≤ 10	A	F
> 10 and ≤ 20	B	F
> 20 and ≤ 35	C	F
> 35 and ≤ 55	D	F
> 55 and ≤ 80	E	F
> 80	F	F

*For approach-based and intersection wide assessments, LOS is defined solely by control delay

Source: Highway Capacity Manual, 6th edition, Exhibit 19-8 LOS Criteria: Motorized Vehicle Mode

LOS A is typically assigned when the volume-to-capacity (v/c) ratio is low and either progression is exceptionally favorable, or the cycle length is very short. LOS B is typically assigned when the v/c ratio is low and either progression is highly favorable, or the cycle length is short. However, more vehicles are stopped than with LOS A. LOS C is typically assigned when progression is favorable, or the cycle length is moderate. Individual cycle failures (one or more queued vehicles are not able to depart because of insufficient capacity during the cycle) may begin to appear at this level. Many vehicles still pass through the intersection without stopping, but the number of vehicles stopping is significant. LOS D is typically assigned when the v/c ratio is high and either progression is ineffective, or the cycle length is long. There are many vehicle-stops and individual cycle failures are noticeable. LOS E is typically assigned when the v/c ratio is high, progression is very poor, the cycle length is long, and individual cycle failures are frequent. LOS F is typically assigned when the v/c ratio is very high, progression is very poor, the cycle length is long, and most cycles fail to clear the queue.

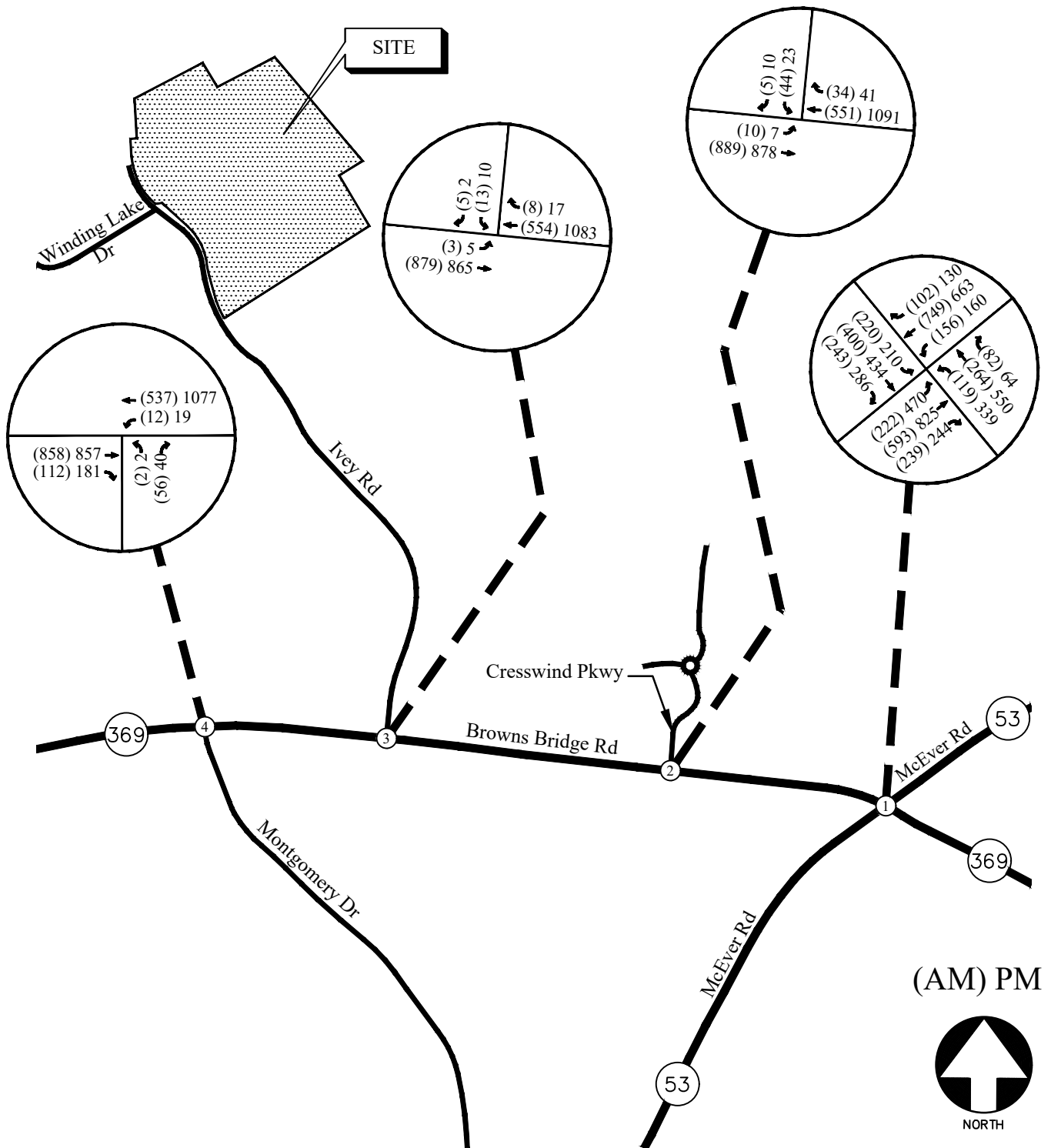
4.0 EXISTING 2025 TRAFFIC ANALYSIS

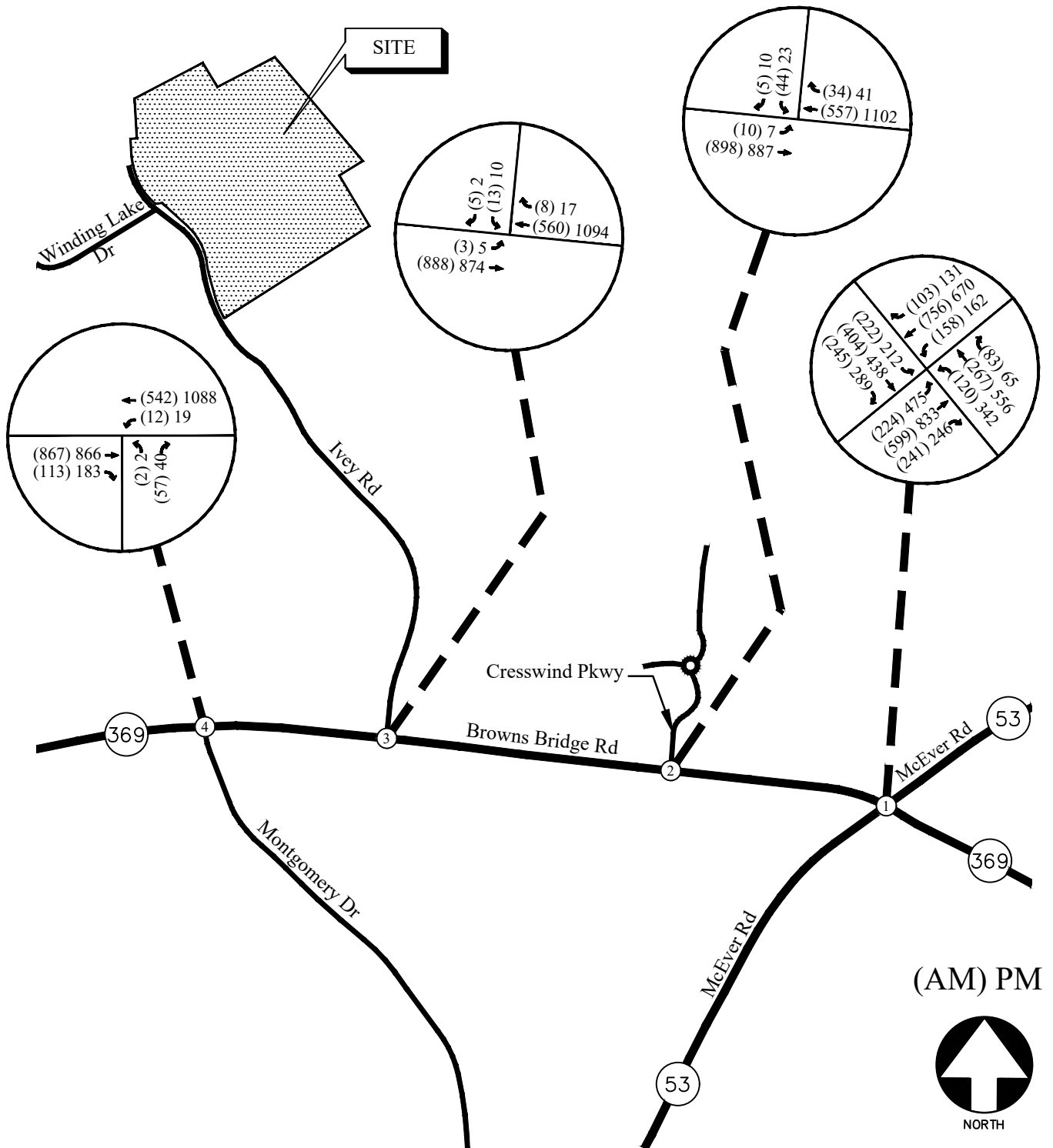
4.1 Existing Traffic Volumes

Existing traffic counts were obtained at the following study intersections:

1. SR 53 (McEver Road) at SR 369 (Browns Bridge Road)
2. SR 369 (Browns Bridge Road) at Cresswind Parkway
3. SR 369 (Browns Bridge Road) at Ivey Road
4. SR 369 (Browns Bridge Road) at Montgomery Drive

Turning movement counts were collected on Tuesday, August 13, 2024. All turning movement counts were recorded during the AM and PM peak hours between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively. The four consecutive 15-minute interval volumes that summed to produce the highest volume at the intersections were then determined. These volumes make up the peak hour traffic volumes for the intersections counted and are shown in Figure 2. Since the traffic counts were collected in 2024, these volumes were increased for one year by an estimated growth factor of 1% (explained on Page 15) to be used in the existing condition 2025 analysis as shown in Figure 3. The existing traffic control and lane geometry for the intersections are shown in Figure 4.






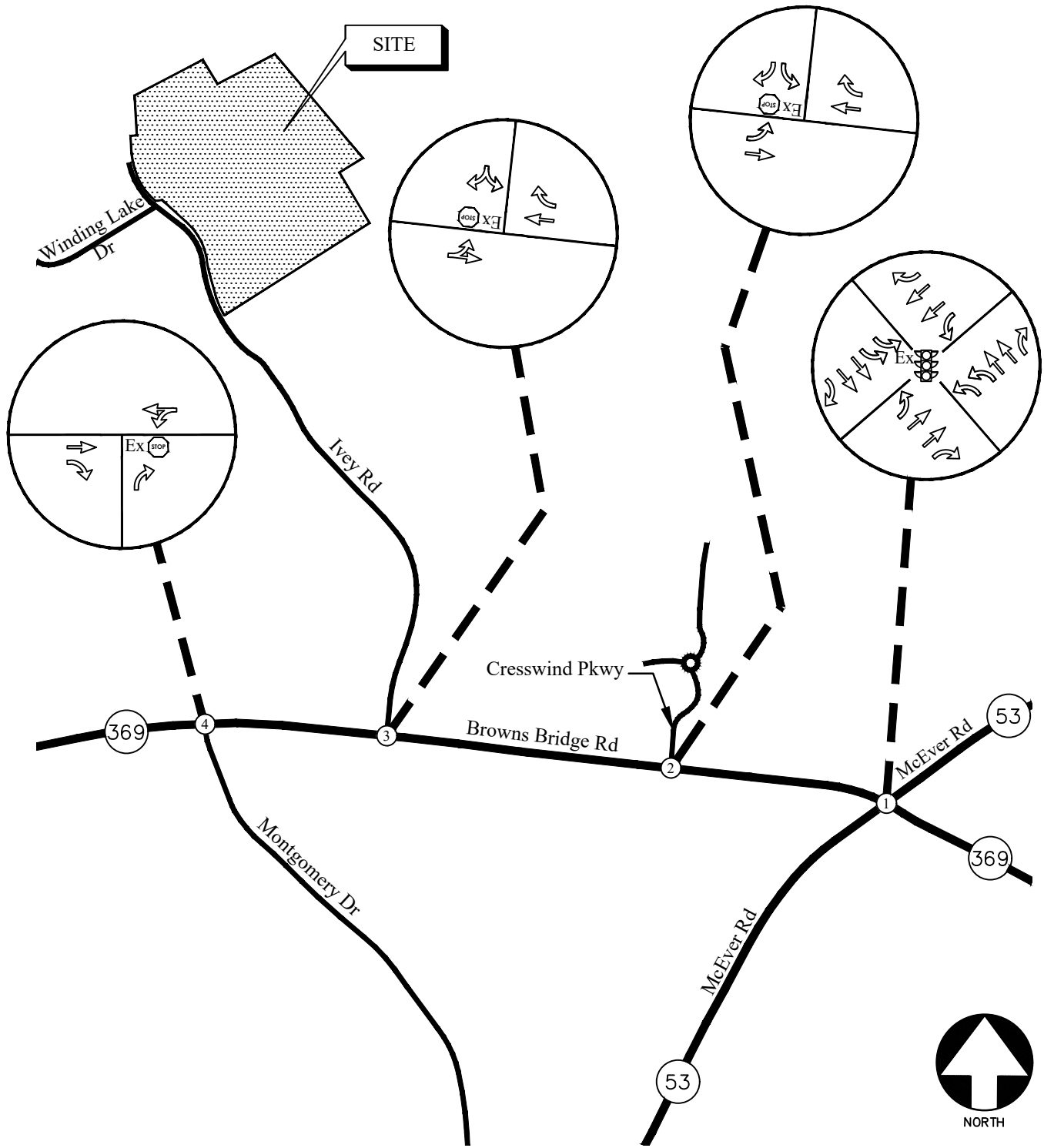


PROJECTED 2025 WEEKDAY PEAK-HOUR VOLUMES

FIGURE 3
A&R Engineering Inc.

LEGEND

- Ex  Existing Signed Approach
-  Existing Lane Geometry
- Ex  Existing Traffic Signal



EXISTING TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 4
A&R Engineering Inc.

4.2 Existing Traffic Operations

Existing 2025 traffic operations were analyzed at the study intersections in accordance with the HCM methodology. The results of the analysis are shown in Table 3.

TABLE 3 – EXISTING INTERSECTION OPERATIONS				
Intersection		Traffic Control	LOS (Delay)	
			AM Peak Hour	PM Peak Hour
1	<u>SR 53 (McEver Road) at SR 369 (Browns Bridge Road)</u>	Signalized	<u>C (30.7)</u>	<u>D (46.1)</u>
	-Eastbound Approach		E (57.8)	E (61.5)
	-Westbound Approach		D (52.4)	E (67.7)
	-Northbound Approach		B (15.1)	D (35.4)
	-Southbound Approach		B (17.1)	C (27.5)
2	<u>SR 369 (Browns Bridge Road) at Cresswind Parkway</u>	Stop Controlled on SB Approach	A (8.8)	B (10.9)
	-Eastbound Left		F (54.8)	F (73.7)
3	<u>SR 369 (Browns Bridge Road) at Ivey Road</u>	Stop Controlled on SB Approach	A (8.8)	B (11.0)
	Eastbound Left		E (35.0)	F (67.2)
4	<u>SR 369 (Browns Bridge Road) at Montgomery Drive</u>	Stop Controlled on NB Approach	B (10.3)	A (9.8)
	-Westbound Left		C (20.7)	C (16.9)
	-Northbound Approach			

The results of the existing traffic operations analysis indicate that the signalized study intersection SR 53 (McEver Road) at SR 369 (Browns Bridge Road) is operating at an overall level of service “D” or better in both the AM and PM peak hours. The stop-controlled approaches at the unsignalized study intersections are operating at a level of service “C” or better in both the AM and PM peak hours, except for Ivey Road at SR 369, which is operating at a level of service “F” in the PM peak hour, and Cresswind Parkway at SR 369, which is operating at a level of service “F” in both the AM and PM peak hours. These higher delay times can be primarily attributed to the heavy through traffic volumes on SR 369 during weekday peak hours. It is not unusual for minor stop-controlled side streets to experience higher delays during peak traffic periods due to the time gap required for vehicles to make turning movements on busy arterial roadways.

5.0 PROPOSED DEVELOPMENT

The proposed development will be located on Ivey Road in the City of Gainesville and will consist of a 177-room resort hotel, 7 lakeside cottages with 4 suites each (28 suites overall), and 28 attached estate home units.



The development proposes three full access driveways on Ivey Road, including one driveway aligned to the east of Winding Lake Drive.

A site plan is shown in Figure 5.

5.1 Trip Generation

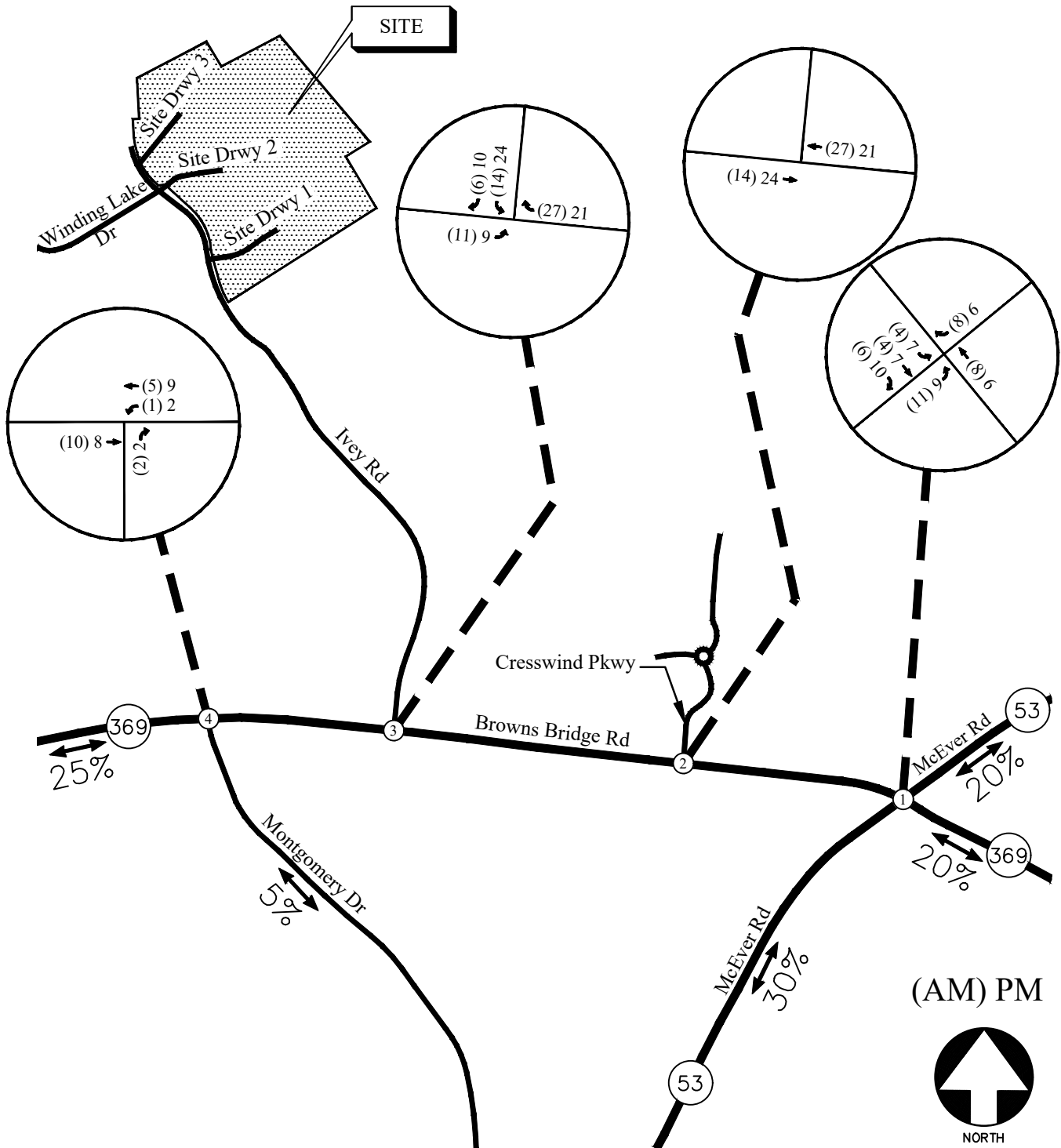
Trip generation estimates for the project were based on the rates and equations published in the 11th edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation was based on the following ITE land uses: 330 – *Resort Hotel* and 215 – *Single-Family Attached Housing*. The calculated trip generation volumes for the proposed development are shown in Table 4. *Note: The 28 suites from the 7 lakeside cottages were combined with 177 rooms from the hotel to comprise the 205 units included in the ITE land use 330 estimations.*

TABLE 4 – TRIP GENERATION (PROPOSED SITE)								
Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-Way
ITE 330 – Resort Hotel	205 Rooms/Suites	36	13	49	22	29	51	510*
ITE 215 – Single-Family Attached Housing	28 Units	2	7	9	8	5	13	163
Total New Trips		38	20	58	30	34	64	673

**As there is no 24-hour data for ITE land use 330, daily trips were calculated as 10 times the overall PM peak hour volume*

5.2 Trip Distribution

The trip distribution describes how traffic arrives and departs from the site. An overall trip distribution was developed for the site based on a review of the existing travel patterns in the area and the locations of major roadways and highways that will serve the development. The site-generated peak hour traffic volumes, shown in Table 4, were assigned to the study area intersections based on this distribution. The outer-leg distribution and AM and PM peak hour traffic volumes generated by the site are shown in Figure 6.



TRIP DISTRIBUTION AND NEW SITE-GENERATED
WEEKDAY PEAK HOUR VOLUMES

FIGURE 6
A&R Engineering Inc.

6.0 FUTURE 2028 TRAFFIC ANALYSIS

The future 2028 traffic operations are analyzed for the “Build” and “No-Build” conditions.

6.1 Future “No-Build” Conditions

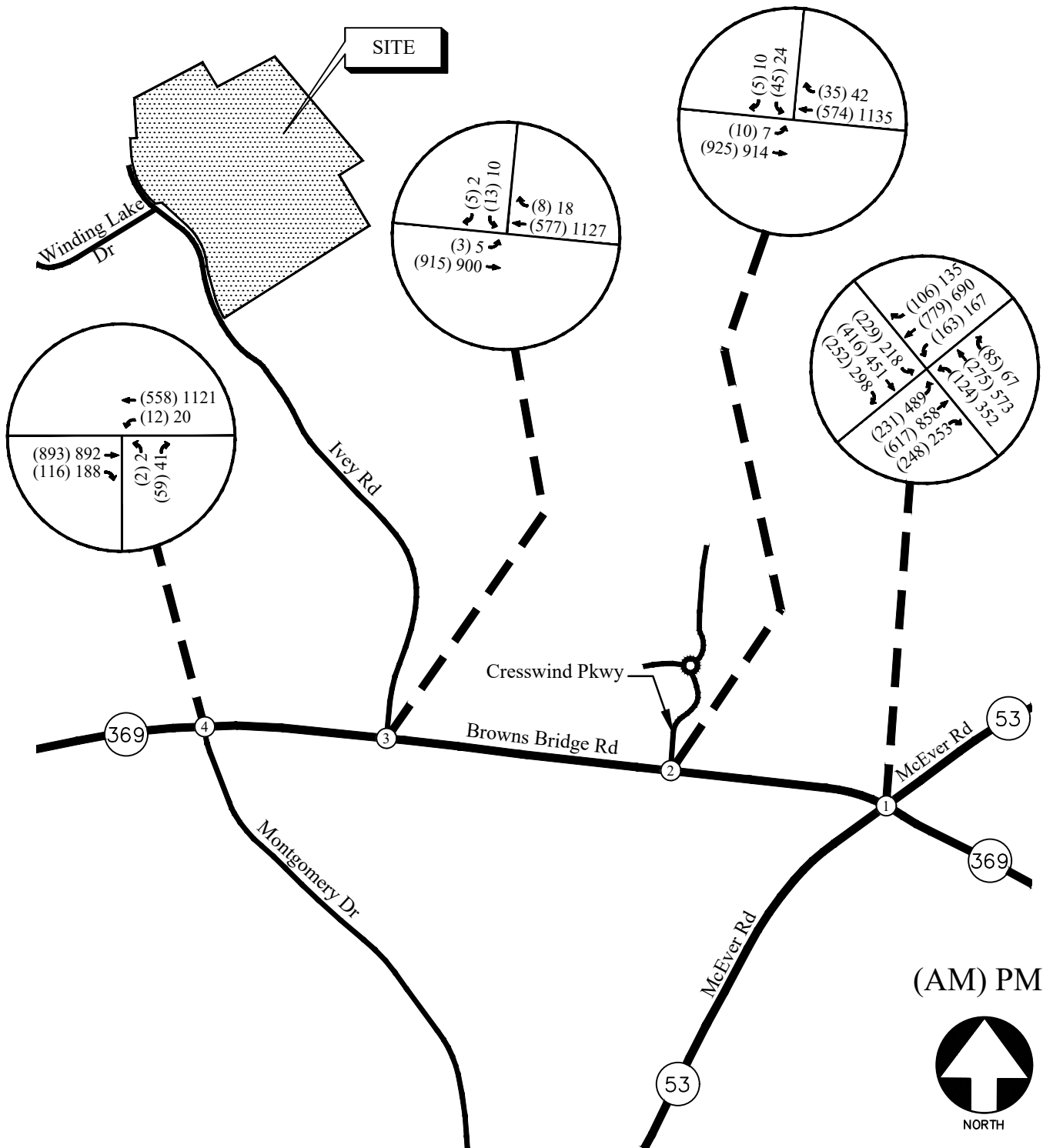
The “No-Build” (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The future “No-Build” volumes consist of the existing traffic volumes (Figure 2) plus increases for annual growth of traffic.

6.1.1 Annual Traffic Growth

To evaluate future traffic operations in this area, a projection of normal traffic growth was applied to the existing volumes. The Georgia Department of Transportation recorded average daily traffic volumes at several locations in the vicinity of the site. Reviewing the growth over the last five years (2018-2019 & 2021-2023) revealed a traffic volume increase of 1% in the area. This growth factor was applied to the existing traffic volumes to estimate the future year traffic volumes prior to the addition of site-generated traffic. The resulting future “No-Build” volumes on the roadway are shown in Figure 7.

6.2 Future “Build” Conditions

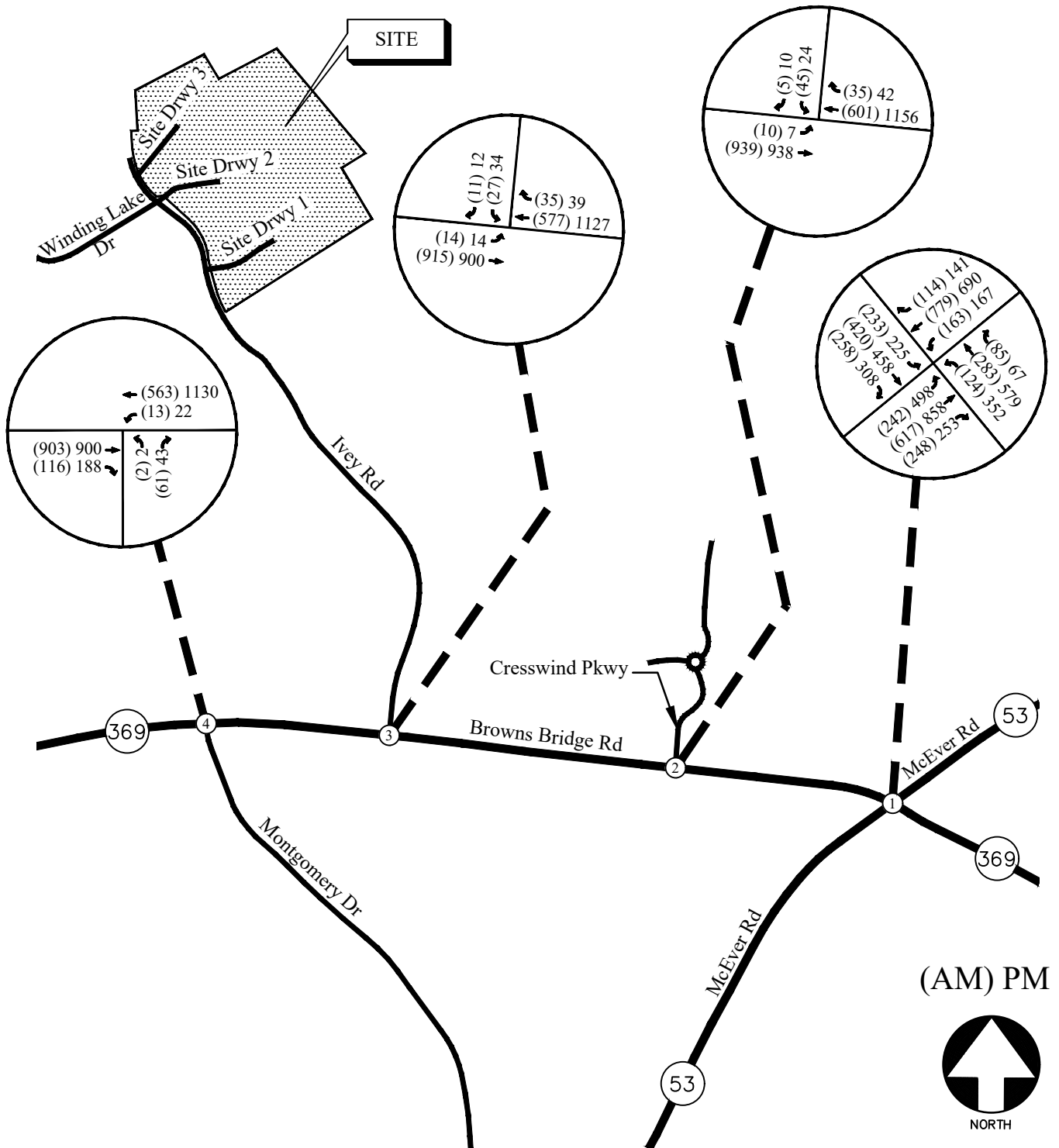
The “Build” or development conditions include the estimated background traffic from the “No-Build” conditions plus the traffic from the proposed development. To evaluate future traffic operations in this area, the additional traffic volumes from the site (Figure 6) were added to base traffic volumes (Figure 7) to calculate the future traffic volumes after the construction of the residential development. These total future “Build” traffic volumes are shown in Figure 8.



FUTURE (NO-BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 7

A&R Engineering Inc.



FUTURE (BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 8
A&R Engineering Inc.

6.3 Future Traffic Operations

The future “No-Build” and “Build” traffic operations were analyzed using the volumes in Figures 7 and 8, respectively. The results of the future traffic operations analyses are shown below in Table 5. Recommendations for future traffic control and lane geometry are shown in Figure 9.







TABLE 5 – FUTURE INTERSECTION OPERATIONS					
Intersection		LOS (Delay)			
		NO-BUILD		BUILD	
		AM Peak	PM Peak	AM Peak	PM Peak
1	<u>SR 53 (McEver Road) SR 369 (Browns Bridge Road)</u>	<u>C (31.4)</u>	<u>D (49.3)</u>	<u>C (31.8)</u>	<u>D (50.7)</u>
	-Eastbound Approach	E (58.9)	E (62.2)	E (59.9)	E (63.9)
	-Westbound Approach	D (51.9)	E (70.6)	D (51.9)	E (70.5)
	-Northbound Approach	B (15.8)	D (41.6)	B (16.1)	D (44.5)
	-Southbound Approach	B (17.9)	C (28.3)	B (18.0)	C (28.5)
2	<u>SR 369 (Browns Bridge Road) at Cresswind Parkway</u>				
	-Eastbound Left	A (8.8)	B (11.0)	A (8.9)	B (11.2)
	-Southbound Approach	F (61.3)	F (85.1)	F (68.3)	F (94.5)
3	<u>SR 369 (Browns Bridge Road) at Ivey Road</u>				
	-Eastbound Left	A (8.9)	B (11.1)	A (9.0)	B (11.4)
	-Southbound Approach	E (37.1)	F (74.3)	E (48.1)	F (147.5)
4	<u>SR 369 (Browns Bridge Road) at Montgomery Drive</u>				
	-Westbound Left	B (10.4)	A (9.9)	B (10.5)	A (10.0)
	-Northbound Approach	C (21.7)	C (17.4)	C (22.3)	C (17.7)

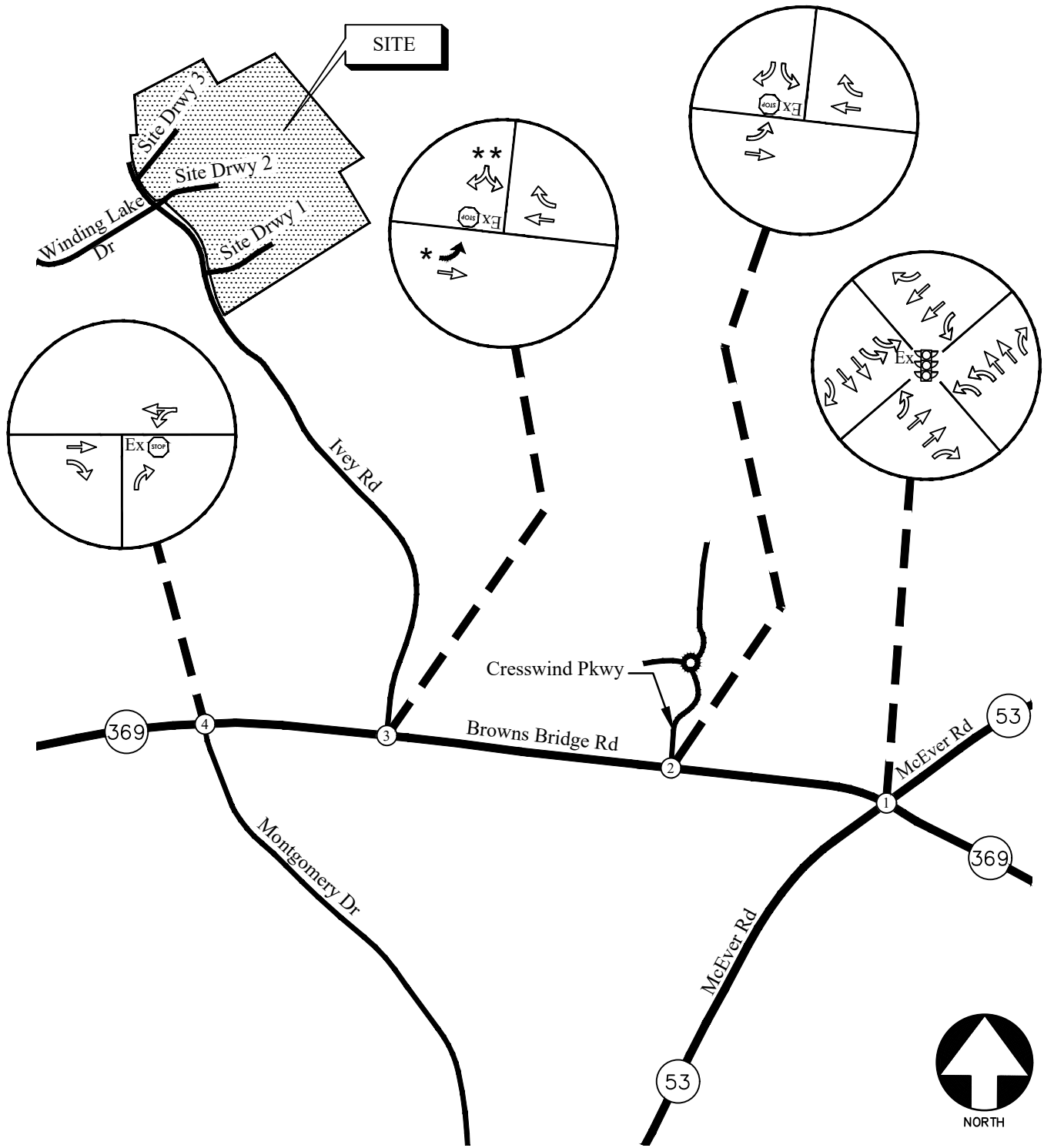
The results of the future “No-Build” and “Build” conditions traffic analyses indicate that the signalized study intersection of SR 53 (McEver Road) at SR 369 (Browns Bridge Road) will continue to operate at an overall level of service “D” or better with peak hour traffic. The stop-controlled approaches at the unsignalized study intersections will operate at a level of service “C” or better in both the AM and PM peak hours, except for Ivey Road at SR 369, which will operate at a level of service “F” in the PM peak hour, and Cresswind Parkway at SR 369, which will operating at a level of service “F” in both the AM and PM peak hours. Both the projected “No-Build” and “Build” condition traffic volumes on Ivey Road will be insufficient to warrant a traffic signal.

TABLE 6 – FUTURE INTERSECTION OPERATIONS (IMPROVEMENTS AT INT. 3)			
Intersection		LOS (Delay)	
		AM Peak	PM Peak
3	<u>SR 369 (Browns Bridge Road) at Ivey Road</u>		
	-Eastbound Left	A (9.0)	B (11.4)
	-Southbound Approach	E (42.4)	F (119.1)

Traffic operations in the “Build” condition were analyzed at intersection 3 (SR 369 at Ivey Road) with the addition of an eastbound left turn lane on the mainline and a channelized right turn flair on the minor street approach. As shown in Table 6, the projected delay times at the southbound approach will be slightly reduced with the implementation of these improvements. Additionally, the installation of a left turn lane on SR 369 will lower the potential for rear end collisions on the eastbound approach.

LEGEND

- Ex  Existing Signed Approach  Proposed Signed Approach
-  Existing Lane Geometry  Proposed Lane Geometry
- Ex  Existing Traffic Signal  Proposed Traffic Signal
- * Site Mitigation Improvement: Left Turn Lane
- ** Site Mitigation Improvement: Right Turn Flair



FUTURE TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 9

A&R Engineering Inc.

7.0 CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts were evaluated for the proposed residential development that will be located on Ivey Road in the City of Gainesville, Georgia. The development will consist of a 177-room resort hotel, 7 lakeside cottages with 4 suites each (28 suites overall), and 28 attached estate home units. The development proposes three full access driveways on Ivey Road, including one driveway aligned to the east of Winding Lake Drive.

Existing and future operations after the completion of the project were analyzed at the intersections of:

1. SR 53 (McEver Road) at SR 369 (Browns Bridge Road)
2. SR 369 (Browns Bridge Road) at Cresswind Parkway
3. SR 369 (Browns Bridge Road) at Ivey Road
4. SR 369 (Browns Bridge Road) at Montgomery Drive

The analysis included the evaluation of future operations under “No-Build” and “Build” conditions, both of which account for volume increases due to the annual growth of through traffic. The results of the future “No-Build” and “Build” conditions traffic analyses indicate that the signalized study intersection of SR 53 (McEver Road) at SR 369 (Browns Bridge Road) will continue to operate at an overall level of service “D” or better with peak hour traffic. The stop-controlled approaches at the unsignalized study intersections will operate at a level of service “C” or better in both the AM and PM peak hours, except for Ivey Road at SR 369, which will operate at a level of service “F” in the PM peak hour, and Cresswind Parkway at SR 369, which will be operating at a level of service “F” in both the AM and PM peak hours. It is not unusual for minor stop-controlled side streets to experience higher delays during peak traffic periods due to the time gap required for vehicles to make turning movements on busy arterial roadways. Both the projected “No-Build” and “Build” condition traffic volumes on Ivey Road will be insufficient to warrant a traffic signal.

Traffic operations in the “Build” condition were analyzed at intersection 3 (SR 369 at Ivey Road) with the addition of an eastbound left turn lane on the mainline and a channelized right turn flair on the minor street approach. As shown in Table 6 (Page 18), the projected delay times at the southbound approach will be slightly reduced with the implementation of these improvements. Additionally, the installation of a left turn lane on SR 369 will lower the potential for rear end collisions on the eastbound approach.

7.1 Recommendations for Site Mitigation Improvements

The following site mitigation improvements are recommended at the study intersection of:

- SR 369 (Browns Bridge Road) at Ivey Road
 - Add a right turn flair with a raised island to optimize traffic flow on the southbound approach (Ivey Road)
 - Add a left turn lane on the eastbound approach (SR 369) for entering traffic

Appendix

Existing Intersection Traffic Counts
Linear Regression of Daily Traffic.....
Existing Intersection Analysis.....
Future “No-Build” Intersection Analysis
Future “Build” Intersection Analysis.....
Traffic Volume Worksheets

EXISTING INTERSECTION TRAFFIC COUNTS

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TMC Data
 Browns Bridge Rd (SR369) @ SR 53
 Gainesville, GA
 7-9 AM | 4-6 PM

File Name : 49220004
 Site Code : 49220004
 Start Date : 8/13/2024
 Page No : 1

Groups Printed- Cars, Buses and Trucks

Start Time	SR 53 Northbound					SR 53 Southbound					Browns Bridge Rd (SR369) Eastbound					Browns Bridge Rd (SR369) Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	58	121	43	0	222	22	140	14	0	176	42	97	56	0	195	28	91	21	0	140	733
07:15 AM	72	132	56	0	260	28	147	30	0	205	58	75	47	0	180	38	79	20	0	137	782
07:30 AM	68	156	52	0	276	43	181	21	0	245	76	63	42	0	181	27	81	24	0	132	834
07:45 AM	72	186	73	0	331	33	206	22	0	261	56	92	68	0	216	26	59	21	0	106	914
Total	270	595	224	0	1089	126	674	87	0	887	232	327	213	0	772	119	310	86	0	515	3263
08:00 AM	43	127	56	0	226	38	184	28	0	250	43	147	65	0	255	27	63	19	0	109	840
08:15 AM	39	124	58	0	221	42	178	31	0	251	45	98	68	0	211	39	61	18	0	118	801
08:30 AM	67	140	58	0	265	41	133	17	0	191	48	102	64	0	214	36	58	18	0	112	782
08:45 AM	45	129	63	0	237	26	118	22	0	166	38	96	57	0	191	32	59	15	0	106	700
Total	194	520	235	0	949	147	613	98	0	858	174	443	254	0	871	134	241	70	0	445	3123
*** BREAK ***																					
04:00 PM	93	209	69	0	371	36	138	49	0	223	50	92	56	0	198	74	124	41	0	239	1031
04:15 PM	96	232	63	0	391	30	148	48	0	226	47	105	62	0	214	73	118	24	0	215	1046
04:30 PM	91	205	53	0	349	26	139	48	0	213	49	117	66	0	232	78	143	26	0	247	1041
04:45 PM	108	198	52	0	358	39	147	40	0	226	42	106	86	0	234	76	151	15	0	242	1060
Total	388	844	237	0	1469	131	572	185	0	888	188	420	270	0	878	301	536	106	0	943	4178
05:00 PM	117	213	61	0	391	39	152	27	0	218	55	111	72	0	238	93	146	20	0	259	1106
05:15 PM	134	206	81	0	421	41	167	33	0	241	58	107	65	0	230	90	140	19	0	249	1141
05:30 PM	111	208	50	0	369	41	197	30	0	268	55	110	63	0	228	80	113	10	0	203	1068
05:45 PM	100	186	69	0	355	52	164	50	0	266	50	104	60	0	214	86	116	11	0	213	1048
Total	462	813	261	0	1536	173	680	140	0	993	218	432	260	0	910	349	515	60	0	924	4363
Grand Total	1314	2772	957	0	5043	577	2539	510	0	3626	812	1622	997	0	3431	903	1602	322	0	2827	14927
Apprch %	26.1	55	19	0		15.9	70	14.1	0		23.7	47.3	29.1	0		31.9	56.7	11.4	0		
Total %	8.8	18.6	6.4	0	33.8	3.9	17	3.4	0	24.3	5.4	10.9	6.7	0	23	6	10.7	2.2	0	18.9	

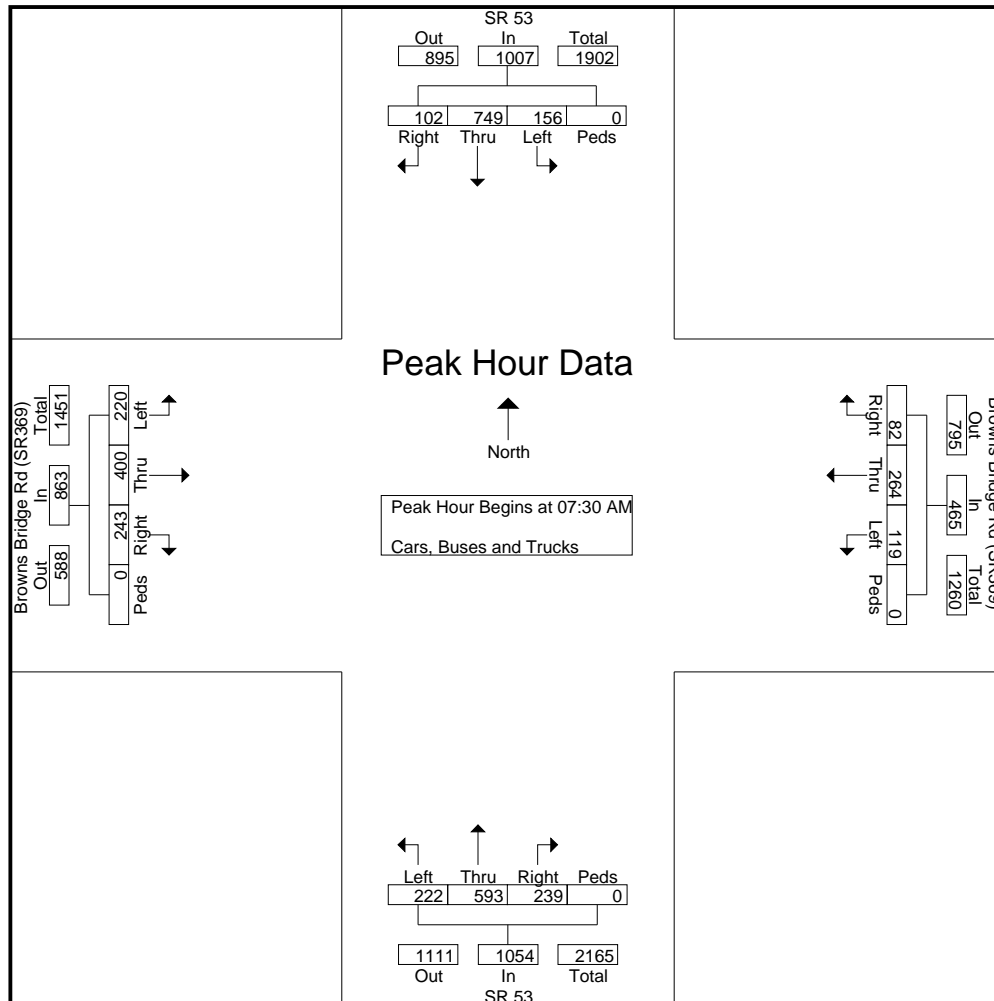
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TMC Data
 Browns Bridge Rd (SR369) @ SR 53
 Gainesville, GA
 7-9 AM | 4-6 PM

File Name : 49220004
 Site Code : 49220004
 Start Date : 8/13/2024
 Page No : 2

Start Time	SR 53 Northbound					SR 53 Southbound					Browns Bridge Rd (SR369) Eastbound					Browns Bridge Rd (SR369) Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	68	156	52	0	276	43	181	21	0	245	76	63	42	0	181	27	81	24	0	132	834
07:45 AM	72	186	73	0	331	33	206	22	0	261	56	92	68	0	216	26	59	21	0	106	914
08:00 AM	43	127	56	0	226	38	184	28	0	250	43	147	65	0	255	27	63	19	0	109	840
08:15 AM	39	124	58	0	221	42	178	31	0	251	45	98	68	0	211	39	61	18	0	118	801
Total Volume	222	593	239	0	1054	156	749	102	0	1007	220	400	243	0	863	119	264	82	0	465	3389
% App. Total	21.1	56.3	22.7			15.5	74.4	10.1			25.5	46.3	28.2			25.6	56.8	17.6			
PHF	.771	.797	.818	.000	.796	.907	.909	.823	.000	.965	.724	.680	.893	.000	.846	.763	.815	.854	.000	.881	.927



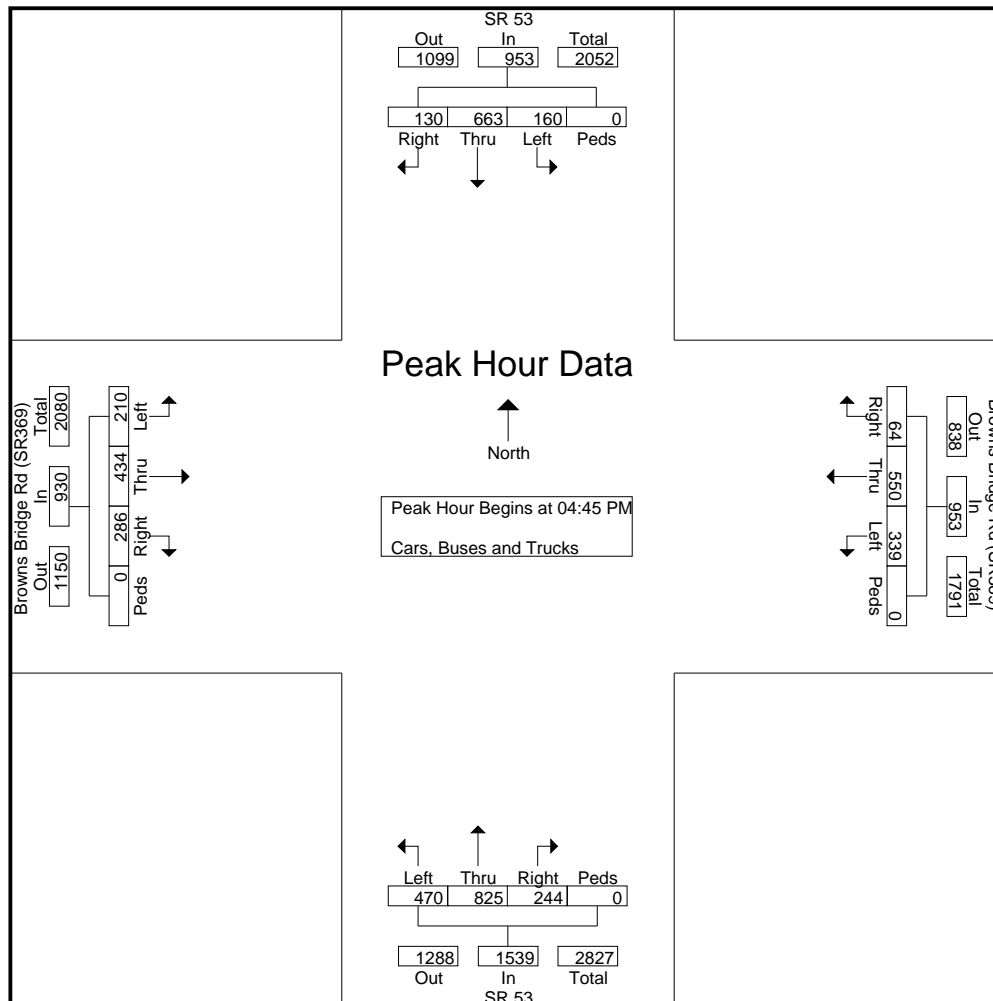
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 Gainesville, GA
 7-9 AM | 4-6 PM

File Name : 49220004
 Site Code : 49220004
 Start Date : 8/13/2024
 Page No : 3

Start Time	SR 53 Northbound					SR 53 Southbound					Browns Bridge Rd (SR369) Eastbound					Browns Bridge Rd (SR369) Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	108	198	52	0	358	39	147	40	0	226	42	106	86	0	234	76	151	15	0	242	1060
05:00 PM	117	213	61	0	391	39	152	27	0	218	55	111	72	0	238	93	146	20	0	259	1106
05:15 PM	134	206	81	0	421	41	167	33	0	241	58	107	65	0	230	90	140	19	0	249	1141
05:30 PM	111	208	50	0	369	41	197	30	0	268	55	110	63	0	228	80	113	10	0	203	1068
Total Volume	470	825	244	0	1539	160	663	130	0	953	210	434	286	0	930	339	550	64	0	953	4375
% App. Total	30.5	53.6	15.9			16.8	69.6	13.6			22.6	46.7	30.8			35.6	57.7				
PHF	.877	.968	.753	.000	.914	.976	.841	.813	.000	.889	.905	.977	.831	.000	.977	.911	.911	.800	.000	.920	.959



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TMC Data
 Browns Bridge Rd(SR369) @
 Cresswind Pkwy (E), Gainesville, GA
 7-9 AM | 4-6 PM

File Name : 49220003
 Site Code : 49220003
 Start Date : 8/13/2024
 Page No : 1

Groups Printed- Cars, Buses and Trucks

Start Time	Private Drwy Northbound					Cresswind Pkwy (E) Southbound					Browns Bridge Rd (SR369) Eastbound					Browns Bridge Rd (SR369) Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	5	0	0	0	5	4	192	1	0	197	0	146	1	0	147	349
07:15 AM	0	0	1	0	1	4	0	3	0	7	1	158	0	0	159	0	157	3	0	160	327
07:30 AM	0	0	0	0	0	4	0	2	0	6	0	174	0	0	174	0	161	1	0	162	342
07:45 AM	0	0	0	0	0	6	0	0	0	6	3	245	0	0	248	0	165	4	0	169	423
Total	0	0	1	0	1	19	0	5	0	24	8	769	1	0	778	0	629	9	0	638	1441
08:00 AM	0	0	1	0	1	11	0	0	0	11	3	223	0	0	226	0	123	6	0	129	367
08:15 AM	0	0	0	0	0	13	0	2	0	15	2	215	0	0	217	0	127	16	0	143	375
08:30 AM	0	0	0	0	0	14	0	3	0	17	2	206	0	0	208	0	136	8	0	144	369
08:45 AM	0	0	0	0	0	8	0	2	0	10	3	198	0	0	201	0	128	14	0	142	353
Total	0	0	1	0	1	46	0	7	0	53	10	842	0	0	852	0	514	44	0	558	1464
*** BREAK ***																					
04:00 PM	0	0	0	0	0	15	0	5	0	20	2	194	0	0	196	0	258	18	0	276	492
04:15 PM	0	0	0	0	0	6	0	3	0	9	0	196	0	0	196	0	249	16	0	265	470
04:30 PM	0	0	0	0	0	7	0	2	0	9	3	209	0	0	212	0	255	9	0	264	485
04:45 PM	0	0	0	0	0	7	0	6	0	13	3	220	0	0	223	0	267	11	0	278	514
Total	0	0	0	0	0	35	0	16	0	51	8	819	0	0	827	0	1029	54	0	1083	1961
05:00 PM	0	0	0	0	0	9	0	1	0	10	2	217	0	0	219	0	285	9	0	294	523
05:15 PM	0	0	0	0	0	6	0	2	0	8	1	223	0	0	224	0	276	12	0	288	520
05:30 PM	0	0	0	0	0	1	0	1	0	2	1	218	0	0	219	0	263	9	0	272	493
05:45 PM	0	0	0	0	0	6	0	2	0	8	1	212	0	0	213	0	245	7	0	252	473
Total	0	0	0	0	0	22	0	6	0	28	5	870	0	0	875	0	1069	37	0	1106	2009
Grand Total	0	0	2	0	2	122	0	34	0	156	31	3300	1	0	3332	0	3241	144	0	3385	6875
Apprch %	0	0	100	0		78.2	0	21.8	0		0.9	99	0	0		0	95.7	4.3	0		
Total %	0	0	0	0	0	1.8	0	0.5	0	2.3	0.5	48	0	0	48.5	0	47.1	2.1	0	49.2	

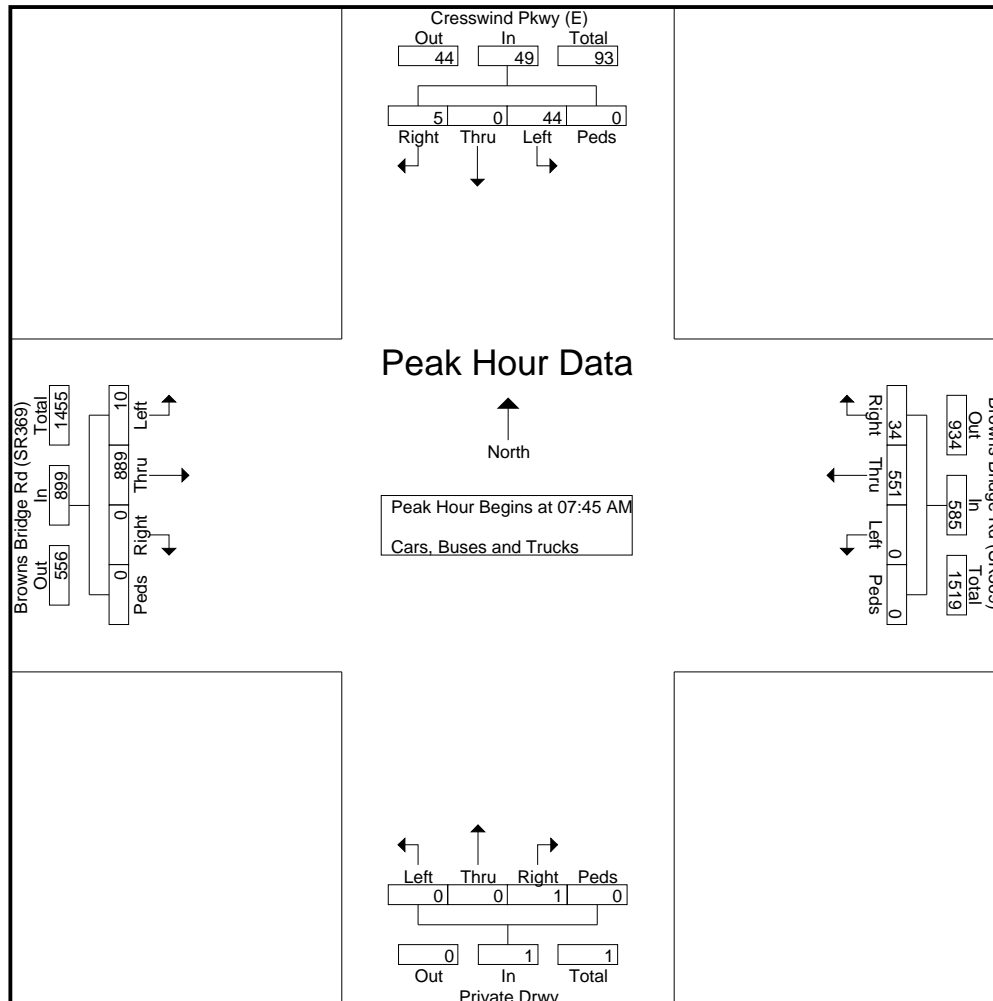
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TMC Data
 Browns Bridge Rd(SR369) @
 Crosswind Pkwy (E), Gainesville, GA
 7-9 AM | 4-6 PM

File Name : 49220003
 Site Code : 49220003
 Start Date : 8/13/2024
 Page No : 2

Start Time	Private Drw Northbound					Crosswind Pkwy (E) Southbound					Browns Bridge Rd (SR369) Eastbound					Browns Bridge Rd (SR369) Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	6	0	0	0	6	3	245	0	0	248	0	165	4	0	169	423
08:00 AM	0	0	1	0	1	11	0	0	0	11	3	223	0	0	226	0	123	6	0	129	367
08:15 AM	0	0	0	0	0	13	0	2	0	15	2	215	0	0	217	0	127	16	0	143	375
08:30 AM	0	0	0	0	0	14	0	3	0	17	2	206	0	0	208	0	136	8	0	144	369
Total Volume	0	0	1	0	1	44	0	5	0	49	10	889	0	0	899	0	551	34	0	585	1534
% App. Total						89.8		10.2			98.9					94.2					
PHF	.000	.000	.250	.000	.250	.786	.000	.417	.000	.721	.833	.907	.000	.000	.906	.000	.835	.531	.000	.865	.907



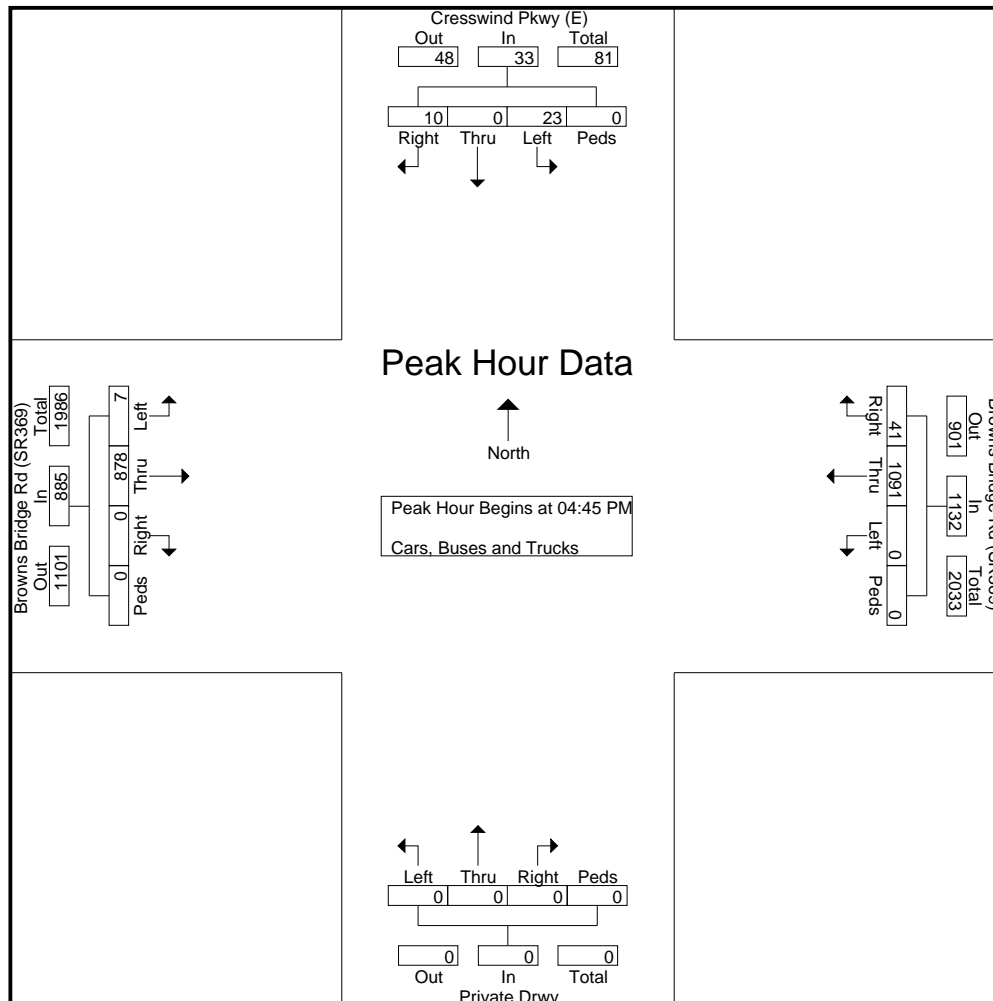
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TMC Data
 Browns Bridge Rd(SR369) @
 Crosswind Pkwy (E), Gainesville, GA
 7-9 AM | 4-6 PM

File Name : 49220003
 Site Code : 49220003
 Start Date : 8/13/2024
 Page No : 3

Start Time	Private Drwy Northbound					Crosswind Pkwy (E) Southbound					Browns Bridge Rd (SR369) Eastbound					Browns Bridge Rd (SR369) Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	7	0	6	0	13	3	220	0	0	223	0	267	11	0	278	514
05:00 PM	0	0	0	0	0	9	0	1	0	10	2	217	0	0	219	0	285	9	0	294	523
05:15 PM	0	0	0	0	0	6	0	2	0	8	1	223	0	0	224	0	276	12	0	288	520
05:30 PM	0	0	0	0	0	1	0	1	0	2	1	218	0	0	219	0	263	9	0	272	493
Total Volume	0	0	0	0	0	23	0	10	0	33	7	878	0	0	885	0	1091	41	0	1132	2050
% App. Total	0	0	0	0	0	69.7	0	30.3	0		0.8	99.2	0	0		0	96.4	3.6	0		
PHF	.000	.000	.000	.000	.000	.639	.000	.417	.000	.635	.583	.984	.000	.000	.988	.000	.957	.854	.000	.963	.980



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TMC Data
 Browns Bridge Rd (SR369) @ Ivey Rd
 Gainesville, GA
 7-9 AM | 4-6 PM

File Name : 49220002
 Site Code : 49220002
 Start Date : 8/13/2024
 Page No : 1

Groups Printed- Cars, Buses and Trucks

Start Time	Private Drwy Northbound					Ivey Rd Southbound					Browns Bridge Rd (SR369) Eastbound					Browns Bridge Rd (SR369) Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	2	0	1	0	3	0	197	0	0	197	0	148	2	0	150	350
07:15 AM	0	0	1	0	1	5	0	2	0	7	1	163	0	0	164	0	156	4	0	160	332
07:30 AM	0	0	1	0	1	2	0	1	0	3	0	168	0	0	168	0	167	2	0	169	341
07:45 AM	0	0	0	0	0	3	0	2	0	5	1	245	0	0	246	0	158	0	0	158	409
Total	0	0	2	0	2	12	0	6	0	18	2	773	0	0	775	0	629	8	0	637	1432
08:00 AM	0	0	0	0	0	3	0	1	0	4	1	240	0	0	241	0	123	0	0	123	368
08:15 AM	0	0	0	0	0	3	0	2	0	5	1	193	0	0	194	0	128	2	0	130	329
08:30 AM	0	0	0	0	0	4	0	0	0	4	0	201	0	0	201	0	145	6	0	151	356
08:45 AM	0	0	0	0	0	3	0	0	0	3	2	192	0	0	194	0	129	1	0	130	327
Total	0	0	0	0	0	13	0	3	0	16	4	826	0	0	830	0	525	9	0	534	1380
*** BREAK ***																					
04:00 PM	0	0	0	0	0	4	0	1	0	5	0	196	0	0	196	0	248	6	0	254	455
04:15 PM	0	0	0	0	0	2	0	1	0	3	1	203	0	0	204	0	239	2	0	241	448
04:30 PM	0	0	0	0	0	2	0	0	0	2	0	210	0	0	210	0	255	4	0	259	471
04:45 PM	0	0	0	0	0	3	0	1	0	4	2	217	0	0	219	0	264	2	0	266	489
Total	0	0	0	0	0	11	0	3	0	14	3	826	0	0	829	0	1006	14	0	1020	1863
05:00 PM	0	0	0	0	0	2	0	0	0	2	0	220	0	0	220	0	286	5	0	291	513
05:15 PM	0	0	1	0	1	3	0	1	0	4	3	218	0	0	221	0	278	6	0	284	510
05:30 PM	0	0	0	0	0	6	0	1	0	7	1	214	0	0	215	0	244	4	0	248	470
05:45 PM	0	0	0	0	0	4	0	1	0	5	1	193	0	0	194	0	219	5	0	224	423
Total	0	0	1	0	1	15	0	3	0	18	5	845	0	0	850	0	1027	20	0	1047	1916
Grand Total	0	0	3	0	3	51	0	15	0	66	14	3270	0	0	3284	0	3187	51	0	3238	6591
Apprch %	0	0	100	0		77.3	0	22.7	0		0.4	99.6	0	0		0	98.4	1.6	0		
Total %	0	0	0	0	0	0.8	0	0.2	0	1	0.2	49.6	0	0	49.8	0	48.4	0.8	0	49.1	

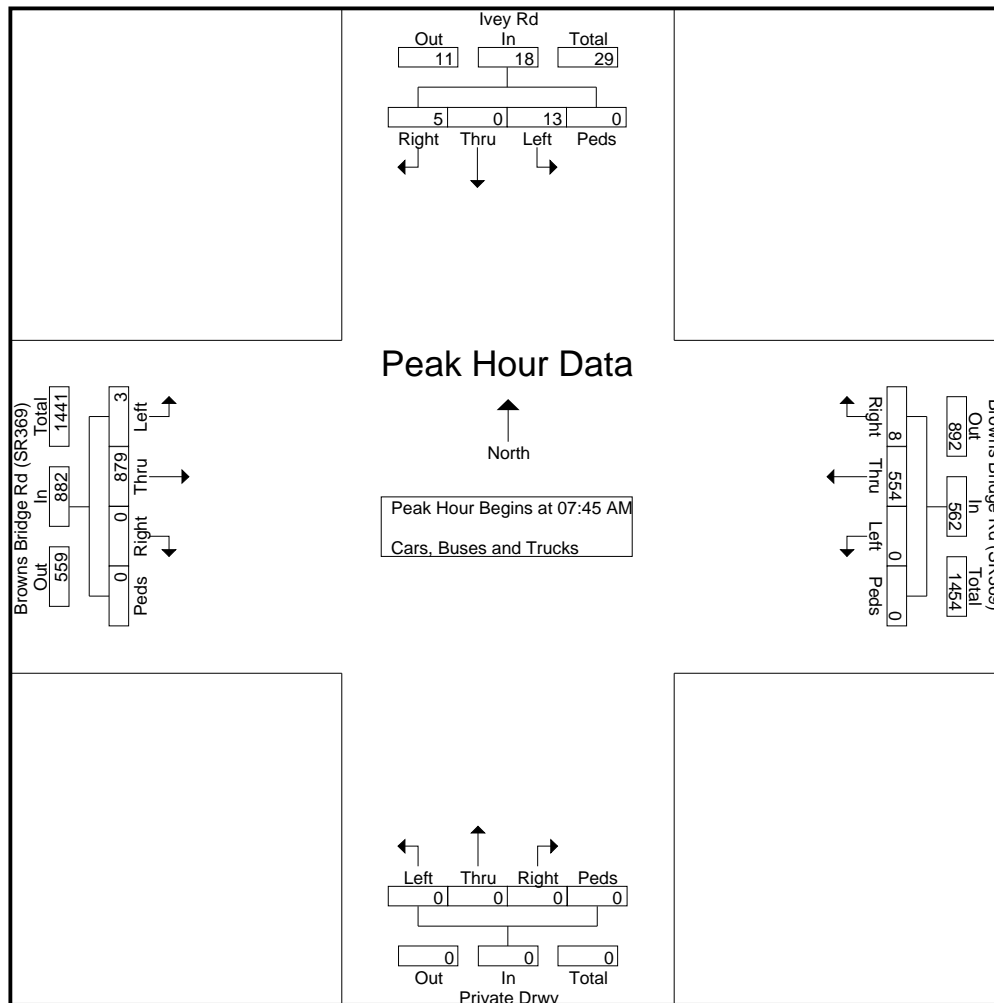
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TMC Data
 Browns Bridge Rd (SR369) @ Ivey Rd
 Gainesville, GA
 7-9 AM | 4-6 PM

File Name : 49220002
 Site Code : 49220002
 Start Date : 8/13/2024
 Page No : 2

Start Time	Private Drwy Northbound					Ivey Rd Southbound					Browns Bridge Rd (SR369) Eastbound					Browns Bridge Rd (SR369) Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	3	0	2	0	5	1	245	0	0	246	0	158	0	0	158	409
08:00 AM	0	0	0	0	0	3	0	1	0	4	1	240	0	0	241	0	123	0	0	123	368
08:15 AM	0	0	0	0	0	3	0	2	0	5	1	193	0	0	194	0	128	2	0	130	329
08:30 AM	0	0	0	0	0	4	0	0	0	4	0	201	0	0	201	0	145	6	0	151	356
Total Volume	0	0	0	0	0	13	0	5	0	18	3	879	0	0	882	0	554	8	0	562	1462
% App. Total						72.2		27.8			99.7					98.6					
PHF	.000	.000	.000	.000	.000	.813	.000	.625	.000	.900	.750	.897	.000	.000	.896	.000	.877	.333	.000	.889	.894



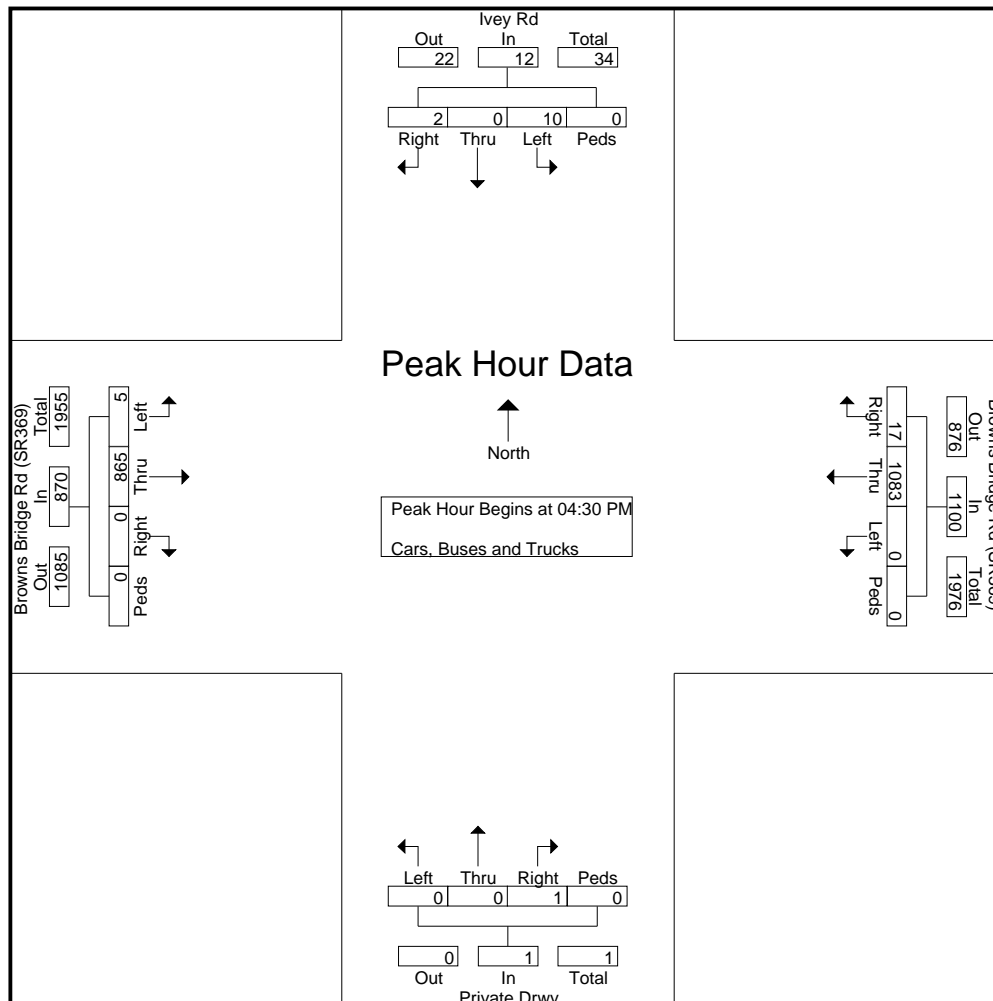
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TMC Data
 Browns Bridge Rd (SR369) @ Ivey Rd
 Gainesville, GA
 7-9 AM | 4-6 PM

File Name : 49220002
 Site Code : 49220002
 Start Date : 8/13/2024
 Page No : 3

Start Time	Private Drwy Northbound					Ivey Rd Southbound					Browns Bridge Rd (SR369) Eastbound					Browns Bridge Rd (SR369) Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	2	0	0	0	2	0	210	0	0	210	0	255	4	0	259	471
04:45 PM	0	0	0	0	0	3	0	1	0	4	2	217	0	0	219	0	264	2	0	266	489
05:00 PM	0	0	0	0	0	2	0	0	0	2	0	220	0	0	220	0	286	5	0	291	513
05:15 PM	0	0	1	0	1	3	0	1	0	4	3	218	0	0	221	0	278	6	0	284	510
Total Volume	0	0	1	0	1	10	0	2	0	12	5	865	0	0	870	0	1083	17	0	1100	1983
% App. Total	0	0	100	0		83.3	0	16.7	0		0.6	99.4	0	0		0	98.5	1.5	0		
PHF	.000	.000	.250	.000	.250	.833	.000	.500	.000	.750	.417	.983	.000	.000	.984	.000	.947	.708	.000	.945	.966



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TMC Data
 Browns Bridge Rd (SR369) @ Montgomery Dr
 Gainesville, GA
 7-9 AM | 4-6 PM

File Name : 49220001
 Site Code : 49220001
 Start Date : 8/13/2024
 Page No : 1

Groups Printed- Cars, Buses and Trucks

Start Time	Montgomery Dr Northbound					Southbound					Browns Bridge Rd (SR369) Eastbound					Browns Bridge Rd (SR369) Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	8	0	8	0	0	0	0	0	0	178	28	0	206	3	142	0	0	145	359
07:15 AM	2	0	8	0	10	0	0	0	0	0	0	167	29	0	196	0	156	0	0	156	362
07:30 AM	1	0	6	0	7	0	0	0	0	0	0	182	23	0	205	2	159	0	0	161	373
07:45 AM	1	0	17	0	18	0	0	0	0	0	0	236	37	0	273	2	160	0	0	162	453
Total	4	0	39	0	43	0	0	0	0	0	0	763	117	0	880	7	617	0	0	624	1547
08:00 AM	1	0	18	0	19	0	0	0	0	0	0	221	21	0	242	0	118	0	0	118	379
08:15 AM	0	0	9	0	9	0	0	0	0	0	0	204	21	0	225	8	114	0	0	122	356
08:30 AM	0	0	12	0	12	0	0	0	0	0	0	197	33	0	230	2	145	0	0	147	389
08:45 AM	3	0	13	0	16	0	0	0	0	0	0	192	26	0	218	2	124	0	0	126	360
Total	4	0	52	0	56	0	0	0	0	0	0	814	101	0	915	12	501	0	0	513	1484
*** BREAK ***																					
04:00 PM	0	0	8	0	8	0	0	0	0	0	0	199	34	0	233	8	264	0	0	272	513
04:15 PM	1	0	5	0	6	0	0	0	0	0	0	196	27	0	223	4	218	0	0	222	451
04:30 PM	0	0	10	0	10	0	0	0	0	0	0	204	36	0	240	7	254	0	0	261	511
04:45 PM	0	0	6	0	6	0	0	0	0	0	0	223	47	0	270	5	262	0	0	267	543
Total	1	0	29	0	30	0	0	0	0	0	0	822	144	0	966	24	998	0	0	1022	2018
05:00 PM	2	0	15	0	17	0	0	0	0	0	0	196	46	0	242	6	288	0	0	294	553
05:15 PM	0	0	10	0	10	0	0	0	0	0	0	221	42	0	263	3	279	0	0	282	555
05:30 PM	0	0	9	0	9	0	0	0	0	0	0	217	46	0	263	5	248	0	0	253	525
05:45 PM	0	0	6	0	6	0	0	0	0	0	0	192	35	0	227	0	217	0	0	217	450
Total	2	0	40	0	42	0	0	0	0	0	0	826	169	0	995	14	1032	0	0	1046	2083
Grand Total	11	0	160	0	171	0	0	0	0	0	0	3225	531	0	3756	57	3148	0	0	3205	7132
Apprch %	6.4	0	93.6	0		0	0	0	0		0	85.9	14.1	0		1.8	98.2	0	0		
Total %	0.2	0	2.2	0	2.4	0	0	0	0	0	0	45.2	7.4	0	52.7	0.8	44.1	0	0	44.9	

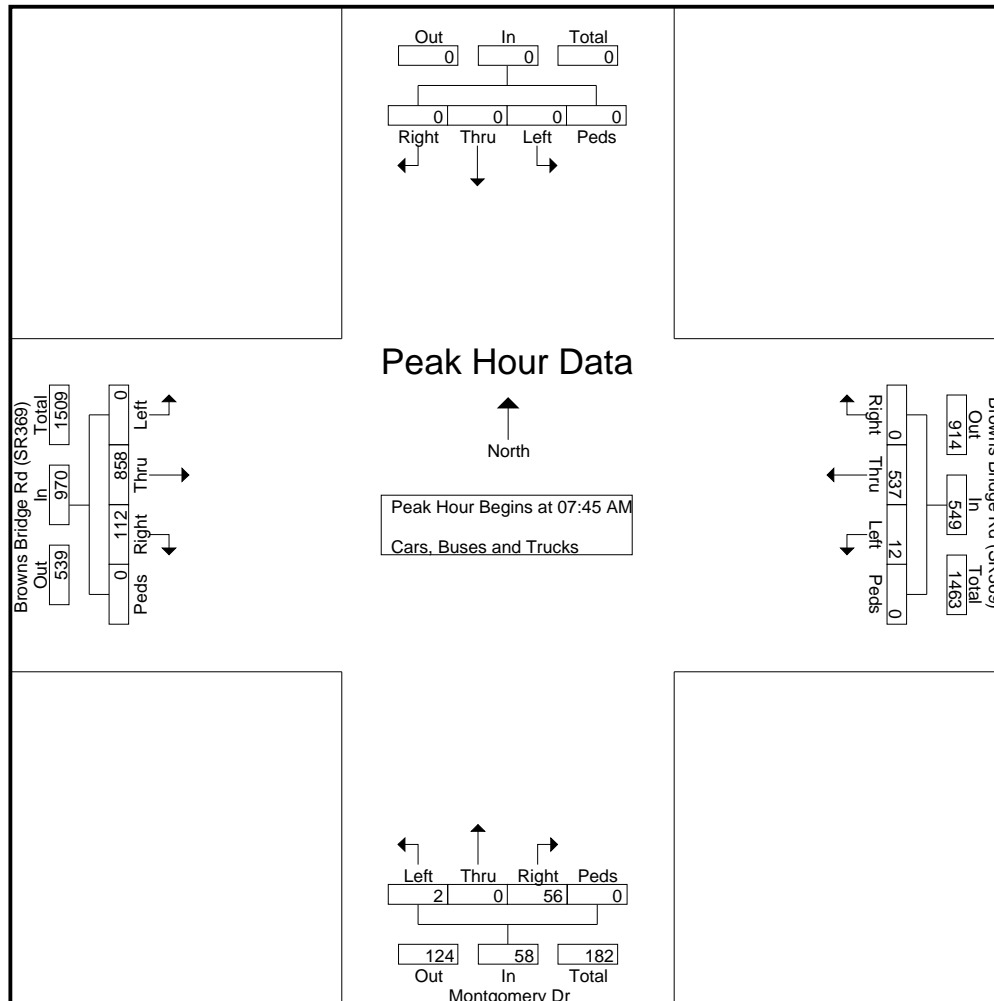
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TMC Data
 Browns Bridge Rd (SR369) @ Montgomery Dr
 Gainesville, GA
 7-9 AM | 4-6 PM

File Name : 49220001
 Site Code : 49220001
 Start Date : 8/13/2024
 Page No : 2

Start Time	Montgomery Dr Northbound					Southbound					Browns Bridge Rd (SR369) Eastbound					Browns Bridge Rd (SR369) Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	1	0	17	0	18	0	0	0	0	0	0	236	37	0	273	2	160	0	0	162	453
08:00 AM	1	0	18	0	19	0	0	0	0	0	0	221	21	0	242	0	118	0	0	118	379
08:15 AM	0	0	9	0	9	0	0	0	0	0	0	204	21	0	225	8	114	0	0	122	356
08:30 AM	0	0	12	0	12	0	0	0	0	0	0	197	33	0	230	2	145	0	0	147	389
Total Volume	2	0	56	0	58	0	0	0	0	0	0	858	112	0	970	12	537	0	0	549	1577
% App. Total	96.6										88.5 11.5					97.8					
PHF	.500	.000	.778	.000	.763	.000	.000	.000	.000	.000	.000	.909	.757	.000	.888	.375	.839	.000	.000	.847	.870



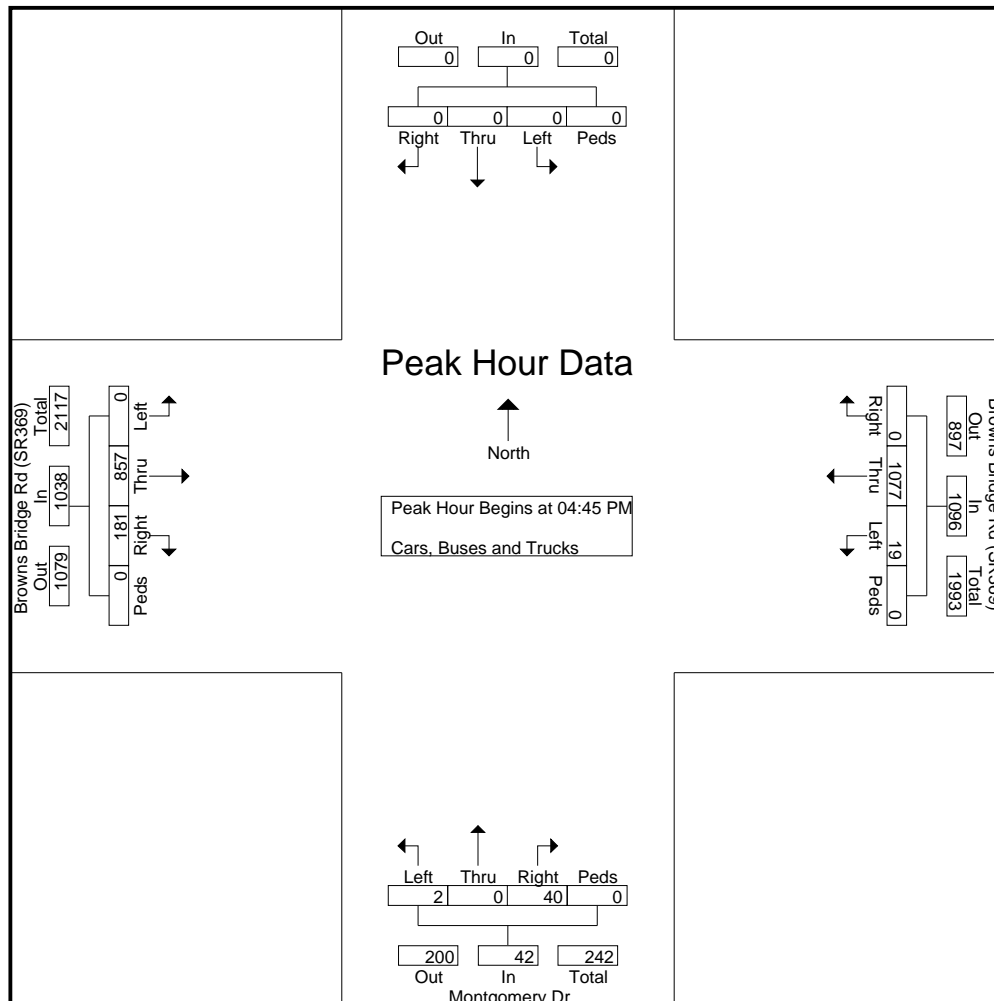
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TMC Data
 Browns Bridge Rd (SR369) @ Montgomery Dr
 Gainesville, GA
 7-9 AM | 4-6 PM

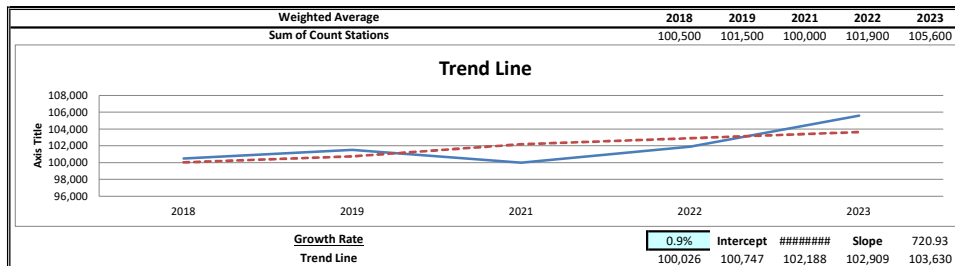
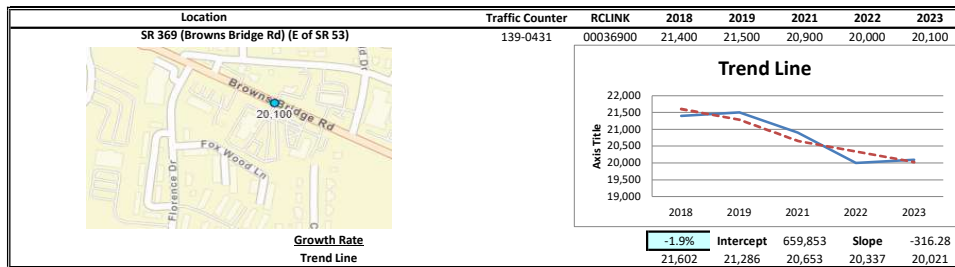
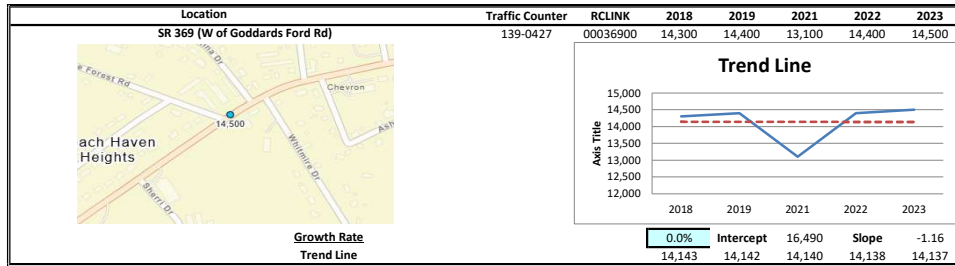
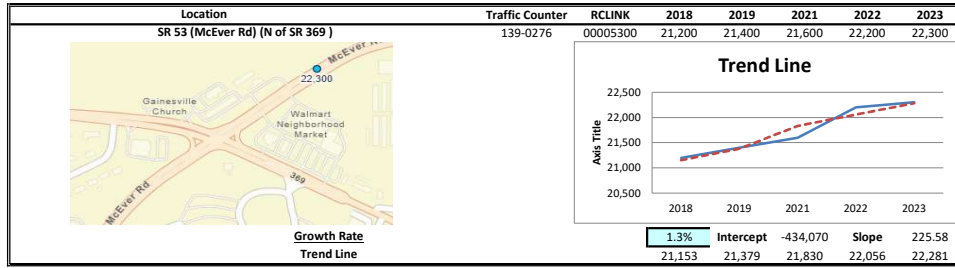
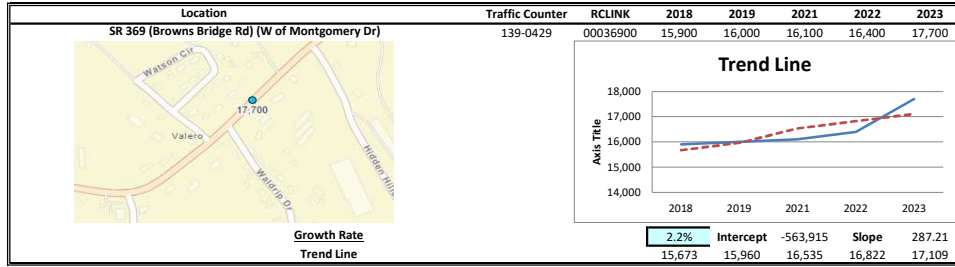
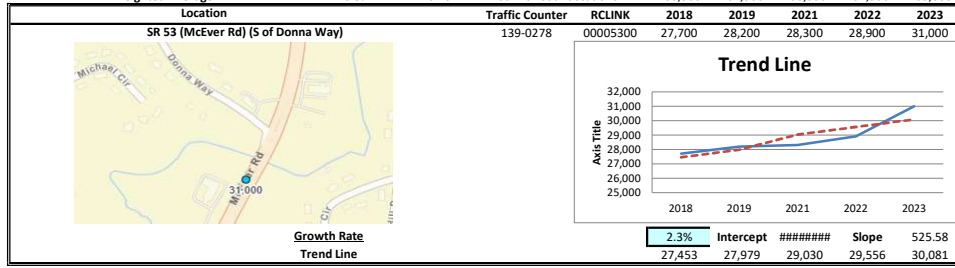
File Name : 49220001
 Site Code : 49220001
 Start Date : 8/13/2024
 Page No : 3

Start Time	Montgomery Dr Northbound					Southbound					Browns Bridge Rd (SR369) Eastbound					Browns Bridge Rd (SR369) Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	6	0	6	0	0	0	0	0	0	223	47	0	270	5	262	0	0	267	543
05:00 PM	2	0	15	0	17	0	0	0	0	0	0	196	46	0	242	6	288	0	0	294	553
05:15 PM	0	0	10	0	10	0	0	0	0	0	0	221	42	0	263	3	279	0	0	282	555
05:30 PM	0	0	9	0	9	0	0	0	0	0	0	217	46	0	263	5	248	0	0	253	525
Total Volume	2	0	40	0	42	0	0	0	0	0	0	857	181	0	1038	19	1077	0	0	1096	2176
% App. Total	4.8	0	95.2	0		0	0	0	0		0	82.6	17.4	0		1.7	98.3	0	0		
PHF	.250	.000	.667	.000	.618	.000	.000	.000	.000	.000	.000	.961	.963	.000	.961	.792	.935	.000	.000	.932	.980



LINEAR REGRESSION OF DAILY TRAFFIC

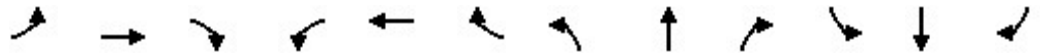
Location	Growth Rate	R Squared	Station ID	Route	2018	2019	2021	2022	2023
SR 53 (McEver Rd) (S of Donna Way)	2.3%	0.71	139-0278	00005300	27,700	28,200	28,300	28,900	31,000
SR 369 (Browns Bridge Rd) (W of Montgomery Dr)	2.2%	0.65	139-0429	00036900	15,900	16,000	16,100	16,400	17,700
SR 53 (McEver Rd) (N of SR 369)	1.3%	0.92	139-0276	00005300	21,200	21,400	21,600	22,200	22,300
SR 369 (W of Goddards Ford Rd)	0.0%	0.00	139-0427	00036900	14,300	14,400	13,100	14,400	14,500
SR 369 (Browns Bridge Rd) (E of SR 53)	-1.9%	0.87	139-0431	00036900	21,400	21,500	20,900	20,000	20,100
Weighted Average	0.9%	0.46	Sum of Count Stations =		100,500	101,500	100,000	101,900	105,600



EXISTING INTERSECTION ANALYSIS

Timings

1: McEver Rd & Browns Bridge Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕	↗	↖↗	↕	↗	↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	222	404	245	120	267	83	224	599	241	158	756	103
Future Volume (vph)	222	404	245	120	267	83	224	599	241	158	756	103
Lane Group Flow (vph)	239	434	263	129	287	89	241	644	259	170	813	111
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases			4			8	6		6	2		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	15.0	38.5	38.5	15.0	42.5	42.5	15.0	41.5	41.5	15.0	42.5	42.5
Total Split (s)	15.0	42.5	42.5	15.0	42.5	42.5	15.0	42.5	42.5	15.0	42.5	42.5
Total Split (%)	13.0%	37.0%	37.0%	13.0%	37.0%	37.0%	13.0%	37.0%	37.0%	13.0%	37.0%	37.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	3.5	3.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.84	0.72	0.55	0.49	0.54	0.25	0.53	0.39	0.29	0.36	0.58	0.15
Control Delay	77.8	51.0	12.2	57.4	47.8	4.1	15.1	21.5	3.6	13.5	29.3	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.8	51.0	12.2	57.4	47.8	4.1	15.1	21.5	3.6	13.5	29.3	3.8
Queue Length 50th (ft)	91	161	20	47	104	0	74	156	0	50	241	0
Queue Length 95th (ft)	#159	204	92	79	140	18	132	240	51	94	346	30
Internal Link Dist (ft)		643			503			880			613	
Turn Bay Length (ft)	327		279	270			523		202	198		231
Base Capacity (vph)	283	1144	690	283	1085	596	455	1631	893	477	1406	729
Starvation Cap Reductn	0	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	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.38	0.38	0.46	0.26	0.15	0.53	0.39	0.29	0.36	0.58	0.15

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 115

Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

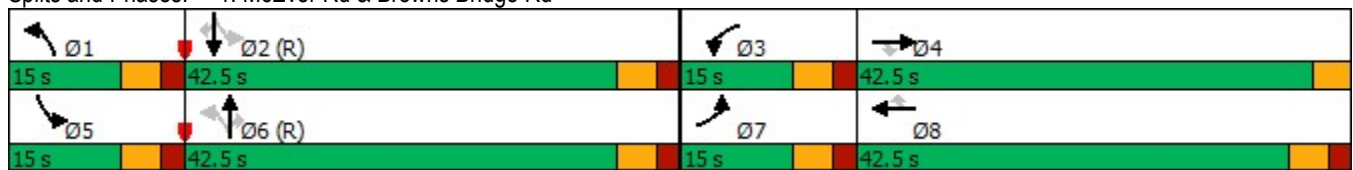
Natural Cycle: 115

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

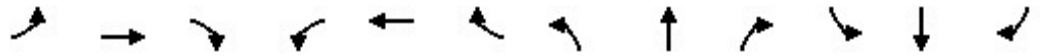
Queue shown is maximum after two cycles.

Splits and Phases: 1: McEver Rd & Browns Bridge Rd



HCM 6th Signalized Intersection Summary
 1: McEver Rd & Browns Bridge Rd

1a Existing 2025 AM
 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↔	↔↔	↑↑	↔	↔	↑↑	↔	↔	↑↑	↔
Traffic Volume (veh/h)	222	404	245	120	267	83	224	599	241	158	756	103
Future Volume (veh/h)	222	404	245	120	267	83	224	599	241	158	756	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1796	1870	1870	1796	1870	1870	1811	1870	1870	1811	1870
Adj Flow Rate, veh/h	239	434	0	129	287	0	241	644	0	170	813	0
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, %	2	7	2	2	7	2	2	6	2	2	6	2
Cap, veh/h	285	526		186	429		455	1853		513	1791	
Arrive On Green	0.08	0.15	0.00	0.05	0.13	0.00	0.08	0.54	0.00	0.06	0.52	0.00
Sat Flow, veh/h	3456	3413	1585	3456	3413	1585	1781	3441	1585	1781	3441	1585
Grp Volume(v), veh/h	239	434	0	129	287	0	241	644	0	170	813	0
Grp Sat Flow(s),veh/h/ln	1728	1706	1585	1728	1706	1585	1781	1721	1585	1781	1721	1585
Q Serve(g_s), s	7.8	14.2	0.0	4.2	9.2	0.0	7.2	12.2	0.0	5.1	17.1	0.0
Cycle Q Clear(g_c), s	7.8	14.2	0.0	4.2	9.2	0.0	7.2	12.2	0.0	5.1	17.1	0.0
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	285	526		186	429		455	1853		513	1791	
V/C Ratio(X)	0.84	0.82		0.69	0.67		0.53	0.35		0.33	0.45	
Avail Cap(c_a), veh/h	285	1157		285	1098		460	1853		550	1791	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	52.0	47.1	0.0	53.5	48.0	0.0	12.6	15.1	0.0	11.7	17.3	0.0
Incr Delay (d2), s/veh	19.1	3.3	0.0	4.5	1.8	0.0	1.1	0.5	0.0	0.4	0.8	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	4.1	6.1	0.0	1.9	3.9	0.0	2.7	4.6	0.0	1.9	6.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.1	50.4	0.0	58.0	49.8	0.0	13.7	15.6	0.0	12.0	18.1	0.0
LnGrp LOS	E	D		E	D		B	B		B	B	
Approach Vol, veh/h		673			416			885			983	
Approach Delay, s/veh		57.8			52.4			15.1			17.1	
Approach LOS		E			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.7	65.4	11.7	23.2	12.6	67.4	15.0	19.9				
Change Period (Y+Rc), s	5.5	5.5	5.5	* 5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	9.5	37.0	9.5	* 39	9.5	37.0	9.5	37.0				
Max Q Clear Time (g_c+I1), s	9.2	19.1	6.2	16.2	7.1	14.2	9.8	11.2				
Green Ext Time (p_c), s	0.0	6.5	0.1	1.6	0.1	5.5	0.0	1.0				

Intersection Summary

HCM 6th Ctrl Delay	30.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	10	898	557	34	44	5
Future Vol, veh/h	10	898	557	34	44	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	279	-	-	283	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	11	987	612	37	48	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	612	0	-	0	1621 612
Stage 1	-	-	-	-	612 -
Stage 2	-	-	-	-	1009 -
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	967	-	-	0	113 493
Stage 1	-	-	-	0	541 -
Stage 2	-	-	-	0	352 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	967	-	-	-	112 493
Mov Cap-2 Maneuver	-	-	-	-	112 -
Stage 1	-	-	-	-	535 -
Stage 2	-	-	-	-	352 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	54.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	967	-	-	112	493
HCM Lane V/C Ratio	0.011	-	-	0.432	0.011
HCM Control Delay (s)	8.8	-	-	59.6	12.4
HCM Lane LOS	A	-	-	F	B
HCM 95th %tile Q(veh)	0	-	-	1.8	0

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑	↑	↑	
Traffic Vol, veh/h	3	888	560	8	13	5
Future Vol, veh/h	3	888	560	8	13	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	-	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	3	998	629	9	15	6

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	638	0	-	0	1633 629
Stage 1	-	-	-	-	629 -
Stage 2	-	-	-	-	1004 -
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	946	-	-	-	111 482
Stage 1	-	-	-	-	531 -
Stage 2	-	-	-	-	354 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	946	-	-	-	110 482
Mov Cap-2 Maneuver	-	-	-	-	110 -
Stage 1	-	-	-	-	527 -
Stage 2	-	-	-	-	354 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	35
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	946	-	-	-	140
HCM Lane V/C Ratio	0.004	-	-	-	0.144
HCM Control Delay (s)	8.8	0	-	-	35
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑		↑
Traffic Vol, veh/h	867	113	12	542	0	59
Future Vol, veh/h	867	113	12	542	0	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	175	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	4	2	2	4	2	2
Mvmt Flow	997	130	14	623	0	68

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	997	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-
Pot Cap-1 Maneuver	-	-	694	-	0
Stage 1	-	-	-	-	0
Stage 2	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	694	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	20.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	296	-	-	694	-
HCM Lane V/C Ratio	0.229	-	-	0.02	-
HCM Control Delay (s)	20.7	-	-	10.3	0
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-

Timings
1: McEver Rd & Browns Bridge Rd

1b Existing 2025 PM
03/21/2025

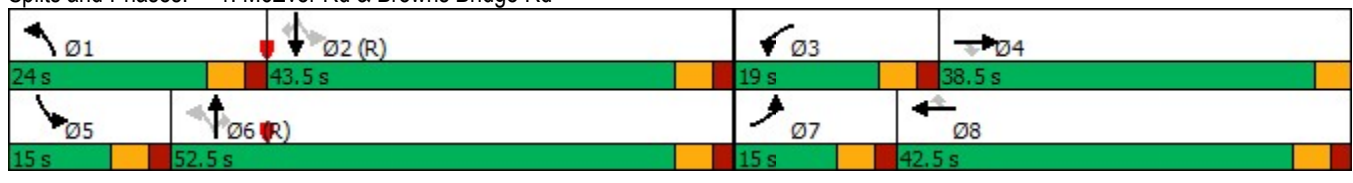
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	212	438	289	342	556	65	475	833	246	162	670	131
Future Volume (vph)	212	438	289	342	556	65	475	833	246	162	670	131
Lane Group Flow (vph)	221	456	301	356	579	68	495	868	256	169	698	136
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases			4			8	6		6	2		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	15.0	38.5	38.5	15.0	42.5	42.5	15.0	41.5	41.5	15.0	42.5	42.5
Total Split (s)	15.0	38.5	38.5	19.0	42.5	42.5	24.0	52.5	52.5	15.0	43.5	43.5
Total Split (%)	12.0%	30.8%	30.8%	15.2%	34.0%	34.0%	19.2%	42.0%	42.0%	12.0%	34.8%	34.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	3.5	3.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.85	0.67	0.57	0.96	0.79	0.14	0.94	0.57	0.31	0.50	0.67	0.23
Control Delay	85.0	50.9	11.4	93.7	54.4	0.6	54.6	29.0	5.2	21.5	42.0	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.0	50.9	11.4	93.7	54.4	0.6	54.6	29.0	5.2	21.5	42.0	3.3
Queue Length 50th (ft)	92	181	22	150	235	0	284	270	9	61	260	0
Queue Length 95th (ft)	#161	224	101	#247	282	0	#581	381	66	111	328	28
Internal Link Dist (ft)		643			503			880			613	
Turn Bay Length (ft)	327		279	270			523		202	198		231
Base Capacity (vph)	260	944	636	370	998	585	524	1514	834	340	1035	596
Starvation Cap Reductn	0	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	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.48	0.47	0.96	0.58	0.12	0.94	0.57	0.31	0.50	0.67	0.23

Intersection Summary

Cycle Length: 125
 Actuated Cycle Length: 125
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 125
 Control Type: Actuated-Coordinated

























95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: McEver Rd & Browns Bridge Rd



HCM 6th Signalized Intersection Summary
 1: McEver Rd & Browns Bridge Rd

1b Existing 2025 PM
 03/21/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	212	438	289	342	556	65	475	833	246	162	670	131
Future Volume (veh/h)	212	438	289	342	556	65	475	833	246	162	670	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1796	1870	1870	1796	1870	1870	1811	1870	1870	1811	1870
Adj Flow Rate, veh/h	221	456	0	356	579	0	495	868	0	169	698	0
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	7	2	2	7	2	2	6	2	2	6	2
Cap, veh/h	263	559		373	668		510	1656		379	1391	
Arrive On Green	0.08	0.16	0.00	0.11	0.20	0.00	0.15	0.48	0.00	0.07	0.40	0.00
Sat Flow, veh/h	3456	3413	1585	3456	3413	1585	1781	3441	1585	1781	3441	1585
Grp Volume(v), veh/h	221	456	0	356	579	0	495	868	0	169	698	0
Grp Sat Flow(s),veh/h/ln	1728	1706	1585	1728	1706	1585	1781	1721	1585	1781	1721	1585
Q Serve(g_s), s	7.9	16.1	0.0	12.8	20.5	0.0	18.5	21.9	0.0	6.9	19.0	0.0
Cycle Q Clear(g_c), s	7.9	16.1	0.0	12.8	20.5	0.0	18.5	21.9	0.0	6.9	19.0	0.0
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	263	559		373	668		510	1656		379	1391	
V/C Ratio(X)	0.84	0.82		0.95	0.87		0.97	0.52		0.45	0.50	
Avail Cap(c_a), veh/h	263	956		373	1010		510	1656		388	1391	
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(l)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.0	50.4	0.0	55.4	48.7	0.0	23.6	22.5	0.0	19.8	27.8	0.0
Incr Delay (d2), s/veh	21.1	3.0	0.0	34.7	5.3	0.0	32.3	1.2	0.0	0.8	1.3	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	4.1	6.9	0.0	7.2	9.0	0.0	12.4	8.7	0.0	2.8	7.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.1	53.4	0.0	90.1	54.0	0.0	55.9	23.7	0.0	20.7	29.1	0.0
LnGrp LOS	E	D		F	D		E	C		C	C	
Approach Vol, veh/h		677			935			1363			867	
Approach Delay, s/veh		61.5			67.7			35.4			27.5	
Approach LOS		E			E			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	56.0	19.0	26.0	14.4	65.6	15.0	30.0				
Change Period (Y+Rc), s	5.5	5.5	5.5	* 5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	18.5	38.0	13.5	* 35	9.5	47.0	9.5	37.0				
Max Q Clear Time (g_c+I1), s	20.5	21.0	14.8	18.1	8.9	23.9	9.9	22.5				
Green Ext Time (p_c), s	0.0	5.4	0.0	1.5	0.0	7.9	0.0	1.9				

Intersection Summary

HCM 6th Ctrl Delay	46.1
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
- Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	7	887	1102	41	23	10
Future Vol, veh/h	7	887	1102	41	23	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	279	-	-	283	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	7	905	1124	42	23	10

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1124	0	-	0	2043 1124
Stage 1	-	-	-	-	1124 -
Stage 2	-	-	-	-	919 -
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	621	-	-	0	62 250
Stage 1	-	-	-	0	310 -
Stage 2	-	-	-	0	389 -
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	621	-	-	-	61 250
Mov Cap-2 Maneuver	-	-	-	-	61 -
Stage 1	-	-	-	-	307 -
Stage 2	-	-	-	-	389 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	73.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	621	-	-	61	250
HCM Lane V/C Ratio	0.012	-	-	0.385	0.041
HCM Control Delay (s)	10.9	-	-	97	20
HCM Lane LOS	B	-	-	F	C
HCM 95th %tile Q(veh)	0	-	-	1.4	0.1

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑	↗	↘	
Traffic Vol, veh/h	5	874	1094	17	10	2
Future Vol, veh/h	5	874	1094	17	10	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	5	901	1128	18	10	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1146	0	-	0	2039 1128
Stage 1	-	-	-	-	1128 -
Stage 2	-	-	-	-	911 -
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	610	-	-	-	62 249
Stage 1	-	-	-	-	309 -
Stage 2	-	-	-	-	392 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	610	-	-	-	61 249
Mov Cap-2 Maneuver	-	-	-	-	61 -
Stage 1	-	-	-	-	304 -
Stage 2	-	-	-	-	392 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	67.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	610	-	-	-	70
HCM Lane V/C Ratio	0.008	-	-	-	0.177
HCM Control Delay (s)	11	0	-	-	67.2
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑		↑
Traffic Vol, veh/h	866	183	19	1088	0	42
Future Vol, veh/h	866	183	19	1088	0	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	175	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	4	2	2	4	2	2
Mvmt Flow	884	187	19	1110	0	43

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	884	0	884
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	3.318
Pot Cap-1 Maneuver	-	-	765	-	344
Stage 1	-	-	-	0	-
Stage 2	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	765	-	344
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	344	-	-	765	-
HCM Lane V/C Ratio	0.125	-	-	0.025	-
HCM Control Delay (s)	16.9	-	-	9.8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

**FUTURE “NO-BUILD” INTERSECTION
ANALYSIS**

Timings
1: McEver Rd & Browns Bridge Rd

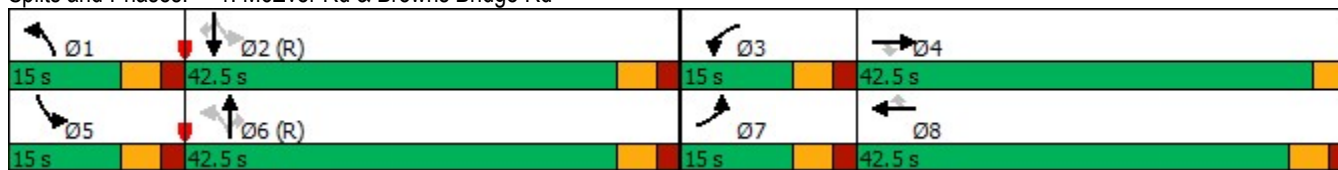
2a No Build 2028 AM
03/21/2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	229	416	252	124	275	85	231	617	248	163	779	106
Future Volume (vph)	229	416	252	124	275	85	231	617	248	163	779	106
Lane Group Flow (vph)	246	447	271	133	296	91	248	663	267	175	838	114
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases			4			8	6		6	2		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	15.0	38.5	38.5	15.0	42.5	42.5	15.0	41.5	41.5	15.0	42.5	42.5
Total Split (s)	15.0	42.5	42.5	15.0	42.5	42.5	15.0	42.5	42.5	15.0	42.5	42.5
Total Split (%)	13.0%	37.0%	37.0%	13.0%	37.0%	37.0%	13.0%	37.0%	37.0%	13.0%	37.0%	37.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	3.5	3.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.87	0.71	0.56	0.50	0.54	0.25	0.55	0.41	0.30	0.39	0.63	0.16
Control Delay	81.1	50.1	13.1	57.7	46.9	4.1	16.3	22.5	3.7	14.4	32.1	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.1	50.1	13.1	57.7	46.9	4.1	16.3	22.5	3.7	14.4	32.1	4.3
Queue Length 50th (ft)	94	164	27	49	105	0	79	167	0	54	261	0
Queue Length 95th (ft)	#166	207	102	81	142	20	144	255	53	100	369	33
Internal Link Dist (ft)		643			503			880			613	
Turn Bay Length (ft)	327		279	270			523		202	198		231
Base Capacity (vph)	283	1144	687	283	1085	596	455	1601	885	463	1328	695
Starvation Cap Reductn	0	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	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.39	0.39	0.47	0.27	0.15	0.55	0.41	0.30	0.38	0.63	0.16

Intersection Summary

Cycle Length: 115
 Actuated Cycle Length: 115
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 115
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: McEver Rd & Browns Bridge Rd



HCM 6th Signalized Intersection Summary
 1: McEver Rd & Browns Bridge Rd

2a No Build 2028 AM
 03/21/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	229	416	252	124	275	85	231	617	248	163	779	106
Future Volume (veh/h)	229	416	252	124	275	85	231	617	248	163	779	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1796	1870	1870	1796	1870	1870	1811	1870	1870	1811	1870
Adj Flow Rate, veh/h	246	447	0	133	296	0	248	663	0	175	838	0
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, %	2	7	2	2	7	2	2	6	2	2	6	2
Cap, veh/h	285	540		191	447		443	1828		500	1764	
Arrive On Green	0.08	0.16	0.00	0.06	0.13	0.00	0.08	0.53	0.00	0.06	0.51	0.00
Sat Flow, veh/h	3456	3413	1585	3456	3413	1585	1781	3441	1585	1781	3441	1585
Grp Volume(v), veh/h	246	447	0	133	296	0	248	663	0	175	838	0
Grp Sat Flow(s),veh/h/ln	1728	1706	1585	1728	1706	1585	1781	1721	1585	1781	1721	1585
Q Serve(g_s), s	8.1	14.6	0.0	4.3	9.5	0.0	7.5	12.9	0.0	5.3	18.0	0.0
Cycle Q Clear(g_c), s	8.1	14.6	0.0	4.3	9.5	0.0	7.5	12.9	0.0	5.3	18.0	0.0
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	285	540		191	447		443	1828		500	1764	
V/C Ratio(X)	0.86	0.83		0.70	0.66		0.56	0.36		0.35	0.48	
Avail Cap(c_a), veh/h	285	1157		285	1098		443	1828		534	1764	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	52.1	46.9	0.0	53.4	47.6	0.0	13.2	15.7	0.0	12.1	18.1	0.0
Incr Delay (d2), s/veh	22.6	3.3	0.0	4.6	1.7	0.0	1.6	0.6	0.0	0.4	0.9	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	4.3	6.2	0.0	2.0	4.0	0.0	2.9	4.8	0.0	2.0	6.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.7	50.2	0.0	57.9	49.2	0.0	14.8	16.2	0.0	12.5	19.0	0.0
LnGrp LOS	E	D		E	D		B	B		B	B	
Approach Vol, veh/h		693			429			911			1013	
Approach Delay, s/veh		58.9			51.9			15.8			17.9	
Approach LOS		E			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	64.4	11.8	23.7	12.9	66.6	15.0	20.6				
Change Period (Y+Rc), s	5.5	5.5	5.5	* 5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	9.5	37.0	9.5	* 39	9.5	37.0	9.5	37.0				
Max Q Clear Time (g_c+I1), s	9.5	20.0	6.3	16.6	7.3	14.9	10.1	11.5				
Green Ext Time (p_c), s	0.0	6.5	0.1	1.6	0.1	5.7	0.0	1.0				

Intersection Summary

HCM 6th Ctrl Delay	31.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	10	925	574	35	45	5
Future Vol, veh/h	10	925	574	35	45	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	279	-	-	283	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	11	1016	631	38	49	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	631	0	-	0	1669 631
Stage 1	-	-	-	-	631 -
Stage 2	-	-	-	-	1038 -
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	951	-	-	0	106 481
Stage 1	-	-	-	0	530 -
Stage 2	-	-	-	0	341 -
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	951	-	-	-	105 481
Mov Cap-2 Maneuver	-	-	-	-	105 -
Stage 1	-	-	-	-	524 -
Stage 2	-	-	-	-	341 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	61.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	951	-	-	105	481
HCM Lane V/C Ratio	0.012	-	-	0.471	0.011
HCM Control Delay (s)	8.8	-	-	66.7	12.6
HCM Lane LOS	A	-	-	F	B
HCM 95th %tile Q(veh)	0	-	-	2.1	0

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑	↗	↘	
Traffic Vol, veh/h	3	915	577	8	13	5
Future Vol, veh/h	3	915	577	8	13	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	-	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	3	1028	648	9	15	6

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	657	0	-	0	1682 648
Stage 1	-	-	-	-	648 -
Stage 2	-	-	-	-	1034 -
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	931	-	-	-	104 470
Stage 1	-	-	-	-	521 -
Stage 2	-	-	-	-	343 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	931	-	-	-	103 470
Mov Cap-2 Maneuver	-	-	-	-	103 -
Stage 1	-	-	-	-	517 -
Stage 2	-	-	-	-	343 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	37.1
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	931	-	-	-	132
HCM Lane V/C Ratio	0.004	-	-	-	0.153
HCM Control Delay (s)	8.9	0	-	-	37.1
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑		↑
Traffic Vol, veh/h	893	116	12	558	0	61
Future Vol, veh/h	893	116	12	558	0	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	175	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	4	2	2	4	2	2
Mvmt Flow	1026	133	14	641	0	70

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1026
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.12	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.218	-
Pot Cap-1 Maneuver	-	677	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	677	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	21.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	285	-	-	677	-
HCM Lane V/C Ratio	0.246	-	-	0.02	-
HCM Control Delay (s)	21.7	-	-	10.4	0
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-

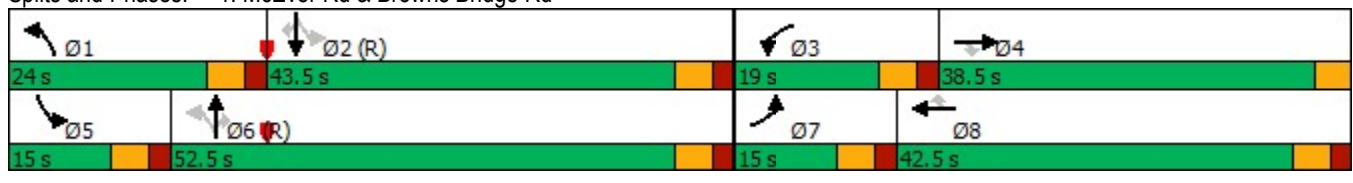
Timings
1: McEver Rd & Browns Bridge Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	218	451	298	352	573	67	489	858	253	167	690	135
Future Volume (vph)	218	451	298	352	573	67	489	858	253	167	690	135
Lane Group Flow (vph)	227	470	310	367	597	70	509	894	264	174	719	141
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases			4			8	6		6	2		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	15.0	38.5	38.5	15.0	42.5	42.5	15.0	41.5	41.5	15.0	42.5	42.5
Total Split (s)	15.0	38.5	38.5	19.0	42.5	42.5	24.0	52.5	52.5	15.0	43.5	43.5
Total Split (%)	12.0%	30.8%	30.8%	15.2%	34.0%	34.0%	19.2%	42.0%	42.0%	12.0%	34.8%	34.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	3.5	3.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.87	0.68	0.58	0.99	0.80	0.15	1.00	0.60	0.32	0.54	0.69	0.24
Control Delay	88.2	50.5	12.4	100.5	54.2	0.6	69.6	30.1	5.7	22.7	42.6	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.2	50.5	12.4	100.5	54.2	0.6	69.6	30.1	5.7	22.7	42.6	3.8
Queue Length 50th (ft)	95	186	30	155	242	0	312	285	13	64	270	0
Queue Length 95th (ft)	#167	228	111	#257	290	0	#627	395	72	115	340	32
Internal Link Dist (ft)		643			503			880			613	
Turn Bay Length (ft)	327		279	270			523		202	198		231
Base Capacity (vph)	260	944	634	370	998	585	508	1491	824	328	1035	596
Starvation Cap Reductn	0	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	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.50	0.49	0.99	0.60	0.12	1.00	0.60	0.32	0.53	0.69	0.24

Intersection Summary

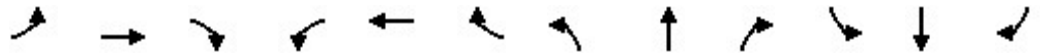
Cycle Length: 125
 Actuated Cycle Length: 125
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 135
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: McEver Rd & Browns Bridge Rd



HCM 6th Signalized Intersection Summary
 1: McEver Rd & Browns Bridge Rd

2b No Build 2028 PM
 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↔↔	↑↑	↗	↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (veh/h)	218	451	298	352	573	67	489	858	253	167	690	135
Future Volume (veh/h)	218	451	298	352	573	67	489	858	253	167	690	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1796	1870	1870	1796	1870	1870	1811	1870	1870	1811	1870
Adj Flow Rate, veh/h	227	470	0	367	597	0	509	894	0	174	719	0
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	7	2	2	7	2	2	6	2	2	6	2
Cap, veh/h	263	578		373	687		497	1630		368	1372	
Arrive On Green	0.08	0.17	0.00	0.11	0.20	0.00	0.15	0.47	0.00	0.07	0.40	0.00
Sat Flow, veh/h	3456	3413	1585	3456	3413	1585	1781	3441	1585	1781	3441	1585
Grp Volume(v), veh/h	227	470	0	367	597	0	509	894	0	174	719	0
Grp Sat Flow(s),veh/h/ln	1728	1706	1585	1728	1706	1585	1781	1721	1585	1781	1721	1585
Q Serve(g_s), s	8.1	16.6	0.0	13.2	21.2	0.0	18.5	23.1	0.0	7.1	19.9	0.0
Cycle Q Clear(g_c), s	8.1	16.6	0.0	13.2	21.2	0.0	18.5	23.1	0.0	7.1	19.9	0.0
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	263	578		373	687		497	1630		368	1372	
V/C Ratio(X)	0.86	0.81		0.98	0.87		1.02	0.55		0.47	0.52	
Avail Cap(c_a), veh/h	263	956		373	1010		497	1630		373	1372	
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(l)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.1	50.0	0.0	55.6	48.3	0.0	24.8	23.4	0.0	20.4	28.6	0.0
Incr Delay (d2), s/veh	24.5	2.8	0.0	42.0	5.7	0.0	46.6	1.3	0.0	0.9	1.4	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	4.4	7.1	0.0	7.8	9.3	0.0	14.4	9.2	0.0	2.9	8.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.6	52.9	0.0	97.6	54.0	0.0	71.4	24.7	0.0	21.3	30.0	0.0
LnGrp LOS	F	D		F	D		F	C		C	C	
Approach Vol, veh/h		697			964			1403			893	
Approach Delay, s/veh		62.2			70.6			41.6			28.3	
Approach LOS		E			E			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	55.3	19.0	26.7	14.6	64.7	15.0	30.7				
Change Period (Y+Rc), s	5.5	5.5	5.5	* 5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	18.5	38.0	13.5	* 35	9.5	47.0	9.5	37.0				
Max Q Clear Time (g_c+I1), s	20.5	21.9	15.2	18.6	9.1	25.1	10.1	23.2				
Green Ext Time (p_c), s	0.0	5.4	0.0	1.6	0.0	8.0	0.0	2.0				

Intersection Summary

HCM 6th Ctrl Delay	49.3
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
- Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	7	914	1135	42	24	10
Future Vol, veh/h	7	914	1135	42	24	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	279	-	-	283	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	7	933	1158	43	24	10

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1158	0	-	0	2105 1158
Stage 1	-	-	-	-	1158 -
Stage 2	-	-	-	-	947 -
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	603	-	-	0	57 239
Stage 1	-	-	-	0	299 -
Stage 2	-	-	-	0	377 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	603	-	-	-	56 239
Mov Cap-2 Maneuver	-	-	-	-	56 -
Stage 1	-	-	-	-	295 -
Stage 2	-	-	-	-	377 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	85.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	603	-	-	56	239
HCM Lane V/C Ratio	0.012	-	-	0.437	0.043
HCM Control Delay (s)	11	-	-	112	20.7
HCM Lane LOS	B	-	-	F	C
HCM 95th %tile Q(veh)	0	-	-	1.6	0.1

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑	↗	↘	
Traffic Vol, veh/h	5	900	1127	18	10	2
Future Vol, veh/h	5	900	1127	18	10	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	5	928	1162	19	10	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1181	0	-	0	2100 1162
Stage 1	-	-	-	-	1162 -
Stage 2	-	-	-	-	938 -
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	591	-	-	-	57 237
Stage 1	-	-	-	-	298 -
Stage 2	-	-	-	-	381 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	591	-	-	-	56 237
Mov Cap-2 Maneuver	-	-	-	-	56 -
Stage 1	-	-	-	-	293 -
Stage 2	-	-	-	-	381 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	74.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	591	-	-	-	64
HCM Lane V/C Ratio	0.009	-	-	-	0.193
HCM Control Delay (s)	11.1	0	-	-	74.3
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	0.7

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑		↑
Traffic Vol, veh/h	892	188	20	1121	0	43
Future Vol, veh/h	892	188	20	1121	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	175	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	4	2	2	4	2	2
Mvmt Flow	910	192	20	1144	0	44

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	910	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-
Pot Cap-1 Maneuver	-	-	748	-	0
Stage 1	-	-	-	-	0
Stage 2	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	748	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	17.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	333	-	-	748	-
HCM Lane V/C Ratio	0.132	-	-	0.027	-
HCM Control Delay (s)	17.4	-	-	9.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

FUTURE "BUILD" INTERSECTION ANALYSIS

Timings

1: McEver Rd & Browns Bridge Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖	↑↑	↖	↖	↑↑	↖
Traffic Volume (vph)	233	420	258	124	283	85	242	617	248	163	779	114
Future Volume (vph)	233	420	258	124	283	85	242	617	248	163	779	114
Lane Group Flow (vph)	251	452	277	133	304	91	260	663	267	175	838	123
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases			4			8	6		6	2		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	15.0	38.5	38.5	15.0	42.5	42.5	15.0	41.5	41.5	15.0	42.5	42.5
Total Split (s)	15.0	42.5	42.5	15.0	42.5	42.5	15.0	42.5	42.5	15.0	42.5	42.5
Total Split (%)	13.0%	37.0%	37.0%	13.0%	37.0%	37.0%	13.0%	37.0%	37.0%	13.0%	37.0%	37.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	3.5	3.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.89	0.71	0.57	0.50	0.55	0.25	0.56	0.42	0.30	0.39	0.66	0.18
Control Delay	83.7	50.0	13.6	57.7	47.0	4.0	17.4	22.7	3.7	14.8	33.5	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.7	50.0	13.6	57.7	47.0	4.0	17.4	22.7	3.7	14.8	33.5	5.1
Queue Length 50th (ft)	96	166	31	49	108	0	84	167	0	54	265	0
Queue Length 95th (ft)	#171	209	107	81	145	20	162	256	53	100	369	39
Internal Link Dist (ft)		643			503			880			613	
Turn Bay Length (ft)	327		279	270			523		202	198		231
Base Capacity (vph)	283	1144	687	283	1085	596	466	1595	883	453	1279	674
Starvation Cap Reductn	0	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	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.40	0.40	0.47	0.28	0.15	0.56	0.42	0.30	0.39	0.66	0.18

Intersection Summary

Cycle Length: 115

Actuated Cycle Length: 115

Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

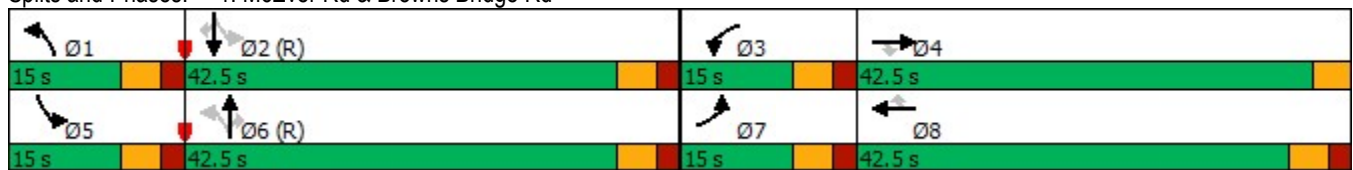
Natural Cycle: 115

Control Type: Actuated-Coordinated

95th percentile volume exceeds capacity, queue may be longer.

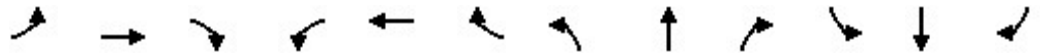
Queue shown is maximum after two cycles.

Splits and Phases: 1: McEver Rd & Browns Bridge Rd



HCM 6th Signalized Intersection Summary
 1: McEver Rd & Browns Bridge Rd

3a Build 2028 AM
 03/21/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↔	↔↔	↑↑	↔	↔	↑↑	↔	↔	↑↑	↔
Traffic Volume (veh/h)	233	420	258	124	283	85	242	617	248	163	779	114
Future Volume (veh/h)	233	420	258	124	283	85	242	617	248	163	779	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1796	1870	1870	1796	1870	1870	1811	1870	1870	1811	1870
Adj Flow Rate, veh/h	251	452	0	133	304	0	260	663	0	175	838	0
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, %	2	7	2	2	7	2	2	6	2	2	6	2
Cap, veh/h	285	546		191	452		442	1822		499	1758	
Arrive On Green	0.08	0.16	0.00	0.06	0.13	0.00	0.08	0.53	0.00	0.06	0.51	0.00
Sat Flow, veh/h	3456	3413	1585	3456	3413	1585	1781	3441	1585	1781	3441	1585
Grp Volume(v), veh/h	251	452	0	133	304	0	260	663	0	175	838	0
Grp Sat Flow(s),veh/h/ln	1728	1706	1585	1728	1706	1585	1781	1721	1585	1781	1721	1585
Q Serve(g_s), s	8.3	14.7	0.0	4.3	9.8	0.0	8.0	12.9	0.0	5.3	18.1	0.0
Cycle Q Clear(g_c), s	8.3	14.7	0.0	4.3	9.8	0.0	8.0	12.9	0.0	5.3	18.1	0.0
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	285	546		191	452		442	1822		499	1758	
V/C Ratio(X)	0.88	0.83		0.70	0.67		0.59	0.36		0.35	0.48	
Avail Cap(c_a), veh/h	285	1157		285	1098		442	1822		532	1758	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	52.2	46.8	0.0	53.4	47.5	0.0	13.5	15.8	0.0	12.2	18.2	0.0
Incr Delay (d2), s/veh	25.4	3.3	0.0	4.6	1.7	0.0	2.0	0.6	0.0	0.4	0.9	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	4.5	6.3	0.0	2.0	4.1	0.0	3.1	4.9	0.0	2.0	6.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.6	50.1	0.0	57.9	49.3	0.0	15.5	16.3	0.0	12.6	19.1	0.0
LnGrp LOS	E	D		E	D		B	B		B	B	
Approach Vol, veh/h		703			437			923			1013	
Approach Delay, s/veh		59.9			51.9			16.1			18.0	
Approach LOS		E			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	64.3	11.8	23.9	12.9	66.4	15.0	20.7				
Change Period (Y+Rc), s	5.5	5.5	5.5	* 5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	9.5	37.0	9.5	* 39	9.5	37.0	9.5	37.0				
Max Q Clear Time (g_c+I1), s	10.0	20.1	6.3	16.7	7.3	14.9	10.3	11.8				
Green Ext Time (p_c), s	0.0	6.5	0.1	1.6	0.1	5.7	0.0	1.1				

Intersection Summary

HCM 6th Ctrl Delay	31.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	10	939	601	35	45	5
Future Vol, veh/h	10	939	601	35	45	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	279	-	-	283	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	11	1032	660	38	49	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	660	0	-	0	1714 660
Stage 1	-	-	-	-	660 -
Stage 2	-	-	-	-	1054 -
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	928	-	-	0	99 463
Stage 1	-	-	-	0	514 -
Stage 2	-	-	-	0	335 -
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	928	-	-	-	98 463
Mov Cap-2 Maneuver	-	-	-	-	98 -
Stage 1	-	-	-	-	508 -
Stage 2	-	-	-	-	335 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	68.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	928	-	-	98	463
HCM Lane V/C Ratio	0.012	-	-	0.505	0.012
HCM Control Delay (s)	8.9	-	-	74.4	12.9
HCM Lane LOS	A	-	-	F	B
HCM 95th %tile Q(veh)	0	-	-	2.2	0

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑	↗	↘	
Traffic Vol, veh/h	14	915	577	35	27	11
Future Vol, veh/h	14	915	577	35	27	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	16	1028	648	39	30	12

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	687	0	-	0	1708 648
Stage 1	-	-	-	-	648 -
Stage 2	-	-	-	-	1060 -
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	907	-	-	-	100 470
Stage 1	-	-	-	-	521 -
Stage 2	-	-	-	-	333 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	907	-	-	-	96 470
Mov Cap-2 Maneuver	-	-	-	-	96 -
Stage 1	-	-	-	-	500 -
Stage 2	-	-	-	-	333 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	48.1
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	907	-	-	-	125
HCM Lane V/C Ratio	0.017	-	-	-	0.342
HCM Control Delay (s)	9	0	-	-	48.1
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	1.4

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑		↑
Traffic Vol, veh/h	903	116	13	563	0	63
Future Vol, veh/h	903	116	13	563	0	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	175	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	4	2	2	4	2	2
Mvmt Flow	1038	133	15	647	0	72

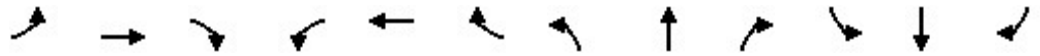
Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1038
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	670
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	670
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	22.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	280	-	-	670	-
HCM Lane V/C Ratio	0.259	-	-	0.022	-
HCM Control Delay (s)	22.3	-	-	10.5	0
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	1	-	-	0.1	-

Timings

1: McEver Rd & Browns Bridge Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖↗	↑↑	↖	↖	↑↑	↖	↖	↑↑	↖
Traffic Volume (vph)	225	458	308	352	579	67	498	858	253	167	690	141
Future Volume (vph)	225	458	308	352	579	67	498	858	253	167	690	141
Lane Group Flow (vph)	234	477	321	367	603	70	519	894	264	174	719	147
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases			4			8	6		6	2		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	15.0	38.5	38.5	15.0	42.5	42.5	15.0	41.5	41.5	15.0	42.5	42.5
Total Split (s)	15.0	38.5	38.5	19.0	42.5	42.5	24.0	52.5	52.5	15.0	43.5	43.5
Total Split (%)	12.0%	30.8%	30.8%	15.2%	34.0%	34.0%	19.2%	42.0%	42.0%	12.0%	34.8%	34.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	3.5	3.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.90	0.68	0.60	0.99	0.80	0.15	1.03	0.60	0.32	0.54	0.69	0.25
Control Delay	92.4	50.5	13.5	100.5	54.1	0.6	76.4	30.2	5.8	22.9	42.6	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	0.0
Total Delay	92.4	50.5	13.5	100.5	54.1	0.6	76.4	30.2	5.8	22.9	42.6	4.4
Queue Length 50th (ft)	98	189	38	155	244	0	~346	286	13	64	270	0
Queue Length 95th (ft)	#174	232	122	#257	292	0	#649	395	72	116	340	37
Internal Link Dist (ft)		643			503			880			613	
Turn Bay Length (ft)	327		279	270			523		202	198		231
Base Capacity (vph)	260	944	634	370	998	585	505	1485	823	327	1035	596
Starvation Cap Reductn	0	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	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.51	0.51	0.99	0.60	0.12	1.03	0.60	0.32	0.53	0.69	0.25

Intersection Summary

Cycle Length: 125

Actuated Cycle Length: 125

Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

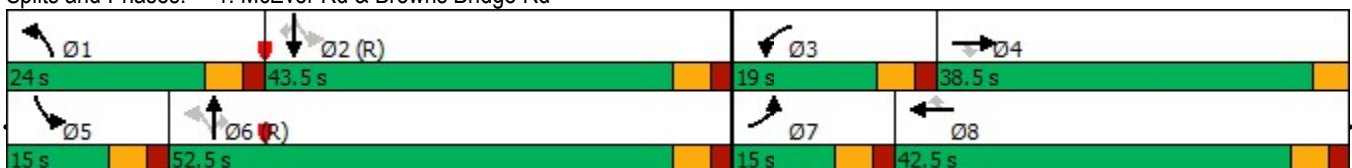
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: McEver Rd & Browns Bridge Rd



HCM 6th Signalized Intersection Summary
 1: McEver Rd & Browns Bridge Rd

3b Build 2028 PM
 03/21/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	458	308	352	579	67	498	858	253	167	690	141
Future Volume (veh/h)	225	458	308	352	579	67	498	858	253	167	690	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1796	1870	1870	1796	1870	1870	1811	1870	1870	1811	1870
Adj Flow Rate, veh/h	234	477	0	367	603	0	519	894	0	174	719	0
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	7	2	2	7	2	2	6	2	2	6	2
Cap, veh/h	263	584		373	693		495	1623		366	1366	
Arrive On Green	0.08	0.17	0.00	0.11	0.20	0.00	0.15	0.47	0.00	0.07	0.40	0.00
Sat Flow, veh/h	3456	3413	1585	3456	3413	1585	1781	3441	1585	1781	3441	1585
Grp Volume(v), veh/h	234	477	0	367	603	0	519	894	0	174	719	0
Grp Sat Flow(s),veh/h/ln	1728	1706	1585	1728	1706	1585	1781	1721	1585	1781	1721	1585
Q Serve(g_s), s	8.4	16.8	0.0	13.2	21.4	0.0	18.5	23.2	0.0	7.2	19.9	0.0
Cycle Q Clear(g_c), s	8.4	16.8	0.0	13.2	21.4	0.0	18.5	23.2	0.0	7.2	19.9	0.0
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	263	584		373	693		495	1623		366	1366	
V/C Ratio(X)	0.89	0.82		0.98	0.87		1.05	0.55		0.47	0.53	
Avail Cap(c_a), veh/h	263	956		373	1010		495	1623		371	1366	
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.2	49.9	0.0	55.6	48.2	0.0	24.9	23.6	0.0	20.5	28.7	0.0
Incr Delay (d2), s/veh	29.1	2.9	0.0	42.0	5.8	0.0	53.4	1.4	0.0	1.0	1.5	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	4.6	7.2	0.0	7.8	9.4	0.0	15.4	9.2	0.0	2.9	8.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.4	52.8	0.0	97.6	54.1	0.0	78.3	24.9	0.0	21.5	30.2	0.0
LnGrp LOS	F	D		F	D		F	C		C	C	
Approach Vol, veh/h		711			970			1413			893	
Approach Delay, s/veh		63.9			70.5			44.5			28.5	
Approach LOS		E			E			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	55.1	19.0	26.9	14.7	64.5	15.0	30.9				
Change Period (Y+Rc), s	5.5	5.5	5.5	* 5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	18.5	38.0	13.5	* 35	9.5	47.0	9.5	37.0				
Max Q Clear Time (g_c+I1), s	20.5	21.9	15.2	18.8	9.2	25.2	10.4	23.4				
Green Ext Time (p_c), s	0.0	5.4	0.0	1.6	0.0	8.0	0.0	2.0				

Intersection Summary

HCM 6th Ctrl Delay	50.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
 Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗	↗	↘	↘	↘
Traffic Vol, veh/h	7	938	1156	42	24	10
Future Vol, veh/h	7	938	1156	42	24	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	279	-	-	283	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	7	957	1180	43	24	10

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1180	0	-	0	2151 1180
Stage 1	-	-	-	-	1180 -
Stage 2	-	-	-	-	971 -
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	592	-	-	0	53 232
Stage 1	-	-	-	0	292 -
Stage 2	-	-	-	0	367 -
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	592	-	-	-	52 232
Mov Cap-2 Maneuver	-	-	-	-	52 -
Stage 1	-	-	-	-	288 -
Stage 2	-	-	-	-	367 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	94.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	592	-	-	52	232
HCM Lane V/C Ratio	0.012	-	-	0.471	0.044
HCM Control Delay (s)	11.2	-	-	125	21.2
HCM Lane LOS	B	-	-	F	C
HCM 95th %tile Q(veh)	0	-	-	1.8	0.1

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↑	↗	↘	
Traffic Vol, veh/h	14	900	1127	39	34	12
Future Vol, veh/h	14	900	1127	39	34	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	14	928	1162	40	35	12

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1202	0	-	0	2118 1162
Stage 1	-	-	-	-	1162 -
Stage 2	-	-	-	-	956 -
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	581	-	-	-	55 237
Stage 1	-	-	-	-	298 -
Stage 2	-	-	-	-	373 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	581	-	-	-	52 237
Mov Cap-2 Maneuver	-	-	-	-	52 -
Stage 1	-	-	-	-	283 -
Stage 2	-	-	-	-	373 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	147.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	581	-	-	-	65
HCM Lane V/C Ratio	0.025	-	-	-	0.73
HCM Control Delay (s)	11.4	0	-	-	147.5
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	3.3

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑		↑
Traffic Vol, veh/h	900	188	22	1130	0	45
Future Vol, veh/h	900	188	22	1130	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	175	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	4	2	2	4	2	2
Mvmt Flow	918	192	22	1153	0	46

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	918
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.12	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.218	-
Pot Cap-1 Maneuver	-	743	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	743	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	17.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	329	-	-	743	-
HCM Lane V/C Ratio	0.14	-	-	0.03	-
HCM Control Delay (s)	17.7	-	-	10	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

HCM 6th TWSC
3: Browns Bridge Rd & Ivey Rd

03/21/2025

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	915	577	35	27	11
Future Vol, veh/h	14	915	577	35	27	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	285	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	16	1028	648	39	30	12

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	687	0	-	0	1708 648
Stage 1	-	-	-	-	648 -
Stage 2	-	-	-	-	1060 -
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	907	-	-	-	100 470
Stage 1	-	-	-	-	521 -
Stage 2	-	-	-	-	333 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	907	-	-	-	98 470
Mov Cap-2 Maneuver	-	-	-	-	98 -
Stage 1	-	-	-	-	512 -
Stage 2	-	-	-	-	333 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	42.4
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	907	-	-	-	138
HCM Lane V/C Ratio	0.017	-	-	-	0.309
HCM Control Delay (s)	9	-	-	-	42.4
HCM Lane LOS	A	-	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	1.2

HCM 6th TWSC
3: Browns Bridge Rd & Ivey Rd

03/21/2025

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	900	1127	39	34	12
Future Vol, veh/h	14	900	1127	39	34	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	285	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	14	928	1162	40	35	12

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1202	0	-	0	2118 1162
Stage 1	-	-	-	-	1162 -
Stage 2	-	-	-	-	956 -
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	581	-	-	-	55 237
Stage 1	-	-	-	-	298 -
Stage 2	-	-	-	-	373 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	581	-	-	-	54 237
Mov Cap-2 Maneuver	-	-	-	-	54 -
Stage 1	-	-	-	-	291 -
Stage 2	-	-	-	-	373 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	119.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	581	-	-	-	73
HCM Lane V/C Ratio	0.025	-	-	-	0.65
HCM Control Delay (s)	11.4	-	-	-	119.1
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	2.9

TRAFFIC VOLUME WORKSHEETS

25-026 Lake Lanier Resort on Ivey Road - Gainesville, GA - TIS
Traffic Volumes

A&R Engineering
March 2025

1. SR 53 @ SR 369

A.M. Peak Hour

Condition	SR 53 (McEver Road)				SR 53 (McEver Road)				SR 369 (Browns Bridge Road)				SR 369 (Browns Bridge Road)			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
2024 Traffic Counts:	222	593	239	1054	156	749	102	1007	220	400	243	863	119	264	82	465
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
Projected 2025 Volumes:	224	599	241	1064	158	756	103	1017	222	404	245	871	120	267	83	470
No-Build 2028 Volumes:	231	617	248	1096	163	779	106	1048	229	416	252	897	124	275	85	484
Total New Trips:	11	0	0	11	0	0	8	8	4	4	6	14	0	8	0	8
Future 2028 Traffic Volumes:	242	617	248	1107	163	779	114	1056	233	420	258	911	124	283	85	492

P.M. Peak Hour

Condition	SR 53 (McEver Road)				SR 53 (McEver Road)				SR 369 (Browns Bridge Road)				SR 369 (Browns Bridge Road)			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
2024 Traffic Counts:	470	825	244	1539	160	663	130	953	210	434	286	930	339	550	64	953
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
Projected 2025 Volumes:	475	833	246	1554	162	670	131	963	212	438	289	939	342	556	65	963
No-Build 2028 Volumes:	489	858	253	1600	167	690	135	992	218	451	298	967	352	573	67	992
Total New Trips:	9	0	0	9	0	0	6	6	7	7	10	24	0	6	0	6
Future 2028 Traffic Volumes:	498	858	253	1609	167	690	141	998	225	458	308	991	352	579	67	998

25-026 Lake Lanier Resort on Ivey Road - Gainesville, GA - TIS
Traffic Volumes

A&R Engineering
March 2025

2. SR 369 @ Cresswind Pkwy

A.M. Peak Hour

Condition	-				Cresswind Parkway				SR 369 (Browns Bridge Road)				SR 369 (Browns Bridge Road)			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
2024 Traffic Counts:	0	0	0	0	44	0	5	49	10	889	0	899	0	551	34	585
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
Projected 2025 Volumes:	0	0	0	0	44	0	5	49	10	898	0	908	0	557	34	591
No-Build 2028 Volumes:	0	0	0	0	45	0	5	50	10	925	0	935	0	574	35	609
Total New Trips:	0	0	0	0	0	0	0	0	0	14	0	14	0	27	0	27
Future 2028 Traffic Volumes:	0	0	0	0	45	0	5	50	10	939	0	949	0	601	35	636

P.M. Peak Hour

Condition	-				Cresswind Parkway				SR 369 (Browns Bridge Road)				SR 369 (Browns Bridge Road)			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
2024 Traffic Counts:	0	0	0	0	23	0	10	33	7	878	0	885	0	1091	41	1132
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
Projected 2025 Volumes:	0	0	0	0	23	0	10	33	7	887	0	894	0	1102	41	1143
No-Build 2028 Volumes:	0	0	0	0	24	0	10	34	7	914	0	921	0	1135	42	1177
Total New Trips:	0	0	0	0	0	0	0	0	0	24	0	24	0	21	0	21
Future 2028 Traffic Volumes:	0	0	0	0	24	0	10	34	7	938	0	945	0	1156	42	1198

25-026 Lake Lanier Resort on Ivey Road - Gainesville, GA - TIS
Traffic Volumes

A&R Engineering
March 2025

3. SR 369 @ Ivey Road

A.M. Peak Hour

Condition	-				Ivey Road				SR 369 (Browns Bridge Road)				SR 369 (Browns Bridge Road)			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
2024 Traffic Counts:	0	0	0	0	13	0	5	18	3	879	0	882	0	554	8	562
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
Projected 2025 Volumes:	0	0	0	0	13	0	5	18	3	888	0	891	0	560	8	568
No-Build 2028 Volumes:	0	0	0	0	13	0	5	18	3	915	0	918	0	577	8	585
Total New Trips:	0	0	0	0	14	0	6	20	11	0	0	11	0	0	27	27
Future 2028 Traffic Volumes:	0	0	0	0	27	0	11	38	14	915	0	929	0	577	35	612

P.M. Peak Hour

Condition	-				Ivey Road				SR 369 (Browns Bridge Road)				SR 369 (Browns Bridge Road)			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
2024 Traffic Counts:	0	0	0	0	10	0	2	12	5	865	0	870	0	1083	17	1100
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
Projected 2025 Volumes:	0	0	0	0	10	0	2	12	5	874	0	879	0	1094	17	1111
No-Build 2028 Volumes:	0	0	0	0	10	0	2	12	5	900	0	905	0	1127	18	1145
Total New Trips:	0	0	0	0	24	0	10	34	9	0	0	9	0	0	21	21
Future 2028 Traffic Volumes:	0	0	0	0	34	0	12	46	14	900	0	914	0	1127	39	1166

25-026 Lake Lanier Resort on Ivey Road - Gainesville, GA - TIS
Traffic Volumes

A&R Engineering
March 2025

4. SR 369 @ Montgomery Drive

A.M. Peak Hour

Condition	Montgomery Drive				-				SR 369 (Browns Bridge Road)				SR 369 (Browns Bridge Road)			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
2024 Traffic Counts:	2	0	56	58	0	0	0	0	0	858	112	970	12	537	0	549
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
Projected 2025 Volumes:	2	0	57	59	0	0	0	0	0	867	113	980	12	542	0	554
No-Build 2028 Volumes:	2	0	59	61	0	0	0	0	0	893	116	1009	12	558	0	570
Total New Trips:	0	0	2	2	0	0	0	0	0	10	0	10	1	5	0	6
Future 2028 Traffic Volumes:	2	0	61	63	0	0	0	0	0	903	116	1019	13	563	0	576

P.M. Peak Hour

Condition	Montgomery Drive				-				SR 369 (Browns Bridge Road)				SR 369 (Browns Bridge Road)			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
2024 Traffic Counts:	2	0	40	42	0	0	0	0	0	857	181	1038	19	1077	0	1096
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
Projected 2025 Volumes:	2	0	40	42	0	0	0	0	0	866	183	1049	19	1088	0	1107
No-Build 2028 Volumes:	2	0	41	43	0	0	0	0	0	892	188	1080	20	1121	0	1141
Total New Trips:	0	0	2	2	0	0	0	0	0	8	0	8	2	9	0	11
Future 2028 Traffic Volumes:	2	0	43	45	0	0	0	0	0	900	188	1088	22	1130	0	1152



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: March 12, 2026
Date Submitted: March 16, 2026
Final Approval Date: March 16, 2026
Presenter: Abb Hayes, City Attorney
Item of Business: Request from **Greg Loyd** to annex a 0.23± acre tract located on the south side of West Side Drive, between Pearl Nix Parkway and Tate Street (a/k/a **1507 West Side Drive**) and to establish a zoning of Residential-II (R-II). **Ward Number: Five.** Tax Parcel Number(s): 00-126-004-003. **Request: Duplex apartment.**

- Proposed Annexation Ordinance 2026-09
- Proposed Zoning Ordinance 2026-10

Meeting Date: March 17, 2026

Purpose of Request:

To conduct a public hearing regarding the following zoning request as presented at the February 10, 2026, Planning and Appeals Board meeting.

Facts & Issues / History & Background:

The applicant is proposing to annex the subject property with a zoning of Residential-II (R-II). The intent is to develop the subject property for a duplex apartment on city sewer. The property is undeveloped and is adjacent to the city limits to the north and east. Access is proposed from West Side Drive. Each duplex unit is three stories in height, 2,360 square feet of heated floor space with 3 bedrooms and 3 bathrooms, and a one-car garage.

The adjacent uses include established single-family homes, duplex homes and a retail strip center.

Department Recommendation:

Staff and PAB recommended approval with seven conditions. See the PAB Recommendation report for details and excerpts from the meeting minutes.

SAMPLE MOTIONS:

Approval of Ordinance 2026-09:

I move to approve the ordinance to annex the subject property for a duplex apartment as presented.

Approval of Ordinance 2026-10:

I move to approve the ordinance to establish zoning as Residential-II (R-II) with seven conditions as presented.

Denial of the Request:

I move to deny the request.

Department Director:

Rusty Ligon

If funding is involved, are funds approved within the current budget? No

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

1. CC Legal Ad
2. PAB Recommendation Report
3. Proposed Annexation Ordinance 2026-09
4. Proposed Zoning Ordinance 2026-10
5. Location maps
6. Narrative
7. Site Plan
8. Survey
9. Architectural rendering

2026CV000221

NOTICE OF PETITION TO CHANGE NAME OF ADULT
Petitioner filed a petition in Hall County Superior Court on February 4th, 2026, to change Petitioner's name from Anna Gabrielle Kesler to Anna Gabrielle Miller. Any interested party has the right to appear in this case and file objections within 30 days after the petition was filed. Date: February 5th, 2026
Anna Gabrielle Kesler, Pro se
Name: Anna Gabrielle Kesler
Address: 6726 Birch Bark Way Flowery Branch, GA 30542
Phone: 770-876-9655
E-mail: elliekesler11@gmail.com
156872 2/18, 25, 3/4, 11

Public Hearings

The City of Buford Planning and Zoning Board will meet on Tuesday, March 10, 2026 at 7:00 p.m. and the Buford City Commission will meet on Monday, April 6, 2026 at 7:00 p.m. at Buford City Hall, 2300 Buford Highway, Buford, Georgia 30518 to consider a special use permit at 942 Gainesville Highway for Thomas Lin. The special use permit requested is to allow a used car lot and automotive repair.
156950 2/18, 25, 3/4, 11, 18, 25

NOTICE OF PUBLIC HEARING ON PROPOSED AMENDMENTS TO THE GAINESVILLE ZONING MAP
Notice is hereby given that the **Gainesville City Council** will conduct a public hearing on **Tuesday, March 17, 2026 at 5:30 p.m. in the Municipal Courtroom** of the Roy Franklin Hooper, Jr. Public Safety Building, 701 Queen City Parkway in Gainesville on the following requests:

1) Request from **Capstone Property Group** to amend an existing Planned Unit Development (P-U-D) zoning on a 38.531± acres tract located on the northeast side of Ivey Road at its terminus, having road frontage on Lost River Drive and Lost River Lane (a/k/a **3058 and 3070 Ivey Road, SW; 3002, 3005, 3006, 3010, 3011, 3014, 3015, 3018, 3021, 3022, 3025, 3029, 3032, 3035, 3036, 3040 and 3044 Lost River Drive, SW; 3003, 3008, 3012 and 3030 Lost River Lane, SW**).
Ward Number: Four
Tax Parcel Number(s): 08-020-000-028, 038, 039, 040, 041, 042, 043, 044, 045, 046, 047, 048, 049, 050, 051, 052, 053, 054, 055, 056, 057, 058 and 059
Request: Luxury hotel resort and residential

2) Request from **Greg Loyd** to annex a 0.23± acre tract located on the south side of West Side Drive, between Pearl Nix Parkway and Tate Street (a/k/a **1507 West Side Drive**) and to establish a zoning of Residential-II (R-II).
Ward Number: Five
Tax Parcel Number(s): 00-126-004-003
Request: Duplex apartment
Additional information is available from the Community and Economic Development Department, Planning Division, by calling 770-531-6570.
NOTE: In accordance with Georgia law, anyone who wishes to express opposition to the proposed zoning action, and has made, within two years immediately preceding the filing of the proposed zoning action, campaign contributions aggregating \$250 or more to a local government official who will consider the application, shall file a disclosure of contribution(s) with the Planning Division at least five (5) days prior to the first reading of the proposed zoning action by the City Council. (OCGA §36-67A-3 (c))
157343 2/25

NOTICE OF PUBLIC HEARING UPON APPLICATION FOR ANNEXATION AND REZONING
Pursuant to O.C.G.A. § 36-36-1 et seq. and O.C.G.A. § 36-36-20 et seq., notice is hereby given that the City of Buford, a Georgia Municipal Corporation, will hold a public hearing to evaluate the applications of certain landowners, more fully set forth on Exhibit "A", to annex and zone property to the corporate limits of the City of Buford as provided in O.C.G.A. § 36-36-20 which is contiguous to the existing limits. The property

proposed for annexation and rezoning is contiguous to the present corporate limits of the City of Buford and is more particularly described in Exhibit "A" attached hereto.

The City of Buford Planning Commission will hold a public hearing and make recommendation on such application for annexation and rezoning on Tuesday, February 10, 2026, at 7:00 pm, Buford City Hall, 2300 Buford Highway, Buford, Gwinnett County, Georgia 30518.

The Buford City Commission will hold a public hearing to discuss and pass upon the proposed applications for annexation and rezoning on Monday, March 2, 2026 at 7:00pm, Buford City Hall, 2300 Buford Highway, Buford, Gwinnett County, Georgia 30518.

This 12th day of January, 2026.

CHANDLER, BRITT & JAY, LLC
City Attorneys

EXHIBIT "A"
OWNER: TIPTON HOME BUILDERS, LLC
CURRENTLY ZONED: R-3
PROPOSED ZONING: R-100
LOCATION: 458 THUNDER RD

All that tract or parcel of land lying and being in Land Lot 299, 1" Section of the 7w Land District, Hall County, Georgia and being more particularly described as follows: To find the True Point of Beginning, begin a Point formed by the intersection of the Northerly Right-of-Way of Thunder Road (apparent Right-of-Way varies) and the Easterly Right-of-Way of Parkway Industrial Park Drive (apparent 60' Right-of-Way); THENCE following along the Northerly Right-of-Way of Thunder Road (apparent Right-of-Way varies) for the next ten (10) calls, with a curve turning the left, with an arc length of 96.23 feet, with a radius of 367.74 feet, with a chord bearing of North 40 degrees 44 minutes 30 seconds East, and with a chord distance of 95.96 feet to a Point; THENCE with a curve turning to the left, with an arc length of 16.58 feet, with a radius of 367.74 feet, with a chord bearing of North 31 degrees 57 minutes 13 seconds East, and with a chord distance of 16.57 feet to a 1/2" Open Top Pipe; THENCE South 48 degrees 58 minutes 33 seconds West for a distance of 20.75 feet to a Point; THENCE with a curve turning to the left, with an arc length of 40.64 feet, with a radius of 390.30 feet, with a chord bearing of North 28 degrees 25 minutes 51 seconds East for a distance of 40.62 feet to a Point, THENCE North 25 degrees 55 minutes 19 seconds East for a distance of 21.30 feet to a Point; THENCE North 25 degrees 55 minutes 19 seconds East for a distance of 53.70 feet to a Point; THENCE with a curve turning to the left, with an arc length of 33.15 feet, with a radius of 1,105.51 feet, with a chord bearing of North 21 degrees 31 minutes 48 seconds East for a distance of 81.56 feet to a Point; THENCE with a curve turning to the left, with an arc length of 60.46 feet, with a radius of 1,105.51 feet, with a chord bearing of North 17 degrees 07 minutes 23 seconds East, and with a chord distance of 88.45 feet to a Point; THENCE with a curve turning to the left, with an arc length of 60.46 feet, with a radius of 1,105.51 feet, with a chord bearing of North 13 degrees 15 minutes 49 seconds East, and with a chord distance of 60.46 feet to a 1/2" Rebar Found, said Point is the True Point of Beginning. THENCE leaving said Right-of-Way, North 85 degrees 04 minutes 35 seconds West for a distance of 238.25 feet to a Point; THENCE North 29 degrees 43 minutes 35 seconds West for a distance of 100.22 feet to a Point; THENCE North 75 degrees 12 minutes 50 seconds East for a distance of 320.07 feet to a Point along the Easterly Right-of-Way of Thunder Road (apparent Right-of-Way varies); THENCE following along the Easterly Right-of-Way of Thunder Road (apparent Right-of-Way varies) for the next three (3) calls, with a curve turning to

the right, with an arc length of 99.75 feet, with a radius of 1,105.51 feet, with a chord bearing of South 04 degrees 23 minutes 50 seconds West, and with a chord distance of 99.72 feet; THENCE with a curve turning to the right, with an arc length of 75.37 feet, with a radius of 1,105.51 feet, with a chord bearing of South 08 56 minutes 07 seconds West, and with a chord distance of 75.36 feet to a Point; THENCE with a curve turning to the left, with an arc length of 15.59 feet, with a radius of 1,105.51 feet, with a chord bearing of North 11 degrees 17 minutes 33 seconds East, and with a chord distance of 15.59 feet to a 1/2" Rebar Found, said Point is the True Point of Beginning. Said property contains 38,697 square feet, 0.880 acres. Including all easements within.
155913 1/21, 28, 2/4, 11, 18, 25

Public Sales/Auctions

Unit# 9 belonging to Carolyn Watts, Unit #38 belonging to Jennifer Villagomez, Unit #44 belonging to Joseph Inman and Unit #58 & #59 belonging to John McDougald will be emptied and liquidated on February 18, 2026 at 2:00 p.m. D & E Storage has the right to reject and withdraw any and all bids. (tenants have the right to work out up until the time of liquidation)
156951 2/18, 25

Notice of Public Sale
In accordance with Georgia Law Chapter 40-11-5 the following vehicles have been deemed abandoned and will be sold at a public sale on 03/11/2026 at 11:30 am
Said vehicles are located at 2301 Browns Bridge Rd Gainesville, GA 30504
5TFHWSF17CX250071 2012 Toyota Tundra
157043 2/18, 2/25

CITY OF GAINESVILLE ONLINE SURPLUS AUCTION
The City of Gainesville surplus and seized/abandoned items, etc., will be available for purchase on the Internet. Auction items can be viewed online February 20, 2026 until February 27, 2026. Visit www.govdeals.com to view assets and register to bid online. Contact GovDeals Help Desk at 800-613-0156 for help with bid registration. E-mail cbeck@gainesvillega.gov or bcarpio@gainesvillega.gov with questions.
156749 2/11, 18, 25

Pop's Storage and Moving Co will hold a public auction to sell personal property described below belonging to those individuals listed below at the location indicated: 2654 Candler Rd, Gainesville, GA 30507
March 11, 2026 at 12:00pm Unit 513 Jason Garmon Tools, Furniture, Clothing and Household items and Unit 314 Jesus Arteaga Toolbox, Bike, Grill, Tires, and Boots. The auction will be listed and advertised on www.bid13.com. Purchases must be made with cash only and paid at the above referenced facility in order to complete the transaction. Pop's Storage and Moving Co may refuse any bid and may rescind any purchase up until the winning bidder takes possession of the personal property. See manager for details.
157370 2/25, 3/4

Notice of Sale.
Notice is Hereby given that Northeast Georgia Storage Center LLC, intends to sell the personal property described below to enforce a lien imposed on said property pursuant to the Georgia Self-Storage Facility Act, Georgia Code Section 10-4-210 to 10-4-218. The undersigned will sell at public sale by competitive bidding on Friday, March 6, 2026 at 9:00 am on the premises where said property is being stored and which is located at, Northeast Georgia Storage Center, 1980 Delta Drive, Gainesville Georgia 30501, County of Hall, State of

Georgia. 770-536-5173. The personal property found in units: A025 Jamall Murdaugh- Tool Bag; A047 Evelin Perez Juarez- Cabinets, counter tops, commercial refrigerator, small refrigerator; B019 Michelle Tapia - Bags of Clothes, boxes of shoes; D006 Jenista Andrade- Furniture, boxes, totes; D031 Cornell Hendrix Jr.- AC unit, refrigerator, dolly, washer, furniture, boxes, totes; M001 Alia Durham- Clothes; M003 Tiffany Hopkins- Clothes; H005 Teryan Rucker- Porta phone, Hudl sideline press kit box, furniture, boxes. Purchases must be made with cash. All items are sold as is. Sale is subject to cancellation and Tenant has the right to redeem prior to sale.
157012 2/18, 2/25

Notice of Public Sale
In accordance with Georgia Law Chapter 40-11-5 the following vehicles have been deemed abandoned and will be sold at a public sale on 03/11/2026 at 10:00 am
Said vehicles are located at 2035 Memorial Park Dr Gainesville, GA 30504
5TEHN72N22Z883253 2002 Toyota Tacoma
156985 2/18, 2/25

Probate Notices

IN THE PROBATE COURT OF HALL COUNTY STATE OF GEORGIA
IN RE:
Brandon Louis Bowers, DECEASED
ESTATE NO. E-25-711
NOTICE OF PETITION TO FILE FOR YEAR'S SUPPORT
The petition of Heather Rae Lewis, for a Year's Support from the estate of, deceased, for decedent's surviving spouse, having been duly filed, all interested persons are hereby notified to show cause, if any they have, on or before 10:00 a.m. March 11th 2026, why said petition should not be granted.

All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed on or before the time stated in the preceding sentence. All objections should be sworn to before a notary public or before a probate court clerk, and filing fees must be tendered with your objections, unless you qualify to file as an indigent party. Contact probate court personnel for the required amount of filing fees. If any objections are filed, a hearing will be, scheduled at a later date. If no objections are filed the petition may be granted without a hearing.
Mark Loggins
Judge of the Probate Court
By: Shermonte Carley
Clerk of the Probate Court
116 Spring Street First Floor Gainesville, Georgia 30501
Address
770-53-6923
Telephone Number
156797 2/11, 18, 25, 3/4

IN THE PROBATE COURT OF HALL COUNTY STATE OF GEORGIA
IN RE:
Richard Lee Blackwell, DECEASED
ESTATE NO. E-24-790
NOTICE OF PETITION TO FILE FOR YEAR'S SUPPORT
The petition of Luz A. Blackwell, for a Year's Support from the estate of, deceased, for decedent's surviving spouse, having been duly filed, all interested persons are hereby notified to show cause, if any they have, on or before 10:00 a.m. March 11th, 2026, why said petition should not be granted.

All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed on or before the time stated in the preceding sentence. All objections should be sworn to before a notary public or before a probate court clerk, and filing fees must be tendered with your objections, unless you qualify to file as an indigent party. Contact probate court personnel for the required amount of filing fees. If any objections are filed, a hearing will be, scheduled at a later date. If no objections are filed the petition may be granted without a hearing.
Patty Walters Laine
Judge of the Probate Court
By: Shermonte Carley
Clerk of the Probate Court
116 Spring Street First Floor Gainesville, Georgia 30501
Address

770-53-6923
Telephone Number
156798 2/11, 18, 25, 3/4

IN THE PROBATE COURT OF HALL COUNTY STATE OF GEORGIA
IN RE:

James Dee Burris, Sr., DECEASED
ESTATE NO. E-25-725
NOTICE OF PETITION TO FILE FOR YEAR'S SUPPORT
The petition of Lynda Anne Bartosh, for a Year's Support from the estate of, deceased, for decedent's surviving spouse, having been duly filed, all interested persons are hereby notified to show cause, if any they have, on or before 10:00 a.m. March 11th, 2026, why said petition should not be granted.
All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed on or before the time stated in the preceding sentence. All objections should be sworn to before a notary public or before a probate court clerk, and filing fees must be tendered with your objections, unless you qualify to file as an indigent party. Contact probate court personnel for the required amount of filing fees. If any objections are filed, a hearing will be, scheduled at a later date. If no objections are filed the petition may be granted without a hearing.
Mark Loggins
Judge of the Probate Court
By: Shermonte Carley
Clerk of the Probate Court
116 Spring Street First Floor Gainesville, Georgia 30501
Address
770-53-6923
Telephone Number
156837 2/11, 18, 25, 3/4

IN THE PROBATE COURT OF HALL COUNTY STATE OF GEORGIA
IN RE: ESTATE OF Betty O. Bunch, DECEASED
ESTATE NO. E-22-72 8
NOTICE
IN RE: The Petition to Probate Will referenced estate having been duly filed, in Solemn Form in the above-referenced [For use if an heir is required to be served by publication] TO: The Unknown heirs of Larry Tillery

[List here all heirs having unknown addresses to be served by publication] This is to notify you to file objection, if there is any, to the petition to probate will in solemn form, in this Court on or before 10:00 a.m. March 11th, 2026.
BE NOTIFIED FURTHER: All objections to the petition must be in writing, setting forth the grounds of any such objections. All objections should be sworn to before a notary public or before a probate court clerk, and filing fees must be tendered with your objections, unless you qualify to file as an indigent party. Contact probate court personnel for the required amount of filing fees. If any objections are filed, a hearing will be, scheduled at a later date. If no objections are filed, the petition may be granted without a hearing.
Patty Walters Laine
Judge of the Probate Court
By: S. Carley
Clerk of the Probate Court
116 Spring Street First Floor Gainesville, Georgia 30501
Address
770-531-6923
Telephone Number
156838 2/11, 18, 25, 3/4

Sheriff's/Marshal's Sales
Sheriff's Sale
For
March 3, 2026
TO BE HELD ON THE 1ST TUESDAY OF March, 2026, TO WIT: March 3, 2026, at 225 Green St. Gainesville, GA, the Hall County Courthouse steps, during the legal hours of sale, at public out-cry for cash to the high bidder of bidders the following property:
TO WIT:
A one-half interest in the below property:
All that tract or parcel of land lying and being in Candler G.M.D., Hall County, Georgia, and being 10.61 acres, more or less, as shown on a plat prepared by Larry Grogan, Georgia Registered Land Surveyor, dated April, 1971, as recorded in Plat Book 46, Page 159 of the Hall County, Georgia Plat Records, which plat is incorporated herein and made a part hereof by reference.
Said property is further identified as a portion of prior Tax Parcel No. 15031A000042, and as 1812

Candler Rd., Gainesville, GA 30507, in Hall County, Georgia. The property conveyed hereby is subject to a non-exclusive 25-foot access easement as depicted on the referenced survey. This conveyance is further subject to all restrictions, easements, and rights of way of record, if any, in Hall County, Georgia.
Levied upon as the property of Susan Irick a/k/a Susan Ables Irick, in order to satisfy the Writ of Fieri Facias issued from Lumpkin County Superior Court in favor of South State Bank f/k/a SCBT, in that certain case styled as South State Bank f/k/a SCBT v. Susan A. Irick, Superior Court of Lumpkin County, Case No. 2012SUCV811-RG
The Hall County Sheriff makes no warranties whatsoever as to the above-described property. The Sheriff specifically makes no warranty of title as to defects of title or survey or liens and encumbrances or other title defects in conjunction with the sale. The Sheriff reserves the right to reject any and all bids made, regardless of the amount, for the purchase of the above-described property. All interested bidders must preregister with the Hall County Sheriff's Office by the end of business on March 2nd, 2026. All bids are final.
156084 2/4, 11, 18, 25

Tax Sales

NOTICE TO FORECLOSE RIGHT TO REDEEM
[Ref. O.C.G.A., § 48-4-5 et seq.; 48-4-45 & 48-4-46]
TO: SIVICA HOMES, INC.; SIVICA HOMES RIVERSTONE, L.L.C.; EXOVATIONS OF ATLANTA, LLC, TENANT/OWNER/OCCUPANT OF 5904 LEXINGTON WAY, BRASELTON, GEORGIA 30517; AND ALL PERSONS KNOWN AND UNKNOWN HAVING OF RECORD IN HALL COUNTY ANY RIGHT, TITLE, INTEREST IN, OR LIEN UPON 5904 LEXINGTON WAY, BRASELTON, GEORGIA 30517. RE: FORECLOSURE OF EQUITY OF REDEMPTION FOR TAX SALE DEED (REF. O.C.G.A. § 48-4-45, 46) Take notice that: The right to redeem the following described property, to wit: ALL THAT TRACT OR PARCEL OF LAND lying and being in GMD 392 of Hall County, Georgia and being Lot 145 of Riverstone Park, Phase I, Unit 1, as per that Plat of the subdivision, recorded in Plat Book 844, 186-195, Hall County, Georgia Records which plat is incorporated herein by reference and made a part hereof, will expire and be forever foreclosed and barred on and after the 13th day of March, 2026. The tax deed to which this notice relates is dated the 3rd day of August, 2010, and is recorded in the office of the Clerk of the Superior Court of Hall County, Georgia, in Deed Book 6733 at page 3. The property may be redeemed at any time before the 13th day of March, 2026, by payment of the redemption price as fixed and provided by law to the undersigned at the following address: One Blue Eye, LLC, c/o Jessica P. Kelly, Esq., Mahaffey Pickens Tucker, LLP, 1550 North Brown Road, Suite 125, Lawrenceville, Georgia 30043. Please be governed accordingly.
156973 2/18, 25, 3/4, 11

Now more than ever, you need information you can trust.



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Honestly Local
770.535.1199

**GAINESVILLE PLANNING and APPEALS BOARD
RECOMMENDATION**

Applicant Greg Loyd
Property Owner..... Oscar Carrillo
Location..... 1507 West Side Drive
Request..... Annex, with R-II zoning
Total Acres 0.23± acre
Ward..... Five
Proposed Use..... Duplex apartment
Planning Division Staff Recommendation **Approval, with conditions**
Planning & Appeals Board Recommendation..... **Approval, with conditions**
Date..... February 10, 2026

▪ **Applicant’s Proposal and Background Information**

The applicant is proposing to annex the subject property with a zoning of Residential-II (R-II). The subject property is adjacent to the city limits to the north and east. The property contains no structures but previously the site of an older single-family home that was removed by the previous owner. The intent is to develop a duplex apartment on city sewer. Access is proposed from West Side Drive. The proposed duplex unit is three stories in height, 2,360 square feet of heated floor space, 3 bedrooms and 3 ½ bathrooms, and a one car garage. The duplex will be for rent.

▪ **Adjacent Land Use and Zoning**

Location	Use	Zoning
North	Single-family homes, Retail	Residential-1 (R-1) -County Neighborhood Business (N-B) -City
South	Single-family homes, Duplex	Residential-1 (R-1) -County Residential-II (R-II) -City
East	Duplex	Residential-II (R-II) -City
West	Single-family homes	Residential-1 (R-1) -County

Other surrounding uses include Las Mariana Apartments, El Sombrero, Barnes and Howell Insurance, and Teir 1 Auto Sales.

▪ **Other Departmental Comments**

There were no departmental comments for this request.

▪ **Zoning History**

2025 – A request by Greg Loyd to annex a 0.43+ acre tract located at 1432 Lyman Street with a zoning of Residential-II (R-II) for two duplex apartments.

2025 – A request by Branch Lakeshore Associates, LP to rezone a 48.86+ acres tract located at 150 Pearl Nix Parkway from Regional Business (R-B) to Planned Unit Development (P-U-D) was approved with conditions for a mixed-use development.

2023 - A request by Jose Carillo to rezone a 1.42± acres tract located at 805 Hospital Drive, SW from General Business (G-B) to Planned Unit Development (P-U-D) was approved with conditions for a mixed-use development.

2022 - A request by Arturo Maruri to annex a 0.32± acre tract located at 1511 and 1514 Ralston Street with Residential-I (R-I) zoning for sewer for two single-family homes was approved.

2021 - A request by Two Capital Partners to rezone a 24.857± acres tract located at 600, 610 and 622 Shallowford Road, SW; 1515 Skelton Road, SW; 1448 and 1450 Hudgins Street, SW from Neighborhood Business (N-B) and General Business (G-B) to Planned Unit Development (P-U-D) was approved with conditions for a mixed-use development.

2019 - A request by the Gainesville Housing Authority to rezone a 6.822± acres tract located at 320 Tower Heights Road from Residential-II (R-II) to Planned Unit Development (P-U-D) was approved with conditions for multi-family apartments.

2018 - A request by David Gijon to annex a 0.12± acre tract located at 1509 Ralston Street with Residential-I (R-I) zoning for sewer for a new single-family home was approved.

2017 - A request by Gainesville Market, LLC for a special use within General Business (G-B) zoning on a 5.0± acres tract located at 600 Shallowford Road was approved with conditions for a commercial outdoor recreational facility.

2017 - A request by Masy Seng to annex a 0.19 ± acre tract with a zoning of General Business (G-B) located at 593 and 597 Shallowford Road was conditionally approved for a donut shop.

▪ **Staff Analysis**

(1) Is the proposed use suitable in view of the zoning and development of adjacent and nearby property?

The surrounding area includes property within the city and county which includes single-family homes, duplex homes, retail uses and vacant properties zoned Residential-1 (R-1), Residential-II (R-II) and Neighborhood Business (N-B). The purpose of the request is for a duplex apartment which appears to be suitable for the property and surrounding area.

(2) Will the proposed use adversely affect the existing use or usability of adjacent or nearby property?

The existing property is undeveloped and will function similarly as the adjacent single-family and duplex homes. The proposed lot is similar to other lots within the city limits served by public sewer.

(3) Is the proposed use compatible with the purpose and intent of the Comprehensive Plan?

It is staff's opinion that the proposal is consistent with the Comprehensive Plan. The Future Development Map for the City of Gainesville places the subject property within the General Mixed-Use category which includes areas containing or planned for a mixture of land uses including

office, neighborhood retail, and detached and attached residential. The types of nonresidential uses that are desirable in this area would include restaurants, specialty retail, and low-intensity office. The proposed annexation includes a duplex apartment at a density of 8.7± dwelling units per acre.

According to the Character Area map for the City of Gainesville, the subject property is located within the *West side* Character Area. This character area is mostly built out, but there are areas that are not being used at their greatest or highest use, making redevelopment desirable. The overall vision for the area is to leverage the existing cultural resources that serve as assets for the area, such as Alta Vista Cemetery, while making targeted improvements to areas that need it, such as the areas around Budgetel on Browns Bridge Road, Lakeshore Mall, and the Atlanta Highway corridor.

(4) Are there substantial reasons why the property cannot or should not be used as currently zoned?

The property could remain in the county under its current zoning of Residential-1 (R-1) and can be used as single-family residential. Annexing the property for water and sewer services will allow for the proposed duplex apartment which are in density range consistent with the comprehensive plan.

(5) Will the proposed use cause an excessive or burdensome use of public facilities or services, including but not limited to streets, schools, water or sewer utilities, and police or fire protection?

The change from county jurisdiction to city jurisdiction should not substantially affect public facilities or services.

There is sufficient water and sewer capacity that can serve the property. The Gainesville Fire and Police Departments currently respond to adjacent and nearby properties and Gainesville Fire Station #1 is approximately 1.5 miles from the subject property. The proposed duplex apartment should have minimal impact on existing roads.

Given the scale of the request (two duplex apartments), minimal impacts to the city school system are anticipated as school bus service is currently provided within the immediate area.

(6) Is the proposed use supported by new or changing conditions not anticipated by the Comprehensive Plan or reflected in the existing zoning on the property or surrounding properties?

The subject property is supported by new and changing conditions in the surrounding area. The proposed development seems to promote the redevelopment goals of this area.

(7) Does the proposed use reflect a reasonable balance between the promotion of the public health, safety, morality, or general welfare and the right to unrestricted use of property?

Based on the subject property's proximity to city limits and other residential properties, the proposed annexation request with the recommended zoning conditions appears to promote a reasonable balance between the promotion of the public health, safety, morality, or general welfare, and the right to unrestricted use of property.

▪ **Staff Recommendation**

The Planning Division staff is recommending **conditional approval** of this annexation request with **Residential-II (R-II)** zoning, based on the Comprehensive Land Use Plan and the adjacent residential land uses.

Conditions

1. The development standards within the applicant's narrative, site plans, and architectural renderings shall be made part of the zoning ordinance and shall be subject to the Community and Economic Development Director approval. Any zoning conditions adopted as part of this zoning ordinance that conflict with the applicant's narrative, concept plan and architectural renderings shall take precedence over the applicant's development standards.
2. An updated as-built boundary survey/plat of the subject property shall be recorded prior to obtaining a Certificate of Occupancy.
3. All access point design for the subject property shall be submitted for review and approval by the Gainesville Public Works Director.
4. The front yard of the subject property shall be sodded and planted with at least one 3" caliper in size hardwood tree.
5. The front, rear, and sides of the duplex structure shall be constructed with a minimum 3-foot-high architectural watermark of brick or stone materials.
6. The individual garbage containers shall be stored behind each residential unit and screened by a private fence in a manner so as not to be visible from the proposed residential units, adjoining properties, roads and parking areas subject to the approval of the Community and Economic Development Director.
7. The property owner or a property manager shall be responsible for the regular maintenance of the entire property.

Excerpts from the February 10, 2026 PAB Meeting Minutes

Applicant Presentation: Greg Loyd, 421 Ridgewood Avenue with his office located at 1730 MLK, Jr. Boulevard and is the general contractor representing Mr. Carrillo. Mr. Carrillo owns several adjacent properties with improvements to three of them. He also built a similar duplex on another property and is in approval process to build two more duplex apartments. Mr. Loyd stated the planning staff recommended a 3-foot high watermark of brick or stone, and to move the house back to allow for parking on the side and landscaping in the front, and have agreed to comply.

FAVOR: None

OPPOSE: None

There was a motion to recommend conditional approval of the annexation request for a duplex apartment and establish zoning as Residential-II (R-II) with the following conditions:

Conditions

1. The development standards within the applicant's narrative, site plans, and architectural renderings shall be made part of the zoning ordinance and shall be subject to the Community and Economic Development Director approval. Any zoning conditions adopted as part of this zoning ordinance that conflict with the applicant's narrative, concept plan and architectural renderings shall take precedence over the applicant's development standards.
2. An updated as-built boundary survey/plat of the subject property shall be recorded prior to obtaining a Certificate of Occupancy.
3. All access point design for the subject property shall be submitted for review and approval by the Gainesville Public Works Director.
4. The front yard of the subject property shall be sodded and planted with at least one 3" caliper in size hardwood tree.
5. The front, rear, and sides of the duplex structure shall be constructed with a minimum 3-foot-high architectural watermark of brick or stone materials.
6. The individual garbage containers shall be stored behind each residential unit and screened by a private fence in a manner so as not to be visible from the proposed residential units, adjoining properties, roads and parking areas subject to the approval of the Community and Economic Development Director.
7. The property owner or a property manager shall be responsible for the regular maintenance of the entire property.

Motion made by Board Member Young
Motion seconded by Board Member Martin
Vote – 7 favor

Passed: _____

AN ORDINANCE

No. 2026-09

AN ORDINANCE ANNEXING A 0.23± ACRE TRACT LOCATED ON THE SOUTH SIDE OF WEST SIDE DRIVE, BETWEEN PEARL NIX PARKWAY AND TATE STREET (A/K/A 1507 WEST SIDE DRIVE) AND TO ESTABLISH A ZONING OF RESIDENTIAL-II, WITH CONDITIONS (R-II-C); TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE FOR SEVERABILITY; TO PROVIDE FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

BE IT HEREBY ORDAINED BY THE GOVERNING BODY OF THE CITY OF GAINESVILLE, GEORGIA, AS FOLLOWS:

SECTION I

That from and after the passage of this Ordinance the following described lands are and shall be annexed into the existing corporate limits of the City of Gainesville, Georgia, so that said lands shall constitute a part of the land within the corporate limits of the City of Gainesville, Georgia, as fully and completely as if the limits had been so defined by the General Assembly of Georgia.

Legal Description

All that tract or parcel of land lying and being in Land Lot 20 of the 8th District of Hall County, Georgia and being more particularly described as follows:

Beginning at an iron pin at the intersection of the north right-of-way of Lost River Drive (50'r/w) with the east right-of-way of Ivey Road, thence N 03°15'52" W along the right-of-way of Ivey Road, a distance of 17.05' to a point; THENCE continuing along said right-of-way with a curve turning to the left with an arc length of 316.55', with a radius of 388.32', with a chord bearing of N 26°37'03" W, with a chord length of 307.86', to a point; THENCE continuing along said right-of-way N 49°58'15" W a distance of 274.65' to a point; THENCE continuing along said right-of-way with a curve turning to the right with an arc length of 216.47', with a radius of 345.76', with a chord bearing of N 32°02'26" W, with a chord length of 212.95', to a point; THENCE continuing along said right-of-way N 14°06'33" W a distance of 29.87' to a point on a cul-de-sac; THENCE continuing along said right-of-way with a curve turning to the left with an arc length of 162.64', with a radius of 50.00', with a chord bearing of N 47°17'48" W, with a chord length of 99.85', to an iron pin; THENCE leaving said right-of-way N 03°56'09" W a distance of 136.44' to an iron pin; THENCE N 89°51'39" E a distance of 27.94' to an iron pin; THENCE N 03°56'09" W a distance of 230.15' to a point in a ditch on the common boundary with the U.S. Corps of Engineers property for Lake Lanier; THENCE along the U.S. Corps of Engineers property, N 61°18'44" E a distance of 565.37' to an angle iron found; THENCE along the U.S. Corps of Engineers property, S 29°19'12" E a distance of 199.97' to an angle iron found; THENCE along the U.S. Corps of Engineers property, N 61°23'42" E a distance of 450.14' to an angle iron found; THENCE along the U.S. Corps of Engineers property, S 40°43'31" E a distance of 920.29' to an angle iron found; THENCE along the U.S. Corps of Engineers property, S

ORDINANCE NO. 2026-09

61°20'29" W a distance of 188.47' to an angle iron found; THENCE along the U.S. Corps of Engineers property, S 29°08'08" E a distance of 381.81' to a ½" open top pipe; THENCE leaving the U.S. Corps of Engineers, S 57°48'53" W a distance of 1138.02' to an iron pin on the east right-of-way of Ivey Road (50'R/W); THENCE along said right-of-way, N 27°24'49" W a distance of 142.07' to a point; THENCE along said right-of-way, with a curve turning to the right with an arc length of 133.42', with a radius of 357.51', with a chord bearing of N 16°43'18" W, with a chord length of 132.65', to an iron pin at the intersection of the south right-of-way of Lost River Drive and the east right-of-way of Ivey Road; THENCE across the right-of-way of Lost River Drive, N 03°44'25" W a distance of 50.00' to an iron pin on the north right-of-way of Lost River Drive which is the point of beginning.

Said parcel of land being a portion of the property shown on plat book 147, page 206 & 207, including lots 1 through 22 of block A of Lost River Cove Subdivision and including the right-of-way of Lost River Drive and Lost River Lane. Said parcel containing 38.531 acres and being shown on a survey by Moreland Altobelli and Associates, LLC dated 12-21-1990, less the property shown on a plat for Glenn H. Collis by Moreland Altobelli, dated 9-23-1998. Said surveys are incorporated herein by specific reference.

The annexation is to include all that portion of right-of-way known as West Side Drive shown on the location map.

SECTION II

The Community and Economic Development Department of the City of Gainesville is directed to make and file with the Department of Community Affairs of the State of Georgia a certified copy of this Ordinance together with a plat describing lands annexed to the City of Gainesville by this Ordinance.

SECTION III

All Ordinances and parts of Ordinances in conflict herewith are hereby repealed.

SECTION IV

If any portion of this Ordinance shall be held to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect or impair the remaining portions unless it clearly appears that such other parts are wholly and necessarily dependent upon the part held to be invalid or unconstitutional.

SECTION V

The effective date of this Ordinance shall be the first day of the month following approval by the governing body of the City of Gainesville, Georgia.

Zack Thompson, Mayor

ORDINANCE NO. 2026-09

This is to certify that I am City Clerk of the City of Gainesville. As such, I keep its official records, including its minutes. In that capacity, my signature below certifies this Ordinance was adopted as stated and will be recorded in the official minutes.

ATTEST:

Alisa Grayson, City Clerk

Passed: _____

AN ORDINANCE

No. 2026-10

AN ORDINANCE AMENDING A 0.23± ACRE TRACT LOCATED ON THE SOUTH SIDE OF WEST SIDE DRIVE, BETWEEN PEARL NIX PARKWAY AND TATE STREET (A/K/A 1507 WEST SIDE DRIVE) AND TO ESTABLISH A ZONING OF RESIDENTIAL-II, WITH CONDITIONS (R-II-C); TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE FOR SEVERABILITY; TO PROVIDE FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

BE IT HEREBY ORDAINED BY THE GOVERNING BODY OF THE CITY OF GAINESVILLE, GEORGIA, AS FOLLOWS:

SECTION I

That from and after the passage of this Ordinance the following described lands shall be zoned and so designated on the Zoning Map of the City of Gainesville as **Residential-II, with conditions (R-II-c)**.

Conditions

- 1. The development standards within the applicant's narrative, site plans, and architectural renderings shall be made part of the zoning ordinance and shall be subject to the Community and Economic Development Director approval. Any zoning conditions adopted as part of this zoning ordinance that conflict with the applicant's narrative, concept plan and architectural renderings shall take precedence over the applicant's development standards.**
- 2. An updated as-built boundary survey/plat of the subject property shall be recorded prior to obtaining a Certificate of Occupancy.**
- 3. All access point design for the subject property shall be submitted for review and approval by the Gainesville Public Works Director.**
- 4. The front yard of the subject property shall be sodded and planted with at least one 3" caliper in size hardwood tree.**
- 5. The front, rear, and sides of the duplex structure shall be constructed with a minimum 3-foot-high architectural watermark of brick or stone materials.**
- 6. The individual garbage containers shall be stored behind each residential unit and screened by a private fence in a manner so as not to be visible from the proposed residential units, adjoining properties, roads and parking areas subject to the approval of the Community and Economic Development Director.**
- 7. The property owner or a property manager shall be responsible for the regular maintenance of the entire property.**

ORDINANCE NO. 2026-10

Legal Description

All that tract or parcel of land lying and being in Land Lot 20 of the 8th District of Hall County, Georgia and being more particularly described as follows:

Beginning at an iron pin at the intersection of the north right-of-way of Lost River Drive (50'r/w) with the east right-of-way of Ivey Road, thence N 03°15'52" W along the right-of-way of Ivey Road, a distance of 17.05' to a point; THENCE continuing along said right-of-way with a curve turning to the left with an arc length of 316.55', with a radius of 388.32', with a chord bearing of N 26°37'03" W, with a chord length of 307.86', to a point; THENCE continuing along said right-of-way N 49°58'15" W a distance of 274.65' to a point; THENCE continuing along said right-of-way with a curve turning to the right with an arc length of 216.47', with a radius of 345.76', with a chord bearing of N 32°02'26" W, with a chord length of 212.95', to a point; THENCE continuing along said right-of-way N 14°06'33" W a distance of 29.87' to a point on a cul-de-sac; THENCE continuing along said right-of-way with a curve turning to the left with an arc length of 162.64', with a radius of 50.00', with a chord bearing of N 47°17'48" W, with a chord length of 99.85', to an iron pin; THENCE leaving said right-of-way N 03°56'09" W a distance of 136.44' to an iron pin; THENCE N 89°51'39" E a distance of 27.94' to an iron pin; THENCE N 03°56'09" W a distance of 230.15' to a point in a ditch on the common boundary with the U.S. Corps of Engineers property for Lake Lanier; THENCE along the U.S. Corps of Engineers property, N 61°18'44" E a distance of 565.37' to an angle iron found; THENCE along the U.S. Corps of Engineers property, S 29°19'12" E a distance of 199.97' to an angle iron found; THENCE along the U.S. Corps of Engineers property, N 61°23'42" E a distance of 450.14' to an angle iron found; THENCE along the U.S. Corps of Engineers property, S 40°43'31" E a distance of 920.29' to an angle iron found; THENCE along the U.S. Corps of Engineers property, S 61°20'29" W a distance of 188.47' to an angle iron found; THENCE along the U.S. Corps of Engineers property, S 29°08'08" E a distance of 381.81' to a ½" open top pipe; THENCE leaving the U.S. Corps of Engineers, S 57°48'53" W a distance of 1138.02' to an iron pin on the east right-of-way of Ivey Road (50'R/W); THENCE along said right-of-way, N 27°24'49" W a distance of 142.07' to a point; THENCE along said right-of-way, with a curve turning to the right with an arc length of 133.42', with a radius of 357.51', with a chord bearing of N 16°43'18" W, with a chord length of 132.65', to an iron pin at the intersection of the south right-of-way of Lost River Drive and the east right-of-way of Ivey Road; THENCE across the right-of-way of Lost River Drive, N 03°44'25" W a distance of 50.00' to an iron pin on the north right-of-way of Lost River Drive which is the point of beginning.

Said parcel of land being a portion of the property shown on plat book 147, page 206 & 207, including lots 1 through 22 of block A of Lost River Cove Subdivision and including the right-of-way of Lost River Drive and Lost River Lane. Said parcel containing 38.531 acres and being shown on a survey by Moreland Altobelli and Associates, LLC dated 12-21-1990, less the property shown on a plat for Glenn H. Collis by Moreland Altobelli, dated 9-23-1998. Said surveys are incorporated herein by specific reference.

The annexation is to include all that portion of right-of-way known as West Side Drive shown on the location map.

SECTION II

All Ordinances and parts of Ordinances in conflict herewith are hereby repealed.

ORDINANCE NO. 2026-10

SECTION III

If any portion of this Ordinance shall be held to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect or impair the remaining portions unless it clearly appears that such other parts are wholly and necessarily dependent upon the part held to be invalid or unconstitutional.

SECTION IV

The effective date of this Ordinance shall be the first day of the month following approval by the governing body of the City of Gainesville, Georgia.

Zack Thompson, Mayor

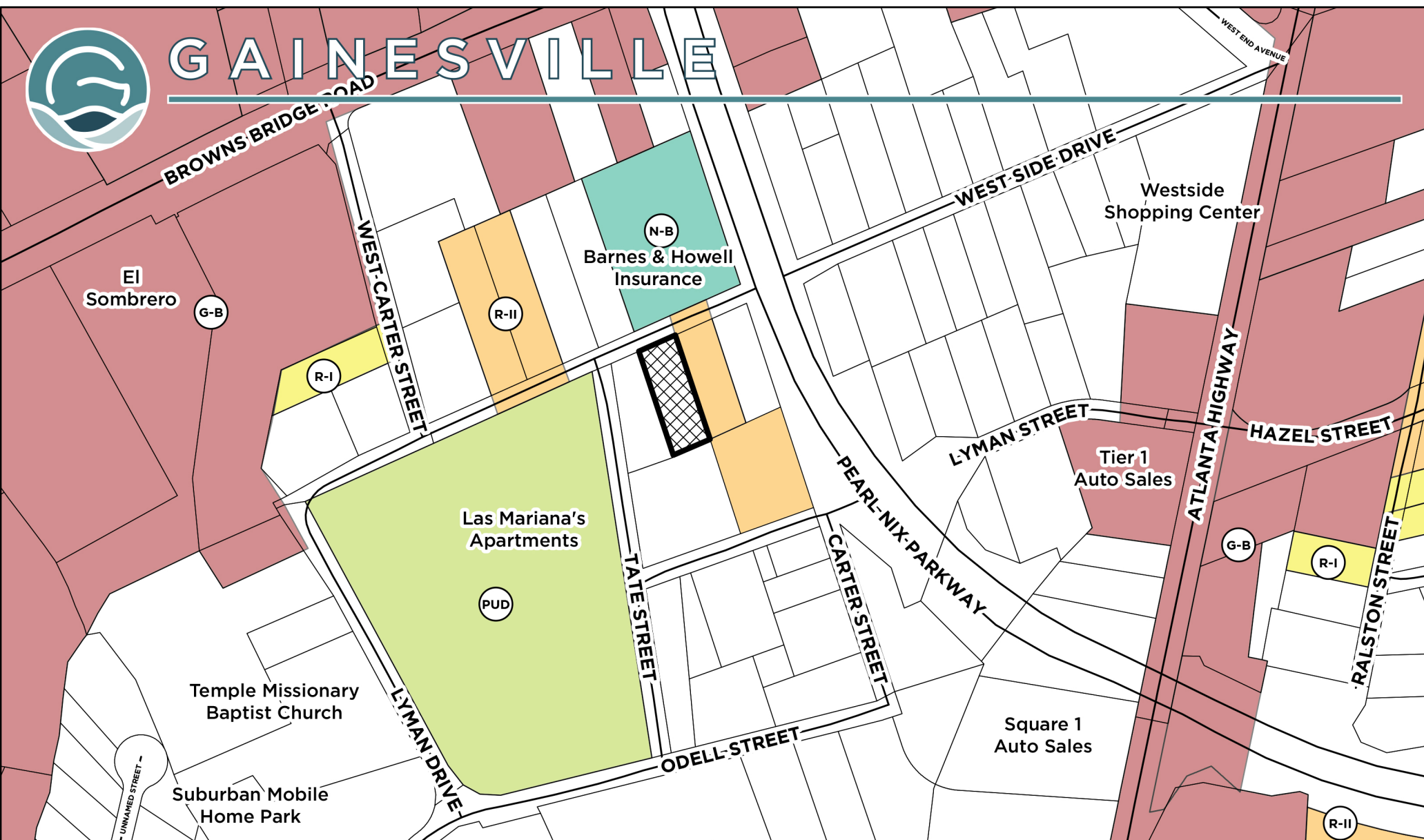
This is to certify that I am City Clerk of the City of Gainesville. As such, I keep its official records, including its minutes. In that capacity, my signature below certifies this Ordinance was adopted as stated and will be recorded in the official minutes.

ATTEST:

Alisa Grayson, City Clerk



GAINESVILLE



Applicant: **GREG LOYD**

Request: Annex +/- 0.23 AC and establish zoning of Residential-II (R-II) for a duplex apartment.

ANNEXATION REQUEST

Subject Property Address:
1507 West Side Drive

Tax Parcel:
00-126-004-003

 **Subject Property**



Meeting Date: 02/10/2026 **Map Prepared:** 01/05/2026





GAINESVILLE



Las Mariana's
Apartments

Applicant: **GREG LOYD**

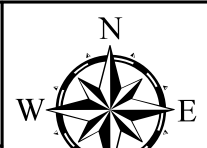
Request:
Annex +/- 0.23 AC and establish zoning of Residential-II (R-II) for a duplex apartment.

ANNEXATION REQUEST

Subject Property Address:
1507 West Side Drive

Tax Parcel:
00-126-004-003

 **Subject Property**



Meeting Date: 02/10/2026

Map Prepared: 01/05/2026



Aerial from 2025
Scale: 1" = 60'

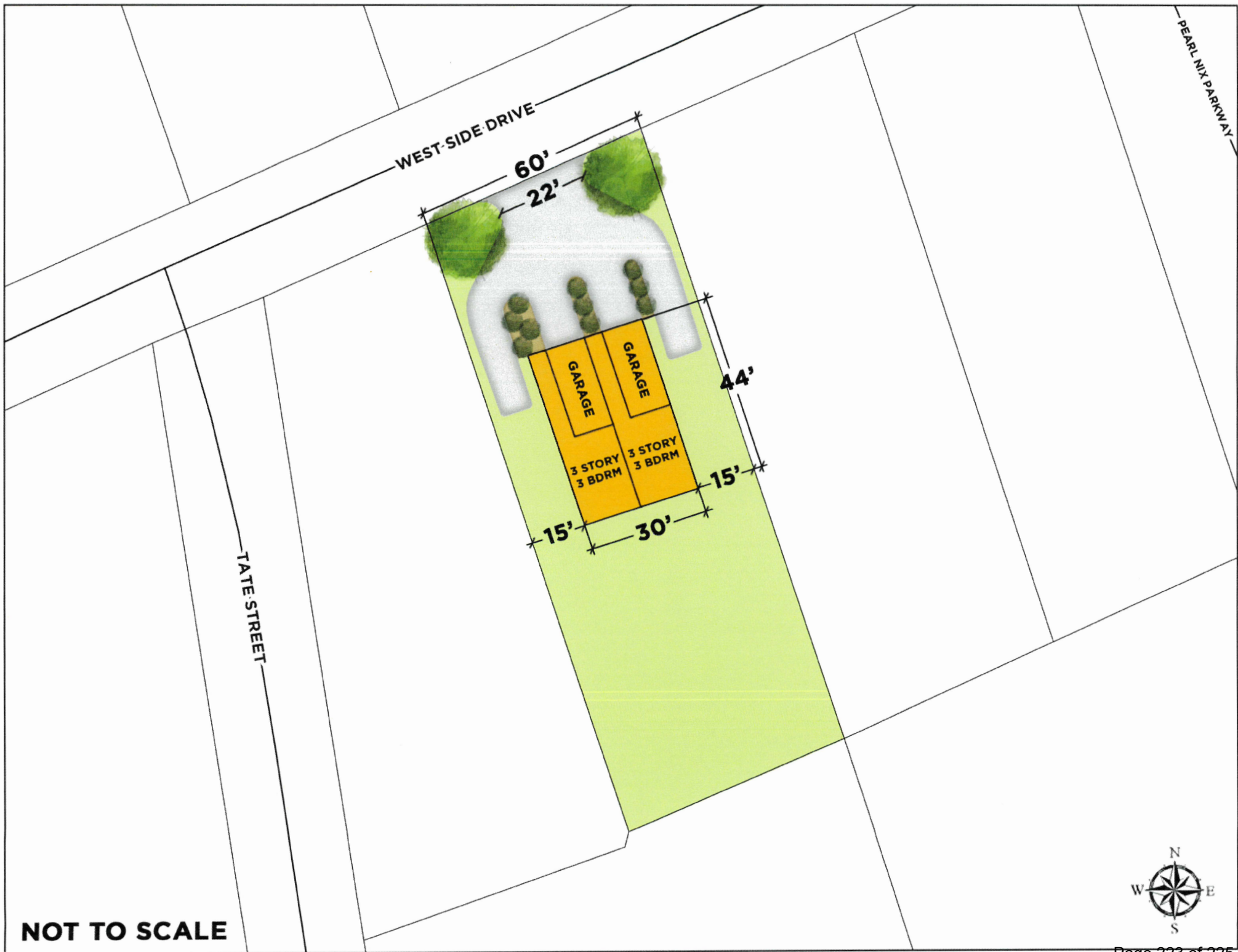
GREG LOYD CONSTRUCTION
P O BOX 1662
GAINESVILLE, GA. 30503
678-283-5898

CARRILLO-WESTSIDE DR. ANNEXATION NARRATIVE

THIS ANNEXATION REQUEST IS FOR A PARCEL OF PROPERTY LOCATED 1507 WESTSIDE DR. IN HALL COUNTY. THE IS A VACANT LOT HAVING HAD ALL STRUCTURES REMOVED BY THE PREVIOUS OWNER.

THE CURRENT OWNER WISHES TO ANNEX THE PROPERTY INTO THE CITY OF GAINESVILLE IN ORDER TO CONSTRUCT DUPLEX APARTMENTS AND TO CONNECT TO THE GAINESVILLE SEWER SYSTEM.

THIS DUPLEX WILL BE MODERN CONSTRUCTION AND ENHANCE THE APPEARANCE OF THE NEIGHBORHOOD.



NOT TO SCALE

eFiled and eRecorded
 DATE: 12/10/2024
 TIME: 12:17 PM
 PLAT BOOK: 886
 PAGE: 182 - 182
 FILING FEES: \$10.00
 PART ID: 8016264034
 RECORDED BY: NB
 Charles Baker, C.S.C
 Hall County, GA

SURVEYORS CERTIFICATIONS

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 other instruments which created the parcel or parcels are stated hereon. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION. AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS. OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND.

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.

K.P. Manley
 Kristopher P. Manley, GA PLS3301

06 DECEMBER 2024
 Date



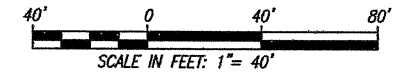
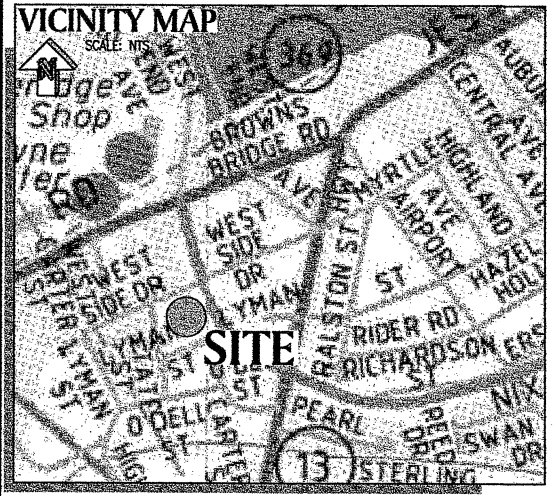
DRAWING INFORMATION

F. DATE: 05 DECEMBER 2024 DATE: 06 DECEMBER 2024
 DRAWN BY: K.MANLEY PROJECT NO: 24186
 FILE NAME: 24186V.DWG

ATLAS LAND SURVEYING & MAPPING
 97 GRINDLE BROTHERS ROAD - MURRAYVILLE, GA 30564
 Phone: 770.532.7203 - Email: kris@atlassam.com - LSF No. 001344 (EX 06.30.26)

RETRACEMENT SURVEY FOR:
CARRILLOS PROPERTIES, INC
 LOTS 54-55 & A PORTION LOT 80 - EF HOLLAND SUBDIVISION
 LAND LOT 166 - 9th DISTRICT
 CITY OF GAINESVILLE - HALL COUNTY, GEORGIA

REVISIONS



SURVEYORS NOTES

- DATUM**
STATE PLANE GRID (GEORGIA WEST ZONE) AS DEFINED BY NAD83 & NAVD88 ESTABLISHED BY NETWORK RTK OBSERVATIONS
U.S. SURVEY FEET
- CLOSURE STATEMENT**
THE FIELD DATA UPON WHICH THIS MAP OR PLAT IS BASED HAS A CLOSURE PRECISION OF 1 FOOT IN 25,667 FEET AND AN ANGULAR ERROR OF 04 SECONDS PER ANGLE POINT, AND WAS ADJUSTED USING THE COMPASS RULE. THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND THEIR ACCURACIES ARE:
LOT 54: 1 FOOT IN 114,141 FEET; LOT 55: 1 FOOT IN 121,422 FEET; LOT 80: 1 FOOT IN 115,113 FEET;
- EQUIPMENT STATEMENT**
LINEAR AND ANGULAR MEASUREMENTS OBTAINED USING A GEOMAX Crx2 ROBOTIC TOTAL STATION.
GPS OBSERVATIONS OBTAINED USING A CARLSON Brx7 BASE & ROVER RECEIVER.
NETWORK RTK OBSERVATIONS OBTAINED USING LEICA SMARTNET.
- TITLE**
THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A CURRENT ABSTRACT OF TITLE. THERE COULD BE OTHER MATTERS OF RECORD AFFECTING THE PROPERTY.
- REFERENCE INFORMATION NOT SHOWN**
A. PB 2 PG 5
B. PB 42 PG 188
- CERTIFICATION**
A. THIS DRAWING WAS PREPARED FOR THE EXCLUSIVE USE FOR THE CLIENT NAMED HEREON AND REPRESENTS A SPECIFIC SCOPE OF SERVICES.
B. ANY USE BY THIRD PARTIES IS AT THEIR OWN RISK.
- ZONING/LAND USE**
THE PROPERTY DEPICTED MAY BE SUBJECT TO ADDITIONAL ZONING/LAND USE ORDINANCE AND/OR RESTRICTIONS. ATLAS LAND SURVEYING & MAPPING, LLC MAKES NO INTERPRETATION REGARDING THESE ORDINANCE AND/OR RESTRICTIONS. USERS OF THIS SURVEY ARE CAUTIONED TO CONSULT WITH THE APPROPRIATE GOVERNING AUTHORITIES CONCERNING THESE ORDINANCE AND/OR RESTRICTIONS. ATLAS LAND SURVEYING & MAPPING, LLC DISCLAIMS ALL LIABILITY FOR ANY ISSUES THAT MAY ARISE BASED ON ORDINANCE AND/OR RESTRICTIONS SHOWN HEREON. ANY ZONING/LAND USE ORDINANCE, RESTRICTIONS, AND/OR STATEMENTS THEREOF SHOWN HEREON ARE FOR INFORMATIONAL PURPOSES ONLY. USER OF THIS INFORMATION IS AT THEIR OWN RISK.

ABBREVIATION LEGEND

AC	ACRES	OCS	OUTLET CONTROL STRUCTURE
BSL	BUILDING SIDE BACKLINE	OIP	OPEN TOP PIPE
CL	CENTERLINE	PBS	PLATEBOOK SLID
COM	COMMUNICATIONS	PG	PAGE
CONC	CONCRETE	PD	PARCEL IDENTIFICATION NUMBER
CIP	CURB TOP PIPE	PL	PROPERTY LINE
DB	DEED BOOK	PCBC	POINT OF BEGINNING COMMENCEMENT
EST	RESTAURANTS	RBC	REBAR W/ CAP
LL	LAND LOT LINE	FB	FEDAR
LSS	LANDSCAPE STRIP	R/W	RIGHT OF WAY
N/A	NOT AVAILABLE OR ACCESSIBLE	SSS	SANITARY SEWER BASEMENT
NF	NOW OR FORMERLY	ST	STORM BASEMENT
OH	OVERHEAD	UG	UNDERGROUND

SYMBOL LEGEND

☒	BOX (P-POWER, COM-COMMUNICATION)	☐	MONUMENT SET
⊙	COMPUTED POINT (NOT MONUMENTED)	—	RUMBLE STRIP
⊖	CLEANOUT	—○—	UTILITY POLE
⊕	FIRE DEPT CONNECTION-BUILDING	○	PROPERTY CORNER FOUND
⊕	FIRE DEPT CONNECTION-POST	⊙	PROPERTY CORNER SET (NO. 4 RB)
⊕	FIRE HYDRANT	—	STREET SIGN
⊕	GREASE TRAP (GT)	⊕	TEST/BORE HOLE
—	GUY WIRE	☒	TRAFFIC CONTROL BOX
⊕	LIGHT POLE	☒	TRAFFIC SIGNAL POLE
⊕	MANHOLE (P-POWER, S-SANITARY SEWER)	☒	TRAFFIC WALK POLE
⊕	METER (P-POWER, W-WATER, G-GAS)	⊕	VALVE (G-GAS, W-WATER)
☐	MONUMENT FOUND	☒	WIRE PULL BOX (P-POWER, TC-TRAFFIC)

LINE LEGEND

---	C/L-STREAM	---	R.W. LIMITED ACCESS
-x-x-x-	FENCE	---	STORM SEWER
—FP—FP—FP—	FLOODPLAIN	—FM—FM—	UTILITY-FORCE MAIN
—FW—FW—FW—	FLOODWAY	—G—G—	UTILITY-GAS
---	GUARDRAIL	—OHC—OHC—	UTILITY-COM OH
---	P/L-ADJACENT	—OHP—OHP—	UTILITY-POWER OH
---	P/L-EXTERIOR	—UGG—UGG—	UTILITY-COM UG
---	P/L-INTERIOR	—UGP—UGP—	UTILITY-POWER UG
---	RAILROAD	—SS—SS—	UTILITY-SANITARY SEWER
---	RIGHT-OF-WAY	---	UTILITY-WATER

