

1. CALL TO ORDER

2. MINUTES

A. June 9, 2020 PAB Meeting Minutes

3. OLD BUSINESS

4. NEW BUSINESS

A. Annexation Requests

- (1) Request from **Mauricio Ortega** to annex a 0.51± acre tract located on the south side of Cherrywood Drive, west of Cherry Circle (a/k/a **23 Cherrywood Drive**) and to establish zoning as Residential-I (R-I).
Ward Number: Four
Tax Parcel Number(s): 08-015-002-011
Request: Sewer for a single-family home
- (2) Request from **1430 Calvary Church Rd LLC** to annex a 0.46± acre tract located on the west side of Calvary Church Road, southwest of its intersection with Calvary Drive (a/k/a **1442 Calvary Church Road**) and to establish zoning as Light Industrial (L-I).
Ward Number: Three
Tax Parcel Number(s): 15-035-000-001
Request: Granite South warehouse addition
- (3) Request from the **Gainesville City Board of Education** to annex a 5.934± acres tract located on the east side of Gould Drive between McEver Road and S Smith Road (a/k/a **2550 and 2560 Gould Drive**) and to establish zoning as Office and Institutional (O-I) with a special use.
Ward Number: Four
Tax Parcel Number(s): 08-015-009-001 & 001B
Request: New Middle School / Existing single-family home

B. Rezoning Request

- (1) Request from the **Gainesville City Board of Education** to rezone a 16.67± acres tract located on the south side of McEver Road, east of its intersection with Gould Drive (a/k/a **1263 and 1279 McEver Road, SW**) from Residential-I (R-I) to Office and Institutional (O-I).
Ward Number: Four
Tax Parcel Number(s): 08-006-001-070 and 08-015-009-020
Request: New Middle School

C. Zoning Amendment Request

- (1) Request from **OHC Lanier North, LLC** to amend the existing Planned Unit Development (P-U-D) zoning on a 26.16± acres tract located northeast of Dawsonville Highway and on the north side of the intersection of Strickland Drive and Sportsman Club Road, with road frontage on Karen Lane (a/k/a **0 and 2209 Karen Lane; 2106, 2234 and 2242 Sportsman Club Road; and 2049 Strickland Drive**).
Ward Number: One
Tax Parcel Number(s): 00-109-003-001, 004, 005; 00-109B-000-001, 002A & 036
Request: Active adult community and up to four residential lots

5. MISCELLANEOUS

6. ADJOURNMENT

CITY OF GAINESVILLE

AGENDA REQUEST

Date Submitted: 6/19/2020
Presenter: N/A
Item of Business: June 9, 2020 PAB Meeting Minutes
Meeting Date: 7/14/2020

Purpose of Request:

The purpose of this request is to allow the Planning and Appeals Board to approve the minutes from the referenced meeting.

History/Background:

Facts & Issues for Consideration:

The draft minutes were reviewed by the Planning Manager and Community Development Director.

Department Recommendation:

Approval of the minutes as presented.

Department Director:

Rusty Ligon

If funding is involved, are funds approved within the current budget?

N/A

Amount Requested:

Source of Funds:

Finance Comments:

Administrative Comments:

ATTACHMENTS:

Description	Type
 Draft Minutes	Minutes

GAINESVILLE PLANNING AND APPEALS BOARD
DRAFT MINUTES OF MEETING
JUNE 9, 2020

CALL TO ORDER Chairman Carter at 5:30 p.m.

Members Present: Chairman Doug Carter, Vice-Chair Jane Fleming and Board Members Rich White, Kelvin Simmons, Eddie Martin and Carmen Delgado

Members Absent: Board Member Ryan Thompson

Staff Present: Community & Economic Development Deputy Director Matt Tate and Recording Secretary Gwen Fleming

Others Present: Council Members George Wangemann and Barbara Brooks and City Manager Bryan Lackey

MINUTES OF MARCH 10, 2020

Motion made by Board Member Martin

Motion seconded by Board Member White

Vote – 5 favor, 2 absent (Thompson, Delgado)

NOTE: Board Member Delgado arrived at the meeting at 5:35 p.m.

NEW BUSINESS

A. Variance Request

- 1) Request from **John and JoAnn Hinshaw** to vary the front yard setback requirement on a 0.377± acre tract located on the southwest side of Inglewood Drive (a/k/a **2714 Inglewood Drive, SW**), having a zoning classification of Residential-I (R-I).

Ward Number: Four

Tax Parcel Number(s): 08-005-000-170

Request: Deck addition

Staff Presentation: Deputy Director Matt Tate gave the following staff presentation:

The applicant is requesting to vary the front yard setback requirement from 30 feet to 1.25 feet for the purpose of constructing a deck addition. The adjacent properties include single-family homes zoned R-I within the Water's Edge subdivision. The proposed deck addition is 30' wide x 10' deep and will be located on the left side of the existing home over the basement driveway, garage and side entrance area and will be accessed from the master bedroom. The deck will be architecturally compatible with the existing home consisting of brick support columns, decorative railing and weather proof decking.

At the time the home was permitted, the front property line in question was considered a side property line which allowed the home to be located as close as 10 feet from Inglewood Drive. The applicant is basing the hardship on the two road frontages as the left side of the home was originally constructed 11.25 feet from the front yard property line.

Staff is recommending **conditional approval** of this variance request based on the corner lot configuration and the location and size of the existing home.

Applicant Presentation: John Hinshaw, 2714 Inglewood Drive, stated the house was built in 1998 and they reside in it. The master bedroom window area faces the lake and since the lot across the street has been cleared it created an excellent view of the lake and is the reason for the variance request. He stated before they started the process went to their HOA, spoke with the president and he presented the plans and the type of deck they wanted to build. The HOA were in favor, voted, approved it and issued a letter of approval. Then he applied for variance with the city. Because of the setbacks it creates the hardship and couldn't build the deck without the variance.

FAVOR: None

OPPOSE: None

Planning and Appeals Board Comments: None

There was a motion to recommend conditional approval of the variance request as presented with the following condition:

Condition

The proposed deck addition shall be generally consistent with the standards depicted on the photograph and rendering submitted with the application.

Motion made by Board Member Fleming
Motion seconded by Board Member White
Vote – 6 favor, 1 absent (Thompson)

NOTE: The annexation and rezoning requests by the City of Gainesville were presented together although the motions were made separately.

B. Annexation Request

- 1) Request from the **City of Gainesville** to annex a 4.4± acres tract located at the west side of Athens Highway and Smallwood Road to include property located on the north, south and west side of Smallwood Road (a/k/a **0 and 2221 Smallwood Road; 2306 and 2312 Athens Highway**) and to establish zoning as Planned Unit Development (P-U-D).
Ward Number: Three
Tax Parcel Number(s): 15-032-000-002 (Part); 15-032-000-113; 15-032-000-125
Request: Business Park

Staff Presentation: Deputy Director Matt Tate gave the following staff presentation:

The City of Gainesville is proposing to annex and rezone the subject property for a 1,324.4± acres planned development known as the Gainesville 85 Business Park. The subject property is located east of Interstate 985 between Exits 20 & 22. Most of the surrounding properties include industrial uses within the city and county but there are some residential uses located along Smallwood Road within the County. Other adjacent uses include the Allen Creek Soccer Complex; Gainesville Police Gun Range; Hall County Sherriff Gun Range and the Hall County Fire Training Facility.

The annexation portion of the request includes a 4.4± acres tract currently zoned (AR-IV) and (R-II) within unincorporated Hall County. The property has two residential structures that will be removed and will serve as the 85-Business Park access from Athens Highway (US 129).

The rezoning portion of the request includes a 1,320± acres tract currently zoned (R-I-A) and (H-I). Much of this property was originally annexed and zoned in 1991 for a land application farm for wastewater which was never constructed and currently consists the Gainesville Public Lands and Buildings maintenance facility and the Kubota ATV / RTV test track, which will all be removed. Access to the property is currently from Allen Creek Road, Fulenwider Road and Monroe Drive.

The proposed business park will include 5,000,000 square feet of light and heavy industrial uses as well as ancillary uses developed over a period of 15 to 20 years. The development will consist of a network of existing and new roads that will serve approximately 19-lots varying in size from 2 acres to over 100 acres. The overall concept plan anticipates three phases to provide necessary infrastructure for the development sites. A full description of the overall development standards is described within the narrative provided with the application.

A traffic impact study was completed for this development which studied 8 surrounding intersections. The study estimated there will be 8,425 inbound trips and 8,425 outbound trips which include 2,000 AM and 2,000 PM trips peak hour trips. The study revealed that the addition of turn lanes at the studied intersections will help traffic movements but that a GDOT Intersection Control Evaluation (ICE) procedure and a traffic signal warrant study will be required for the intersections at SR 60 and US 129 and Monroe Drive to help determine the mitigation needed such as improved signalization and other offsite improvements.

The Georgia Mountains Regional Commission Development of Regional Impact Study (DRI) found that the project does *not* present any potential adverse inter-jurisdictional impacts. Additional measures for environmental and transportation management would be ideal but could limit the scope of the development. Consideration should also be given to examine any potential adverse impacts on the neighboring residential properties.

The Hall County Environmental Health Department commented that any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

The Future Development Map for the City of Gainesville places most of the 1,320± acres property to be rezoned within the *Industrial* land use category and the 4.4 acres property is located within the *Retail Commercial* and *Low-Medium Density Residential* land use categories. According to the Character Area map for the City of Gainesville, the subject properties are located within the *Economic Development Gateways* character area which includes a wide range of office, business, light industrial, manufacturing, research, and development use which is consistent with the proposal.

Staff is recommending **conditional approval** of this annexation and rezoning request with a zoning of Planned Unit Development (P-U-D), based on the Comprehensive Plan and the adjacent and nearby industrial uses.

Applicant Presentation: None

FAVOR: None

OPPOSE: None

Planning and Appeals Board Comments: Chairman Carter reminded the Board to vote on the requests separately and in order it was presented.

There was a motion to recommend conditional approval of the request to annex the subject property and to establish zoning as Planned Unit Development (P-U-D) with the following conditions:

Conditions

1. The development standards within the narrative, site plan and architectural renderings submitted with the applicant's annexation and rezoning application shall be made part of the zoning ordinances, and shall be subject to the approval of the Director of the Community and Economic Development Department.
2. The proposed landscape buffer adjacent to the residential properties located off of Smallwood Road and Smallwood Springs Drive shall be planted with evergreen trees where determined necessary to provide for an effective buffer. The number, location, spacing, size and type of trees planted shall be subject to the approval of the Director of the Community and Economic Development Department.

Motion made by Board Member Martin

Motion seconded by Board Member Fleming

Vote – 6 favor, 1 absent (Thompson)

C. Rezoning Requests

- 1) Request from the **City of Gainesville** to rezone a 1,320± acres tract located between Athens Highway and Candler Highway, having road frontage on Monroe Drive, Allen Creek Road, Fulenwider Road and May Drive (a/k/a **1701 Fulenwider Road, SW**) from Residential-I-A (R-I-A) and Heavy Industrial (H-I) to Planned Unit Development (P-U-D).
Ward Number: Three
Tax Parcel Number(s): 15-023-000-167 (Part)
Request: Business Park

There was a motion to recommend conditional approval to rezone the subject property from Residential-I-A (R-I-A) and Heavy Industrial (H-I) as Planned Unit Development (P-U-D) with the following conditions:

Conditions

1. The development standards within the narrative, site plan and architectural renderings submitted with the applicant's annexation and rezoning application shall be made part of the zoning ordinances, and shall be subject to the approval of the Director of the Community and Economic Development Department.
2. The proposed landscape buffer adjacent to the residential properties located off of Smallwood Road and Smallwood Springs Drive shall be planted with evergreen trees where determined necessary to provide for an effective buffer. The number,

location, spacing, size and type of trees planted shall be subject to the approval of the Director of the Community and Economic Development Department.

Motion made by Board Member Delgado
Motion seconded by Board Member Simmons
Vote – 6 favor, 1 absent (Thompson)

- 2) Request from **Kevin Pethel** to rezone a 1.30± acres tract located southwest of the intersection of Crow Road and White Sulphur Road, having road frontage on the north side of Beverly Road (a/k/a **2092 Crow Road and 2005 White Sulphur Road**) from Residential-I (R-I) to Light Industrial (L-I).
Ward Number: Two
Tax Parcel Number(s): 09-124-000-038 (Part)
Request: Plumbing and electrical contractor office/warehouse

Staff Presentation: Deputy Director Matt Tate gave the following staff presentation:

There was a similar rezoning request last year from a different applicant to rezone the subject property to L-I for an HVAC contractor office/warehouse that was withdrawn before City Council. This applicant is proposing to rezone the subject property as well to Light Industrial (L-I) but for a plumbing and electrical contractor office/warehouse. The property has road frontage off of Crow Road and Beverly Road and is west of White Sulphur Road and is located within the Limestone Parkway Overlay Zone. The surrounding uses include single-family homes, church and the New Horizons Lanier Park long term care facility.

The subject property contains an existing 5,000 square foot metal building currently owned by the adjacent Faith Baptist Church which will be converted to the proposed use with associated parking. Access will remain from Crow Road which is maintained by Hall County and onsite parking will be provided. The applicant intends to fence and gate the property and two roll up doors will be added to the building for warehousing of materials. According to the applicant there will be 7 full time employees and a part time office assistant working normally Monday through Friday between 7:30 AM and 6:30 PM.

The Comprehensive Plan places the subject property within the *Mixed-Use General* land use category and within the *Limestone Medical Corridor* Character Area. Land uses allowed within this area include public / institutional, low-density residential, medium-density residential, multi-family residential, mixed-use, commercial, and parks / recreation / conservation.

Staff is recommending **conditional approval** of this rezoning request but with a zoning of General Business (G-B) zoning, based on the Comprehensive Plan and the surrounding mixture of uses.

Applicant Presentation: **Kevin Pethel**, 4031 Wiley Road, stated he agrees with the conditions of planning staff and will make the building presentable with the improvements.

FAVOR: None

OPPOSE: None

Planning and Appeals Board Comments: None

There was a motion to recommend conditional approval of the request to rezone the subject property from Residential-I (R-I) to General Business (G-B) as presented with the following conditions:

Conditions

- 1. The subject property shall be limited to the proposed plumbing and electrical contractor office/warehouse use and the permitted uses within the Neighborhood Business (N-B) zoning district excluding a convenience store, dollar-type store, coin laundry facility, convenience store, tobacco or vaping store, massage parlor or tattoo parlor.**
- 2. The exterior walls of the existing metal building or any future building shall be painted similarly to the existing color or an earth tone color. In addition, a minimum 3-foot high brick or stone water table shall be required on the exterior walls facing north, east and south.**
- 3. The existing trees located within the subject property shall remain except for what is only necessary to be removed for the development. If deemed necessary, the required tree/landscape plan shall provide for additional evergreen trees and deciduous trees to be planted to help screen the building, parking area and detention pond from Beverly Road, Crow Road and the adjacent properties. The number, location, spacing, size and type of trees planted shall be subject to the approval of the Director of Community and Economic Development Department.**
- 4. There shall be no freestanding signs permitted fronting Crow Road.**
- 5. All access point design for the subject property shall require review and approval by the Hall County Public Works Department and the Gainesville Public Works Department Director. All required access/traffic/sidewalk improvements associated with the proposed development shall be constructed at the full expense of the property owner/developer.**
- 6. An updated as-built survey/plat of the subject property, indicating existing conditions and all improvements shall be recorded prior to obtaining a Certificate of Occupancy for the future use.**

Motion made by Board Member Martin

Motion seconded by Board Member Fleming

Vote – 6 favor, 1 absent (Thompson)

D. Special Use Request

- 1) Request from **Juan Luna** for a special use on a 1.66± acres tract located on the southwest side of the intersection of Washington Street and West Avenue, east of John Morrow Jr. Parkway (a/k/a **0, 903, 915, 919, 921, 925 and 927 Washington Street, SW**), having a zoning of Neighborhood Business (N-B).
Ward Number: Four
Tax Parcel Number(s): 01-046-001-024A, 025, 026, 027, 028, 029 and 037
Request: 20 multi-family apartments**

Staff Presentation: Deputy Director Matt Tate gave the following staff presentation:

The applicant is requesting special use approval to develop 20 townhome style apartments within Neighborhood Business (N-B) zoning at a residential density of 12 du per acre. Adjacent uses include single-family homes, office, bank and various retail uses. The property is comprised of an assemblage of seven lots totaling 1.66± acres that will be combined and the two existing rental homes will be demolished. The proposal includes a total of two, 2-story buildings to include a 16-unit building and a 4-unit building. Each apartment unit will be approximately 1,137 square feet in size, consisting of two bedrooms and two baths. The exterior of the proposed structures will include a mixture of brick, stone and cementitious siding. Other details include 6:12 pitched roofs with architectural shingles and the open stairwells will provide decorative gated entrances. Surface level parking will be provided and two driveways are proposed from Washington Street. Stormwater detention will be provided behind the larger apartment building adjacent to the existing stream buffer.

The Comprehensive Plan places the property within the *Mixed-Use General* land use category and within the *Longwood Cove* Character Area which supports medium-density residential, multi-family residential, mixed-use, commercial, public / institutional, and parks / recreation / conservation.

Staff is recommending **conditional approval** of this Special Use request based on the Comprehensive Plan and the adjacent mixture of uses.

Applicant Presentation: Jack Bailey, 2419 Island Drive, stated he is representing the owner Juan Luna as his architect and also at the meeting is Attorney Jim Walters representing the owner. He stated both of these gentlemen are available for any questions. Mr. Bailey stated the facts and project has been carefully presented. Also stated the owner wants to do something other than just another apartment project but with the look of townhomes. He said it would be done with varying the materials, large areas for landscaping and thinks it will be a project everyone can be proud of. Mr. Bailey stated he will answer any questions and the owner is agreeable to the conditions presented.

FAVOR: None

OPPOSE: None

Planning and Appeals Board Comments: None

There was a motion to recommend conditional approval of the special use request as presented with the following conditions:

Conditions

1. All of the existing structures shall be demolished and removed from the subject property.
2. The proposed townhome style apartments shall be generally consistent with the standards depicted on the architectural elevations and pictures provided with this special use application to include a mixture of exterior brick, stone cementitious siding materials, decorative gated entrances and minimum 6:12 pitched roof.
3. The owner/developer shall screen the proposed stormwater detention pond, dumpster pad and the rear and sides of the 4-unit apartment building with a mixture of evergreen trees. The location, spacing, size and type of trees planted

shall be subject to the approval of the Director of the Community and Economic Development Department.

4. All access point design for the subject property shall be submitted for review by the Gainesville Public Works Director. The approval of said design shall be required prior to issuance of a building permit. All required access/traffic/sidewalk improvements associated with the proposed development shall be at the full expense of the developer/property owner. As determined by the Public Works Director, the existing curb and sidewalk shall be repaired or replaced along Washington Street and West Avenue in front of the development.
5. An updated as-built boundary survey/plat of the subject property, indicating the existing stormwater easement and all improvements required for the proposed use, shall be recorded prior to obtaining a Certificate of Occupancy.

Motion made by Board Member Martin
Motion seconded by Board Member Delgado
Vote – 6 favor, 1 absent (Thompson)

ADJOURNMENT

There was a motion to adjourn the meeting at 6:02 p.m.

Motion made by Board Member Martin
Motion seconded by Board Member White
Vote – 6 favor, 1 absent (Thompson)

Respectfully submitted,

Doug Carter, Chairman

Gwen Fleming, Recording Secretary

CITY OF GAINESVILLE

AGENDA REQUEST

Date Submitted: 6/19/2020

Presenter: Matt Tate

Item of Business: Request from **Mauricio Ortega** to annex a 0.51± acre tract located on the south side of Cherrywood Drive, west of Cherry Circle (a/k/a **23 Cherrywood Drive**) and to establish zoning as Residential-I (R-I).
Ward Number: Four
Tax Parcel Number(s): 08-015-002-011
Request: Sewer for a single-family home

Meeting Date: 7/14/2020

Purpose of Request:

The applicant is proposing to annex the subject property in order to utilize sewer for a single-family home that was recently permitted in Hall County. The property is adjacent to the city limits to the south and is zoned Residential-I (R-I) within unincorporated Hall County. The subject property is a vacant, partially wooded lot and has access to Cherrywood Drive. Adjacent uses include single-family homes located within Hall County as well as City owned property that contains sewer utilities and a pump station zoned for light industrial purposes within the city limits.

History/Background:

Facts & Issues for Consideration:

Department Recommendation:

Planning staff recommended approval of this request. See the Staff Report for details.

Department Director:

Rusty Ligon

If funding is involved, are funds approved within the current budget?

N/A

Amount Requested:

Source of Funds:

Finance Comments:

Administrative Comments:

ATTACHMENTS:

Description	Type
☐ Staff Recommendation Report	Report
☐ Location Maps	Backup Material
☐ Narrative	Backup Material
☐ Site Plan	Backup Material
☐ Architectural Rendering	Backup Material

**GAINESVILLE PLANNING and APPEALS BOARD
STAFF RECOMMENDATION**

Applicant and Property Owner..... Mauricio Ortega
Location..... 23 Cherrywood Drive
Request..... Annex, with R-I zoning
Total Acres 0.51± acre
Ward..... Four
Proposed Use..... Sewer for a single-family home
Planning Division Staff Recommendation **Approval**
Date..... July 14, 2020

▪ **Applicant's Proposal and Background Information**

The applicant is proposing to annex the subject property in order to utilize sewer for a single-family home that was recently permitted in Hall County. The property is adjacent to the city limits to the south and is zoned Residential-I (R-I) within unincorporated Hall County. The subject property is a vacant, partially wooded lot and has access to Cherrywood Drive. Adjacent uses include single-family homes located within Hall County as well as City owned property that contains sewer utilities and a pump station zoned for light industrial purposes within the city limits. The proposed home is approximately 2,193 square feet with one access driveway from Cherrywood Drive.

▪ **Adjacent Land Use and Zoning**

Location	Use	Zoning
North	Single-family home	Residential-I (R-I) County
South	Water Treatment Facility	Light Industrial (L-I) City
East	Single-family home	Residential-I (R-I) County
West	Single-family home	Residential-I (R-I) County

▪ **Zoning History**

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

2017- A request by Pro Building Systems to annex a 0.516± acres tract located at 2431 S Smith Road with General Business (G-B) zoning for Auto Collision Center was approved

2010 – A request by Jose Delagarza to annex a 0.33± acres tract located at 3 Cherry Circle with Residential-I (R-I) zoning for sewer for an existing single-family home was approved.

Staff Analysis

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

The proposed use of the property is for a single-family residence which is appropriate given the adjacent residential properties located to the north, south and east. Nearby properties include single-family residential uses zoned Residential-I (R-I) within jurisdictional Hall County, residential

condominiums zoned Office and Institutional (O-I) within the city limits of Gainesville, Georgia Power Substation zoned Neighborhood Business (N-B) within the city limits of Gainesville and undeveloped land zoned Light Industrial (L-I) within the city limits of Gainesville.

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

The proposed single-family home should not affect the existing use or usability of the adjacent or nearby property. Reinvestment within the aging neighborhood should help improve the property. Similar to the single-family properties located north of the subject tract, annexation for sewer services was required due to insufficient land area to provide for private septic system.

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

The Future Development Map for the City of Gainesville places the property within the Low-Medium Density Residential land use category, which includes areas containing or planned for single-family detached or semi-detached housing at densities ranging from two to four dwelling units per acre.

According to the Character Area map for the City of Gainesville, the subject property is located within the Suburban Residential Character Area. The vision for this 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". As well, the quality community objectives state that housing choices should continue to be diversified to support a range of household incomes, sizes, types, but consist mostly of traditional single-family detached lots. In areas where natural features or sensitive environments are important, cluster housing or conservation subdivision design may be appropriate. Land uses allowed in the Suburban Residential Character Area include low-density residential, medium-density residential, multi-family residential, public / institutional, commercial, and parks / recreation / conservation, mixed-use.

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

There is no reason that this property cannot be used as it is currently zoned. The applicant is proposing to annex the subject property with a zoning of Residential-I (R-I) for a single-family home. The subject property is currently zoned Residential-I (R-I) within unincorporated Hall County which is intended for single-family uses. The minimum lot size required for Residential-I (R-I) zoned property in the City is 10,000 square feet. The subject property is 14,374.8 square feet in size which makes it conforming.

(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 at this time. The proposed residential use should have no additional impact on existing roads over and above what currently exists from surrounding residential properties. 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 the nearest City of Gainesville Fire Station #4 is approximately 1 mile from the subject property. Given the scale of the request, 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?

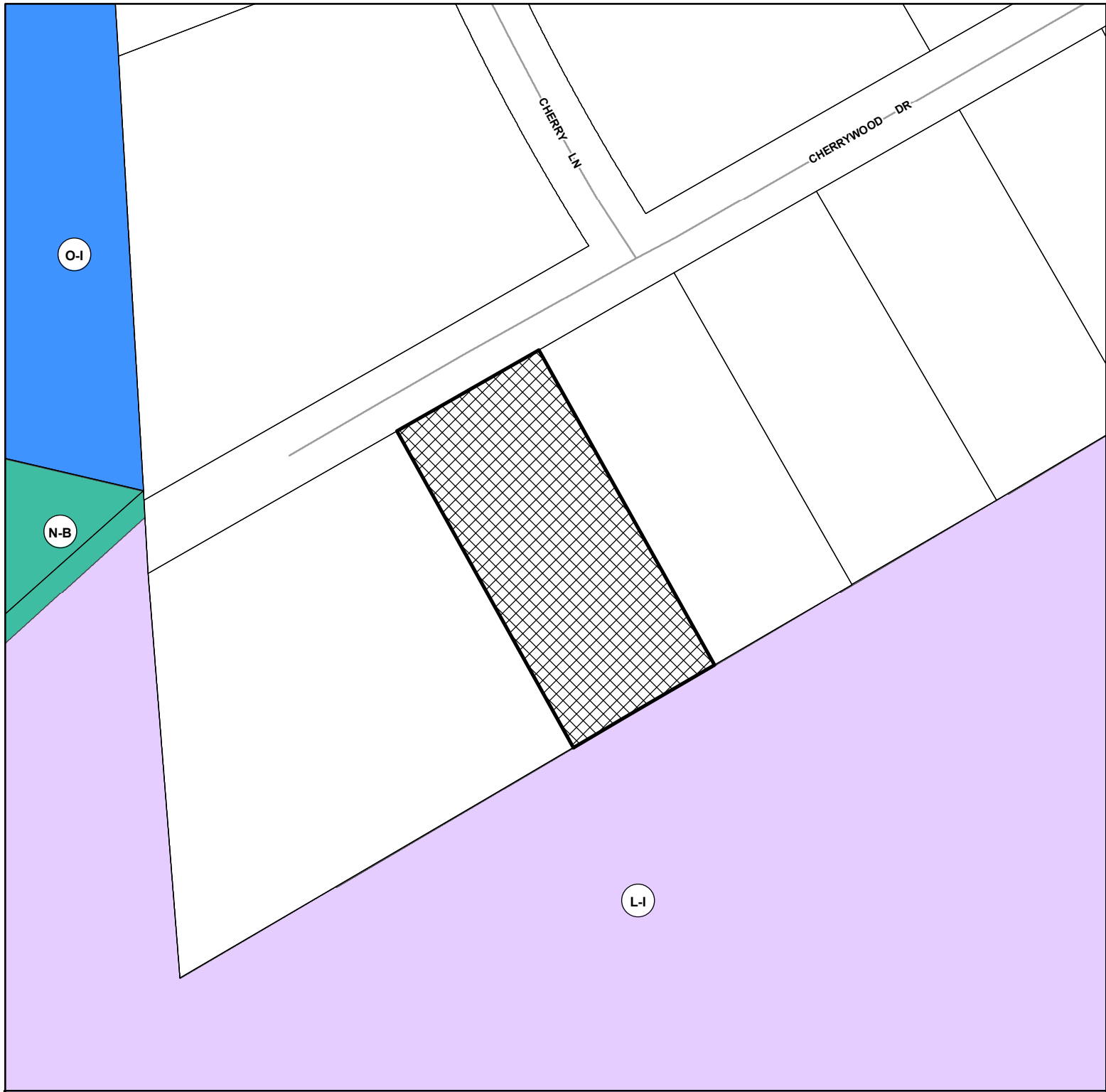
The surrounding area contains various commercial and residential properties both within the City and County. There are substantial opportunities for new infill development due to the number of older commercial properties, distressed housing and vacant parcels. It is staff's opinion that the proposed residential use appears to be consistent with existing and expected uses of the Comprehensive Plan.

(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 other residential properties, the proposal 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 **approval** of this annexation request with **Residential-I (R-I)** zoning, based on the Comprehensive Land Use Plan and the adjacent residential land use.



Applicant:

MAURICIO ORTEGA

ANNEXATION REQUEST

Request:

Annex 0.51+/- acre and establish zoning as Residential-I (R-I) for sewer for a single-family home

Subject Property Address:

23 Cherrywood Drive

Tax Parcel:

08-015-002-011

Meeting Date: 07/14/2020

Map Prepared: 06/01/2020



Subject Property



0 50 100 150 200 Feet

1" = 83'



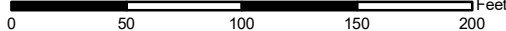
CITY OF

GAINESVILLE

COMMUNITY AND ECONOMIC DEVELOPMENT





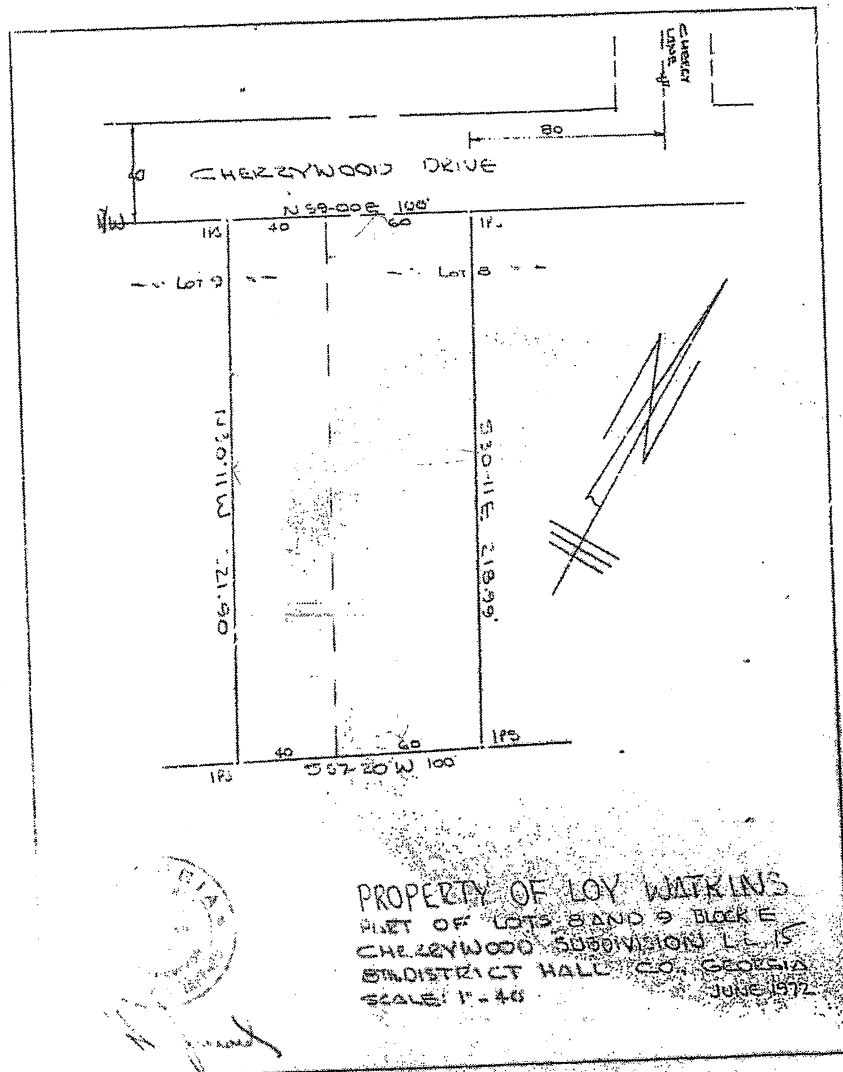
Applicant: MAURICIO ORTEGA		 Subject Property Aerial from 2018  Feet 1" = 83' 
ANNEXATION REQUEST		
Request: Annex 0.51+/- acre and establish zoning as Residential-I (R-I) for sewer for a single-family home		 CITY OF GAINESVILLE COMMUNITY AND ECONOMIC DEVELOPMENT 
Subject Property Address: 23 Cherrywood Drive	Tax Parcel: 08-015-002-011	
Meeting Date: 07/14/2020 Map Prepared: 06/01/2020		

Narrative

23 Cherrywood Drive

I am proposing to annex my property with a zoning of Residential-I (R-I). I intend to build a single-family home on public sewer which requires me to annex . The property is 0.51 acres in size and is currently undeveloped.

254



Recorded: June 15, 1972 — M. Grady Watson, clerk

2193 Sq Ft, 4 Bedrooms, 2 Full Baths, 1 Half
Baths, 2 Car Garage



CITY OF GAINESVILLE

AGENDA REQUEST

Date Submitted: 6/19/2020

Presenter: Matt Tate

Item of Business: Request from **1430 Calvary Church Rd LLC** to annex a 0.46± acre tract located on the west side of Calvary Church Road, southwest of its intersection with Calvary Drive (a/k/a **1442 Calvary Church Road**) and to establish zoning as Light Industrial (L-I).
Ward Number: Three
Tax Parcel Number(s): 15-035-000-001
Request: Granite South warehouse addition

Meeting Date: 7/14/2020

Purpose of Request:

The applicant is proposing to annex the subject property to expand the existing Granite South business which fabricates granite and cabinets. The subject property contains a vacant single-family home that will be demolished for a 19,500± square foot warehouse addition. The addition will extend from the existing 10,000 square foot office/warehouse building which is located on the larger adjacent property currently within the city limits. The intent is to combine the properties under one jurisdiction. The existing driveway will be redesigned and additional parking will be provided off of Calvary Church Road which is a County maintained road. The property is adjacent to the city limits to the north, south and west and is zoned Agricultural Residential-III (AR-III) within unincorporated Hall County. Adjacent uses include mostly industrial uses within Gainesville and Hall County, residential uses located across Calvary Church Road in the County and land owned by the Gainesville Area Park Commission which includes the Elachee Nature Science Center.

History/Background:

Facts & Issues for Consideration:

Department Recommendation:

Planning staff recommended approval with two conditions. See the Staff Report for details.

Department Director:

Rusty Ligon

If funding is involved, are funds approved within the current budget?

N/A

Amount Requested:

Source of Funds:

Finance Comments:

Administrative Comments:

ATTACHMENTS:

Description	Type
☐ Staff Recommendation Report	Report
☐ Location Maps	Backup Material
☐ Narrative	Backup Material
☐ Survey	Backup Material
☐ Site Plans	Backup Material
☐ Photo	Backup Material

**GAINESVILLE PLANNING and APPEALS BOARD
STAFF RECOMMENDATION**

Applicant and Property Owner..... 1430 Calvary Church Rd LLC
Location..... 1442 Calvary Church Road
Request..... Annex with a zoning of Light Industrial (L-I)
Total Acres 0.46± acre
Ward..... Three
Proposed Use..... Granite South warehouse addition
Planning Division Staff Recommendation **Approval, with conditions**
Date..... July 14, 2020

▪ **Applicant's Proposal and Background Information**

The applicant is proposing to annex the subject property to expand the existing Granite South business which fabricates granite and cabinets. The subject property contains a vacant single-family home that will be demolished for a 19,500± square foot warehouse addition. The addition will extend from the existing 10,000 square foot office/warehouse building which is located on the larger adjacent property currently within the city limits. The intent is to combine the properties under one jurisdiction. The existing driveway will be redesigned and additional parking will be provided off of Calvary Church Road which is a County maintained road. The property is adjacent to the city limits to the north, south and west and is zoned Agricultural Residential-III (AR-III) within unincorporated Hall County. Adjacent uses include mostly industrial uses within Gainesville and Hall County, residential uses located across Calvary Church Road in the County and land owned by the Gainesville Area Park Commission which includes the Elachee Nature Science Center.

▪ **Adjacent Land Use and Zoning**

Location	Use	Zoning
North	Granite South	Light Industrial (L-I) -City
South	Chicopee Agriculture Center;	Residential I Agriculture (R-I-A) -City
East	Vacant Land	Light Industrial (I-I) -County
	Single Family Home	Agriculture III (AR-III)- County
West	Granite South	Light Industrial (L-I) City

▪ **Other Departmental Comments**

There were no departmental comments for this request.

▪ **Zoning History**

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

2019 – A request by RY Holding Company LLC to annex a 2.01± acres tract located at 2348 Monroe Drive with Heavy Industrial (H-I) zoning for sewer for an office warehouse was approved.

2016- A request by R. Lawton, Esq. Partner, Williams Teusink, LLC to rezone a 3.53± acres tract located at 1305, 1307, 1309, 1311, 1313, 1315, 1317, & 1319 Calvary Church Road from Residential-I-A (R-I-A) and General Business (G-B) to Light Industrial (L-I) was approved with conditions for a recycling center.

▪ **Staff Analysis**

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

The surrounding area has experienced significant industrial growth within the last 10 years. The property has been developed for industrial purposes and appears suitable given the surrounding industrial uses and zoning. Granite South is a business located in the city that has been in operation for over 10 years. This property would become part of that existing business.

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

The proposed development should not adversely affect the adjacent properties. The property will function similarly as the existing light industrial use.

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

The Future Development Map for the City of Gainesville places the property within the Industrial land use category, which includes a wide range of office, business, supportive commercial, light industrial, manufacturing, research and development uses.

According to the Character Area map for the City of Gainesville, the subject property is located within the Economic Development Gateways character area which appears to support the applicant's proposal. This character area represents the industrial, warehousing and other commercial enterprises that parallel the I-985 and Norfolk-Southern railroad corridor. The primary vision for the area is to continue to support economic development while preserving and strengthening important natural and cultural resources. These areas include a wide range of office, business, light industrial, manufacturing, research, and development uses; and commercial uses that directly support or are otherwise linked to the dominant business use as well as mixed-use, residential (existing uses only), public / institutional, transportation / communications / utilities, and parks / recreation / conservation uses.

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

The subject property is currently zoned for residential purposes in the county. The proposed light industrial use will have more impact on the property but is consistent with adjacent nonresidential properties and much of the surrounding area. The applicant desires to develop this property to be part of Granite South.

(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?

Nearby developments currently utilize City water and sewer services and there is sufficient capacity to serve the development. Water and sewer extension to the development will be required.

The peak hour generation for this project was calculated at 6 A.M. / 6 P.M. two-way trips and the 24-hour volume is 48 two-way trips. The applicant will be required to coordinate with Gainesville, Hall County and GDOT regarding any access and driveway improvements.

Existing public safety services respond to the adjacent and nearby properties. Gainesville Fire Station #1 located off of Queen City Parkway is located approximately 2.7 miles away.

Given the proposal is for nonresidential purposes, there should be no negative impact to the Gainesville City School System.

(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 and surrounding area have been impacted by growth along Lanier Parkway (I-985) and nearby industrial growth along Calvary Church Road, Barber Road and New Harvest Road. This development will continue to function the same way but annexation will allow for the business to grow.

(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?

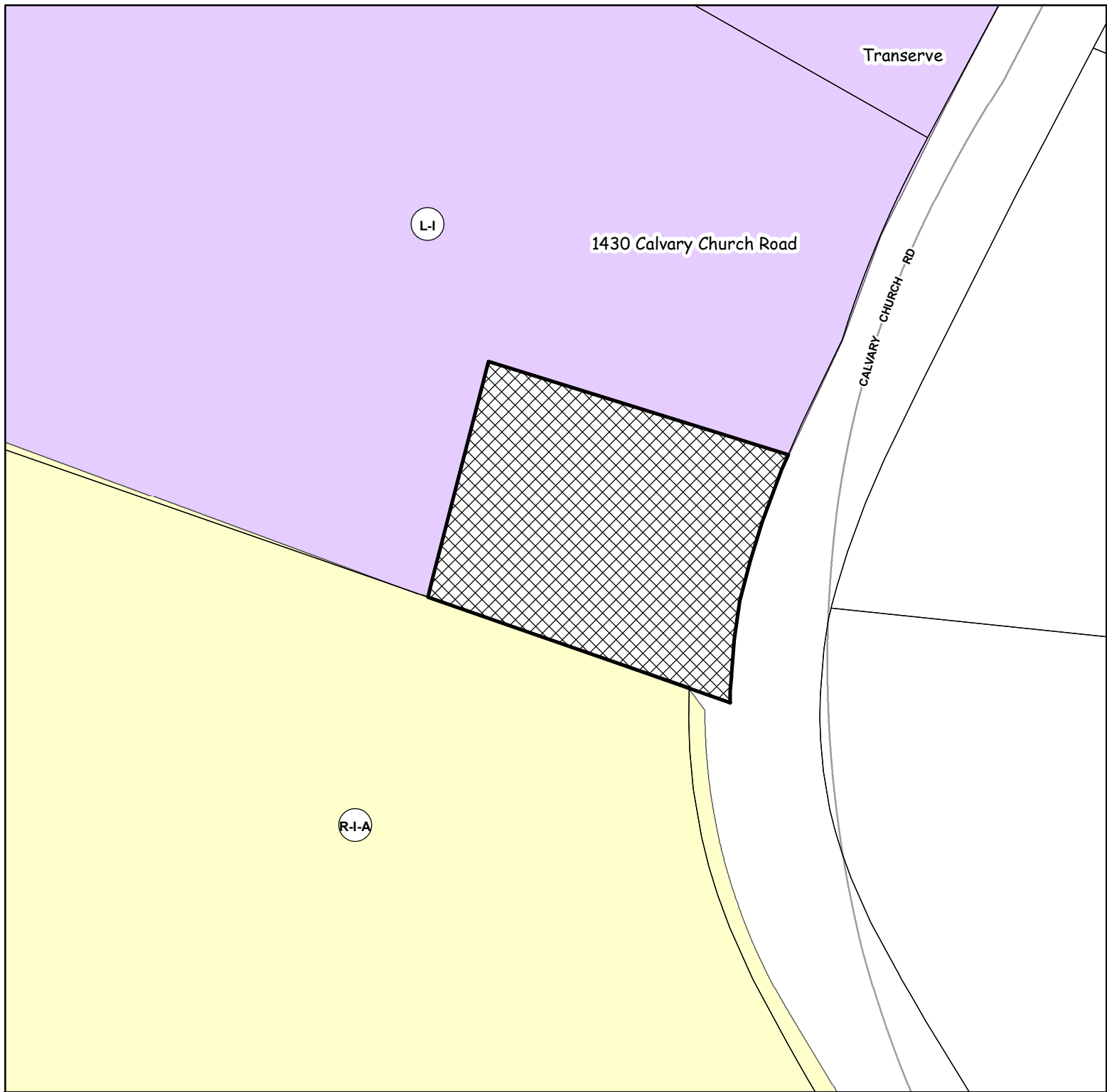
Due to the subject property's proximity to existing residential, commercial and industrial land uses, the proposed use, *with the recommended condition of zoning* appears to promote a reasonable balance between the interests of the City, the property owner, and neighboring residents and property owners.

▪ **Staff Recommendation**

The Planning Division staff is recommending **conditional approval** of the proposed annexation request with **Light Industrial (L-I) zoning**, based on the Comprehensive Plan and the adjacent non-residential land uses.

Conditions

1. **An updated as-built boundary survey/plat of the subject property, combining the subject property with the adjacent 1430 Calvary Church Road property and indicating all improvements required for the proposed use, shall be recorded prior to obtaining a Certificate of Occupancy.**
2. **A minimum 3-foot high water table consisting of stucco, brick or rock material shall be required on the exterior front wall of the proposed building.**



Applicant:

1430 CALVARY CHURCH RD LLC

ANNEXATION REQUEST

Request:

Annex 0.46+/- acre and establish zoning as Light Industrial (L-I) for a warehouse addition

Subject Property Address:

1442 Calvary Church Road

Tax Parcel:

15-035-000-001

Meeting Date: 07/14/2020

Map Prepared: 06/01/2020

 Subject Property



0 50 100 150 200 Feet

1" = 83'



CITY OF

GAINESVILLE

COMMUNITY AND ECONOMIC DEVELOPMENT





Applicant:

1430 CALVARY CHURCH RD LLC

ANNEXATION REQUEST

Request:

Annex 0.46+/- acre and establish zoning as Light Industrial (L-I) for a warehouse addition

Subject Property Address:

1442 Calvary Church Road

Tax Parcel:

15-035-000-001

Meeting Date: 07/14/2020

Map Prepared: 06/01/2020



Subject Property

Aerial from 2018

0 50 100 150 200 Feet



1" = 83'



CITY OF

GAINESVILLE

COMMUNITY AND ECONOMIC DEVELOPMENT



**Brad Rush**

Granite South Inc.
3633 Southland Dr.
Flowery Branch, GA 30542
Ph: 770-285-7771

City of Gainesville

Planning and Zoning
Matt Tate
mtate@gainesville.org

Narrative for 1430 Calvary Church Rd,

3rd June, 2020

Granite South is a granite fabricator located in Flowery Branch and has been in Hall County since its inception 5 years ago. Two years ago, we added a line of cabinets to our product mix creating the need for more warehouse space.

At the beginning of this year we bought 1430 Calvary Church Rd. The property consists of a little less than 9 acres, a 10,000-sf metal building and a 1000 sf house. The house sits on a half-acre lot and is zoned residential but is surrounded by commercial zoning on three sides.

We plan on adding a 19,000 sf $\pm$ building that will match the existing building construction with two exceptions. The side wall height will be 20' instead of the 16' for the existing building and the front façade will not be stucco to match the current building but metal siding matching three sides of the current building.

The use of the current building will be a 2500 sf showroom, currently under permit, cabinet storage and cabinet assembly and the new building we will be moving the granite fabrication shop and have more space for granite slab storage and cabinet storage. The estimated amount of personnel for both buildings is 15 which should easily be supported by the current onsite septic system as there were over 50 people working out of the same building for Hulsey Plumbing.

Thanks much.

A handwritten signature in black ink, appearing to read 'Brad Rush', is written over a light blue geometric background.

Brad Rush

President, Granite South Inc.

NOTE:
STATE PLANE COORDINATE BASED UPON GPS OBSERVATIONS
USING A CARLSON SURVEYOR + DUAL FREQUENCY RECEIVER
RUNNING CARLSON SURVEY SOFTWARE. RTK NETWORK UTILIZING
THE TRIMBLE VRS NOW NETWORK.

FLOOD NOTE:
THIS PROPERTY IS NOT IN A FLOOD HAZARD AREA
AS PER FEMA FLOOD INSURANCE RATE MAP OF
CITY OF GAINESVILLE.
COMMUNITY PANEL NUMBER: 130263 0189 F
EFFECTIVE DATE: MARCH 21, 2000
REVISION DATE: SEPTEMBER 29, 2006

A LEICA TS06 PLUS TOTAL STATION
WAS USED TO OBTAIN THE LINEAR AND
ANGULAR MEASUREMENTS USED IN THE
PREPARATION OF THIS PLAT.
THE FIELD DATA UPON WHICH THIS MAP
OR PLAT IS BASED HAS A CLOSURE
PRECISION OF ONE FOOT IN 31,706
FEET AND AN ANGULAR ERROR OF 05"
PER ANGLE POINT, AND WAS ADJUSTED
USING THE COMPASS RULE METHOD.
THIS MAP OR PLAT HAS BEEN
CALCULATED FOR CLOSURE AND IS
FOUND TO BE ACCURATE WITHIN ONE
FOOT IN 62,560 FEET.

LEGEND:

AI	ANGLE IRON
ASP	ASPHALT
CB	CATCH BASIN
C&G	CURB & GUTTER
CL	CENTERLINE
CLF	CHAIN LINK FENCE
CMF	CONCRETE MONUMENT FOUND
CMP	CORRUGATED METAL PIPE
CONC	CONCRETE
CO	CLEAN OUT
DWF	DOG WIRE FENCE
EP	EDGE OF PAVEMENT
FH	FIRE HYDRANT
GW	GUY WIRE
HWF	HOG WIRE FENCE
IPF	IRON PIN FOUND
IPS	IRON PIN SET (1/2" REBAR)
LL	LAND LOT
LLL	LAND LOT LINE
MH	MANHOLE
MR	METAL ROD
N/F	NOW OR FORMERLY
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
PL	PROPERTY LINE
PP	POWER POLE
P/TP	POWER & TELEPHONE POLE
RB	REBAR
RCP	REINFORCED CONCRETE PIPE
R/W	RIGHT OF WAY
SP	SERVICE POLE
TP	TELEPHONE POLE
WM	WATER METER
WV	WATER VALVE

THIS BLOCK RESERVED FOR
THE CLERK OF SUPERIOR COURT

- GENERAL NOTES:
- 1) ANY STREAM OR STATE WATER LOCATED ON THIS PROPERTY MAY BE SUBJECT TO A 50 FEET UNDISTURBED NATURAL VEGETATIVE BUFFER AND A 75 FEET IMPERVIOUS SURFACE SETBACK. (HALL COUNTY CODE 8.170.070).
 - 2) IF PROPERTY IS LOCATED IN THE NORTH OCONEE WATERSHED DISTRICT, THEN ADDITIONAL STREAM BUFFERS AND IMPERVIOUS SETBACKS MAY BE REQUIRED FOR COMPLIANCE. (HALL COUNTY CODE 17.225.040).
 - 3) THIS PROPERTY IS NOT LOCATED IN THE HALL COUNTY FUTURE FLOOD ZONE PER HALL COUNTY GIS.
 - 4) IF RESIDENTIAL PROPERTY IS SUBDIVIDED INTO SEVEN LOTS OR MORE WITH ALL LOTS ACCESSING EXISTING HALL COUNTY, GEORGIA ROADS, THEN STORMWATER MANAGEMENT IS REQUIRED FOR COMPLIANCE. (HALL COUNTY CODE 8.180.120 AND 8.180.130).

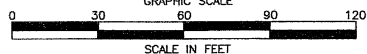
Course	Bearing	Distance
C1	RAD.= 758.11'	ARC.= 150.16'
	Tan: 75.33'	Ch: 1120.56'
	Chd: S14°39'17"W	149.92'

- GENERAL NOTES:
- 1) THIS PLAT IS A SURVEY OF THE EXISTING HALL COUNTY TAX PARCEL 15035 000001.
 - 2) PROPERTY ADDRESS: 1442 CALVARY CHURCH ROAD.

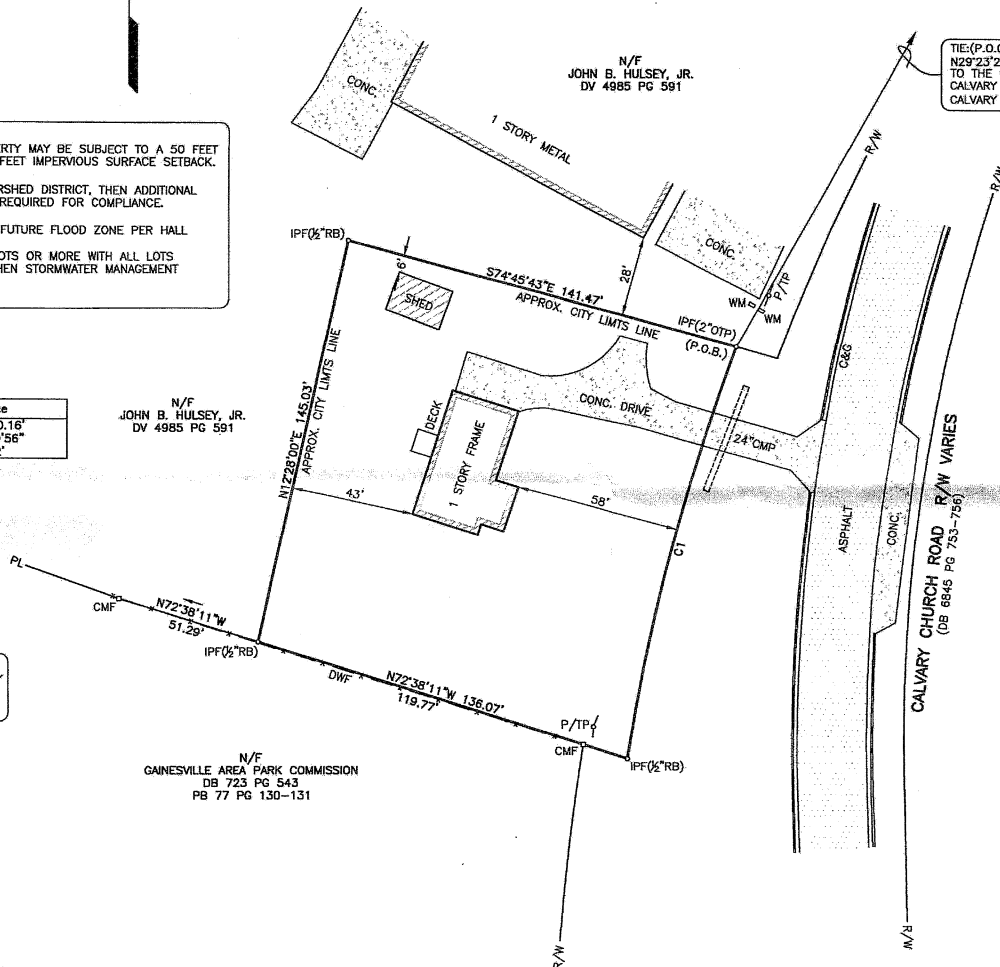
TOTAL AREA = 0.46 ACRE

RETRACEMENT SURVEY FOR
1430 CALVARY CHURCH ROAD, LLC,
JOHN B. HULSEY, JR.,
AMERIS BANK &
STEWART TITLE GUARANTY COMPANY

LOCATED IN
G.M.D. 1385
HALL COUNTY, GEORGIA
SCALE: 1" = 30' JANUARY 28, 2020
GRAPHIC SCALE



FIELD WORK DATES:
DECEMBER 7/8, 2017
MARCH 23, 2018
MAY 17, 2018



DEED REFERENCE:(CURRENT OWNER)
DEED FOR JOHN B. HULSEY, JR.
DATED JANUARY 22, 2004
DEED BOOK 4859 PAGES 206-207.

- PLAT REFERENCES:
- 1) SURVEY FOR GREG LOYD & WALTER HYATT
PREPARED BY FARLEY-COLLINS ASSOC.
DATED JULY 20, 1988
 - 2) REVISED MARCH 6, 1989.
 - 3) SURVEY FOR JOHN HENRY CRUMLEY
PREPARED BY H.C. JARRARD
DATED NOVEMBER 28, 1978.

SURVEYOR'S CERTIFICATE:

THIS PLAT IS A RETRACEMENT OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT SUBDIVIDE OR CREATE A NEW PARCEL OR MAKE ANY CHANGES TO ANY REAL PROPERTY BOUNDARIES. THE RECORDING INFORMATION OF THE DOCUMENTS, MAPS, PLATS, OR 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.

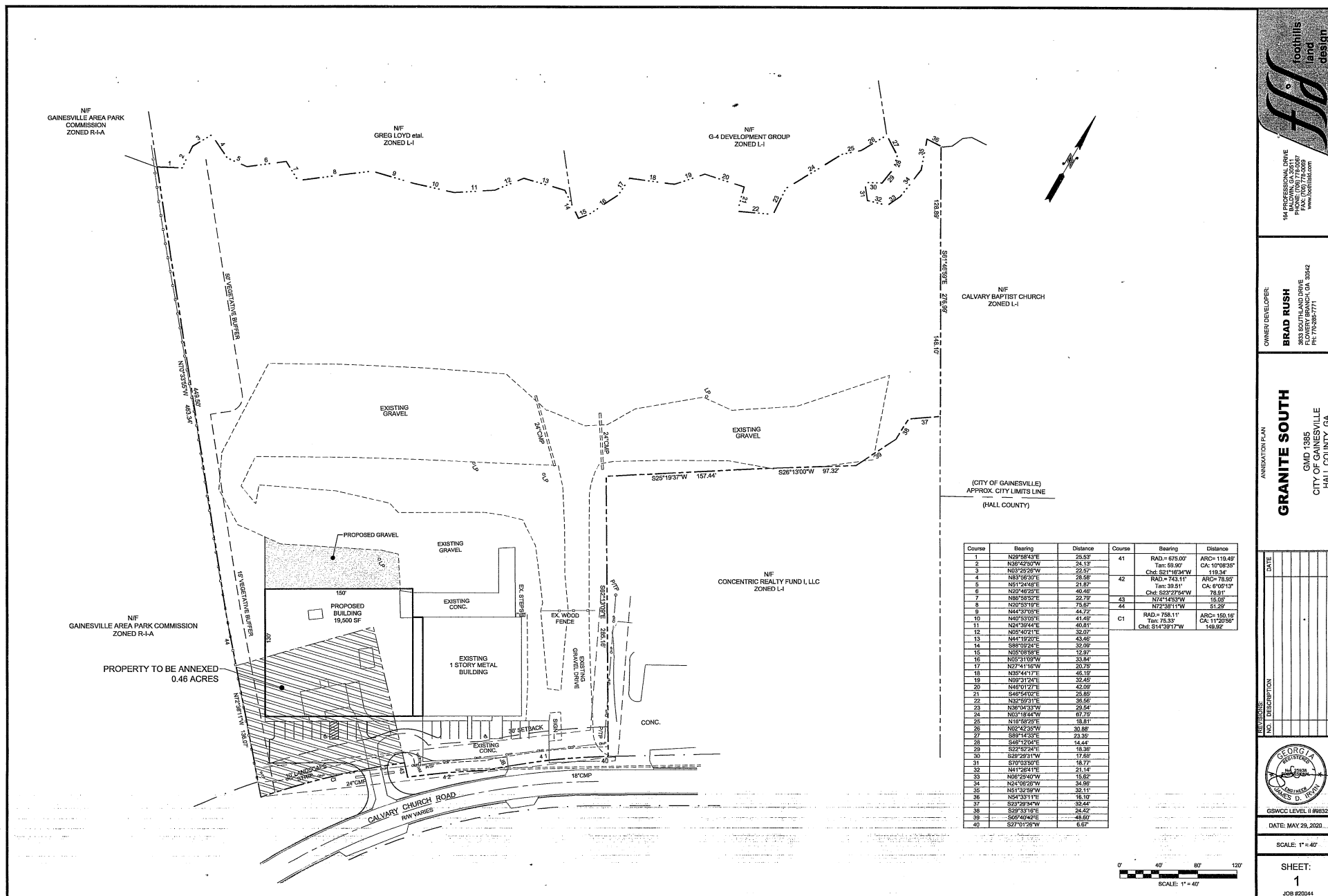
A. Darin Cain
A. DARIN CAIN, RLS 2716

1-25-2020
DATE

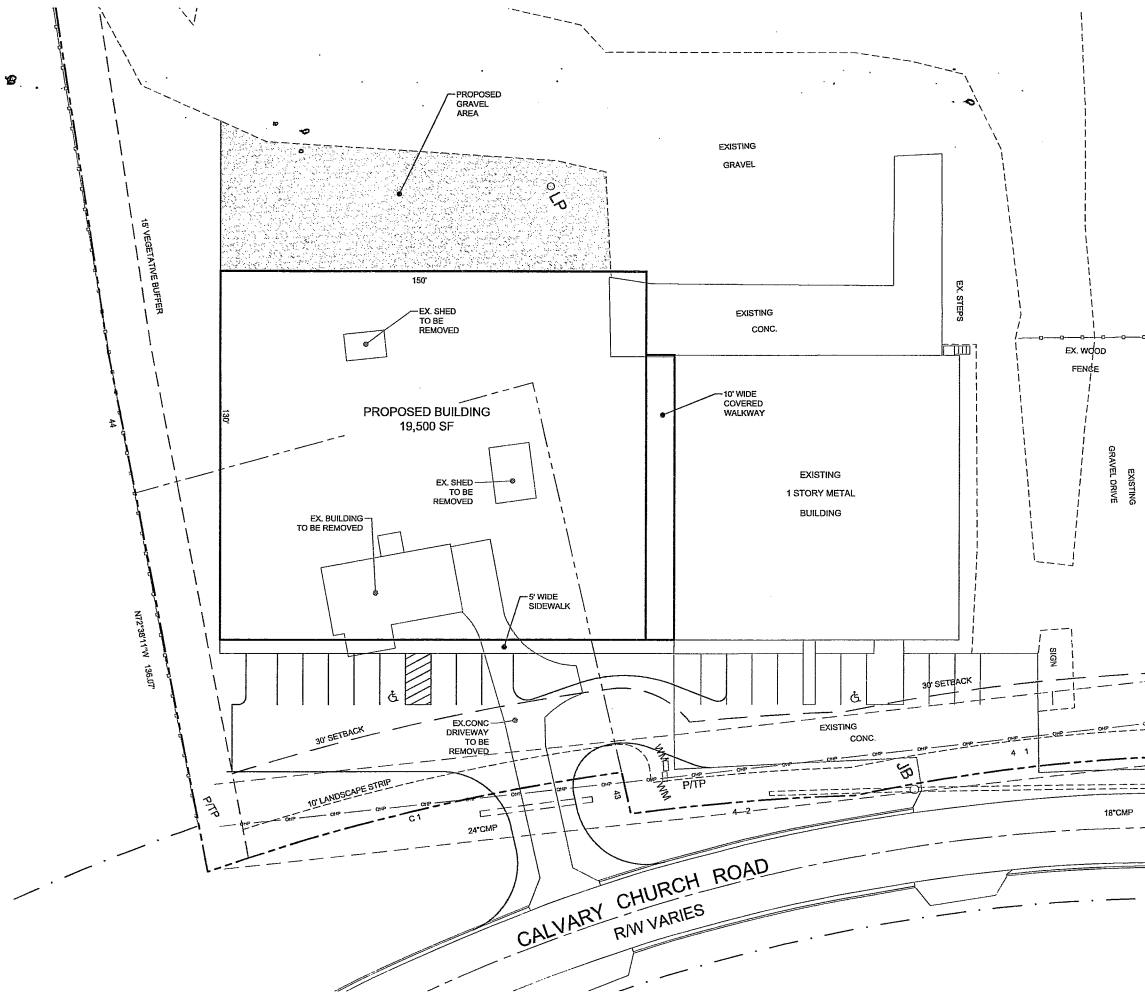


LONDON LAND SURVEYING
& ASSOCIATES, INC.
167 EAST JARRARD STREET
CLEVELAND, GEORGIA 30528
(706) 865-0749
LICENSE NO. LSF 522

JOB# 17150.04



NF
GAINESVILLE AREA PARK COMMISSION
ZONED R-4A



0' 20' 40' 60'
SCALE: 1" = 20'

ffl foothills
land
design
164 PROFESSIONAL DRIVE
SUITE 100
FLOWERY BRANCH, GA 30542
PHONE: (770) 752-8287
FAX: (770) 752-8288
WWW.FOOTHILLSDSIGN.COM

OWNER/DEVELOPER
BRAD RUSH
3933 SOUTHLAND DRIVE
FLOWERY BRANCH, GA 30542
PH: 770-265-7771

ANIMATION PLAN
GRANITE SOUTH
GMD 1385
CITY OF GAINESVILLE
HALL COUNTY, GA

REVISIONS	NO.	DESCRIPTION	DATE



OSWCC LEVEL II #9832

DATE: MAY 29, 2020

SCALE: 1" = 20'

SHEET:
2
JOB #20044



CITY OF GAINESVILLE

AGENDA REQUEST

Date Submitted: 6/19/2020

Presenter: Matt Tate

Item of Business: Request from the **Gainesville City Board of Education** to annex a 5.934± acres tract located on the east side of Gould Drive between McEver Road and S Smith Road (a/k/a **2550 and 2560 Gould Drive**) and to establish zoning as Office and Institutional (O-I) with a special use.

Ward Number: Four

Tax Parcel Number(s): 08-015-009-001 & 001B

Request: New Middle School / Existing single-family home

Meeting Date: 7/14/2020

Purpose of Request:

The Gainesville City Board of Education is proposing to annex the subject property with O-I zoning as part of an overall 22.6± acres tract for a new middle school. As well, the applicant is asking for special use approval to continue to rent the existing single-family home located at 2550 Gould Drive. The proposed middle school includes a two-story, 183,400 square foot building, multi-purpose field with field house and bleachers. Primary access/parking and bus access/parking are proposed off of McEver Road. Secondary access drive/parking is proposed off of Gould Drive which is a County maintained road. The property is adjacent to and west of the city limits and is zoned Residential-I (R-I) within unincorporated Hall County. The subject properties include undeveloped wooded land and a single-family rental home. Adjacent uses include single-family homes in the County along Gould Drive, Gainesville City School property, and a Catholic Church.

History/Background:

Facts & Issues for Consideration:

Department Recommendation:

Planning staff recommended approval with four conditions. See the Staff Report for details.

Department Director:

Rusty Ligon

If funding is involved, are funds approved within the current budget?

N/A

Amount Requested:

Source of Funds:

Finance Comments:

Administrative Comments:

ATTACHMENTS:

Description	Type
☐ Staff Recommendation Report	Report
☐ Location Maps	Backup Material
☐ Narrative	Backup Material
☐ Survey	Backup Material
☐ Site Plan	Backup Material
☐ Architectural Renderings	Backup Material

**GAINESVILLE PLANNING and APPEALS BOARD
STAFF RECOMMENDATION**

Applicant and Property Owner..... Gainesville City Board of Education
Location..... Annexation: 2550 and 2560 Gould Drive
..... Rezoning: 0 and 1263 McEver Road, SW
Request..... Annex with O-I zoning with a special use
..... Rezone from R-I to O-I
Total Acres Annexation / Special Use: 5.934± acres
..... Rezoning: 16.67± acres
Ward..... Four
Proposed Use..... New Middle School and existing rental
..... home
Planning Division Staff Recommendation **Approval, with conditions**
Date..... July 14, 2020

▪ **Applicant's Proposal and Background Information**

The Gainesville City Board of Education is proposing to develop a 22.6± acres tract of land for a second middle school campus. As well, part of the proposal includes special use approval to allow an existing single-family rental home to remain.

The property includes an assemblage of four parcels located east of Gould Drive and south of McEver Road, directly across from the older Free Chapel church campus. The intent is to bring all of the parcels under one jurisdiction with a zoning of Office and Institutional (O-I). The proposed middle school is designed to have a maximum enrollment of 1,275 students with a 125 staff including teachers. The development includes a two-story, 183,400 square foot building, multi-purpose field with field house and bleachers. Primary access is proposed off of McEver Road for parent drop-off/pick-up, buses and visitors. The school will operate with 14 buses. Secondary access is proposed off of Gould Drive which is a County maintained road and is for school staff including teachers.

Annexation with a Special Use

The property is 5.934± acres in size and is adjacent to and west of the city limits and is zoned Residential-I (R-I) within unincorporated Hall County. The subject property includes two parcels of which the larger 5.31± acres parcel is undeveloped and wooded. The larger parcel will contain a portion of the school building, parking and access from Gould Drive. The smaller 0.623± acre parcel contains a 1,246 square foot single-family rental home. The special use portion of the annexation request is to allow the existing rental home.

Rezoning

The property is 16.67± acres in size and is currently zoned Residential-I (R-I). The subject property includes two vacant and wooded parcels located within the Gateway Corridor Overlay Zone. The larger 15.693± acres parcel will contain most of the school facilities including a portion of the school building, a multi-purpose field with field house and bleachers, stormwater facilities, vehicular and bus access/parking and primary access from McEver Road. A future access easement is also planned to provide connection with the adjacent property to the east in the

County. The smaller 0.974± acre parcel contains a stream buffer and there are no plans to develop this site at this time.

▪ **Adjacent Land Use and Zoning**

Location	Use	Zoning
North	Free Chapel Church; Single-Family Home	General Business (G-B) City Residential-I (R-I) City
South and East	Catholic Church; Vacant Land; Residential Homes	Planned Unit Development (P-U-D) City Residential-I (R-I) and Agricultural Residential-III (AR-III) County
West	Church of God Prophecy; Single-Family Homes	Residential-I (R-I) County

Other surrounding uses nearby include the Hall County Government Center, Recro Pharmaceutical company, Waters Edge Subdivision and The Fields Apartments.

▪ **Intersection Control Evaluation/Traffic Impact Study**

An Intersection Control Evaluation /Traffic Study was completed for the proposal on May 14, 2020. The study area included the proposed full access driveway on McEver Road directly across from the Free Chapel Church most easterly driveway. The purpose of the study was to determine the traffic impact of the proposal and the most appropriate traffic control measures at this proposed driveway intersection.

The below table is a breakdown of the project trip generation as based on a 1.0% annual growth rate per year.

	Total Trips	Inbound Trips	Outbound Trips
24-Hour Two-Way	2,589	--	--
AM Peak Hour	821	451	370
School Peak Hour	405	186	219

Based on the location of the school in relation to the city limits and school district, the distribution of new trips to/from school traffic assumed that 50% of the trips would be to/from the north on McEver Road (SR 53), 5% of the trips to/from the south on McEver Road (SR 53), 40% to/from the east on Browns Bridge Road (SR 360) and 5% to/from the west on Browns Bridge Road (SR 369). The study revealed that the proposal did not meet the threshold requirements for a signalized intersection or a roundabout on McEver Road (SR 53). Therefore, the conclusions and recommendations from the study identified three improvements.

- A conventional Minor Stop (stop sign and painted stop bar) be installed at the study intersection for the northbound school driveway approach with two existing lanes.
- Existing westbound left turn lane on McEver Road (SR 53) be extended to a minimum of 290' storage length and 100' taper length.
- A deceleration lane be installed on eastbound McEver Road (SR 53) with a minimum 175' storage length and a 100' taper length.

▪ **Other Departmental Comments**

Coordination will be required with the Georgia Department of Transportation (GDOT). There were no departmental comments for this request.

▪ **Zoning History**

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

2018 – A request by Tyler Land Holdings to amend a 2.98± acres tract located at 1209 and 1229 Hillside Gardens Lane Road 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± acres 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.

2015 – A request by the Roman Catholic Archdiocese of Atlanta to amend a 14.233± acres tract located at 2436 S Smith Road zoned Planned Unit Development (P-U-D) was conditionally approved for a church.

2015 – A request by the Roman Catholic Archdiocese of Atlanta to amend and rezone a 4.899± acres tract located at 0 S Smith Road from Residential-I (R-I) to Planned Unit Development (P-U-D) was conditionally approved for a church.

2013 – A request by Foote & Miller Properties, LLC to annex a 2.72± acres tract located at 2420 Browns Bridge Road was approved with General Business (G-B) zoning for sewer for an existing auto dealership.

2012 – A request by Rescate 2000, Inc. for a special use on an 8.19± acres tract located at 2920 Florence Drive was approved with conditional Office and Institutional (O-I) zoning for a daycare center.

2010 – A request by Jose Delagarza to annex a 0.33± acre tract located at 3 Cherry Circle was approved with conditional Residential-I (R-I) zoning for sewer for an existing single-family residence.

Staff Analysis

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

The subject property is adjacent to a mixture of uses including single-family residential, multi-family residential and two churches. The proposed middle school is considered a public use which is allowed by right within all zoning districts within the jurisdictions of Gainesville and Hall County. The purpose of the request is to bring all of the property under one jurisdiction and zoning. The exiting rental home is similar to the neighboring residential homes located off of Gould Drive and will remain as such.

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

The proposed middle school will increase nonresidential traffic onto Gould Drive which serves as a County maintained residential street. The proposed secondary access drive on Gould Drive will need to be further studied to determine what improvements will be needed to handle the additional traffic load. As well, adjacent and nearby residential properties should be properly buffered from

the proposed middle school facilities including buildings, parking areas and stormwater management facilities.

(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 *Mixed-Use General* land use category. This category includes areas containing or planned for a mixture of land uses including office, neighborhood retail, and residential.

According to the Character Area map for the City of Gainesville, the subject property is located within the *Suburban Residential* Character Area. The vision for this 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". As well, the quality community objectives state that housing choices should continue to be diversified to support a range of household incomes, sizes, types, but consist mostly of traditional single-family detached lots. In areas where natural features or sensitive environments are important, cluster housing or conservation subdivision design may be appropriate. Land uses allowed in the *Suburban Residential Character Area* include low-density residential, medium-density residential, multi-family residential, public / institutional, commercial, and parks / recreation / conservation, mixed-use.

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

The subject property is currently zoned primarily for single-family residential purposes. As previously stated, the proposed middle school is permitted within any zoning district as it is considered a public use. The applicant desires to bring all of the property owned by the school system under one jurisdiction and one zoning of Office and Institutional (O-I). The existing single-family rental home requires special use approval within O-I zoning.

(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?

Public facilities and services are adequate but will require improvements to access, stormwater and water/sewer utilities. The Gainesville Fire and Police Departments currently respond to the property. Gainesville Fire Station #4 is located off of Memorial Park Drive and is 1.6± miles from the proposed access. Hall County Fire Station #4 is located off of McEver Road and is approximately 1.3± miles from the proposed access. The proposal if approved will provide additional student capacity needs for the City school system.

(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?

It is staff's opinion the proposed use is consistent with the Comprehensive Plan. The majority of the property is located along McEver Road which serves as a connector road spanning from the city limits of Gainesville to Buford. The surrounding area has experienced both residential and commercial growth due to its proximity to Browns Bridge Road and Dawsonville Highway. The residential properties fronting Gould Drive have been established for many years and will continue to provide quality housing near the city limits. Future annexation of the properties may be possible in the future.

(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?

Given the subject property's proximity to/within the city limits and surrounding mixture of uses, the proposal, with the zoning conditions recommended by staff, appears to reflect a reasonable balance between the promotion of the public health, safety, morality, or general welfare, and the right to unrestricted use of property.

Additional Special Use Criteria

(1) The type of street providing access to the subject property is adequate to serve the proposed Special Use.

The following additional special use criteria is required for the existing single-family home portion of the overall request and does not involve the proposed middle school. Gould Drive is a county residential street and is sufficient to provide access for the single-family home. Gould Drive will require further study to determine what access improvements may be required for the middle school property.

(2) Access into and out of the property adequately provides for traffic and pedestrian safety, the anticipated volume of traffic flow, and access by emergency vehicles.

Access will function in a similar manner as it currently does. No changes are proposed for the existing single-family home.

(3) Public facilities such as schools, water or sewer utilities, and police or fire protection are adequate to serve the Special Use.

Existing public facilities such as water, sewer, police and fire protection are adequate to serve the existing single-family home and are currently provided to nearby properties.

(4) Refuse, service, parking and loading areas on the property are located and screened to protect other properties in the area from such adverse effects as noise, light, glare or odor.

The proposed service, parking, loading and lighting appears to be acceptable for the single-family home. City trash service will be provided for the home twice a week.

(5) The hours and manner of operation of the Special Use have no adverse effects on other properties in the area.

The existing single-family home will continue to function in the same manner and should have no adverse effects on the surrounding properties.

(6) The height, size and location of the buildings or other structures proposed on the property are compatible with the height, size or location of buildings or other structures on neighboring properties.

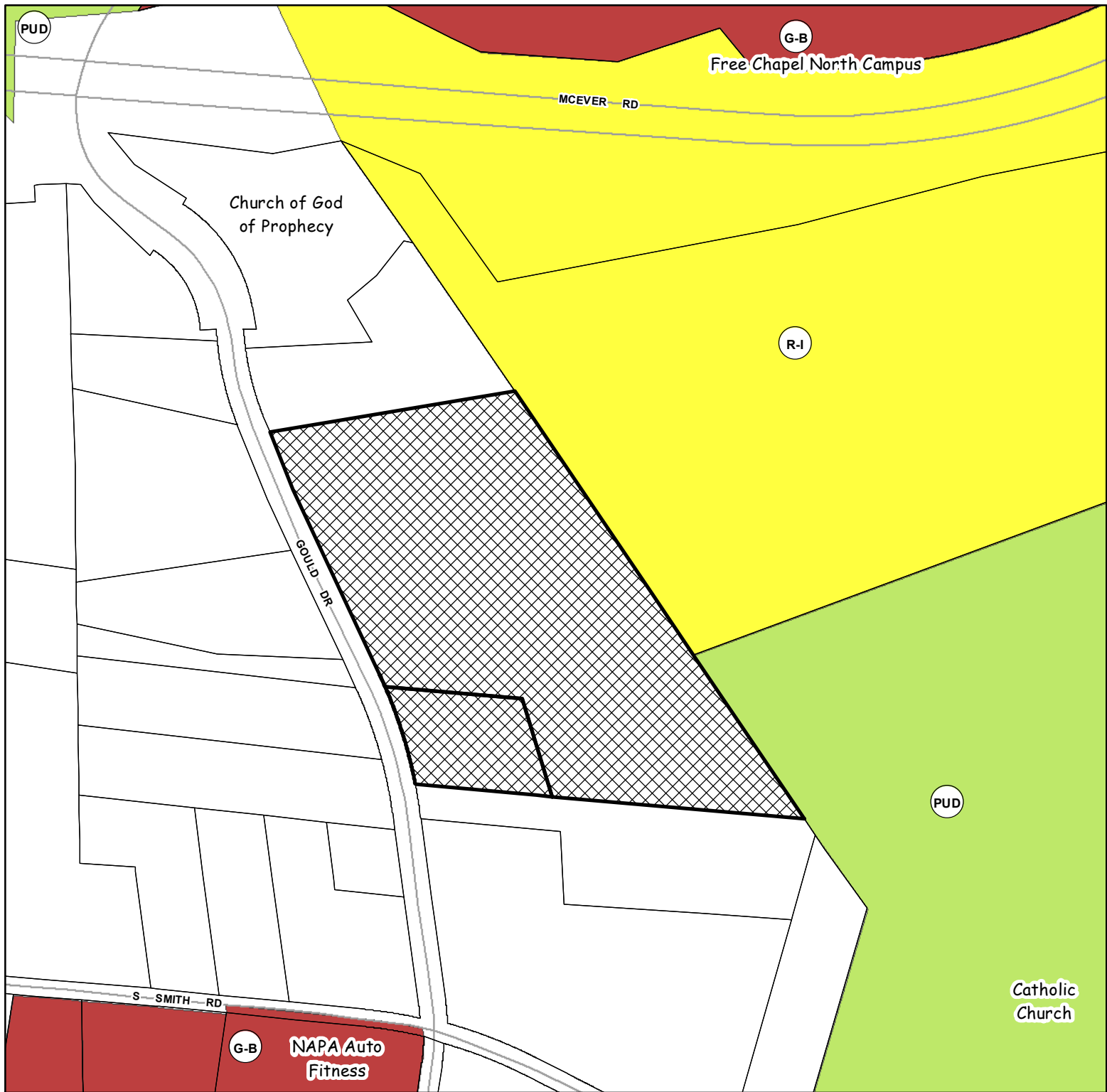
The height, size and location of the existing home are not anticipated to change and will remain in character with the existing homes along Gould Drive.

▪ **Staff Recommendation**

The Planning Division staff is recommending **conditional approval** of this annexation request with a special use and rezoning request with a zoning of **Office and Institutional (O-I)** based on the Comprehensive Plan and the adjacent and nearby mixture of uses.

Conditions

1. The owner/developer shall screen the proposed buildings, parking lots, dumpster pad and stormwater facilities from the adjacent single-family homes located at 2550 and 2590 Gould Drive with a mixture of evergreen trees. The location, spacing, size and type of trees planted shall be subject to the approval of the Director of the Community and Economic Development Department.
2. Prior to a permit being issued for the proposed use, a Traffic Impact Study (TIS) shall be required by the developer/property owner to further study access improvements along Gould Drive. The scope of the study shall be determined by the Gainesville Public Works Department Director.
3. All access point design for the subject property shall be submitted for review by the Gainesville Public Works Director in coordination with Hall County and the Georgia Department of Transportation (GDOT). The approval of said design shall be required prior to issuance of a building permit. All required access/traffic/sidewalk improvements associated with the proposed development shall be at the full expense of the developer/property owner. As determined by the Public Works Director, the proposed sidewalk shall connect with the existing sidewalks along McEver Road.
4. The proposed signs shall adhere to Office and Institutional (O-I) zoning standards except that an internally illuminated sign may be allowed fronting McEver Road. An electronic message board sign shall not be permitted fronting Gould Drive.



Applicant:

**GAINESVILLE CITY
BOARD OF EDUCATION**

ANNEXATION REQUEST

Request:
Annex 5.934+/- acres and establish zoning as Office and Institutional (O-I), with a special use for new middle school

Subject Property Address:
2550 & 2560 Gould Drive

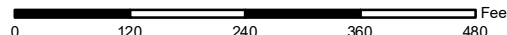
Tax Parcel:
08-015-009-001 and 001B

Meeting Date: 07/14/2020

Map Prepared: 06/03/2020

 Subject Property



 Feet 1" = 200'

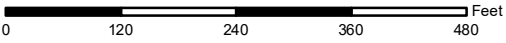


CITY OF
GAINESVILLE

COMMUNITY AND ECONOMIC DEVELOPMENT





Applicant: GAINESVILLE CITY BOARD OF EDUCATION		 Subject Property Aerial from 2018  Feet 1" = 200' 
ANNEXATION REQUEST		
Request: Annex 5.934+/- acres and establish zoning as Office and Institutional (O-I), with a special use for new middle school		 CITY OF GAINESVILLE COMMUNITY AND ECONOMIC DEVELOPMENT 
Subject Property Address: 2550 & 2560 Gould Drive	Tax Parcel: 08-015-009-001 and 001B	
Meeting Date: 07/14/2020 Map Prepared: 06/03/2020		

**Narrative for the Annexation and Rezoning of Acreage for the City of Gainesville
Board of Education**

The City of Gainesville Board of Education has recently completed a purchase of 22.61 acres of land located on McEver Extension and Gould Drive. With the growth of the school system, the need exists to construct a new Middle School. Two of the tracts in the purchase already are located within the city limits. The two remaining tracts would be annexed in order for continuity of all land being located within the city limits of Gainesville

One of the tracts of land has a small house located on it that is used for a rental. We request that a special use permit be included to allow for this continued usage.

[illegible]

SAID TRACT CONTAINS 5.311 ACRES

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 6 AND 15, 8th DISTRICT, CITY OF GAINESVILLE, HALL COUNTY, GEORGIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

[illegible]

SAID TRACT CONTAINS 15.603 ACRES



41F	ANGLE IRON STUD
42F	ANGLE IRON STUD
43F	ANGLE IRON STUD
44F	ANGLE IRON STUD
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99F	ANGLE IRON STUD
100F	ANGLE IRON STUD

TRACT 3

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 15
DISTRICT 10, HUNTER HILLS COUNTY, GEORGIA, AND BEING MORE PARTICULARLY
DESCRIBED AS FOLLOWS:

COMMENCE AT THE CENTERLINE INTERSECTION OF MAVER ROAD, AKA
STATE ROUTE 53 (R/W MARKED) WITH GOULD DRIVE (R/W MARKED, SOUTH
BOUNDARY OF SAID GOULD DRIVE, AND THE POINT OF BEGINNING OF
THE EASTERN R/W-OF-WAY OF SAID GOULD ROAD AND THE POINT OF
BEGINNING OF THE WESTERN R/W-OF-WAY OF SAID GOULD ROAD, AKA
PROPERTY NOW OR FORMERLY OF BARRY CONCRETE, LLC, SOUTH 85°01'31"
EAST, A DISTANCE OF 198.497 FEET TO AN IRON PIN FOUND (1/2" REBAR)
TO AN IRON PIN FOUND (1/2" REBAR); THENCE ALONG THE PROPERTY NOW
OWNED BY SAID BARRY CONCRETE, LLC, SOUTH 85°01'31" EAST, A
DISTANCE OF 198.28 FEET TO AN IRON PIN FOUND (1/2" REBAR) ON THE EASTERN
R/W-OF-WAY OF SAID GOULD ROAD; THENCE ALONG SAID
EASTERN R/W-OF-WAY OF SAID GOULD ROAD, SOUTH 85°01'31" EAST,
09°03'23" WEST, A DISTANCE OF 50.21 FEET TO A POINT; THENCE NORTH
20°52'33" WEST, A DISTANCE OF 100.42 FEET TO THE POINT OF
BEGINNING.

SAID TRACT CONTAINS 27,148 SQUARE FEET OR 0.623 ACRE.

SAID TRACT CONTAINS 27,148 SQUARE FEET OR 0.623 ACRE.

[illegible]

SAID TRACT CONTAINS 43,444 SQUARE FEET OR 0.974 ACRES

1. CDOT RIGHT-OF-WAY PLANS PROJECT
NUMBER STP-2412(2), DATED 10/4/00.

1. CDOT RIGHT-OF-WAY PLANS PROJECT
NUMBER STP-2412(2), DATED 10/4/00,
LAST REVISED 8/13/02.

Line Table		
Line #	Direction	Length
L1	N09°53'23"W	50.21'
L2	N20°45'23"W	100.42'
L4	N31°38'16"E	145.22'
L5	S33°02'41"E	107.83'
L6	S79°19'09"E	100.15'
L7	N42°11'18"E	3.94'

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. RECREATION OR OTHER USES WHICH MAY BE APPROVED BY THE JUSTICE, HEALTH, AND SAFETY PERMITS, IN 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 THE SET FORTH RULES AND REGULATIONS OF THE GEORGIA BOARD OF SURVEYING AND MAPPING FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.G.G.A. SECTION 15-6-87.

REGISTERED GEORGIA LAND SURVEYOR
RICHARD E. MILLARD, GA RLS #3044
ROCHESTER AND ASSOCIATES, INC.
CERTIFICATE OF AUTHORIZATION RLS#-000484
EMAIL: remillard@rochester-gaenc.com

1/28/20

Rochester
& Associates, Inc.
425 Oak Street N.W. • Gainesville, Georgia 30501
(770) 718.0600 (770) 718.9090 Fax • www.rochester-associ.com

RETRIBUTION SURVEY FOR
GAINESVILLE CITY SCHOOLS
McEVER/GOULD SITE

LAND LOTS 6 & 15
8th DISTRICT
CITY OF GAINESVILLE, HALL COUNTY, GEORGIA

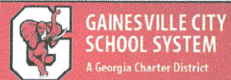
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SHEET
1
OF
1

DATE: 1/28/20
SCALE: 1"=100'
JOB NO. 0219154.005
DRAWN BY: LJC
DWG NO. B209Y



MCEVER ROAD VIEW



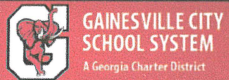
New Gainesville Middle School
Gainesville, Georgia



ROBERTSON LOIA ROOF
ARCHITECTS & ENGINEERS
3460 Preston Ridge Road, Suite 275, Alpharetta, GA 30005
770.674.2600 / www.rlra.com



BUS LOOP



New Gainesville Middle School
Gainesville, Georgia



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**INTERSECTION CONTROL EVALUATION/TRAFFIC STUDY
FOR
PROPOSED MIDDLE SCHOOL ON SR 53 (McEVER ROAD)
GAINESVILLE, GEORGIA**



A&R Engineering Inc.

2160 Kingston Court, Suite O
Marietta, GA 30067
Tel: (770) 690-9255 Fax: (770) 690-9210
www.areng.com

May 14, 2020
A&R Engineering Project #: 20-034

INTERSECTION CONTROL EVALUATION/TRAFFIC STUDY

Proposed Middle School on SR 53 (McEver Road)

Gainesville, Georgia

LOCATION:

The study intersection is the intersection of SR 53 (McEver Road) at proposed Middle School's full access driveway aligned across from the full access driveway of Free Chapel Church in Gainesville, Georgia. The intersection will be located approximately 1,600' east of the existing un-signalized intersection of SR 53 (McEver Road) at Gould Drive. Figure 1 below provides an aerial view of the study intersection.



Figure 1: Aerial Map of Study Intersection

COUNTY:

The study intersection is in City of Gainesville, Hall County, Georgia.

REQUESTED BY:

This study was requested by Gainesville City Schools District

REASON FOR INVESTIGATION:

The purpose of this study is to determine the traffic impact of the proposed Middle School and the most appropriate traffic control at the school's full access driveway intersection on SR 53 (McEver Road).

DESCRIPTION OF THE INTERSECTION:

SR 53 (McEver Road) is an east-west, four-lane, median-divided roadway with a posted speed limit of 45 mph in the vicinity of the site. GDOT classifies SR 53 (McEver Road) as an Urban Principal Arterial roadway. The proposed driveway will form the northbound approach to the intersection. The southbound approach is a full access driveway of Free Chapel Church. SR 53 has a median break at the study intersection with left-turn lanes in both directions.

PEDESTRIAN ACTIVITY:

Sidewalks exist on both sides of SR 53 (McEver Road).

PARKING:

No parking is allowed in the vicinity of the study intersection.

CRASH ANALYSIS:

There are no crashes reported at the study intersections for the five-year period between 2014-2018. The crash data for 2019 has not been updated in Gears portal yet.

VEHICULAR VOLUMES:

According to GDOT, SR 53 (McEver Road) had an AADT of 21,200 vehicles per day near the study intersection in 2018. We have used these counts in our analysis after adjusting for the annual growth instead of collecting existing counts due to the unusual traffic patterns these days. An annual growth rate of 1% was applied and a growth rate linear regression analysis is attached in the appendix. The Free Chapel Church service hours are on Wednesday 7pm and on Sundays. Therefore, the traffic during weekday peak hours on Church driveway will be very minimal.

SITE INFORMATION:

Gainesville City School's proposed new Middle School development will be located in the southeast corner of the intersection of SR 53 (McEver Road) and Gould Drive in Gainesville, Georgia. The proposed Middle School will have a maximum enrolment of 1,275 students with 125 staff including teachers. The school will operate 14 buses.

The school proposes access at the following two locations:

- Site Driveway 1: Full-access driveway on SR 53 (McEver Road) for parent drop-off/pick-up, buses and visitors
- Site Driveway 2: Full-access driveway on Gould Drive for all school staff including teachers

Trip generation estimates for the project were based on the rates and equations published in the 10th edition of the Institute of Transportation Engineers (ITE) Trip Generation report. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation was based on the following ITE Land Use: 522 – *Middle School/Junior High School*. The calculated total trip generation for the proposed development is shown in Table 1.

TABLE 1 — TRIP GENERATION								
Land Use	Size	AM Peak Hour			School Peak Hour			24-Hour 2-Way
		Enter	Exit	Total	Enter	Exit	Total	
ITE 522 – Middle School/ Junior High	1,275 Students	451	370	821	186	219	405	2,589
Total School Trips		451	370	821	186	219	405	2,589

SR 53 (McEver Road) at Proposed Middle School Driveway

Based on the location of the school in relation to the City limits and School District, the distribution of school traffic was assumed as follows:

- 50% of the new trips will travel to/from the north on SR 53 (McEver Road)
- 5% of the new trips will travel to/from the south on SR 53 (McEver Road)
- 40% of the school trips will travel to/from east on SR 369
- 5% of the school trips will travel to/from west on SR 369

RIGHT-TURN LANE ANALYSIS:

The projected right turn volumes from the proposed development meet the GDOT criteria for installing a right turn lane at the study intersection. A deceleration lane with 175' storage lane and 100' taper is recommended to be constructed on eastbound SR 53 (McEver Road) for entering right turn vehicles based on GDOT standards as shown in Table 2 below:

TABLE 2 – GDOT REQUIREMENT FOR RIGHT TURN LANES					
	Right Turn Traffic (% Total Entering)	Right Turn Volume Vehicles/day (50% of entering volume)	Roadway Speed /# of Lanes	GDOT Threshold (Veh/day)	Requirement
SR 53 (McEver Rd) @ Middle School Driveway	50%	(1,145*50%) ** 572	45 mph / 4-Lane	75	175' Storage + 100' Taper

** Entering Traffic (Total Trips 2,589 - 300 staff trips using Gould Dr) ÷ 2 = 1,145. EBR distribution = 50% (5% SR 53 S+5% SR 369 W+40% SR 369 E)

LEFT-TURN LANE QUEUING ANALYSIS:

The existing left-turn lane has a storage of 150 feet. Based on a SimTraffic multiple run queue length analysis, the 95th percentile queue length is 191 feet with a maximum of 235 feet in the AM peak. Considering that the school buses will also use this driveway, we recommend extending the existing westbound left-turn lane storage to 290 feet. The available, estimated and recommended queue lengths are shown in Table 3 below and the SimTraffic queueing analysis reports are included in the Appendix.

TABLE 3 – WESTBOUND LEFT-TURN LANE QUEUE ANALYSIS				
	Available Storage	SimTraffic Multiple Run Queue Length AM Peak	SimTraffic Multiple Run Queue Length School PM PEAK	Recommended Storage
SR 53 (McEver Rd) @ Middle School Driveway	150'	191'	96'	290' Storage + 100' Taper

SIGHT DISTANCE:

From a preliminary evaluation, it appears that sufficient sight distance will be available for both left and right turns. Sight distance profiles will be prepared along with the driveway design.

EXPECTED OPERATIONS ANALYSIS:

For the alternative considered from the Stage 1 evaluation, the intersection delay and level-of-service was determined with the intersection control improvements made. The methodology used for evaluating traffic operations at the study intersection is based on the criteria set forth in the Transportation Research Board's Highway Capacity Manual (HCM 6th Edition), and the results are shown in Table 4.

TABLE 4 — FUTURE INTERSECTION OPERATIONS — MINOR STREET STOP CONTROL		
Intersection	Synchro 10 (HCM 6)	
	Stop Control LOS (Delay in seconds)	
	AM Peak	PM School Peak
<u>SR 53 (McEver Rd) @ Proposed Gainesville Middle School Drwy</u>		
-Eastbound Left	A (9.5)	A (9.9)
-Westbound Left	C (18.2)	C (15.6)
-Northbound Approach	F (*)	F (72.2)
-Southbound Approach	A (8.6)	D (29.0)

*Delay exceeds 300 seconds

The results of the analysis indicate that the 'Stop' controlled northbound (driveway) approach at the study intersection will operate at level-of-service "F" in both the AM and PM peak hours. It is not uncommon for 'Stop' controlled minor street approaches at major roads to experience delays waiting to find gaps to turn left. Further, the school driveway approach will not have any significant traffic other than the school start and end peak hours. If the delays and queues are substantial in the AM peak hour during the school start time, assistance of a Police Officer may be sought for the AM peak.

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 Stage 2 further evaluates those alternatives inclusive of safety, operations, cost, environmental impacts, and project support. The Stage 1 screening resulted in the following traffic control alternative:

1. **Conventional (Minor Stop):** A minor stop control on the northbound (Driveway) approach was determined to be the only feasible traffic control.

Due to one alternative being determined as feasible from the Stage 1 evaluation, the GDOT ICE Policy allows for a waiver to be submitted in lieu of completing Stage 2. The ICE Policy results are included in the Appendix.

TRAFFIC SIGNAL WARRANT ANALYSIS:

The school driveway forms the northbound approach and the Free Chapel Church driveway forms the southbound approach to the study intersection. The school trips will be significantly low during all hours of the day except the school start and end peak hours. The service hours of Free Chapel Church are on Wednesdays at 7pm and on Sundays at 9am and 11am and therefore the Church does not have any significant traffic during the weekday peak hours. Based on these circumstances, our preliminary evaluation reveals that the side street volumes do not meet the warrants for installation of a traffic signal at the study intersection.

ROUNABOUT ANALYSIS:

SR 53 (McEver Road) will carry 91.37% of the total traffic which is more than the GDOT threshold of 90% at the study intersection. Therefore, a roundabout analysis is not warranted at the study intersection.

RCUT & RIRO W/DOWNSTREAM U-TURN:

The proposed Middle School driveway approach will be the fourth leg to the existing 3-leg intersection of SR 53 with an existing median break with existing left-turn/U-turn lanes in both directions. RCUT and RIRO with downstream U-turns will not be appropriate at existing intersection with median break and turn lanes.

CONCLUSIONS AND RECOMMENDATIONS:

The purpose of this study was to determine the most effective traffic control at the study intersection after the construction of the proposed development in Gainesville, Georgia. The results of the ICE analysis indicate that a Conventional Minor Stop is determined to be the most appropriate traffic control alternative at the intersection. Therefore, it is recommended that

1. A Conventional Minor Stop be installed at the study intersection for the northbound school driveway approach with two exiting lanes.
2. Existing westbound left turn lane on SR 53 (McEver Road) be extended to a minimum of 290' storage length and a 100' taper length.
3. A deceleration lane be installed on eastbound SR 53 (McEver Road) with a minimum of 175' storage length and a 100' taper length.



PREPARED BY: _____
A&R Engineering, Inc.

DATE: 05-14-20

RECOMMENDED BY: _____
District Traffic Engineer

DATE: _____

Appendix

Site Plan	
Existing Traffic Volumes	
Future Traffic Volumes Worksheet.....	
Intersection Control Evaluation (ICE).....	
Future Capacity Analysis (Synchro – HCM)	

S I T E P L A N

PRELIMINARY SITE & GRADING PLAN

SCALE 1" = 80'
0 40 80
FOOT



McEVER ROAD
AKA STATE ROUTE 53
R/W VARIES
(ODOT STP-2412(2))

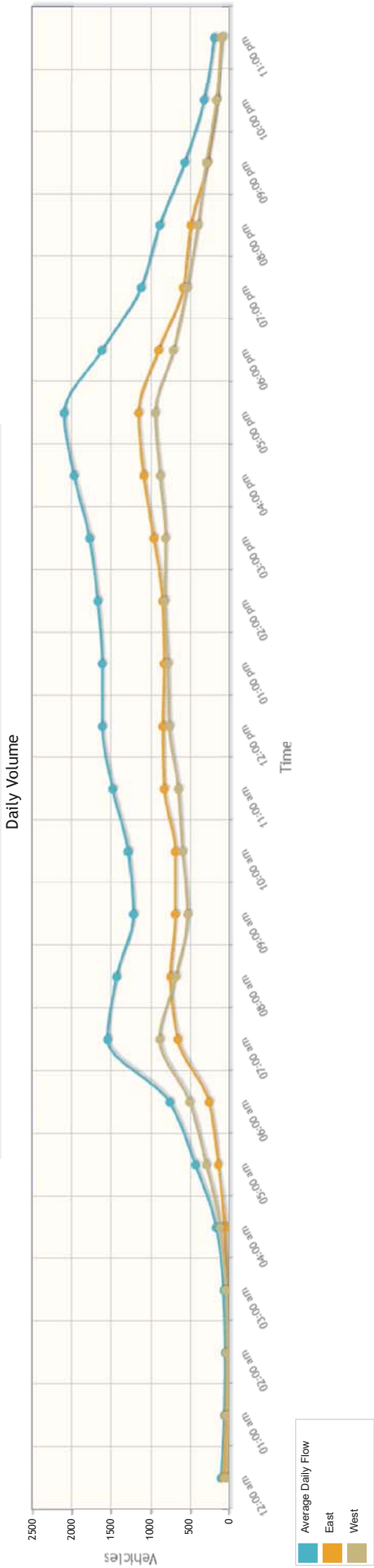
GOULD DRIVE
R/W VARIES

PROPOSED MIDDLE SCHOOL
McEVER ROAD
GAINESVILLE, GEORGIA
FOR
GAINESVILLE CITY SCHOOLS
GAINESVILLE, GEORGIA

ROBERTSON LOIA ROOF
ARCHITECTS & ENGINEERS
3460 Preston
770.674.2600

EXISTING TRAFFIC VOLUMES

Daily Volume Report 139-0276 Tuesday, March 6, 2018 to Thursday, March 8, 2018



Site Name: 139-0276

Site ID: 0000139_0276

Description: MCEVER ROAD

Each Lane Time Period: 1 hour Class: Any Exclude data: None

Average Daily Flow		East		West	
12:00 am	104	65	62.5%	39	37.5%
01:00 am	56	36	65.8%	19	34.2%
02:00 am	46	28	60.4%	18	39.6%
03:00 am	68	30	44.9%	38	55.1%
04:00 am	165	54	32.4%	112	67.6%
05:00 am	430	138	32.2%	291	67.8%
06:00 am	758	256	33.8%	502	66.2%
07:00 am	1540	656	42.6%	884	57.4%
08:00 am	1425	746	52.4%	679	47.6%
09:00 am	1216	686	56.4%	530	43.6%
10:00 am	1280	686	53.6%	594	46.4%
11:00 am	1474	826	56.1%	648	43.9%
12:00 pm	1606	844	52.5%	762	47.5%
01:00 pm	1608	827	51.4%	780	48.6%
02:00 pm	1665	847	50.9%	818	49.1%
03:00 pm	1769	958	54.2%	811	45.8%
04:00 pm	1964	1086	55.3%	879	44.7%
05:00 pm	2092	1152	55.1%	940	44.9%
06:00 pm	1611	900	55.9%	710	44.1%
07:00 pm	1121	584	52.1%	537	47.9%
08:00 pm	884	486	55.0%	398	45.0%
09:00 pm	566	276	48.7%	290	51.3%
10:00 pm	320	158	49.6%	161	50.4%
11:00 pm	190	104	54.9%	86	45.1%
7am-7pm	19250	10215	53.1%	9036	46.9%
6am-10pm	22578	11817	52.3%	10762	47.7%
6am-12am	23088	12080	52.3%	11008	47.7%
12am-12am	23955	12431	51.9%	11524	48.1%
am Peak	07:00 am	11:00 am	07:00 am		
Peak Volume	1540	826	885		
Peak Factor	0.845	0.914	0.851		
pm Peak	05:00 pm	05:00 pm	05:00 pm		
Peak Volume	2092	1152	940		
Peak Factor	0.910	0.900	0.922		

Event key:

QC failure

Atypical (QC)

Events

Special

Holiday

Offline

Weekends and defined holidays

Notes on data:

Averages are calculated as the simple average of values across the period.

Holidays & Events:

FUTURE TRAFFIC VOLUMES WORKSHEET

20-034 - Proposed Middle School on SR 53 (McEver Road), Gainesville, GA.
Traffic Volumes

A&R Engineering
 May 2020

1. McEver Rd @ Drwy 1 (Parents)

A.M. Peak Hour

Condition	Site Drwy 1 (Parent/Bus/Visitor)			Church Driveway			SR 53 (McEver Road)			SR 53 (McEver Road)		
	L	T	R	L	T	R	L	T	R	L	T	R
2018 GDOT Traffic Counts:	0	0	0	5	0	5	5	746	0	0	679	5
Growth Factor (%):	1	1	1	1	1	1	1	1	1	1	1	1
Estimated Existing 2020 Volumes:	0	0	0	5	0	5	5	761	0	0	693	5
No-Build 2022 Volumes:	0	0	0	5	0	5	5	776	0	0	707	5
Staff Trips:	0	0	0	0	0	0	0	0	0	0	38	0
Parents / Buses / Visitors Trips:	185	0	185	0	0	0	0	0	163	163	0	0
Total New Trips:	185	0	185	0	0	0	0	0	163	163	38	0
Future 2022 Traffic Volumes:	185	0	185	5	0	5	5	776	163	163	745	5

P.M. Peak Hour

Condition	Site Drwy 1 (Parent/Bus/Visitor)			Church Driveway			SR 53 (McEver Road)			SR 53 (McEver Road)		
	L	T	R	L	T	R	L	T	R	L	T	R
2018 GDOT Traffic Counts:	0	0	0	5	0	5	5	958	0	0	811	5
Growth Factor (%):	1	1	1	1	1	1	1	1	1	1	1	1
Estimated Existing 2020 Volumes:	0	0	0	5	0	5	5	977	0	0	827	5
No-Build 2022 Volumes:	0	0	0	5	0	5	5	997	0	0	844	5
Staff Trips:	0	0	0	0	0	0	0	38	0	0	0	0
Parents / Buses / Visitors Trips:	47	0	47	0	0	0	0	0	93	93	0	0
Total New Trips:	47	0	47	0	0	0	0	38	93	93	0	0
Future 2022 Traffic Volumes:	47	0	47	5	0	5	5	1035	93	1133	844	5

INTERSECTION CONTROL EVALUATION (ICE)

GDOT PI # (or N/A): Request By:

County: GDOT District: 1 - Gainesville

Major (State) Road: Speed Limit:

Minor (Crossing) ST: Speed Limit:

Major ST Direction: Area Type:

Intersection Control:

Prepared By: Analyst:

Date: Project ID:

Project Purpose:

2020 Existing Data Year
 2022 Project Opening Year
 2022 Project Design Year

2020 Existing Year Volumes
 10 (10) [200]

Annual Growth Rate:
 K Factor*:

2022 Opening Year Volumes
 10 (10) [200]

2022 Design Year Volumes
 10 (10) [200]

Peak Hour % Trucks
 EB 2% WB 2% NB 2% SB 0%

Approach Splits: SR 53 - 0.99 / School Drwy - 0.01

2022 Opening Year Volumes

10 (10) [200]

	(0)	(5)	(0)	(5)	
	0	5	0	5	
EB SR 53	Peds	↖	↘	↗	Peds
(5)	5	↗	↘	↖	5
(1035)	776	↖	↘	↗	745
(93)	163	↖	↘	↗	163
(0)	0	↖	↘	↗	0
		↖	↘	↗	
	185	0	185	0	
	(47)	(0)	(47)	(0)	
	370	(94)	7000		

2022 Design Year Volumes

10 (10) [200]

	(0)	(5)	(0)	(5)	
	0	5	0	5	
EB SR 53	Peds	↖	↘	↗	Peds
(5)	5	↗	↘	↖	5
(1035)	776	↖	↘	↗	745
(93)	163	↖	↘	↗	163
(0)	0	↖	↘	↗	0
		↖	↘	↗	
	185	0	185	0	
	(47)	(0)	(47)	(0)	
	370	(94)	7000		

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	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 1. Does alternative address the project need in a balanced manner and in scale with the project? 2. Does alternative improve safety performance in terms of reducing severe crashes? 3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists? 4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)? 5. Does alternative appear feasible given the site characteristics, 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)?							
Project Location:	SR 53 @ School Drwy								
Existing Control:	Conventional (Minor Stop)								
Prepared by:	A&R Engineering								
Date:	5/14/2020								
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									
Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)		Screening Decision Justification:							
Unsignalized Intersections	Conventional (Minor Stop)	Yes	No	Yes	No	Yes	Yes	Yes	Feasible option to be evaluated
	Conventional (All-Way Stop)	No	Yes	Yes	No	No	No	No	AWS Warrants not met. Causes delays on main line.
	Mini Roundabout	No	Yes	Yes	No	No	No	No	Not a single lane roadway
	Single Lane Roundabout	No	Yes	Yes	Yes	No	No	No	Not a single lane roadway
	Multilane Roundabout	No	Yes	Yes	Yes	No	No	No	Mainline carries more than 90% of traffic. Roundabout warrants not met.
	RCUT (stop control)	No	Yes	Yes	Yes	Yes	No	No	No suitable at existing median break .
	RIRO w/down stream U-Turn	No	Yes	No	Yes	No	No	No	Not suitable at existing median break.
	High-T (unsignalized)	Yes	Yes	Yes	No	No	No	No	Not a 3-leg intersection
	Offset-T Intersections	No	Yes	No	No	No	No	No	Not a 3-leg 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
	No LT Lane Improvements	No	No	No	No	No	No	No	N/A
	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	Yes	Yes	Yes	Yes	No	No	No	Signal warrants will not be met.
	Median U-Turn (Indirect Left)	No	Yes	Yes	Yes	No	No	No	Not suitable at existing median break.
	RCUT (signalized)	No	Yes	Yes	Yes	No	No	No	Not suitable at existing median break.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not a favourable location
	Continuous Green-T	No	Yes	No	No	No	No	No	Not a 3-leg intersection
	Jughandle	No	Yes	No	No	No	No	No	Not a favourable location
	Quadrant Roadway	No	Yes	No	No	No	No	No	Not a favourable 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	No	No	No	No	No	No	N/A
	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

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:

- 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
- 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
- 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 53 @ School Drwy
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: Gainesville City Schools
Prepared By: A&R Engineering
Analyst: NBO
Date: 5/14/2020

Waiver Request Type: Driveway Permit

Traffic and Operations Data:¹

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	23,955	
Existing Avg Daily Traffic (Minor Street):	0	
Analysis Period:	AM Peak	PM Peak
2022 Opening Yr Peak Hour Intersection Delay:	300.0 sec	72.2 sec
2022 Opening Yr Peak Hour Intersection V/C:	4.70	0.88
2022 Design Yr Peak Hour Intersection Delay:	300.0 sec	72.2 sec
2022 Design Yr Peak Hour Intersection V/C:	4.70	0.88

¹Crash data required for all existing intersections. ADT's required if available (from data collected or nearest GDOT count station site). Capacity data is optional unless needed to justify basis of the waiver request.

Crash Data (Required): ¹			
Crash Type	Crash Severity		
	PDO	Injury Crash*	Fatal Crash*
Angle	0	0	0
Head-On	0	0	0
Rear End	0	0	0
Sideswipe - same	0	0	0
Sideswipe - opposite	0	0	0
Not Collision w/Motor Veh	0	0	0
TOTALS:	0	0	0

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

Description of Work / Justification for Waiver (Required): A conventional Minor Stop is determined to be the only feasible alternative from ICE Stage 1. Warrants for All-Way Stop, Traffic Signal, Roundabout controls will not be met. RCUT and RIRO with downstream U-Turn are not suitable at existing median break location. A Conventional (Minor Stop) control is therefore recommended for the northbound Gainesville School Driveway Approach.

Proposed Intersection Control: Conventional (Minor Stop)

REQUESTED BY: Abdul K Amer

Date: 5/14/2020

Title: ABDUL K. AMER, PE, PTOE, A&R ENGINEERING INC

APPROVED BY: _____

Date: _____

Name: _____

District Engineer or (Approved Delegate)

**FUTURE CAPACITY ANALYSIS
(SYNCHRO – HCM)**

HCM 6th TWSC
1: Site Drwy 1 (Parents/Buses/Visitors) & SR 53 (McEver Rd)

Future Build AM

05/12/2020

Intersection												
Int Delay, s/veh	220.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	776	163	163	745	5	185	0	185	5	0	5
Future Vol, veh/h	5	776	163	163	745	5	185	0	185	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	180	-	175	150	-	190	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	50	50	92	92	50	92	50	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	843	326	326	810	5	370	0	370	5	0	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	810	0	0	1169	0	0	1910	-	422	1894	2641	405
Stage 1	-	-	-	-	-	-	853	-	-	1462	1462	-
Stage 2	-	-	-	-	-	-	1057	-	-	432	1179	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	-	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	-	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	812	-	-	593	-	-	~ 41	0	580	43	23	595
Stage 1	-	-	-	-	-	-	~ 320	0	-	135	192	-
Stage 2	-	-	-	-	-	-	~ 240	0	-	572	262	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	812	-	-	593	-	-	~ 23	-	580	9	10	595
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 78	-	-	3688	-	-
Stage 1	-	-	-	-	-	-	~ 318	-	-	134	86	-
Stage 2	-	-	-	-	-	-	~ 107	-	-	206	260	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			5.2			\$ 907			8.6		
HCM LOS							F			A		
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	78 580		812	-	-	593	-	-	1025			
HCM Lane V/C Ratio	4.744 0.638		0.007	-	-	0.55	-	-	0.011			
HCM Control Delay (s)	\$ 1792.4 21.5		9.5	-	-	18.2	-	-	8.6			
HCM Lane LOS	F C		A	-	-	C	-	-	A			
HCM 95th %tile Q(veh)	40 4.5		0	-	-	3.3	-	-	0			
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon						

Intersection: 1: Site Drwy 1 (Parents/Buses/Visitors) & SR 53 (McEver Rd)

Movement	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	R	L	T	T	L	R	LTR
Maximum Queue (ft)	25	34	235	254	183	243	236	47
Average Queue (ft)	2	3	72	29	13	208	145	11
95th Queue (ft)	13	17	191	186	122	285	311	39
Link Distance (ft)				1077	1077	221	221	183
Upstream Blk Time (%)						70	46	
Queuing Penalty (veh)						0	0	
Storage Bay Dist (ft)	180	175	150					
Storage Blk Time (%)			9	0				
Queuing Penalty (veh)			37	0				

HCM 6th TWSC
1: Site Drwy 1 (Parents/Buses/Visitors) & SR 53 (McEver Rd)

Future Build PM

05/12/2020

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	1035	93	93	844	5	47	0	47	5	0	5
Future Vol, veh/h	5	1035	93	93	844	5	47	0	47	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	180	-	175	150	-	190	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	50	50	92	92	50	92	50	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1125	186	186	917	5	94	0	94	5	0	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	917	0	0	1311	0	0	1966	-	563	1862	2610	459
Stage 1	-	-	-	-	-	-	1135	-	-	1289	1289	-
Stage 2	-	-	-	-	-	-	831	-	-	573	1321	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	-	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	-	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	740	-	-	524	-	-	~ 37	0	470	45	24	549
Stage 1	-	-	-	-	-	-	215	0	-	173	232	-
Stage 2	-	-	-	-	-	-	330	0	-	472	224	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	740	-	-	524	-	-	~ 26	-	470	26	15	549
Mov Cap-2 Maneuver	-	-	-	-	-	-	107	-	-	94	30	-
Stage 1	-	-	-	-	-	-	213	-	-	172	150	-
Stage 2	-	-	-	-	-	-	211	-	-	375	222	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			2.6			72.2			29		
HCM LOS							F			D		
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1		
Capacity (veh/h)	107		470	740	-	-	524	-	-	161		
HCM Lane V/C Ratio	0.879		0.2	0.007	-	-	0.355	-	-	0.068		
HCM Control Delay (s)	129.8		14.6	9.9	-	-	15.6	-	-	29		
HCM Lane LOS	F		B	A	-	-	C	-	-	D		
HCM 95th %tile Q(veh)	5.2		0.7	0	-	-	1.6	-	-	0.2		
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s				+: Computation Not Defined				*: All major volume in platoon		

Intersection: 1: Site Drwy 1 (Parents/Buses/Visitors) & SR 53 (McEver Rd)

Movement	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	R	L	T	L	R	LTR
Maximum Queue (ft)	20	12	145	122	236	239	47
Average Queue (ft)	2	1	37	4	107	63	9
95th Queue (ft)	12	7	96	53	262	212	33
Link Distance (ft)				1077	221	221	186
Upstream Blk Time (%)					26	18	
Queuing Penalty (veh)					0	0	
Storage Bay Dist (ft)	180	175	150				
Storage Blk Time (%)			1	0			
Queuing Penalty (veh)			3	0			

CITY OF GAINESVILLE

AGENDA REQUEST

Date Submitted: 6/19/2020

Presenter: Matt Tate

Item of Business: Request from the **Gainesville City Board of Education** to rezone a 16.67± acres tract located on the south side of McEver Road, east of its intersection with Gould Drive (a/k/a **1263 and 1279 McEver Road, SW**) from Residential-I (R-I) to Office and Institutional (O-I).

Ward Number: Four

Tax Parcel Number(s): 08-006-001-070 and 08-015-009-020

Request: New Middle School

Meeting Date: 7/14/2020

Purpose of Request:

The Gainesville City Board of Education is proposing to rezone the subject property from Residential-I (R-I) to Office and Institutional (O-I) zoning as part of an overall 22.6± acres tract for a new middle school. The proposed middle school includes a two-story, 183,400 square foot building, multi-purpose field with field house and bleachers. Primary access/parking and bus access/parking are proposed off of McEver Road. Secondary access drive/parking is proposed off of Gould Drive which is a County maintained road. The subject properties are vacant, wooded and are located within the Gateway Corridor Overlay Zone. Adjacent uses include Gainesville City School property, a single-family home, three churches and undeveloped property.

History/Background:

Facts & Issues for Consideration:

Department Recommendation:

Planning staff recommended approval with four conditions. See the Staff Report for details.

Department Director:

Rusty Ligon

If funding is involved, are funds approved within the current budget?

N/A

Amount Requested:

Source of Funds:

Finance Comments:

Administrative Comments:

ATTACHMENTS:

Description	Type
☐ Staff Recommendation Report	Report
☐ Location Maps	Backup Material
☐ Narrative	Backup Material
☐ Survey	Backup Material
☐ Site Plan	Backup Material
☐ Architectural Renderings	Backup Material
☐ Intersection Evaluation/Traffic Study	Cover Memo

**GAINESVILLE PLANNING and APPEALS BOARD
STAFF RECOMMENDATION**

Applicant and Property Owner..... Gainesville City Board of Education
Location..... Annexation: 2550 and 2560 Gould Drive
..... Rezoning: 0 and 1263 McEver Road, SW
Request..... Annex with O-I zoning with a special use
..... Rezone from R-I to O-I
Total Acres Annexation / Special Use: 5.934± acres
..... Rezoning: 16.67± acres
Ward..... Four
Proposed Use..... New Middle School and existing rental
..... home
Planning Division Staff Recommendation **Approval, with conditions**
Date..... July 14, 2020

▪ **Applicant's Proposal and Background Information**

The Gainesville City Board of Education is proposing to develop a 22.6± acres tract of land for a second middle school campus. As well, part of the proposal includes special use approval to allow an existing single-family rental home to remain.

The property includes an assemblage of four parcels located east of Gould Drive and south of McEver Road, directly across from the older Free Chapel church campus. The intent is to bring all of the parcels under one jurisdiction with a zoning of Office and Institutional (O-I). The proposed middle school is designed to have a maximum enrollment of 1,275 students with a 125 staff including teachers. The development includes a two-story, 183,400 square foot building, multi-purpose field with field house and bleachers. Primary access is proposed off of McEver Road for parent drop-off/pick-up, buses and visitors. The school will operate with 14 buses. Secondary access is proposed off of Gould Drive which is a County maintained road and is for school staff including teachers.

Annexation with a Special Use

The property is 5.934± acres in size and is adjacent to and west of the city limits and is zoned Residential-I (R-I) within unincorporated Hall County. The subject property includes two parcels of which the larger 5.31± acres parcel is undeveloped and wooded. The larger parcel will contain a portion of the school building, parking and access from Gould Drive. The smaller 0.623± acre parcel contains a 1,246 square foot single-family rental home. The special use portion of the annexation request is to allow the existing rental home.

Rezoning

The property is 16.67± acres in size and is currently zoned Residential-I (R-I). The subject property includes two vacant and wooded parcels located within the Gateway Corridor Overlay Zone. The larger 15.693± acres parcel will contain most of the school facilities including a portion of the school building, a multi-purpose field with field house and bleachers, stormwater facilities, vehicular and bus access/parking and primary access from McEver Road. A future access easement is also planned to provide connection with the adjacent property to the east in the

County. The smaller 0.974± acre parcel contains a stream buffer and there are no plans to develop this site at this time.

▪ **Adjacent Land Use and Zoning**

Location	Use	Zoning
North	Free Chapel Church; Single-Family Home	General Business (G-B) City Residential-I (R-I) City
South and East	Catholic Church; Vacant Land; Residential Homes	Planned Unit Development (P-U-D) City Residential-I (R-I) and Agricultural Residential-III (AR-III) County
West	Church of God Prophecy; Single-Family Homes	Residential-I (R-I) County

Other surrounding uses nearby include the Hall County Government Center, Recro Pharmaceutical company, Waters Edge Subdivision and The Fields Apartments.

▪ **Intersection Control Evaluation/Traffic Impact Study**

An Intersection Control Evaluation /Traffic Study was completed for the proposal on May 14, 2020. The study area included the proposed full access driveway on McEver Road directly across from the Free Chapel Church most easterly driveway. The purpose of the study was to determine the traffic impact of the proposal and the most appropriate traffic control measures at this proposed driveway intersection.

The below table is a breakdown of the project trip generation as based on a 1.0% annual growth rate per year.

	Total Trips	Inbound Trips	Outbound Trips
24-Hour Two-Way	2,589	--	--
AM Peak Hour	821	451	370
School Peak Hour	405	186	219

Based on the location of the school in relation to the city limits and school district, the distribution of new trips to/from school traffic assumed that 50% of the trips would be to/from the north on McEver Road (SR 53), 5% of the trips to/from the south on McEver Road (SR 53), 40% to/from the east on Browns Bridge Road (SR 360) and 5% to/from the west on Browns Bridge Road (SR 369). The study revealed that the proposal did not meet the threshold requirements for a signalized intersection or a roundabout on McEver Road (SR 53). Therefore, the conclusions and recommendations from the study identified three improvements.

- A conventional Minor Stop (stop sign and painted stop bar) be installed at the study intersection for the northbound school driveway approach with two existing lanes.
- Existing westbound left turn lane on McEver Road (SR 53) be extended to a minimum of 290' storage length and 100' taper length.
- A deceleration lane be installed on eastbound McEver Road (SR 53) with a minimum 175' storage length and a 100' taper length.

▪ **Other Departmental Comments**

Coordination will be required with the Georgia Department of Transportation (GDOT). There were no departmental comments for this request.

▪ **Zoning History**

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

2018 – A request by Tyler Land Holdings to amend a 2.98± acres tract located at 1209 and 1229 Hillside Gardens Lane Road 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± acres 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.

2015 – A request by the Roman Catholic Archdiocese of Atlanta to amend a 14.233± acres tract located at 2436 S Smith Road zoned Planned Unit Development (P-U-D) was conditionally approved for a church.

2015 – A request by the Roman Catholic Archdiocese of Atlanta to amend and rezone a 4.899± acres tract located at 0 S Smith Road from Residential-I (R-I) to Planned Unit Development (P-U-D) was conditionally approved for a church.

2013 – A request by Foote & Miller Properties, LLC to annex a 2.72± acres tract located at 2420 Browns Bridge Road was approved with General Business (G-B) zoning for sewer for an existing auto dealership.

2012 – A request by Rescate 2000, Inc. for a special use on an 8.19± acres tract located at 2920 Florence Drive was approved with conditional Office and Institutional (O-I) zoning for a daycare center.

2010 – A request by Jose Delagarza to annex a 0.33± acre tract located at 3 Cherry Circle was approved with conditional Residential-I (R-I) zoning for sewer for an existing single-family residence.

Staff Analysis

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

The subject property is adjacent to a mixture of uses including single-family residential, multi-family residential and two churches. The proposed middle school is considered a public use which is allowed by right within all zoning districts within the jurisdictions of Gainesville and Hall County. The purpose of the request is to bring all of the property under one jurisdiction and zoning. The exiting rental home is similar to the neighboring residential homes located off of Gould Drive and will remain as such.

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

The proposed middle school will increase nonresidential traffic onto Gould Drive which serves as a County maintained residential street. The proposed secondary access drive on Gould Drive will need to be further studied to determine what improvements will be needed to handle the additional traffic load. As well, adjacent and nearby residential properties should be properly buffered from

the proposed middle school facilities including buildings, parking areas and stormwater management facilities.

(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 *Mixed-Use General* land use category. This category includes areas containing or planned for a mixture of land uses including office, neighborhood retail, and residential.

According to the Character Area map for the City of Gainesville, the subject property is located within the *Suburban Residential* Character Area. The vision for this 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". As well, the quality community objectives state that housing choices should continue to be diversified to support a range of household incomes, sizes, types, but consist mostly of traditional single-family detached lots. In areas where natural features or sensitive environments are important, cluster housing or conservation subdivision design may be appropriate. Land uses allowed in the *Suburban Residential Character Area* include low-density residential, medium-density residential, multi-family residential, public / institutional, commercial, and parks / recreation / conservation, mixed-use.

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

The subject property is currently zoned primarily for single-family residential purposes. As previously stated, the proposed middle school is permitted within any zoning district as it is considered a public use. The applicant desires to bring all of the property owned by the school system under one jurisdiction and one zoning of Office and Institutional (O-I). The existing single-family rental home requires special use approval within O-I zoning.

(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?

Public facilities and services are adequate but will require improvements to access, stormwater and water/sewer utilities. The Gainesville Fire and Police Departments currently respond to the property. Gainesville Fire Station #4 is located off of Memorial Park Drive and is 1.6± miles from the proposed access. Hall County Fire Station #4 is located off of McEver Road and is approximately 1.3± miles from the proposed access. The proposal if approved will provide additional student capacity needs for the City school system.

(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?

It is staff's opinion the proposed use is consistent with the Comprehensive Plan. The majority of the property is located along McEver Road which serves as a connector road spanning from the city limits of Gainesville to Buford. The surrounding area has experienced both residential and commercial growth due to its proximity to Browns Bridge Road and Dawsonville Highway. The residential properties fronting Gould Drive have been established for many years and will continue to provide quality housing near the city limits. Future annexation of the properties may be possible in the future.

(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?

Given the subject property's proximity to/within the city limits and surrounding mixture of uses, the proposal, with the zoning conditions recommended by staff, appears to reflect a reasonable balance between the promotion of the public health, safety, morality, or general welfare, and the right to unrestricted use of property.

Additional Special Use Criteria

(1) The type of street providing access to the subject property is adequate to serve the proposed Special Use.

The following additional special use criteria is required for the existing single-family home portion of the overall request and does not involve the proposed middle school. Gould Drive is a county residential street and is sufficient to provide access for the single-family home. Gould Drive will require further study to determine what access improvements may be required for the middle school property.

(2) Access into and out of the property adequately provides for traffic and pedestrian safety, the anticipated volume of traffic flow, and access by emergency vehicles.

Access will function in a similar manner as it currently does. No changes are proposed for the existing single-family home.

(3) Public facilities such as schools, water or sewer utilities, and police or fire protection are adequate to serve the Special Use.

Existing public facilities such as water, sewer, police and fire protection are adequate to serve the existing single-family home and are currently provided to nearby properties.

(4) Refuse, service, parking and loading areas on the property are located and screened to protect other properties in the area from such adverse effects as noise, light, glare or odor.

The proposed service, parking, loading and lighting appears to be acceptable for the single-family home. City trash service will be provided for the home twice a week.

(5) The hours and manner of operation of the Special Use have no adverse effects on other properties in the area.

The existing single-family home will continue to function in the same manner and should have no adverse effects on the surrounding properties.

(6) The height, size and location of the buildings or other structures proposed on the property are compatible with the height, size or location of buildings or other structures on neighboring properties.

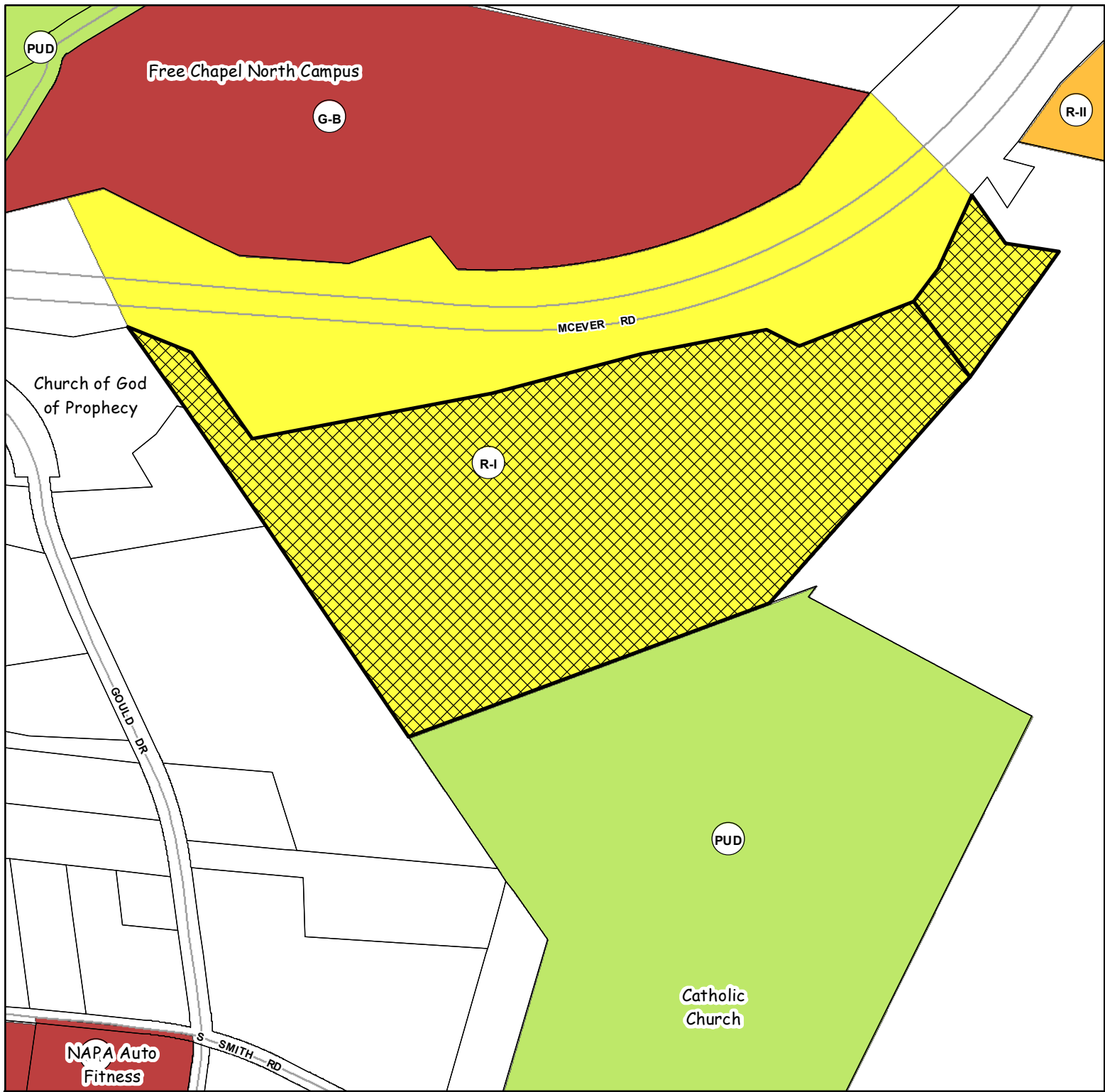
The height, size and location of the existing home are not anticipated to change and will remain in character with the existing homes along Gould Drive.

▪ **Staff Recommendation**

The Planning Division staff is recommending **conditional approval** of this annexation request with a special use and rezoning request with a zoning of **Office and Institutional (O-I)** based on the Comprehensive Plan and the adjacent and nearby mixture of uses.

Conditions

1. The owner/developer shall screen the proposed buildings, parking lots, dumpster pad and stormwater facilities from the adjacent single-family homes located at 2550 and 2590 Gould Drive with a mixture of evergreen trees. The location, spacing, size and type of trees planted shall be subject to the approval of the Director of the Community and Economic Development Department.
2. Prior to a permit being issued for the proposed use, a Traffic Impact Study (TIS) shall be required by the developer/property owner to further study access improvements along Gould Drive. The scope of the study shall be determined by the Gainesville Public Works Department Director.
3. All access point design for the subject property shall be submitted for review by the Gainesville Public Works Director in coordination with Hall County and the Georgia Department of Transportation (GDOT). The approval of said design shall be required prior to issuance of a building permit. All required access/traffic/sidewalk improvements associated with the proposed development shall be at the full expense of the developer/property owner. As determined by the Public Works Director, the proposed sidewalk shall connect with the existing sidewalks along McEver Road.
4. The proposed signs shall adhere to Office and Institutional (O-I) zoning standards except that an internally illuminated sign may be allowed fronting McEver Road. An electronic message board sign shall not be permitted fronting Gould Drive.



Applicant: **GAINESVILLE CITY
BOARD OF EDUCATION**

REZONING REQUEST

Request:
Rezone 16.67+/- acres from Residential-I (R-I) to Office and Institutional (O-I) for new middle school

Subject Property Address:
1263 & 1279 McEver Road, SW

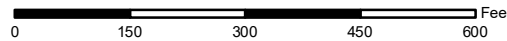
Tax Parcel:
08-006-001-070 and
08-015-009-020

Meeting Date: 07/14/2020

Map Prepared: 06/16/2020

 Subject Property



 Feet 1" = 250'

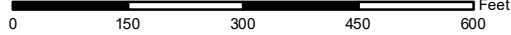


CITY OF
GAINESVILLE

COMMUNITY AND ECONOMIC DEVELOPMENT



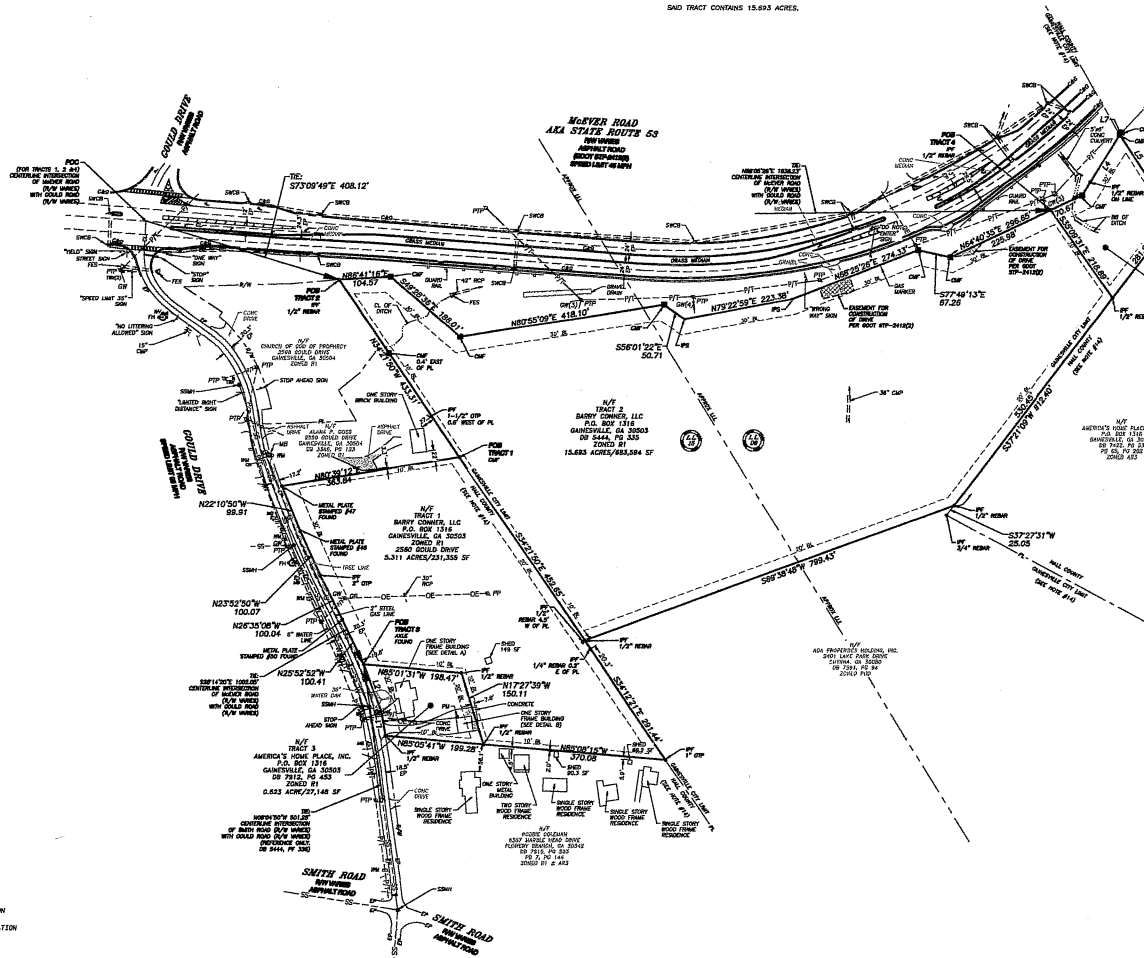


Applicant: GAINESVILLE CITY BOARD OF EDUCATION		 Subject Property Aerial from 2018  Feet 1" = 250' 
REZONING REQUEST		
Request: Rezone 16.67+/- acres from Residential-I (R-I) to Office and Institutional (O-I) for new middle school		 CITY OF GAINESVILLE COMMUNITY AND ECONOMIC DEVELOPMENT 
Subject Property Address: 1263 & 1279 McEver Road, SW	Tax Parcel: 08-006-001-070 and 08-015-009-020	
Meeting Date: 07/14/2020 Map Prepared: 06/16/2020		

**Narrative for the Annexation and Rezoning of Acreage for the City of Gainesville
Board of Education**

The City of Gainesville Board of Education has recently completed a purchase of 22.61 acres of land located on McEver Extension and Gould Drive. With the growth of the school system, the need exists to construct a new Middle School. Two of the tracts in the purchase already are located within the city limits. The two remaining tracts would be annexed in order for continuity of all land being located within the city limits of Gainesville

One of the tracts of land has a small house located on it that is used for a rental. We request that a special use permit be included to allow for this continued usage.

[illegible][illegible]

TRACT THAT TRACT OR PARCEL, OF LAND LYING AND BEING IN
BIBA COUNTY, HALL COUNTY, GEORGIA, AND BEING MORE
DESCRIBED AS FOLLOWS:

COMMENCE AT THE CENTRELINE INTERSECTION OF MAYNARD
STATE ROUTE 83 (R/R MARKED) WITH GOULD ROAD; RUN
NORTH 1/2 SECTION 16, TOWNSHIP 12 NORTH, RANGE 10 EAST, 1ST
EASTERN RIGHT-OF-WAY OF SAID GOULD ROAD AND 1/2
SECTION 17, TOWNSHIP 12 NORTH, RANGE 10 EAST, 1ST
PROPERTY NOW OR FORMERLY OF BARRY CONNER, LLC, S.E.
EAST, A DISTANCE OF 198.47 FEET TO AN IRON PIN
REMARK; THENCE SOUTH 17°23'31" EAST, A DISTANCE OF
112.23 FEET TO AN IRON PIN; THENCE ALONG THE
OR FORMERLY OF ROBBIE COLEMAN, NORTHERN 82°03'41" WEST
OF 199.28 FEET TO AN IRON PIN FOUND 11/2 SECTION 14
TOWNSHIP 12 NORTH, RANGE 10 EAST, 1ST EASTERN
RIGHT-OF-WAY THE FOLLOWING COURSES AND DISTANCES
OF 35.52'; WEST, A DISTANCE OF 50.21 FEET TO A POINT;
THENCE WEST, A DISTANCE OF 100.43 FEET TO A
BEGINNING.

SAID TRACT CONTAINS 27,148 SQUARE FEET OR 0.623 ACRES

[illegible]

Line #	Direction	Length
L1	N08°53'23"W	50.21
L2	N20°45'25"E	100.42
L4	N31°35'16"E	345.21
L5	S37°02'41"E	107.62
L6	S78°19'09"E	100.15
L7	N42°11'16"E	5.94

THIS PLAT IS A RETIREMENT OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT CREATE A NEW PARCEL, OR MAKE ANY CHANGES TO ANY REAL PROPERTY BOUNDARIES. THIS PLAT IS NOT A REFORMATION OF THE RECORDS, MAPS, PLATS, OR OTHER INSTRUMENTS WHICH CREATED THE PARCEL OR PARCELS SET FORTH HEREON. RECONCILIATION OF THE RECORDS, MAPS, PLATS, OR OTHER INSTRUMENTS, OR THE RECORDS, MAPS, PLATS, OR OTHER INSTRUMENTS WHICH CREATED THE PARCEL OR PARCELS SET FORTH HEREON, TO THE COMPLIANCE WITH LOCAL REGULATIONS, OR ANY LOCAL JURISDICTION'S REQUIREMENTS, OR THE PURPOSE OF THE LAND, FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THE PLAT IS IN ACCORDANCE WITH THE RULES AND REGULATIONS OF THE SURVEY BOARD OF GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGULATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.G.C.A. SECTION 15-6-67.

Richard C. Millar, Jr.
 REGISTERED GEORGIA LAND SURVEYOR
 RICHARD C. MILLAR, JR. ALR #0044
 REGISTERED AND ASSOCIATED J.C.
 CERTIFICATE OF AUTHORIZATION #JSP-000484
 DMSI, member in good standing

DATE: 02/20/20



SHEET
 1
 OF
 1

DATE: 1/29/20
 DRAWN BY: JLG
 CHECKED BY: JLG
 DWG NO: 10474



MCEVER ROAD VIEW



New Gainesville Middle School
Gainesville, Georgia



ROBERTSON LOIA ROOF
ARCHITECTS & ENGINEERS
3440 Preston Ridge Road - Suite 275 - Alpharetta, GA. 30005
770.674.2600 / www.rlrpc.com



BUS LOOP



**GAINESVILLE CITY
SCHOOL SYSTEM**
A Georgia Charter District

New Gainesville Middle School
Gainesville, Georgia



ROBERTSON LOIA ROOF
ARCHITECTS & ENGINEERS
3460 Preston Ridge Road, Suite 275, Alpharetta, GA 30005
770.674.2600 / www.rlrpc.com

**INTERSECTION CONTROL EVALUATION/TRAFFIC STUDY
FOR
PROPOSED MIDDLE SCHOOL ON SR 53 (McEVER ROAD)
GAINESVILLE, GEORGIA**



A&R Engineering Inc.

2160 Kingston Court, Suite O
Marietta, GA 30067
Tel: (770) 690-9255 Fax: (770) 690-9210
www.areng.com

May 14, 2020
A&R Engineering Project #: 20-034

INTERSECTION CONTROL EVALUATION/TRAFFIC STUDY

Proposed Middle School on SR 53 (McEver Road)

Gainesville, Georgia

LOCATION:

The study intersection is the intersection of SR 53 (McEver Road) at proposed Middle School's full access driveway aligned across from the full access driveway of Free Chapel Church in Gainesville, Georgia. The intersection will be located approximately 1,600' east of the existing un-signalized intersection of SR 53 (McEver Road) at Gould Drive. Figure 1 below provides an aerial view of the study intersection.



Figure 1: Aerial Map of Study Intersection

COUNTY:

The study intersection is in City of Gainesville, Hall County, Georgia.

REQUESTED BY:

This study was requested by Gainesville City Schools District

REASON FOR INVESTIGATION:

The purpose of this study is to determine the traffic impact of the proposed Middle School and the most appropriate traffic control at the school's full access driveway intersection on SR 53 (McEver Road).

DESCRIPTION OF THE INTERSECTION:

SR 53 (McEver Road) is an east-west, four-lane, median-divided roadway with a posted speed limit of 45 mph in the vicinity of the site. GDOT classifies SR 53 (McEver Road) as an Urban Principal Arterial roadway. The proposed driveway will form the northbound approach to the intersection. The southbound approach is a full access driveway of Free Chapel Church. SR 53 has a median break at the study intersection with left-turn lanes in both directions.

PEDESTRIAN ACTIVITY:

Sidewalks exist on both sides of SR 53 (McEver Road).

PARKING:

No parking is allowed in the vicinity of the study intersection.

CRASH ANALYSIS:

There are no crashes reported at the study intersections for the five-year period between 2014-2018. The crash data for 2019 has not been updated in Gears portal yet.

VEHICULAR VOLUMES:

According to GDOT, SR 53 (McEver Road) had an AADT of 21,200 vehicles per day near the study intersection in 2018. We have used these counts in our analysis after adjusting for the annual growth instead of collecting existing counts due to the unusual traffic patterns these days. An annual growth rate of 1% was applied and a growth rate linear regression analysis is attached in the appendix. The Free Chapel Church service hours are on Wednesday 7pm and on Sundays. Therefore, the traffic during weekday peak hours on Church driveway will be very minimal.

SITE INFORMATION:

Gainesville City School's proposed new Middle School development will be located in the southeast corner of the intersection of SR 53 (McEver Road) and Gould Drive in Gainesville, Georgia. The proposed Middle School will have a maximum enrolment of 1,275 students with 125 staff including teachers. The school will operate 14 buses.

The school proposes access at the following two locations:

- Site Driveway 1: Full-access driveway on SR 53 (McEver Road) for parent drop-off/pick-up, buses and visitors
- Site Driveway 2: Full-access driveway on Gould Drive for all school staff including teachers

Trip generation estimates for the project were based on the rates and equations published in the 10th edition of the Institute of Transportation Engineers (ITE) Trip Generation report. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation was based on the following ITE Land Use: 522 – *Middle School/Junior High School*. The calculated total trip generation for the proposed development is shown in Table 1.

TABLE 1 — TRIP GENERATION								
Land Use	Size	AM Peak Hour			School Peak Hour			24-Hour 2-Way
		Enter	Exit	Total	Enter	Exit	Total	
ITE 522 – Middle School/ Junior High	1,275 Students	451	370	821	186	219	405	2,589
Total School Trips		451	370	821	186	219	405	2,589

SR 53 (McEver Road) at Proposed Middle School Driveway

Based on the location of the school in relation to the City limits and School District, the distribution of school traffic was assumed as follows:

- 50% of the new trips will travel to/from the north on SR 53 (McEver Road)
- 5% of the new trips will travel to/from the south on SR 53 (McEver Road)
- 40% of the school trips will travel to/from east on SR 369
- 5% of the school trips will travel to/from west on SR 369

RIGHT-TURN LANE ANALYSIS:

The projected right turn volumes from the proposed development meet the GDOT criteria for installing a right turn lane at the study intersection. A deceleration lane with 175' storage lane and 100' taper is recommended to be constructed on eastbound SR 53 (McEver Road) for entering right turn vehicles based on GDOT standards as shown in Table 2 below:

TABLE 2 – GDOT REQUIREMENT FOR RIGHT TURN LANES					
	Right Turn Traffic (% Total Entering)	Right Turn Volume Vehicles/day (50% of entering volume)	Roadway Speed /# of Lanes	GDOT Threshold (Veh/day)	Requirement
SR 53 (McEver Rd) @ Middle School Driveway	50%	(1,145*50%) ** 572	45 mph / 4-Lane	75	175' Storage + 100' Taper

** Entering Traffic (Total Trips 2,589 - 300 staff trips using Gould Dr) ÷ 2 = 1,145. EBR distribution = 50% (5% SR 53 S+5% SR 369 W+40% SR 369 E)

LEFT-TURN LANE QUEUING ANALYSIS:

The existing left-turn lane has a storage of 150 feet. Based on a SimTraffic multiple run queue length analysis, the 95th percentile queue length is 191 feet with a maximum of 235 feet in the AM peak. Considering that the school buses will also use this driveway, we recommend extending the existing westbound left-turn lane storage to 290 feet. The available, estimated and recommended queue lengths are shown in Table 3 below and the SimTraffic queueing analysis reports are included in the Appendix.

TABLE 3 – WESTBOUND LEFT-TURN LANE QUEUE ANALYSIS				
	Available Storage	SimTraffic Multiple Run Queue Length AM Peak	SimTraffic Multiple Run Queue Length School PM PEAK	Recommended Storage
SR 53 (McEver Rd) @ Middle School Driveway	150'	191'	96'	290' Storage + 100' Taper

SIGHT DISTANCE:

From a preliminary evaluation, it appears that sufficient sight distance will be available for both left and right turns. Sight distance profiles will be prepared along with the driveway design.

EXPECTED OPERATIONS ANALYSIS:

For the alternative considered from the Stage 1 evaluation, the intersection delay and level-of-service was determined with the intersection control improvements made. The methodology used for evaluating traffic operations at the study intersection is based on the criteria set forth in the Transportation Research Board's Highway Capacity Manual (HCM 6th Edition), and the results are shown in Table 4.

TABLE 4 — FUTURE INTERSECTION OPERATIONS — MINOR STREET STOP CONTROL		
Intersection	Synchro 10 (HCM 6)	
	Stop Control LOS (Delay in seconds)	
	AM Peak	PM School Peak
<u>SR 53 (McEver Rd) @ Proposed Gainesville Middle School Drwy</u>		
-Eastbound Left	A (9.5)	A (9.9)
-Westbound Left	C (18.2)	C (15.6)
-Northbound Approach	F (*)	F (72.2)
-Southbound Approach	A (8.6)	D (29.0)

*Delay exceeds 300 seconds

The results of the analysis indicate that the 'Stop' controlled northbound (driveway) approach at the study intersection will operate at level-of-service "F" in both the AM and PM peak hours. It is not uncommon for 'Stop' controlled minor street approaches at major roads to experience delays waiting to find gaps to turn left. Further, the school driveway approach will not have any significant traffic other than the school start and end peak hours. If the delays and queues are substantial in the AM peak hour during the school start time, assistance of a Police Officer may be sought for the AM peak.

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 Stage 2 further evaluates those alternatives inclusive of safety, operations, cost, environmental impacts, and project support. The Stage 1 screening resulted in the following traffic control alternative:

1. **Conventional (Minor Stop):** A minor stop control on the northbound (Driveway) approach was determined to be the only feasible traffic control.

Due to one alternative being determined as feasible from the Stage 1 evaluation, the GDOT ICE Policy allows for a waiver to be submitted in lieu of completing Stage 2. The ICE Policy results are included in the Appendix.

TRAFFIC SIGNAL WARRANT ANALYSIS:

The school driveway forms the northbound approach and the Free Chapel Church driveway forms the southbound approach to the study intersection. The school trips will be significantly low during all hours of the day except the school start and end peak hours. The service hours of Free Chapel Church are on Wednesdays at 7pm and on Sundays at 9am and 11am and therefore the Church does not have any significant traffic during the weekday peak hours. Based on these circumstances, our preliminary evaluation reveals that the side street volumes do not meet the warrants for installation of a traffic signal at the study intersection.

ROUNABOUT ANALYSIS:

SR 53 (McEver Road) will carry 91.37% of the total traffic which is more than the GDOT threshold of 90% at the study intersection. Therefore, a roundabout analysis is not warranted at the study intersection.

RCUT & RIRO W/DOWNSTREAM U-TURN:

The proposed Middle School driveway approach will be the fourth leg to the existing 3-leg intersection of SR 53 with an existing median break with existing left-turn/U-turn lanes in both directions. RCUT and RIRO with downstream U-turns will not be appropriate at existing intersection with median break and turn lanes.

CONCLUSIONS AND RECOMMENDATIONS:

The purpose of this study was to determine the most effective traffic control at the study intersection after the construction of the proposed development in Gainesville, Georgia. The results of the ICE analysis indicate that a Conventional Minor Stop is determined to be the most appropriate traffic control alternative at the intersection. Therefore, it is recommended that

1. A Conventional Minor Stop be installed at the study intersection for the northbound school driveway approach with two exiting lanes.
2. Existing westbound left turn lane on SR 53 (McEver Road) be extended to a minimum of 290' storage length and a 100' taper length.
3. A deceleration lane be installed on eastbound SR 53 (McEver Road) with a minimum of 175' storage length and a 100' taper length.



PREPARED BY: _____
A&R Engineering, Inc.

DATE: 05-14-20

RECOMMENDED BY: _____
District Traffic Engineer

DATE: _____

Appendix

Site Plan	
Existing Traffic Volumes	
Future Traffic Volumes Worksheet.....	
Intersection Control Evaluation (ICE).....	
Future Capacity Analysis (Synchro – HCM)	

S I T E P L A N

PRELIMINARY SITE & GRADING PLAN

SCALE 1" = 80'
0 40 80
FOOT



McEVER ROAD
AKA STATE ROUTE 53
R/W VARIES
(ODOT STP-2412(2))

GOULD DRIVE
R/W VARIES

PROPOSED MIDDLE SCHOOL
McEVER ROAD
GAINESVILLE, GEORGIA
FOR
GAINESVILLE CITY SCHOOLS
GAINESVILLE, GEORGIA

ROBERTSON LOIA ROOF
ARCHITECTS & ENGINEERS
3460 Preston
770.674.2600
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CP - 6

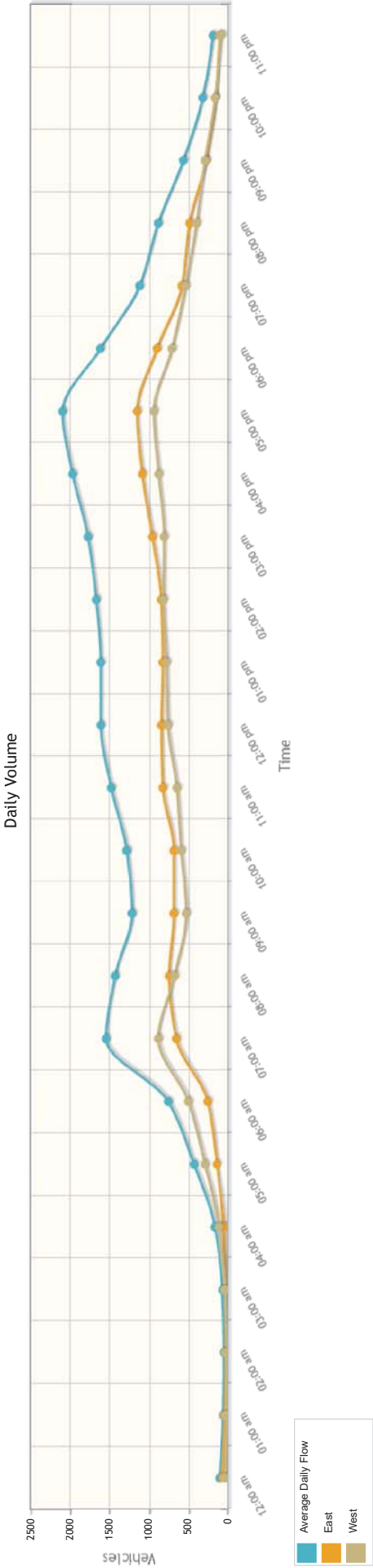
19-3332

02-26-20

PRELIMINARY
SITE & GRADING
PLAN

EXISTING TRAFFIC VOLUMES

Daily Volume Report 139-0276 Tuesday, March 6, 2018 to Thursday, March 8, 2018



Site Name: 139-0276 Site ID: 0000139_0276 Description: MCEVER ROAD

Each Lane Time Period: 1 hour Class: Any Exclude data: None

	Average Daily Flow	East	West
12:00 am	104	65	62.5%
01:00 am	56	36	65.8%
02:00 am	46	28	60.4%
03:00 am	68	30	44.9%
04:00 am	165	54	32.4%
05:00 am	430	138	32.2%
06:00 am	758	256	33.8%
07:00 am	1540	656	42.6%
08:00 am	1425	746	52.4%
09:00 am	1216	686	56.4%
10:00 am	1280	686	53.6%
11:00 am	1474	826	56.1%
12:00 pm	1606	844	52.5%
01:00 pm	1608	827	51.4%
02:00 pm	1665	847	50.9%
03:00 pm	1769	958	54.2%
04:00 pm	1964	1086	55.3%
05:00 pm	2092	1152	55.1%
06:00 pm	1611	900	55.9%
07:00 pm	1121	584	52.1%
08:00 pm	884	486	55.0%
09:00 pm	566	276	48.7%
10:00 pm	320	158	49.6%
11:00 pm	190	104	54.9%
7am-7pm	19250	10215	53.1%
6am-10pm	22578	11817	52.3%
6am-12am	23088	12080	52.3%
12am-12am	23955	12431	51.9%
am Peak	19250	10215	53.1%
Peak Volume	22578	11817	52.3%
Peak Factor	0.845	0.914	
pm Peak	2092	1152	
Peak Volume	0.910	0.900	

Event key: QC failure Atypical (QC) Events Special Holiday Offline
Weekends and defined holidays

Notes on data:
Averages are calculated as the simple average of values across the period.
Holidays & Events:

FUTURE TRAFFIC VOLUMES WORKSHEET

20-034 - Proposed Middle School on SR 53 (McEver Road), Gainesville, GA.
Traffic Volumes

A&R Engineering
 May 2020

1. McEver Rd @ Drwy 1 (Parents)

A.M. Peak Hour

Condition	Site Drwy 1 (Parent/Bus/Visitor)			Church Driveway			SR 53 (McEver Road)			SR 53 (McEver Road)		
	L	T	R	L	T	R	L	T	R	L	T	R
2018 GDOT Traffic Counts:	0	0	0	5	0	5	5	746	0	0	679	5
Growth Factor (%):	1	1	1	1	1	1	1	1	1	1	1	1
Estimated Existing 2020 Volumes:	0	0	0	5	0	5	5	761	0	0	693	5
No-Build 2022 Volumes:	0	0	0	5	0	5	5	776	0	0	707	5
Staff Trips:	0	0	0	0	0	0	0	0	0	0	38	0
Parents / Buses / Visitors Trips:	185	0	185	0	0	0	0	0	163	163	0	0
Total New Trips:	185	0	185	0	0	0	0	0	163	163	38	0
Future 2022 Traffic Volumes:	185	0	185	5	0	5	5	776	163	163	745	5

P.M. Peak Hour

Condition	Site Drwy 1 (Parent/Bus/Visitor)			Church Driveway			SR 53 (McEver Road)			SR 53 (McEver Road)		
	L	T	R	L	T	R	L	T	R	L	T	R
2018 GDOT Traffic Counts:	0	0	0	5	0	5	5	958	0	0	811	5
Growth Factor (%):	1	1	1	1	1	1	1	1	1	1	1	1
Estimated Existing 2020 Volumes:	0	0	0	5	0	5	5	977	0	0	827	5
No-Build 2022 Volumes:	0	0	0	5	0	5	5	997	0	0	844	5
Staff Trips:	0	0	0	0	0	0	0	38	0	0	0	0
Parents / Buses / Visitors Trips:	47	0	47	0	0	0	0	0	93	93	0	0
Total New Trips:	47	0	47	0	0	0	0	38	93	93	0	0
Future 2022 Traffic Volumes:	47	0	47	5	0	5	5	1035	93	1133	844	5

INTERSECTION CONTROL EVALUATION (ICE)

2020 Existing Year Volumes

10 (10) [200]

2020	Existing Data Year
2022	Project Opening Year
2022	Project Design Year

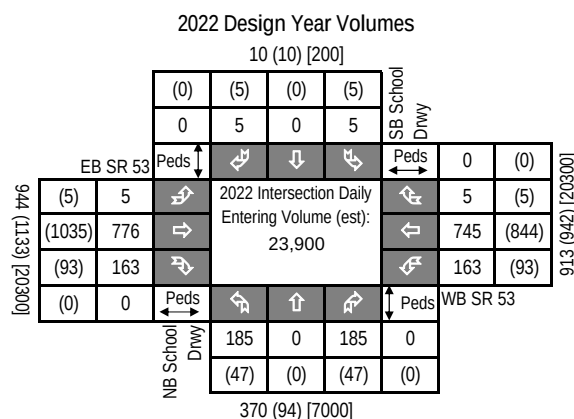
Annual Growth Rate: 1.0%

K Factor: 10%

2020 Intersection Daily Entering Volume (est): 17,900

0 (0) [0]

Approach Splits: SR 53 - 0.99 / School Drwy - 0.01



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GDOT PI #	N/A	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 1. Does alternative address the project need in a balanced manner and in scale with the project? 2. Does alternative improve safety performance in terms of reducing severe crashes? 3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists? 4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)? 5. Does alternative appear feasible given the site characteristics, 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)?							
Project Location:	SR 53 @ School Drwy								
Existing Control:	Conventional (Minor Stop)								
Prepared by:	A&R Engineering								
Date:	5/14/2020								
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									
Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)		Screening Decision Justification:							
Unsignalized Intersections	Conventional (Minor Stop)	Yes	No	Yes	No	Yes	Yes	Yes	Feasible option to be evaluated
	Conventional (All-Way Stop)	No	Yes	Yes	No	No	No	No	AWS Warrants not met. Causes delays on main line.
	Mini Roundabout	No	Yes	Yes	No	No	No	No	Not a single lane roadway
	Single Lane Roundabout	No	Yes	Yes	Yes	No	No	No	Not a single lane roadway
	Multilane Roundabout	No	Yes	Yes	Yes	No	No	No	Mainline carries more than 90% of traffic. Roundabout warrants not met.
	RCUT (stop control)	No	Yes	Yes	Yes	Yes	No	No	No suitable at existing median break .
	RIRO w/down stream U-Turn	No	Yes	No	Yes	No	No	No	Not suitable at existing median break.
	High-T (unsignalized)	Yes	Yes	Yes	No	No	No	No	Not a 3-leg intersection
	Offset-T Intersections	No	Yes	No	No	No	No	No	Not a 3-leg 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
	No LT Lane Improvements	No	No	No	No	No	No	No	N/A
	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	Yes	Yes	Yes	Yes	No	No	No	Signal warrants will not be met.
	Median U-Turn (Indirect Left)	No	Yes	Yes	Yes	No	No	No	Not suitable at existing median break.
	RCUT (signalized)	No	Yes	Yes	Yes	No	No	No	Not suitable at existing median break.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not a favourable location
	Continuous Green-T	No	Yes	No	No	No	No	No	Not a 3-leg intersection
	Jughandle	No	Yes	No	No	No	No	No	Not a favourable location
	Quadrant Roadway	No	Yes	No	No	No	No	No	Not a favourable 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	No	No	No	No	No	No	N/A
	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

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:

- 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
- 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
- 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 53 @ School Drwy
 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: Gainesville City Schools
 Prepared By: A&R Engineering
 Analyst: NBO
 Date: 5/14/2020

Waiver Request Type: Driveway Permit

Traffic and Operations Data:¹

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	23,955	
Existing Avg Daily Traffic (Minor Street):	0	
Analysis Period:	AM Peak	PM Peak
2022 Opening Yr Peak Hour Intersection Delay:	300.0 sec	72.2 sec
2022 Opening Yr Peak Hour Intersection V/C:	4.70	0.88
2022 Design Yr Peak Hour Intersection Delay:	300.0 sec	72.2 sec
2022 Design Yr Peak Hour Intersection V/C:	4.70	0.88

¹Crash data required for all existing intersections. ADT's required if available (from data collected or nearest GDOT count station site). Capacity data is optional unless needed to justify basis of the waiver request.

Crash Data (Required): ¹			
Crash Type	Crash Severity		
	PDO	Injury Crash*	Fatal Crash*
Angle	0	0	0
Head-On	0	0	0
Rear End	0	0	0
Sideswipe - same	0	0	0
Sideswipe - opposite	0	0	0
Not Collision w/Motor Veh	0	0	0
TOTALS:	0	0	0

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

Description of Work / Justification for Waiver (Required): A conventional Minor Stop is determined to be the only feasible alternative from ICE Stage 1. Warrants for All-Way Stop, Traffic Signal, Roundabout controls will not be met. RCUT and RIRO with downstream U-Turn are not suitable at existing median break location. A Conventional (Minor Stop) control is therefore recommended for the northbound Gainesville School Driveway Approach.

Proposed Intersection Control: Conventional (Minor Stop)

REQUESTED BY:

Abdul K Amer

Date: 5/14/2020

Title: ABDUL K. AMER, PE, PTOE, A&R ENGINEERING INC

APPROVED BY:

Date:

Name:

District Engineer or (Approved Delegate)

**FUTURE CAPACITY ANALYSIS
(SYNCHRO – HCM)**

Intersection												
Int Delay, s/veh	220.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	776	163	163	745	5	185	0	185	5	0	5
Future Vol, veh/h	5	776	163	163	745	5	185	0	185	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	180	-	175	150	-	190	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	50	50	92	92	50	92	50	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	843	326	326	810	5	370	0	370	5	0	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	810	0	0	1169	0	0	1910	-	422	1894	2641	405
Stage 1	-	-	-	-	-	-	853	-	-	1462	1462	-
Stage 2	-	-	-	-	-	-	1057	-	-	432	1179	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	-	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	-	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	812	-	-	593	-	-	~ 41	0	580	43	23	595
Stage 1	-	-	-	-	-	-	~ 320	0	-	135	192	-
Stage 2	-	-	-	-	-	-	~ 240	0	-	572	262	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	812	-	-	593	-	-	~ 23	-	580	9	10	595
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 78	-	-	3688	-	-
Stage 1	-	-	-	-	-	-	~ 318	-	-	134	86	-
Stage 2	-	-	-	-	-	-	~ 107	-	-	206	260	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			5.2			\$ 907			8.6		
HCM LOS							F			A		
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1		
Capacity (veh/h)	78		580	812	-	-	593	-	-	1025		
HCM Lane V/C Ratio	4.744		0.638	0.007	-	-	0.55	-	-	0.011		
HCM Control Delay (s)	\$ 1792.4		21.5	9.5	-	-	18.2	-	-	8.6		
HCM Lane LOS	F		C	A	-	-	C	-	-	A		
HCM 95th %tile Q(veh)	40		4.5	0	-	-	3.3	-	-	0		
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s				+: Computation Not Defined				*: All major volume in platoon		

Intersection: 1: Site Drwy 1 (Parents/Buses/Visitors) & SR 53 (McEver Rd)

Movement	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	R	L	T	T	L	R	LTR
Maximum Queue (ft)	25	34	235	254	183	243	236	47
Average Queue (ft)	2	3	72	29	13	208	145	11
95th Queue (ft)	13	17	191	186	122	285	311	39
Link Distance (ft)				1077	1077	221	221	183
Upstream Blk Time (%)						70	46	
Queuing Penalty (veh)						0	0	
Storage Bay Dist (ft)	180	175	150					
Storage Blk Time (%)			9	0				
Queuing Penalty (veh)			37	0				

HCM 6th TWSC
1: Site Drwy 1 (Parents/Buses/Visitors) & SR 53 (McEver Rd)

Future Build PM

05/12/2020

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	1035	93	93	844	5	47	0	47	5	0	5
Future Vol, veh/h	5	1035	93	93	844	5	47	0	47	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	180	-	175	150	-	190	0	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	50	50	92	92	50	92	50	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1125	186	186	917	5	94	0	94	5	0	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	917	0	0	1311	0	0	1966	-	563	1862	2610	459
Stage 1	-	-	-	-	-	-	1135	-	-	1289	1289	-
Stage 2	-	-	-	-	-	-	831	-	-	573	1321	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	-	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	-	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	740	-	-	524	-	-	~ 37	0	470	45	24	549
Stage 1	-	-	-	-	-	-	215	0	-	173	232	-
Stage 2	-	-	-	-	-	-	330	0	-	472	224	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	740	-	-	524	-	-	~ 26	-	470	26	15	549
Mov Cap-2 Maneuver	-	-	-	-	-	-	107	-	-	94	30	-
Stage 1	-	-	-	-	-	-	213	-	-	172	150	-
Stage 2	-	-	-	-	-	-	211	-	-	375	222	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			2.6			72.2			29		
HCM LOS							F			D		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	107	470	740	-	-	524	-	-	161			
HCM Lane V/C Ratio	0.879	0.2	0.007	-	-	0.355	-	-	0.068			
HCM Control Delay (s)	129.8	14.6	9.9	-	-	15.6	-	-	29			
HCM Lane LOS	F	B	A	-	-	C	-	-	D			
HCM 95th %tile Q(veh)	5.2	0.7	0	-	-	1.6	-	-	0.2			
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

Intersection: 1: Site Drwy 1 (Parents/Buses/Visitors) & SR 53 (McEver Rd)

Movement	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	R	L	T	L	R	LTR
Maximum Queue (ft)	20	12	145	122	236	239	47
Average Queue (ft)	2	1	37	4	107	63	9
95th Queue (ft)	12	7	96	53	262	212	33
Link Distance (ft)				1077	221	221	186
Upstream Blk Time (%)					26	18	
Queuing Penalty (veh)					0	0	
Storage Bay Dist (ft)	180	175	150				
Storage Blk Time (%)			1	0			
Queuing Penalty (veh)			3	0			

CITY OF GAINESVILLE

AGENDA REQUEST

Date Submitted: 6/19/2020

Presenter: Matt Tate

Item of Business: Request from **OHC Lanier North, LLC** to amend the existing Planned Unit Development (P-U-D) zoning on a 26.16± acres tract located northeast of Dawsonville Highway and on the north side of the intersection of Strickland Drive and Sportsman Club Road, with road frontage on Karen Lane (a/k/a **0 and 2209 Karen Lane; 2106, 2234 and 2242 Sportsman Club Road; and 2049 Strickland Drive**).

Ward Number: One

Tax Parcel Number(s): 00-109-003-001, 004, 005; 00-109B-000-001, 002A & 036

Request: Active adult community and up to four residential lots

Meeting Date: 7/14/2020

Purpose of Request:

The applicant is proposing to amend an existing Planned Unit Development (P-U-D) to allow for up to four estate lots. The property was previously annexed and zoned Planned Unit Development with sixteen conditions (P-U-D-c) in 2017. The approved use is for 90 active adult units consisting of terrace homes and townhomes to include a community clubhouse and pool. There has been no new development at this time. Presently, the tract of land consists of six parcels which are heavily wooded and contains a single-family home and an abandoned residential structure that will be demolished.

The intent of the request is to retain the original P-U-D standards while giving the owner the ability to subdivide the property into as many as four single family lots. In order to do so, zoning condition #16 will be amended and a new zoning condition #17 is proposed as stated in the narrative. Access to the four lots would be restricted to an existing driveway off of Karen Lane, which is a County maintained road.

History/Background:

Facts & Issues for Consideration:

Department Recommendation:

Planning staff recommended approval with seventeen conditions. See the staff report memo and previous staff report for details.

Department Director:

Rusty Ligon

If funding is involved, are funds approved within the current budget?

N/A

Amount Requested:

Source of Funds:

Finance Comments:

Administrative Comments:

ATTACHMENTS:

Description	Type
☐ Staff Recommendation Report Memo	Report
☐ Staff Recommendation Report - Previous	Report
☐ Location Maps	Backup Material
☐ Narrative	Backup Material

- ▣ Survey
- ▣ Concept Plan (Currently Approved)
- ▣ Existing Zoning Conditions

Backup Material
Backup Material
Backup Material

MEMORANDUM

TO: Gainesville Planning and Appeals Board

FROM: Community & Economic Development Department – Planning Division

DATE: July 14, 2020

SUBJECT: Request from OHC Lanier North, LLC to amend an existing Planned Unit Development (P-U-D) zoning on a 26.16± acres tract for an active adult community and up to four residential lots.

The applicant is proposing to amend an existing Planned Unit Development (P-U-D) to allow for up to four estate lots. The property was previously annexed and zoned Planned Unit Development with sixteen conditions (P-U-D-c) in 2017. The current approved use for the property includes 90 active adult units consisting of terrace homes and townhomes with a community clubhouse and pool. There has been no development at this time. Presently, the tract of land consists of six parcels which are heavily wooded and contains a single-family home and an abandoned home that will be demolished. Attached with this memo is the previous staff recommendation report and approved zoning conditions.

The intent of the request is to retain the original P-U-D standards while giving the owner the option to subdivide the property into as many as four single family lots. In order to do so, zoning condition #16 will be amended and a new zoning condition #17 is proposed.

The Planning staff is recommending **conditional approval** of the request with the following changes to zoning condition #16 and the addition of zoning condition #17 as stated below.

Existing Condition #16

Access to the development shall be from either Strickland Drive or Karen Lane; provided that if the application to annex and rezone the adjacent 188.78± acres tract zoned Planned Unit Development (P-U-D) submitted concurrently with this application is not approved, access to this development shall be from Strickland Drive. In either case, there shall be no driveways from individual lots allowed onto Sportsman Club Road, Strickland Drive or Karen Lane.

Amended Condition #16

Access to the development shall be from either Strickland Drive or Karen Lane. In the event that the property owner/developer utilizes the property for one, single-family residence, then a driveway to service only such residence shall be allowed from Karen Lane. No other driveways for individual lots shall be allowed onto Sportsman Club Road, Strickland Drive or Karen Lane.

New Condition #17

All conditions above which pertain to the overall development and subdividing of the property shall be enforced at such time as the property owner/developer requests a Land Disturbance Permit to subdivide the property into more than 4 residential lots. In no case shall the total number of proposed homes exceed 90 units.

**GAINESVILLE PLANNING and APPEALS BOARD
STAFF RECOMMENDATION**

Applicant Oak Hall Companies, LLC
Property Owners Kibisons, LLLP
Location 0 and 2209 Karen Lane; 2106, 2234 and
2242 Sportsman Club Road; 2049 Strickland
Drive
Request Annex 26.16± acres with Planned Unit
Development (P-U-D) zoning
Ward One
Proposed Use Active adult community
Planning Division Staff Recommendation **Approval, with conditions**
Date May 9, 2017

▪ **Applicant's Proposal and Background Information**

The subject property was rezoned to Planned Residential Development (P-R-D) in Hall County during 2006 and was later amended with conditions in 2008 for a similar proposal which included a total of 95 age-restricted residential units containing a mixture of 40 terrace homes, 28 cottages, 27 condominiums and a clubhouse/pool. Presently, the tract of land consists of six parcels which are heavily wooded and contain three single-family homes. The property has road frontage on Sportsman Club Road, Strickland Drive and Karen Lane.

The applicant's current request proposes to annex the subject 26.16± acres tract of land with a zoning of Planned Unit Development (P-U-D). The property is contiguous to the city limits to the east. The applicant is requesting sanitary sewer services and is required to annex as the property is now adjacent to the city limits of Gainesville. The proposal is intended to compliment the adjacent 208.79± acres proposed mixed-use development and is proposed as an "age in place" community.

The proposal consists of 90 age-restricted, active adult units that will comply with applicable U. S. Department of Housing and Urban Development (HUD) rules for age-restricted communities. Specifically, the request proposes 90 residential attached terrace home / townhome units. The development will include a common green space/park areas, community clubhouse and pool. One access road is proposed from Karen Lane and storm water detention is proposed underground. Some of the proposed development standards are listed below. A full description is provided with the application.

Residential

- Proposed Density: 3.43 units/acre
- Average anticipated home price: \$300,000
- Proposed Minimum House Size: 1,100 square feet
- Maximum Building Height: 30-feet
- Building Materials: No vinyl or aluminum siding allowed. Exterior facade may include brick, stone, hard coat stucco, hardiboard or a combination thereof. Accent material such as copper roofing, cedar shake, hardiboard or a combination of such materials may

be used not to exceed 50% of the facade. Roofing materials may include cedar shake, architectural shingles or metal as appropriate to the architectural style of each home.

- Each unit will have a minimum of 18-feet from the back of the sidewalk or 20-feet from the back of the curb when there is no sidewalk.
- Setbacks: (excluding steps, roof overhangs, chimneys, bay windows and patios) Zero foot (0') – Front, side and interior rear; (10') separation between blocks of units.
- Buffer: 50-foot perimeter buffer against all adjacent properties and roads consisting of a 25-foot undisturbed perimeter buffer and a 25-foot planted buffer.
- Water and Sewer: Provided by the City of Gainesville. When all phases are complete water will be looped from Ahaluna Drive to Strickland Drive. Sewer will require several pump stations with gravity to Dawsonville Highway which has ample capacity.
- Streets: All interior streets and driveways are proposed to be publically owned and maintained. 50-foot right-of-way widths; 24-foot pavement widths; 4-foot wide sidewalks on at least one side of each residential road. It is intended that the side streets serving the terrace homes/townhomes will be private.
- Parking: Each unit will have a two-car garage and parking pad (4 spaces total); An additional 56± guest parking spaces are planned.
- Garbage Pickup: Provided by the City of Gainesville.

▪ **Adjacent Land Use and Zoning**

The subject property is positioned near the northwestern edge of the city limits between Dawsonville Highway (S.R. 53) and Lake Sidney Lanier. Single-family homes and undeveloped land are located on all sides of the subject property. Most of these homes are located within unincorporated Hall County and are zoned Agricultural Residential-III (AR-III), Residential-I (R-I) and Vacation Cottage (V-C) located off of Sportsman Club Road, Strickland Drive, Karen Lane, Boy Scout Camp Road, Mount Crest Place and Whippoorwill Lane. The adjacent land in the city limits is zoned Planned Unit Development (P-U-D) to the south of which is being considered for rezoning for a mixed-use development.

Commercial properties can be found primarily to the south located along Dawsonville Highway. Most notably the Martin Boat Dock Company is located adjacent and south of the property across Strickland Drive. Other uses include an auto repair shop, various retail stores, restaurants, convenience store/gas station, mini warehouses, boat sales, and multi-family apartments. These properties are zoned Highway Business (H-B) within Hall County and General Business (G-B), Regional Business (R-B), Residential-II (R-II) and Planned Unit Development (P-U-D) within Gainesville. Recent significant development includes the Northlake Square shopping center and several outparcel developments located to the south zoned General Business (G-B) within Gainesville.

▪ **Traffic Impact Study Summary**

A Traffic Impact Study was completed for the proposed development on January 24, 2017 and later revised on April 7, 2017 by Marc R. Acampora, PE, LLC Traffic Engineering. Most of the traffic counts were collected on Thursday, November 17, 2016 from 7:00 A.M to 9:00 A.M. and from 4:30 P.M. to 6:30 P.M. The counts at the North Lake Square entrance were collected on Wednesday, March 22, 2017. The magnitude of the side street volumes were found to be very comparable with the counts performed for this current study, and generally slightly higher. However, the volumes on the major streets were consistently notably higher for this current study. Historic Georgia DOT 24-hour traffic counts were also collected in the vicinity from the year 2015. The annual daily traffic volume on SR 53 north of Sportsman Club Road was 25,600

vehicles per day. The entire project is expected to generate 189 new trips in the a.m. peak hour, 274 new trips in the p.m. peak hour, and 3,387 new trips during a 24-hour weekday. The study extended one mile from the limits of the proposed site and included the following nine intersections:

1. Sportsman Club Road at Strickland Drive
2. Dawsonville Highway at Sportsman Club Road
3. Dawsonville Highway at Avonlea Way
4. Dawsonville Highway at Canterbury Road
5. Dawsonville Highway at Ahaluna Drive
6. Dawsonville Highway at North Lake Square Shopping Center Entrance
7. Dawsonville Highway at Beechwood Boulevard
8. Dawsonville Highway at McEver Road
9. Dawsonville Highway at Green Hill Circle
10. Dawsonville Highway at Shallowford Road

A summary of the study revealed that future operations, upon the project being fully constructed and operational, at the below intersections would have extremely heavy traffic flows rated LOS F. LOS "F" is a condition of extremely heavy flow, with frequent stoppage and very slow speeds. Traffic is unstable and often comes to a complete halt. These intersections include:

1) A.M. and P.M. peak hour southbound approach at Dawsonville Highway at Sportsman Club Road; 2) A.M. and P.M. peak hour eastbound and westbound left turn at Dawsonville Highway and Avonlea Way; 3) A.M. and P.M. peak hour eastbound and westbound left turn at Dawsonville Highway and Canterbury Road; 4) A.M. and P.M. peak hour westbound approach at Dawsonville Highway and Ahaluna Drive; 5) A.M. and P.M. peak hour eastbound left turn at Dawsonville Highway and Beechwood Boulevard; 6) P.M. peak hour northbound Dawsonville Highway at McEver Road; 7) A.M. / P.M. peak hour eastbound approach at Dawsonville Highway and McEver Road; 8) P.M. peak hour westbound approach at Dawsonville Highway at Green Hill Circle; and 9) P.M. peak hour eastbound approach at Dawsonville Highway and Shallowford Road.

The summary of findings and recommendations of the study are as follows:

Sportsman Club Road at Strickland Drive

No changes are recommended at this intersection for the existing, no-build, or Future Phase One and Future Phase Two conditions.

Dawsonville Highway at Sportsman Club Road

The side street delays at this intersection are significant now and will increase in the future. 1) While a warrant analysis was not performed as part of this traffic impact study, the low side street volumes make the intersection an unlikely candidate for signalization. The potential for justifying signalization will increase in the future, but side street volumes will continue to remain moderate. 2) This study also identifies the need for a northbound exclusive right turn lane to be added on GA 53 at Sportsman Club Road. Northbound and southbound exclusive left turn lanes are currently provided at this median break.

Dawsonville Highway at Avonlea Way

Side street delays are high at the existing eastbound approach of Avonlea Way, and these delays will increase in the no-build and future conditions. The side street volumes are predominately right turners, with extremely low left turn volumes. 1) The Lanier Tract will introduce a new fourth leg at the Avonlea Way intersection (there is an existing private residential driveway at this median break, which would be replaced by the Lanier Tract access).

Northbound and southbound exclusive left turn lanes are currently provided at this median break. The volumes exiting the new Lanier Tract access will be low and many of them will be right turners. Therefore, this intersection is considered unlikely to be a candidate for signalization in the existing, no-build, and Future Phases One and Two, even with the addition of the Lanier Tract trips. 2) The Georgia DOT right turn lane analysis suggests that a northbound exclusive right turn lane should be considered at this access and the site plan includes the addition of this lane. 3) The new site access should be constructed with one entering lane and one exiting lane. 4) The side street approach exiting the site should be controlled by side street stop sign and accompanying stop bar.

Dawsonville Highway at Canterbury Road

Side street delays are high on the existing eastbound approach of Canterbury Road and these delays will increase in the no-build and future conditions. As with Avonlea Way, the side street volumes at this intersection are predominately right turners, with extremely low left turn volumes. For this reason, this intersection is considered an unlikely candidate for signalization in the existing, no-build, and Future Phase One conditions. The outparcel access will align with Canterbury Road and the Lanier Tract will connect through the outparcels to GA 53 at this location. Northbound and southbound exclusive left turn lanes are currently provided at this median break. A short southbound deceleration lane is provided on GA 53 at Canterbury Road, though this lane does not appear to have been constructed to current Georgia DOT design standards. The northbound right turn volume will be low in the Future Phase One condition, and the Georgia DOT right turn lane analysis indicates that no decel lane will be required for Future Phase One. 1) However, with the future development of the retail outparcels, by others, the right turn volumes will be significant, primarily due to the outparcels, and a northbound deceleration lane is recommended for this location. The Future Phase Two side street volumes exiting the outparcels will be notable and this intersection will likely be a prime candidate for signalization upon development of the outparcels. 2) It is recommended that at such time as the outparcels are planned to be developed, a signal warrant study be performed for this intersection according to the standards set forth in the Federal Highway Administration's *Manual On Uniform Traffic Control Devices* (MUTCD). 3) This new access at the Canterbury Road median break should be constructed with at least one entering lane and an exiting shared left/through lane and an exclusive right turn lane. The two westbound lanes are in anticipation of the development of the outparcels. With only the Lanier Tract volumes, only one entering and one exiting lane would be required. 4) Until signalization is warranted, the side street approach exiting the outparcel tracts should be controlled by side street stop sign and accompanying stop bar.

Dawsonville Highway at Ahaluna Drive

1) The review of Georgia DOT auxiliary lane standards indicates that a northbound right turn lane should be added on GA 53 at Ahaluna Drive in the existing condition. 2) The future volumes exiting Ahaluna Drive would benefit from the addition of a second westbound lane, resulting in a shared left/through lane and an exclusive right turn lane on Ahaluna Drive at GA 53. This second lane would reduce the demand for side street green time on the signal and improve side street levels of service. It was noted that the need for relocation of the signal steel strain pole, a drainage structure, and possibly a large brick monument sign, may reduce the feasibility of adding this second westbound lane. 3) With the addition of Lanier Tract DRI southbound left turns, consideration should be given to adding a protected / permissive southbound left turn phase, which would match the existing protected / permissive phasing for the northbound left turn. The Georgia DOT left turn phase warrants are not satisfied for this southbound left turn based on volume projections alone. However, other factors such as high speeds on GA 53 and the senior residents expected to reside at the Lanier DRI, merit consideration. 4) Field observations suggest that there may be an opportunity to shorten the cycle length, which would reduce time spent by vehicles waiting on the side street.

Dawsonville Highway at North Lake Square Access

This intersection operates acceptably in all analysis conditions. The side street approaches do incur some delays at all times, primarily due to the long cycle length on the signal, which allocates most of the greentime, appropriately, to GA 53. The side street delays are incurred by minimal volumes in the a.m., since the retail served by the side streets are generally not operational at that time. Higher volumes incur the side street delays in the p.m., when the retail is operational. However, overall this intersection operates appropriately and no mitigation is recommended for any analysis condition.

Dawsonville Highway at Beechwood Boulevard

At the GA 53 / Beechwood Boulevard intersection, it is noted that a fourth leg is currently stubbed-out across from Beechwood Boulevard and a retail development is under construction on that site. Auxiliary left and right turn lanes are provided on GA 53 serving Beechwood Boulevard and the future fourth leg appears to be designed for right-in / right-out access only, with a northbound deceleration lane provided on GA 53. No other changes are recommended at this intersection based on this study.

Dawsonville Highway at McEver Road

The lane configuration and signal phasing at this intersection are generally appropriate. 1) The existing southbound right turn volume is sufficiently-high (828 a.m., 481 p.m.) to merit consideration of the addition of a second exclusive right turn lane and/or the addition of a protected right turn overlap phase. The justification for adding this phasing and/or second right turn lane will increase as volumes increase. 2) Finally, there may be an opportunity to reduce the cycle length and fine-tune the signal timing at this intersection.

Dawsonville Highway at Green Hill Circle

This signalized intersection incurs high side street delays, again, due to the allocation of the majority of green time to the Dawsonville Highway approaches. 1) There may be an opportunity to reduce the cycle length and fine-tune the signal timing at this intersection.

Dawsonville Highway at Shallowford Road

The lane configuration and signal phasing are appropriate for this intersection. 1) Reduction of the cycle and optimization of the allocation of green time could reduce delays and queuing at this intersection.

▪ Other Departmental Comments

The Gainesville Public Works Department has recommended additional transportation improvements which are stated within the traffic zoning conditions listed below.

The Gainesville Department of Water Resources states that the City currently has adequate water and sanitary capacity for the proposed development. The developer will be required to construct extensions for both water and sanitary sewer to connect the existing City facilities, along with pump stations required for areas of the development unable to utilize gravity sanitary sewer for conveyance.

The Gainesville Police Department's primary concern will be the increased traffic accidents from the additional cars on the Dawsonville Highway corridor.

▪ Zoning History

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

2015 – A request by West Ahaluna, LLC to annex a 8.74± acres tract with a zoning of Residential-I-A (R-I-A) located at 0 and 1264 Ahaluna Drive was conditionally approved for no proposed use.

2014 – A request by West Ahaluna, LLC to annex a 70.23± acres tract with a zoning of Planned Unit Development (P-U-D) located at 0 and 1817 Ahaluna Drive; 1982 Dawsonville Highway; 2208 Karen Lane; 2008, 2016 and 2029 Strickland Drive was approved with conditions. In addition, the same applicant requested to rezone a 31.93± acres tract located at 0 Ahaluna Drive NW and 1489 West Lake Drive NW from Residential-I (R-I) to Planned Unit Development (P-U-D) which was also approved with conditions for a 199-lot single-family subdivision.

2013 – A request by America's Home Place, Inc. to rezone a 25.11± acres tract located at 0 and 1198 Dawsonville Highway; 1232 Ahaluna Drive and 1162 Lakeshore Circle from Residential-I (R-I), Residential-II (R-II) and Office and Institutional (O-I) to General Business (G-B) zoning for a commercial shopping center was approved with conditions.

2012 – A request by America's Home Place, Inc. to rezone a 4.711± acres tract located at 0, 1122, 1138, 1162 and 1198 Dawsonville Highway from Residential-II (R-II), Office and Institutional (O-I) and General Business (G-B) to General Business (G-B) zoning for retail, restaurant and vehicle service uses was approved with conditions.

2011 – A request by Kauffman Tire Inc. for a special use within Regional Business (R-B) zoning on a 1.19± acres tract located at 801 & 805 Dawsonville Highway was approved with conditions for an automotive tire and service store.

2010 – A request by Bill Dupree to annex a 7.11± acres tract with General Business (G-B) zoning and rezone a 2.44± acres tract from Residential-II (R-II) to General Business (G-B) located at 0, 1293, 1297 and 1139 Dawsonville Highway was approved with conditions for a business center with retail, office and restaurant uses.

▪ **Staff Analysis**

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

The adjacent and nearby property includes mostly single-family homes located within unincorporated Hall County and are zoned Agricultural Residential-III (AR-III), Residential-I (R-I) and Vacation Cottage (V-C). The existing housing consists of a mixture of small cottage homes and newer large lake homes on lot sizes ranging from 10,000 square feet to over five acres. The proposed use was previously planned and was approved in Hall County for a 95-unit development. The applicant is proposing a similar development with a total of 90-units which is suitable given the approved use for the property.

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

Given the proposal is for an active adult community, there should be less of an impact on the surrounding properties, roads and the Gainesville City School System than if the property were developed as a traditional single-family subdivision.

The proposed use will add additional traffic and have impacts to traffic movements along Dawsonville Highway and its intersection with Sportsman Club Road. Transportation

improvements as identified within the traffic study and zoning conditions will be necessary to help reduce negative impacts to Dawsonville Highway and nearby intersections.

The proposed development is located adjacent to Lake Lanier. Environmental impacts should be properly mitigated through improved storm water measures. Sedimentation ponds and bioretention areas will be required within the development to help protect the lake. The applicant is proposing underground storm water detention for the development.

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

The Gainesville 2030 Future Development Map for the City of Gainesville places the subject property within the *Low-Medium Density Residential* land use category which includes areas containing or planned for single-family detached or semi-detached housing at densities up to 4.0 dwelling units per acre. The proposed Planned Unit Development (P-U-D) zoned portion of the proposal seeks a density of 3.43 dwelling units per acre.

According to the Character Area map for the City of Gainesville, the subject property is located within the *Suburban Residential* character area. The goal of this 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". Mixed-use neighborhood design is desired but not required. In areas where natural features or sensitive environments are important, cluster housing or conservation subdivision design may be appropriate. Community access points and shoreline restoration are encouraged as part of future development on greenfield parcels between Dawsonville Highway and Lake Lanier. Land uses allowed within this area include low-density residential, medium density residential, multi-family residential, public / institutional, commercial, and parks / recreation / conservation and mixed-use.

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

The development proposes to utilize city water and sewer services, which requires the property to be annexed when contiguous to the city limits. The subject property was previously approved for a similar project in Hall County; however the property was not adjacent to the city limits at that time.

(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?

As the development builds out, additional vehicular traffic will increase at the intersection of Dawsonville Highway and Sportsman Club Road. The proposed use did not meet the thresholds to require an independent Traffic Impact Study. However, the proposed 90-residential units were added to the Traffic Impact Study submitted with the adjacent mixed-use development. A summary of this study is provided above within this staff recommendation report. According to the study this 90-unit development at build out would generate an average of 290 new trips per weekday, 18 A.M. peak hour trips and 23 P.M. peak hour trips at full occupancy. The entire project combined will generate 189 new trips in the a.m. peak hour, 274 new trips in the p.m. peak hour, and 3,387 new trips during a 24-hour weekday. The improvements as identified within the study and the proposed zoning conditions are strongly recommended by staff to help mitigate some of the traffic concerns.

The proposed annexation will increase the load on water and sewer services; however, sewer and water is available and there is sufficient capacity to serve the development.

Existing public safety services respond to the adjacent and nearby properties and Gainesville Fire Station #1 is located approximately 3.8 miles away from the furthest proposed residential lot. As well, Hall County Fire Station #13 off of Sardis Road is also located approximately 3.4 miles away. Gainesville and Hall County currently have an “automatic aid” agreement for emergency services that was first established in 1997. The agreement allows the agency that is closest to an incident to respond despite municipal boundaries. Regardless, the amount of proposed single-family homes will put additional strain on fire services due to the subject properties proximity to the existing city limits which could impact the City’s ISO rating. However, the adjacent mixed-use development proposes a 3.0 acres tract of land to be reserved for a future City fire station.

According to the Gainesville Police Department, increased traffic accidents from the additional cars on the Dawsonville Highway corridor are a primary concern.

Impacts to the school system are expected to be minimal as the development is designed as an age restricted community for individuals over the age of 55. However, there may be a small number of school aged children that will live in the community. No comments or concerns were received by the school system regarding this request.

(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 use is consistent with the Gainesville Comprehensive Plan and is within acceptable density range. The property is located within a residential area between Dawsonville Highway and Lake Lanier, and is just north of Gainesville’s most active regional commercial corridors. Existing uses along Dawsonville Highway south of the bridge consists of mostly commercial in nature excluding a few large apartment complex developments (Park Creek, Carrington Park and Lake Lanier Club), and some isolated single-family homes within Hall County. Numerous properties fronting this segment of Dawsonville Highway have been developed for non-residential purposes over the past 15 to 20 years. Some examples of this include the Northlake Square shopping center, Carrington Park retail center, Village Shoppes of Gainesville, Home Depot, Best Buy, McEver Corners shopping center, Texas Roadhouse, Olive Garden, Cheddar’s, Buffalo Wild Wings and a child day care facility. A 94-room Holiday Inn Express is currently under construction behind the Cheddar’s restaurant.

The proposed active-adult community appears to be of high quality and would serve as an appropriate transitional use for the area between Dawsonville Highway and the residential uses adjacent to Lake Lanier. As well, the proposed use is consistent with the housing proposed within the adjacent mixed-use development proposed to the south.

(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?

Due to the subject property’s proximity to existing residential and commercial land uses, the proposed use, with the recommended conditions of zoning appears to promote a reasonable balance between the interests of the City, the property owner, and neighboring residents and property owners.

▪ **Staff Recommendation**

The Planning Division staff is recommending **conditional approval** of this request based on the Comprehensive Plan and the adjacent residential and non-residential land uses.

Conditions

Development Standards

1. The development standards within the applicant's narrative, concept plan and architectural renderings shall be made part of the zoning ordinance, and shall be subject to the Community 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. The approved use for the property shall be limited to an active adult community for seniors not to exceed 90 terrace homes / townhome units as stated within the applicant's revised concept plan and narrative.
3. The development shall comply with applicable U. S. Department of Housing and Urban Development (HUD) rules for age-restricted communities. The organization established for the management of the development shall comply with HUD rules for verification of occupancy and shall maintain procedures for routinely determining the occupancy of each unit. Such procedures may be part of a normal leasing or purchasing agreement and must provide for regular updates as required by HUD.
4. A minimum 50-foot perimeter buffer shall be required against all adjacent roads and the adjacent private properties. The exterior 25 feet of this perimeter buffer will be undisturbed, except where disturbance is required for erosion control, storm water management, or the installation of utilities; the interior 25 feet of this buffer may be graded and replanted. Any additional plantings required will be in accordance with City of Gainesville's Buffer Standards. The Community Development Director shall have the final determination on the number, location and type of trees to be planted, as required by Article 9-16 of the Unified Land Development Code.
5. The minimum heated floor space for the terrace homes / townhomes shall be 1,100 square feet.
6. Covenants shall be put in place by the developer restricting against the parking of boats, trailers, and campers within driveways.
7. The proposed amenity clubhouse shall include a minimum 3:12 roof pitch and exterior facade materials shall be similar in architecture to the proposed terrace homes / townhomes.
8. A Uniform Sign Plan as identified within Section 9-18-7-4 of the Unified Land Development Code shall be required from the developer and is subject to approval by the Gainesville Community Development Director. All signs associated with

residential uses shall be limited to indirect lighting. All signs shall be located outside of utility areas and shall not block visibility of vehicular traffic.

9. The proposed erosion control and water quality measures for the development shall at minimum meet the Georgia Storm Water Management Manual requirements. Storm water management for the development must provide water quality treatment for no less than 110% of the State required treatment volume. The City of Gainesville shall approve the final design of all water quality measures.

Transportation / Traffic

10. Prior to the issuance of a land disturbance permit, the developer shall provide a signal warrant analysis be performed per Georgia Department of Transportation (GDOT) standards for the following intersection:

- a. Dawsonville Highway (SR 53) at Sportsman Club Road

All costs associated with the signal warrant analysis study and, if warranted by such study, any costs associated with the installation of a traffic signal and intersection improvements shall be at the full expense of the developer.

11. The developer shall perform the following traffic improvements identified within the Summary of Study Findings and Recommendations as stated within the revised Traffic Impact Study, dated April 7, 2017, for the proposed development:

- a. Dawsonville Highway (SR 53) at Sportsman Club Road; add a northbound exclusive right turn lane on Dawsonville Highway (SR 53).

The developer shall coordinate these improvements with GDOT and the Gainesville Public Works Director prior to permitting. The Gainesville Public Works Director and GDOT shall have the final determination of the time line of these improvements based on the developer's proposed construction schedule. All costs associated with the improvements shall be at the full expense of the developer.

12. Prior to the issuance of a land disturbance permit, the developer shall evaluate, design and construct the left turn lane on Dawsonville Highway (SR 53) and Sportsman Club Road to meet GDOT storage and design requirements. If the existing left turn lane at this location meets these requirements, this condition will be deemed satisfied.

13. Prior to the issuance of a land disturbance permit, the intersection of Strickland Drive, Karen Lane and the new access road to the proposed development shall be redesigned to include realignment for better traffic circulation, and to meet current roadway design criteria. The improvements shall be completed prior to permitting direct access from the development onto Karen Lane and Strickland Drive and prior to the construction of the most northern Pod of terrace and cottage homes. All costs associated with the improvements shall be at the full expense of the developer.

14. All new streets shall meet the standards within the current Gainesville Unified Land Development Code. All proposed residential uses and amenities shall provide for pedestrian connectivity throughout the development. All costs associated with the improvements shall be at the full expense of the developer.

- 15. Prior to the issuance of a land disturbance permit, the developer shall seek documentation from Hall County to verify that no improvements will be required to the intersection of Sportsman Club Road and Strickland Drive.**
- 16. Access to the development shall be from either Strickland Drive or Karen Lane; provided that if the application to annex and rezone the adjacent 188.78± acres tract zoned Planned Unit Development (P-U-D) submitted concurrently with this application is not approved, access to this development shall be from Strickland Drive. In either case, there shall be no driveways from individual homes allowed onto Sportsman Club Road, Strickland Drive or Karen Lane.**



Applicant:

OHC LANIER NORTH, LLC

ZONING AMENDMENT REQUEST

Request:

Amend existing Planned Unit Development (P-U-D) on 26.16+/- acres for an active adult community and up to four residential lots

Subject Property Address:

0 & 2209 Karen Lane; 2106, 2234 & 2242 Sportsman Club Road; & 2049 Strickland Dr.

Tax Parcel:

00-109-003-001, 004, 005; 00-109B-000-001, 002A, 036

Meeting Date: 07/14/2020

Map Prepared: 06/16/2020

 Subject Property



0 150 300 450 600 Feet

1" = 250'



CITY OF

GAINESVILLE

COMMUNITY AND ECONOMIC DEVELOPMENT





Applicant:

OHC LANIER NORTH, LLC

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Tax Parcel:

00-109-003-001, 004, 005; 00-109B-000-001, 002A, 036

Meeting Date: 07/14/2020

Map Prepared: 06/16/2020



Subject Property

Aerial from 2018



0 150 300 450 600 Feet

1" = 250'



CITY OF
GAINESVILLE

COMMUNITY AND ECONOMIC DEVELOPMENT





May 29, 2020

Gainesville City Council and
Gainesville Planning and Appeals Board
300 Henry Ward Way
Gainesville, Georgia 30501

Re: 0 and 2209 Karen Lane; 2106, 2234 and 2242 Sportsman Club Road; and 2049
Strickland Drive
26.16 Acres - Zoning Modification

Dear Mayor, City Council and Planning & Appeals Board members,

This letter is to serve as to our intent to revise the Zoning Conditions to Ordinance No. 2017-11. We want to modify the conditions to allow an estate lot and have a driveway for the estate lot off of Karen Lane. We will utilize an existing driveway to the gravel road to access the new home. The remaining property will be developed as to the existing ordinance. We would also like to add a zoning condition #17 to clarify that the conditions that pertain to the developing and subdividing of the overall property will go into effect at the time the owner wishes to subdivide the property into more than 4 residential lots.

The following are the changes:

Condition #16.

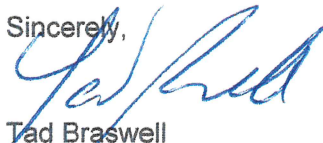
Access to the development shall be from either Strickland Drive or Karen Lane. In the event that the property owner/developer utilizes the property for one, single-family residence, then a driveway to serve only such residence shall be allowed from Karen Lane. No other driveways for individual lots shall be allowed onto Sportsman Club Road, Strickland Drive or Karen Lane.

Condition #17.

All conditions above which pertain to the overall development and subdividing of the property shall be enforced at such time as the property owner/developer requests a Land Disturbance Permit to subdivide the property into more than 4 residential lots. In no case shall the total number of proposed homes exceed 90 units.

Please contact us with any questions or comments.

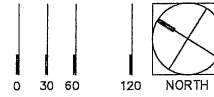
Sincerely,


Tad Braswell
Oak Hall Companies, LLC

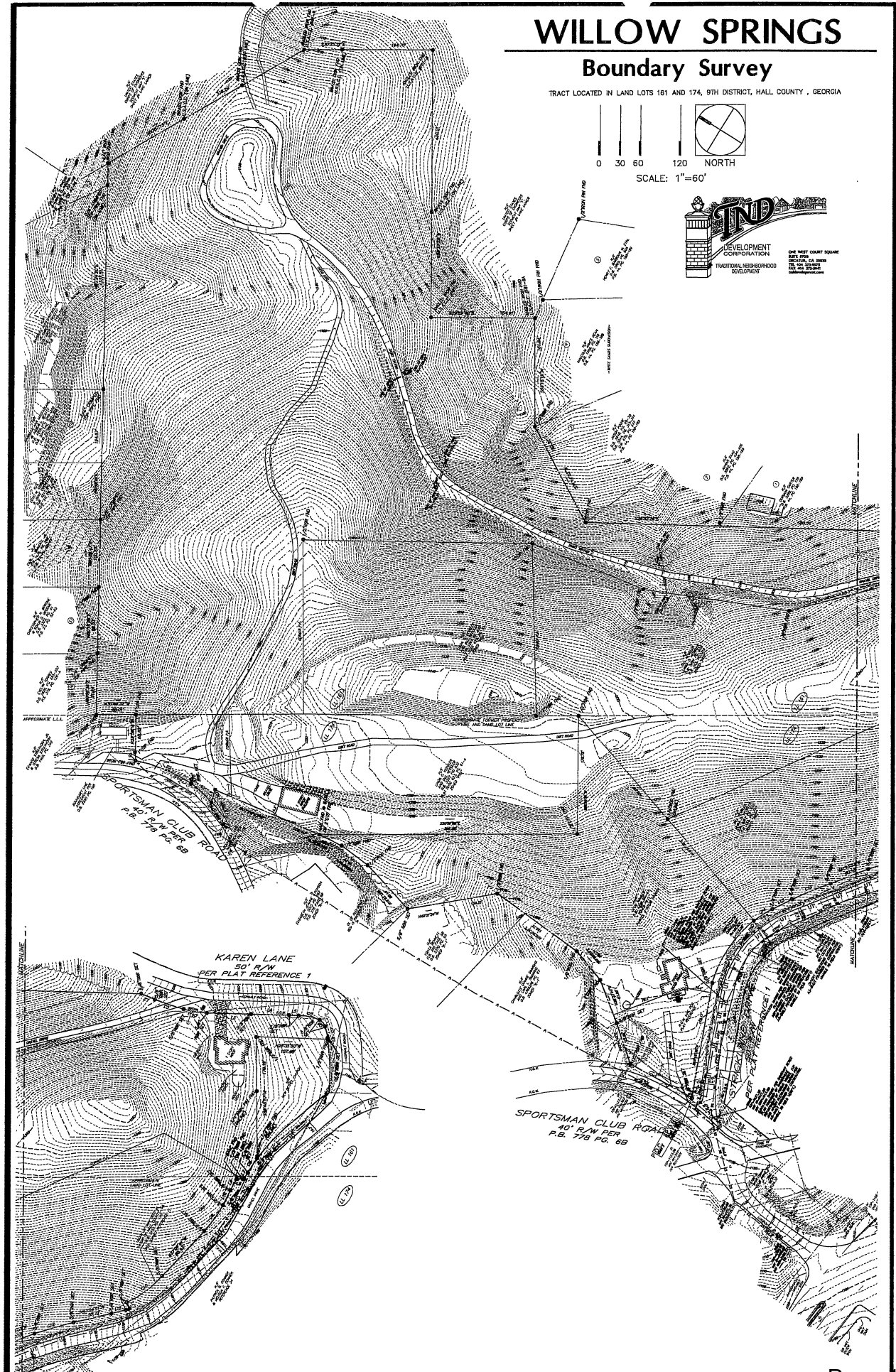
WILLOW SPRINGS

Boundary Survey

TRACT LOCATED IN LAND LOTS 161 AND 174, 9TH DISTRICT, HALL COUNTY, GEORGIA



SCALE: 1"=60'





First Reading: 06/06/2017
Passed: 06/20/2017

AN ORDINANCE

No. 2017-11

AN ORDINANCE AMENDING THE ZONING MAP OF THE CITY OF GAINESVILLE, GEORGIA BY ESTABLISHING THE ZONING ON A 26.16± ACRES TRACT LOCATED EAST OF DAWSONVILLE HIGHWAY AND ON THE NORTH SIDE OF THE INTERSECTION OF STRICKLAND DRIVE AND SPORTSMAN CLUB ROAD, WITH ROAD FRONTAGE ON KAREN LANE (A/K/A 0 AND 2209 KAREN LANE; 2106, 2234 AND 2242 SPORTSMAN CLUB ROAD; AND 2049 STRICKLAND DRIVE) AT THE TIME OF ANNEXATION AS PLANNED UNIT DEVELOPMENT, WITH CONDITIONS (P-U-D-c); REPEALING CONFLICTING ORDINANCES; TO PROVIDE FOR SEVERABILITY; TO PROVIDE FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

(Amendment to Zoning Map)

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

Development Standards

1. The development standards within the applicant's narrative, concept plan and architectural renderings shall be made part of the zoning ordinance, and shall be subject to the Community 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. The approved use for the property shall be limited to an active adult community for seniors not to exceed 90 terrace homes / townhome units as stated within the applicant's revised concept plan and narrative.
3. The development shall comply with applicable U. S. Department of Housing and Urban Development (HUD) rules for age-restricted communities. The organization established for the management of the development shall comply with HUD rules for verification of occupancy and shall maintain procedures for routinely determining the occupancy of each unit. Such procedures may be part of a normal leasing or purchasing agreement and must provide for regular updates as required by HUD.

ORDINANCE NO. 2017-11

4. A minimum 50-foot perimeter buffer shall be required against all adjacent roads and the adjacent private properties. The exterior 25 feet of this perimeter buffer will be undisturbed, except where disturbance is required for erosion control, storm water management, or the installation of utilities; the interior 25 feet of this buffer may be graded and replanted. Any additional plantings required will be in accordance with City of Gainesville's Buffer Standards. The Community Development Director shall have the final determination on the number, location and type of trees to be planted, as required by Article 9-16 of the Unified Land Development Code.
5. The minimum heated floor space for the terrace homes / townhomes shall be 1,100 square feet.
6. Covenants shall be put in place by the developer restricting against the parking of boats, trailers, and campers within driveways.
7. The proposed amenity clubhouse shall include a minimum 3:12 roof pitch and exterior facade materials shall be similar in architecture to the proposed terrace homes / townhomes.
8. A Uniform Sign Plan as identified within Section 9-18-7-4 of the Unified Land Development Code shall be required from the developer and is subject to approval by the Gainesville Community Development Director. All signs associated with residential uses shall be limited to indirect lighting. All signs shall be located outside of utility areas and shall not block visibility of vehicular traffic.
9. The proposed erosion control and water quality measures for the development shall at minimum meet the Georgia Storm Water Management Manual requirements. Storm water management for the development must provide water quality treatment for no less than 110% of the State required treatment volume. The City of Gainesville shall approve the final design of all water quality measures.

Transportation / Traffic

10. Prior to the issuance of a land disturbance permit, the developer shall provide a signal warrant analysis be performed per Georgia Department of Transportation (GDOT) standards for the following intersection:

- a. Dawsonville Highway (SR 53) at Sportsman Club Road

All costs associated with the signal warrant analysis study and, if warranted by such study, any costs associated with the installation of a traffic signal and intersection improvements shall be at the full expense of the developer.

11. The developer shall perform the following traffic improvements identified within the Summary of Study Findings and Recommendations as stated within the revised Traffic Impact Study, dated April 7, 2017, for the proposed development:

- a. Dawsonville Highway (SR 53) at Sportsman Club Road; add a northbound exclusive right turn lane on Dawsonville Highway (SR 53).

The developer shall coordinate these improvements with GDOT and the Gainesville Public Works Director prior to permitting. The Gainesville Public Works Director and GDOT shall have the final determination of the time line of these improvements based on the developer's proposed construction schedule. All costs associated with the improvements shall be at the full expense of the developer.

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12. Prior to the issuance of a land disturbance permit, the developer shall evaluate, design and construct the left turn lane on Dawsonville Highway (SR 53) and Sportsman Club Road to meet GDOT storage and design requirements. If the existing left turn lane at this location meets these requirements, this condition will be deemed satisfied.
13. Prior to the issuance of a land disturbance permit, the intersection of Strickland Drive, Karen Lane and the new access road to the proposed development shall be redesigned to include realignment for better traffic circulation, and to meet current roadway design criteria. The improvements shall be completed prior to permitting direct access from the development onto Karen Lane and Strickland Drive and prior to the construction of the most northern Pod of terrace and cottage homes. All costs associated with the improvements shall be at the full expense of the developer.
14. All new streets shall meet the standards within the current Gainesville Unified Land Development Code. All proposed residential uses and amenities shall provide for pedestrian connectivity throughout the development. All costs associated with the improvements shall be at the full expense of the developer.
15. Prior to the issuance of a land disturbance permit, the developer shall seek documentation from Hall County to verify that no improvements will be required to the intersection of Sportsman Club Road and Strickland Drive.
16. Access to the development shall be from either Strickland Drive or Karen Lane; provided that if the application to annex and rezone the adjacent 188.78± acres tract zoned Planned Unit Development (P-U-D) submitted concurrently with this application is not approved, access to this development shall be from Strickland Drive. In either case, there shall be no driveways from individual homes allowed onto Sportsman Club Road, Strickland Drive or Karen Lane.

Legal Description

ALL THAT TRACT OR PARCEL OF land lying and being in Land Lots 161 and 174, of the 9th District Hall County, Georgia, being more particularly described as follows:

Commencing at a Point of Beginning formed by the intersection of the Northern right of way of Strickland Drive and the Eastern right of way of Sportsman Club Road; proceed thence along the northern right of way of Sportsman Club Road North 01 Degrees 52 Minutes 49 Seconds West a distance of 104.27 feet to a Point; Thence North 40 Degrees 41 Minutes 42 Seconds East a distance of 63.56 feet to a Point; Thence leaving the northern right of way of Sportsman Club Road North 38 Degrees 33 Minutes 40 Seconds East a distance of 67.92 feet to a Point; Thence North 19 Degrees 50 Minutes 03 Seconds East a distance of 55.17 feet to a Point; Thence North 05 Degrees 05 Minutes 36 Seconds East a distance of 146.71 feet to a Point; Thence North 40 Degrees 01 Minutes 34 Seconds West a distance of 134.21 feet to a Point; Thence North 16 Degrees 22 Minutes 12 Seconds East a distance of 88.48 feet to a Point; Thence North 05 Degrees 38 Minutes 20 Seconds East a distance of 49.24 feet to a Point; Thence North 04 Degrees 58 Minutes 06 Seconds West a distance of 37.69 feet to a Point; Thence North 07 Degrees 26 Minutes 03 Seconds West a distance of 169.49 feet to a Point; Thence South 75 Degrees 58 Minutes 36 Seconds West a distance of 19.54 feet to a Point located on the eastern right of way of Sportsman Club Road; Thence along a curve to the left having a radius of 190.02 feet and a chord direction of North 11 Degrees 59 Minutes 21 Seconds East and a chord length of 41.57 feet and an arc length of 41.65 feet along said curve;