

DEPARTMENT ISSUES

Finance	Resolution: Declaration of Surplus Property	Brenda Carpio
Community & Economic Development	Resolution: <i>PlanFirst</i> Designation Renewal	Jessica Tullar
Community & Economic Development	Resolution: Community Development Block Grant 2019-2023 HUD Consolidated Plan Second Substantial Amendment for CDBG-CV3 Allocation	Jessica Tullar
Community & Economic Development	Resolution: Adoption of Community Development Block Grant (CDBG) 2021 Annual Action Plan	Jessica Tullar
Community & Economic Development	Public Hearing Item: May 4, 2021 Council Meeting Request from Jim Chapman Communities to rezone a 36.7± acres tract located on the southwest side of the intersection of Beverly Road and Limestone Parkway, having road frontage on the east side of Lakeview Drive and Old Lakeview Road (a/k/a 0 Beverly Road, NE) from General Business (G-B) to Planned Unit Development (P-U-D). Ward Number: Two. Tax Parcel Number(s): 01-083-002-003A. Request: 220-unit rental cottage community.	Abb Hayes
Community & Economic Development	Public Hearing Item: May 4, 2012 Council Meeting Request from Tidal Wave Auto Spa to amend the existing Planned Unit Development (P-U-D) zoning on a 7.76± acres tract located northeast of the intersection of Browns Bridge Road and McEver Road (a/k/a 1440 McEver Road, SW) . Ward Number: Four. Tax Parcel Number(s): 08-016-002-041. Request: Express car wash facility.	Abb Hayes

CITY MANAGER ISSUES

MAYOR/COUNCIL ISSUES

Ex-Officio Report(s)	
Appointment: Friends of the Parks Board	Danny Dunagan

CITY ATTORNEY ISSUES

CITY CLERK ISSUES

EXECUTIVE SESSION

ADJOURNMENT

Final: Tuesday, April 27, 2021, 10:15 AM

Date Submitted: 4/20/2021
Presenter: Brenda Carpio
Item of Business: Resolution: Declaration of Surplus Property
Meeting Date: 4/29/2021

Purpose of Request:

Requesting Council declare the property on the attached listing as surplus for public sale or disposal.

History/Background:

The City's Capital Asset policy dictates the procedure for transferring assets that have out-lived their useful life to surplus. This policy has been followed with the assets listed on Attachment A. Finance periodically requests that property be declared surplus in order to sell or dispose of property in a timely and orderly manner.

Facts & Issues for Consideration:

Surplus property that was purchased by the City is offered to other City departments before sale takes place. Property seized or confiscated by the Police department is not offered to City departments.

Department Recommendation:

Approve the resolution for property listed on Attachment A be declared as surplus.

Department Director:

Jeremy Perry

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
☐ Declaration of Surplus Property	Resolution
☐ Attachment A	Attachments/Exhibits

RESOLUTION BR-2021 - ____

Declaration of Surplus Property

WHEREAS, the City Finance staff recommends that the attached list (Attachment A) of property be declared surplus and made available for the sale or donation in accordance with Resolution BR-90-81 adopting the City's Purchasing Policies and Procedures; and

WHEREAS, it has been determined that the attached list of property has served beyond its useful life and the City Finance staff believes that the method of disposal shall be by sale at auction to the highest bidder in accordance with the policies and procedure, or dispensation in a manner approved by the City Manager; and

WHEREAS, the City Finance staff shall set a date, place and time for the appropriate sale; and

WHEREAS, the method of disposal of surplus property shall be an auction, utilizing GovDeals, an online auction company recommended by the Georgia Municipal Association, with concurrence of the City Attorney, City Clerk, and City Manager in accordance with the policies and procedures, or dispensation in a manner approved by the City Manager; and

WHEREAS, funds derived from the sale of surplus property shall be deposited to the appropriate fund and account as determined by the Chief Financial Officer.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby declare this property surplus and available for public sale or disposal as approved by the City Manager, and that any item not sold at the sale shall be disposed of in an appropriate manner with concurrence of the City Manager.

Adopted this ____ day of _____, 2021.

C. Danny Dunagan, Jr., Mayor

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

ATTEST:

Denise O. Jordan, City Clerk

Abandoned/Seized Property

Attachment A

Asset #	Asset Description	Dept #	Comments
Police			
NO TAG	Jiminez Pistol	3200	Abandoned
NO TAG	HW Revolver	3200	Abandoned
NO TAG	Davis Industries Pistol	3200	Abandoned
NO TAG	Smith & Wesson Revolver	3200	Abandoned
NO TAG	Lorcin Pistol	3200	Abandoned
NO TAG	Ruger Rifle	3200	Abandoned
NO TAG	Smith & Wesson Revolver	3200	Abandoned
NO TAG	Taurus Revolver	3200	Abandoned
NO TAG	Raven Arms Pistol	3200	Abandoned
NO TAG	TEC22 Pistol	3200	Abandoned
NO TAG	Raven Arms Pistol	3200	Abandoned
NO TAG	Beretta Pistol	3200	Abandoned
NO TAG	Rossi Revolver	3200	Abandoned
NO TAG	Aminious Revolver	3200	Abandoned
NO TAG	Lorcin Pistol	3200	Abandoned
NO TAG	Sig Sauer Pistol	3200	Abandoned
NO TAG	Ruger Revolver	3200	Abandoned
NO TAG	Ruger Pistol	3200	Abandoned
NO TAG	Beretta Pistol	3200	Abandoned
NO TAG	Smith & Wesson Revolver	3200	Abandoned
NO TAG	SCCY CPX-2 Pistol w/ one maganize	3200	Seized
NO TAG	Savage Axis Rifle	3200	Seized
NO TAG	Next Bicycle	3200	Abandoned
NO TAG	Nobel Watch	3200	Abandoned
NO TAG	2006 Jeep Commander	3200	Seized

Date Submitted: 4/20/2021
Presenter: Jessica Tullar
Item of Business: Resolution: *PlanFirst* Designation Renewal
Meeting Date: 4/29/2021

Purpose of Request:

To present a resolution supporting the renewal of the City's *PlanFirst* designation.

History/Background:

Gainesville was designated as one of the inaugural *PlanFirst* communities by the Georgia Department of Community Affairs in 2015. The City received this statewide distinction due to the City's excellence in community planning and its proven track record of implementation.

Facts & Issues for Consideration:

The PlanFirst designation is a three-year designation and must be renewed. This is the City's second renewal request. Renewal application deadline is 5/15/2021.

PlanFirst designation affords the City various benefits including reduced interest rates on loans through DCA, complimentary registration for one to Community Planning Institute, and ability to apply every year for DCA grant programs.

Department Recommendation:

Approval of the resolution.

Department Director:

Rusty Ligon

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

No

Amount Requested:

Source of Funds:

Finance Comments:

Administrative Comments:

ATTACHMENTS:

Description	Type
 PlanFirst Designation Renewal	Resolution

RESOLUTION PR-2021- ____

“PLANFIRST” DESIGNATION RENEWAL

WHEREAS, the City of Gainesville strives to enrich the community by practicing good stewardship of resources and providing inventive, exemplary services for all people and does so with integrity and through innovation, responsiveness and teamwork; and

WHEREAS, the City of Gainesville recognizes the value of planning for its future and its important role in assuring good stewardship of resources and achieving the City's vision; and

WHEREAS, the City of Gainesville strategically allocates resources and initiates policy decisions to realize its community vision, and is committed to continuing its efforts to implement the *2040 Gainesville Comprehensive Plan*; and

WHEREAS, the Georgia Department of Community Affairs (DCA) *PlanFirst Program* is intended to recognize and reward communities that clearly demonstrate an established pattern of successfully implementing their Local Comprehensive Plan; and

WHEREAS, the City of Gainesville was designated as one of the ten inaugural *PlanFirst* communities in 2015 and wishes to renew its designation for another three years.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby supports the submittal of an application for renewal of its designation as a *PlanFirst* community, and is committed to continual planning initiatives intended to achieve the vision set forth in the *2040 Gainesville Comprehensive Plan*.

Adopted this ____ day of _____, 2021.

C. Danny Dunagan, Jr., Mayor

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

ATTEST:

Denise O. Jordan, City Clerk

Date Submitted: 4/19/2021

Presenter: Jessica Tullar

Item of Business: Resolution: Community Development Block Grant 2019-2023
HUD Consolidated Plan Second Substantial Amendment for
CDBG-CV3 Allocation

Meeting Date: 4/29/2021

Purpose of Request:

This resolution authorizes a second substantial amendment to the City's 2019-2023 HUD Consolidated Plan in order to account for a second special allocation (CDBG-CV3) authorized by the Coronavirus Aid, Relief, and Economic Security Act (CARES Act).

History/Background:

The City of Gainesville is designated by the U. S. Department of Housing and Urban Development (HUD) as a Community Development Block Grant (CDBG) entitlement grantee. As such, the City receives an annual CDBG allocation intended to (1) benefit low- and moderate-income persons, (2) eliminate slum and blight, and/or (3) meet a particular urgent need. Under the CARES Act, the City is eligible to receive additional funding to address the impacts of COVID-19, which requires an amendment to the current five-year plan to include the second round of CDBG-CV funds.

Facts & Issues for Consideration:

The City has been awarded an additional \$326,624 in CDBG-CV3 funds that are to be used on eligible activities intended to prevent, prepare for, or respond to COVID-19. This round of funding and activities are included in the 2021 Annual Action Plan.

In order to remain in compliance and be eligible to expend the additional CDBG-CV3 allocation, the City must amend its 2019-2023 HUD Consolidated Plan. Exhibit A is the amended 2019-2023 HUD Consolidated Plan.

Per HUD requirements, a public review and comment period was held from 3/20/2021 through 4/19/2021, with a staff-run virtual public hearings (all-day, open house and virtual hearing via ZOOM) held on 3/30/2021. Questions and comments received were considered in the final preparation of the amendment.

Department Recommendation:

Approval of the Resolution.

Department Director:

Rusty Ligon

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

N/A

Amount Requested:

N/A - Plan Amendment

Source of Funds:

Finance Comments:

Administrative Comments:

ATTACHMENTS:

Description	Type
📎 2019-2023 HUD Con Plan Amendment & 2021 AAP - Presentation	Powerpoint Presentation
📎 Community Development Block Grant 2019-2023 HUD Consolidated Plan Second Substantial Amendment for CDBG-CV3 Allocation	Resolution
📎 Exhibit A: Amended 2019-2023 HUD Consolidated Plan	Attachments/Exhibits

CITY OF
GAINESVILLE

CDBG HUD PLAN AMENDMENT &
2021 ANNUAL ACTION PLAN

COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM:

- One of the longest-running programs of the U.S Department of Housing & Urban Development, signed into law in 1974
- CDBG grants must develop a 5-year Consolidated Plan with Annual Action Plans outlining proposed activities & identifying which National Objective & Eligibility Requirements have been met



CDBG FUNDING OBJECTIVES

- National Objectives:
 - Benefit low- and moderate-income persons
 - Prevent or eliminate slum or blight
 - Meet urgent community development needs
- Do research & collect data on needs
 - Two methods:
 - Census, Comprehensive Plan, academic resources, city data
 - Public hearings & public meetings on community needs



CDBG ELIGIBLE ACTIVITIES

- Housing & other property activities
- Public facilities & public services
- Economic development activities
- Funding to nonprofit organizations
- Planning and administration
- Other activities



HUD CONSOLIDATED PLAN & ANNUAL ACTION PLAN

- Five Year Plan: 2019-2023
 - Identifies local housing & community development needs
 - Provides a strategy for addressing these local needs
- Annual Action Plan: 2021
 - Describes actions to be undertaken to meet the strategic plan goals
 - Details budget for use of federal funds





2019-2023 CONSOLIDATED PLAN: COMMUNITY DEVELOPMENT PRIORITIES

1. Housing Affordability*
 - Expand affordable housing supply
 - Homeowner housing rehabilitation/repairs
 - Homebuyer assistance (i.e. down-payment & closing costs assistance)
2. Infrastructure & Public Facility Improvements*
 - Sidewalks, road improvements, parks/trails, stormwater & water/sewer improvements
3. Neighborhood Revitalization*
 - Acquisition/Demolition – vacant, dilapidated properties
 - Tree plantings
4. Economic Development
5. Public Services
6. Fair Housing Activities*
 - Housing Festival – linking residents with local resources
 - Homebuyer Education workshops, Financial classes & Fair Housing workshops
7. Program Administration

() Indicates "HIGH" Priority in the 2019-2023 Plan*





CDBG-CV ALLOCATION

1. Gainesville was notified by HUD of an additional round of a special allocation of CDBG funds to be used to prevent, prepare for, and respond to the coronavirus (COVID-19). This allocation was authorized by the Coronavirus Aid, Relief, and Economic Security Act (CARES Act) and signed into law by President Trump on 3/27/20.
2. Gainesville's allocation for this CDBG-CV3 round is \$326,624. The funds must be used for CDBG-eligible activity and must meet a National Objective.
3. City intends to use its CDBG-CV funds towards public facilities needs to prevent, prepare for, and respond to the impacts of COVID-19.



PROPOSED PLAN AMENDMENT

2019-2023 Consolidated Plan

- Executive Summary: Includes CDBG-CV3 special allocation
- Section SP-35 Anticipated Resources: Discusses the CDBG-CV3 allocation
- Table 50 – Includes the special allocation of \$326,624 in CDBG-CV3 funds to list of anticipated resources over the 5-year planning period (2019-2023)

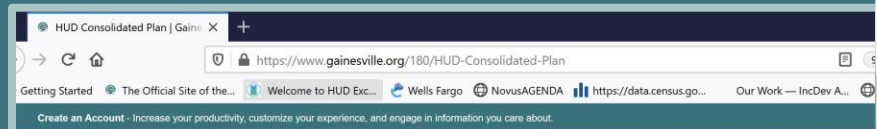


DRAFT 2021 ANNUAL ACTION PLAN

2021 Activities & Budget

Public Facilities & Infrastructure Improvements =	\$ 175,000
CDBG-CV3 Public Facilities & Improvements =	\$ 300,000
Acquisition & Demolition =	\$ 150,000
Homebuyer Assistance / Down-payment Assistance (3 households) =	\$ 16,292
Homeowner Housing Rehabilitation & Repairs / Rehab Admin (up to 3 homes) =	\$ 50,000
General Program Administration =	\$ 97,823
CDBG-CV3 Program Administration =	<u>\$ 26,624</u>
TOTAL =	\$ 815,739

PUBLIC PARTICIPATION



CDBG Consolidated Plan Amendment & 2021 Annual Action Plan Public Comment and Hearing Notices City of Gainesville CDBG Consolidated Plan Annual Action Plan

Proposed Use of CDBG-CV3 and 2021 Funds

The United States Department of Housing and Urban Development (HUD) has awarded the City an additional \$326,624 in CDBG funds through the CARES Act to help combat the effects of COVID-19. A summary of the draft budget and activities include Total Funding (2021) of \$815,739 to be used for Program Income, and CARES Act funds) of \$815,739 to be used for Program Administration (\$124,447), Housing Activities (\$66,292) and Public Facilities/Infrastructure (\$625,000).

Public Comment Period and Process

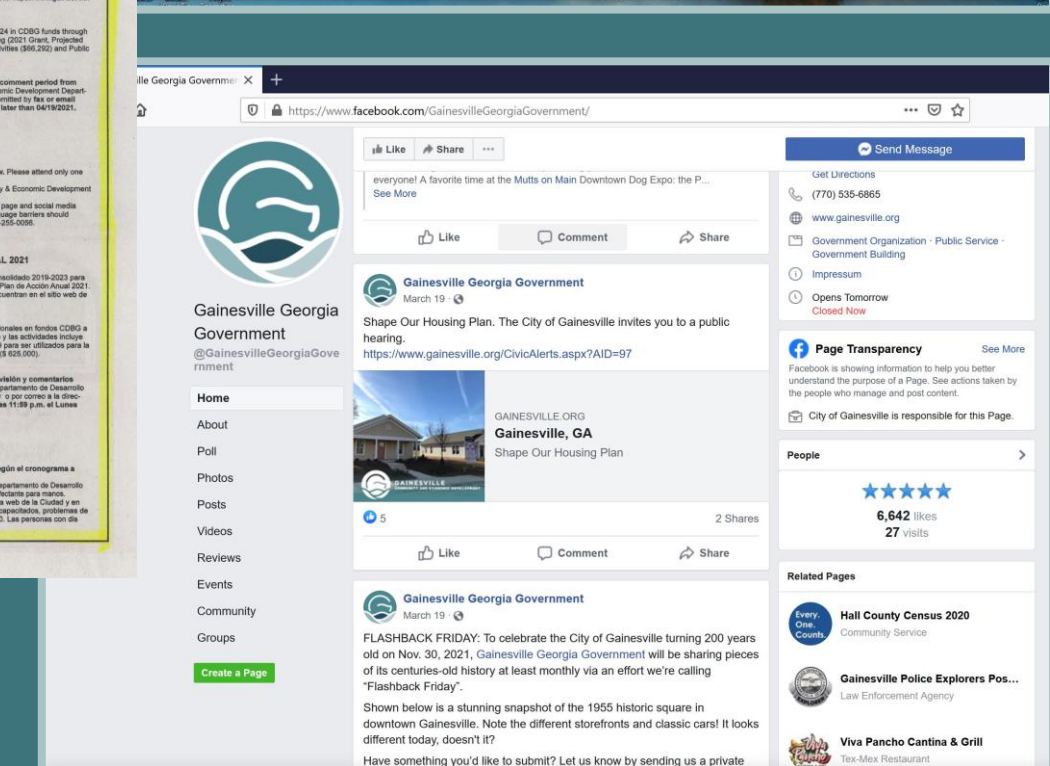
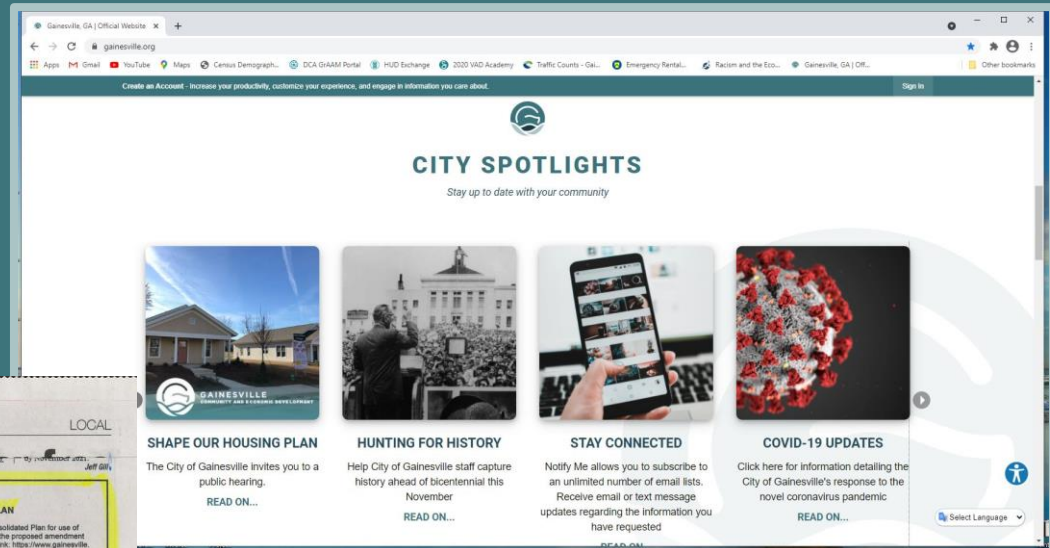
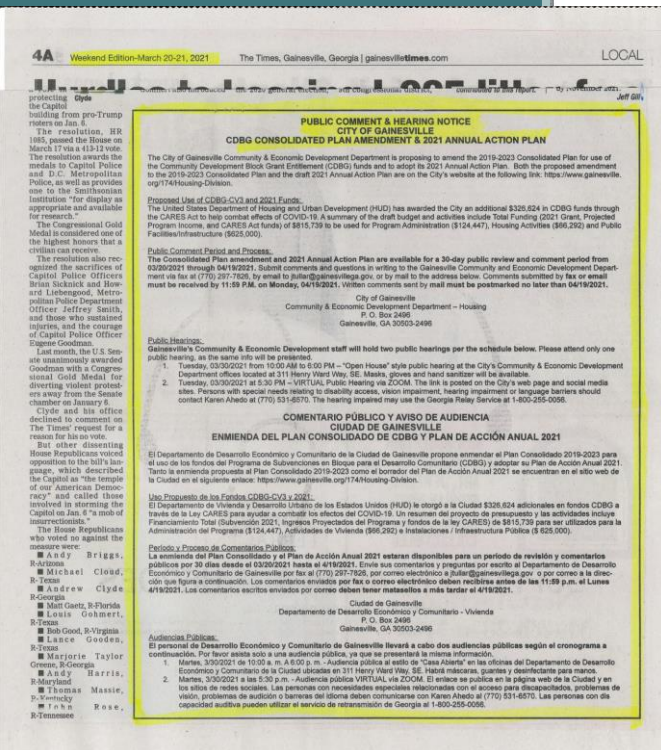
The Consolidated Plan amendment and 2021 Annual Action Plan are available for a 30-day public review and comment period from 03/20/2021 through 04/19/2021. Submit comments and questions in writing to the Gainesville Community and Economic Development Department via fax at (770) 297-7826, by email to jtullar@gainesvillega.gov, or by mail to the address below. Comments submitted by fax or email must be received by 11:59 P.M. on Monday, 04/19/2021. Written comments sent by mail must be postmarked no later than 04/19/2021.

Public Hearings

Gainesville's Community & Economic Development staff will hold two public hearings schedule below. Please attend only one public hearing, as the same info will be presented at both.

1. Tuesday, 03/30/2021 from 10:00 AM to 6:00 PM – "Open House" style public hearing at the City's Community & Economic Development Department offices located at 311 Henry Ward Way, SE. Masks, gloves and hand sanitizer will be available.
2. Tuesday, 03/30/2021 at 5:30 PM – VIRTUAL Public Hearing via ZOOM. The link is posted on the City's web page and social media sites. Persons with special needs relating to disability access, vision impairment, hearing impairment or language barriers should contact Karen Ahedo at (770) 531-6570. The hearing impaired may use the Georgia Relay Service at 1-800-255-0056.

Join Zoom Meeting
<https://us02web.zoom.us/j/82486054823>
Meeting ID: 824 8605 4823





TIMELINE

1. 3/20/2021 thru 4/19/2021 = 30-day public review & comment period.
 - Plans posted on the City of Gainesville's Community & Economic Development webpage & linked from the City's website home page and Facebook page
 - Display Ad in The Times
2. Public Hearings:
 - Tues., 3/30/21 from 10:00 AM to 6:00 PM – “Open House” public hearing (no attendees)
 - Tues., 3/30/21 at 5:30 PM – VIRTUAL Public Hearing through ZOOM (5 attendees)
3. Thurs., 4/29/2021 – City Council Work Session
4. Tues., 5/4/2021 – City Council Meeting adoption
5. Wed., 5/12/2021 – Submit to HUD for approval

CITY OF
GAINESVILLE

THANK YOU



RESOLUTION PR-2021 - ____

**COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)
2019-2023 HUD CONSOLIDATED PLAN
SECOND SUBSTANTIAL AMENDMENT FOR CDBG-CV3 ALLOCATION**

WHEREAS, the City of Gainesville is designated an entitlement grantee by the U.S. Department of Housing and Urban Development (HUD) for the purpose of participating in the *Community Development Block Grant (CDBG)* Program; and

WHEREAS, on June 18, 2019, the governing body for the City of Gainesville adopted the 2019-2023 HUD Consolidated Plan which identified approved activities to carry out using the City's annual allocation of Community Development Block Grant (CDBG) funds over the five-year period as well as adopted the first program year plan "2019 Annual Action Plan"; and

WHEREAS, on July 21, 2020, the governing body adopted a substantial amendment to include a special allocation (CDBG-CV) authorized by the Coronavirus Aid, Relief, and Economic Security Act (CARES Act), Public Law 116-136 as well as to add "Homebuyer Assistance" and "Public Services/Economic Development" activities; and

WHEREAS, the City has been awarded an additional \$326,624 in CDBG-CARES Act funding (CDBG-CV3) to be used to prevent, prepare for, and respond to the coronavirus, which meets the threshold for requiring a substantial amendment to the HUD Consolidated Plan; and

WHEREAS, the U.S. Department of Housing and Urban Development (HUD) permits the amendment of the Consolidated Plan as necessary to accommodate the community's needs in accordance with the local citizen participation plan; and

WHEREAS, the said 2019-2023 HUD Consolidated Plan Second Substantial Amendment shall be included as part of this resolution as Exhibit A; and

WHEREAS, a public notice announcing a 30-day public comment period from March 20, 2021 through April 19, 2021 was advertised in the local newspaper on March 20, 2021 and was posted on the City's website and Facebook page starting March 19, 2021; and

WHEREAS, two public hearings were held on March 30, 2021, including an all-day "Open House-style" public hearing and a virtual public hearing through ZOOM to allow for additional comments and questions, which guided the development of the Substantial Amendment; and

WHEREAS, the CDBG-CV3 funding and activities, which are included in the Third Program Year Annual Action Plan, will comply with the goals and objectives outlined in the 2019-2023 HUD Consolidated Plan and will benefit low- to moderate-income persons in Gainesville.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby adopts a second substantial amendment to the 2019-2023 HUD Consolidated Plan and authorizes submittal to HUD.

BE IT FURTHER RESOLVED THAT the governing body for the City of Gainesville hereby authorizes the Mayor or City Manager to sign all necessary resolutions, certifications, applications, subrecipient agreements, and documents directly related to accepting and administering the amendment.

RESOLUTION PR-2021 - ____

**COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)
2019-2023 HUD CONSOLIDATED PLAN
SECOND SUBSTANTIAL AMENDMENT FOR CDBG-CV3 ALLOCATION**

Adopted this ____ day of _____, 2021.

C. Danny Dunagan, Jr., Mayor

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

ATTEST:

Denise O. Jordan, City Clerk

EXHIBIT A



2019-2023 Consolidated Plan and 2019 Annual Action Plan

Second Substantial Amendment

May 4, 2021

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FIVE-YEAR CONSOLIDATED PLAN

For Program Years 2019 to 2023

ANNUAL ACTION PLAN

For Program Year 2019

CITY OF GAINESVILLE, GEORGIA

Community & Economic Development Department

Second Substantial Amendment May 4, 2021

Prepared for the City of Gainesville by
Mosaic Community Planning, LLC



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2019 Annual Action Plan Sections

Expected ResourcesError! Bookmark not defined.

AP-15 Expected Resources – 91.220(c)(1,2) **Error! Bookmark not defined.**

Annual Goals and ObjectivesError! Bookmark not defined.

AP-20 Annual Goals and Objectives..... **Error! Bookmark not defined.**

ProjectsError! Bookmark not defined.

AP-35 Projects – 91.220(d)..... **Error! Bookmark not defined.**

AP-38 Project Summary **Error! Bookmark not defined.**

AP-50 Geographic Distribution – 91.220(f)..... **Error! Bookmark not defined.**

Affordable HousingError! Bookmark not defined.

AP-55 Affordable Housing – 91.220(g)..... **Error! Bookmark not defined.**

AP-60 Public Housing – 91.220(h)..... **Error! Bookmark not defined.**

AP-65 Homeless and Other Special Needs Activities – 91.220(i)..... **Error! Bookmark not defined.**

AP-75 Barriers to affordable housing – 91.220(j) **Error! Bookmark not defined.**

AP-85 Other Actions – 91.220(k)..... **Error! Bookmark not defined.**

Program Specific Requirements.....Error! Bookmark not defined.

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2019-2023 Five-Year Consolidated Plan

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EXECUTIVE SUMMARY

ES-05 EXECUTIVE SUMMARY - 24 CFR 91.200(C), 91.220(B)

1. Introduction

The City of Gainesville's 2019-2023 Consolidated Plan is a comprehensive planning document promoting a coordinated approach to housing and community development needs using U.S. Department of Housing and Urban Development (HUD) grant funds. It provides guidance on the investment of HUD dollars, and outlines priorities for using the City's Community Development Block Grant (CDBG) funds over the next five years. Every year the City will produce an Annual Action Plan to detail specific activities to carry out the Five-Year Consolidated Plan's priorities and goal.

On March 27, 2020, the Federal Coronavirus Aid, Relief and Economic Security (CARES) Act was signed into law to assist communities prevent, prepare for, and respond to the COVID-19 pandemic and related health, social, and economic impacts. The CARES Act included supplemental allocations for communities receiving funding through HUD's Community Planning and Development (CPD) programs, including the CDBG program.

The City of Gainesville amended its 2019-2023 Consolidated Plan and 2019 Annual Action Plan in July 2020 to reflect the additional \$282,736 it will receive in 2020 CDBG-CV funds through the CARES Act. Gainesville also amended its Plans to reflect changes related to the use of its 2019 CDBG formula grant funds. A summary is shown below:

ORIGINAL 2019 ANNUAL ACTION PLAN

FUNDING SOURCES

- 2019 Grant Allocation: \$498,567
- **TOTAL: \$498,567**

PROPOSED ACTIVITIES

- Housing Rehab/Emergency Repair: \$30,000
- Public Facilities or Infrastructure (Tower Heights and Wood Avenue): \$318,854
- Demolition and Acquisition: \$50,000
- Program Administration: \$99,713
- **TOTAL: \$498,567**

AMENDED 2019 ANNUAL ACTION PLAN

FUNDING SOURCES

- 2019 Grant Allocation: \$498,567
- 2019 Program Income: \$30,000
- 2020 CARES Act Allocation: \$282,736
- **TOTAL: \$811,303**

PROPOSED ACTIVITIES

- Housing Rehab/Emergency Repair: \$19,557
- Public Facilities or Infrastructure: \$409,297
- Homeownership Assistance: \$10,000
- Public Services/Economic Dev: \$250,000
- Program Administration: \$122,449
- **TOTAL: \$811,303**

The draft Substantial Amendment was available for public review and comment over a 5-day period from June 4 through June 8, 2020 and a virtual public hearing was held on June 9, 2020. The City advertised the

comment period and virtual hearing in two notices in *The Gainesville Times* and on the *Times* website, on the City's website, and on the City's Facebook page. One written comment was received from the Boys & Girls Club, Inc. noting that BGC could use CDBG-CV funds for COVID-19 related expenses, such as personal protective equipment (PPE) supplies, COVID-19 signage and materials, and handwashing stations. One comment was received during the virtual hearing regarding the reduction in housing rehab/emergency repair funds. Jessica Tullar, City of Gainesville Housing & Special Projects Manager, explained that the need for homebuyer assistance was greater than the need for homeownership repair based on the number of requests received in 2019, but that additional funding for housing rehab/emergency repairs was included in the City's 2020 Annual Action Plan.

Following the public comment period and hearing, the Substantial Amendment was approved by the Gainesville City Council on July 21, 2020. The Substantial Amendment was available for a second 5-day public review and comment period from August 31 through September 4, 2020. No additional comments were received.

While a 30-day public comment period is typically required for any Substantial Amendments, HUD allowed communities to waive this requirement to provide for an expedited review process during the pandemic. The CARES Act also eliminates the cap on the amount of funds a grantee can spend on public services to prevent, prepare for, or respond to COVID-19 and removes the requirement to hold in-person public hearings in order to comply with social distancing recommendations.

The City of Gainesville drafted a Second Substantial Amendment to the 2019-2023 Consolidated Plan to reflect an additional \$326,624 in CDBG-CV3 funds the City will receive through the CARES Act in PY2021. Please see SP-35 Anticipated Resources for inclusion of the CDBG-CV3 funding.

2. Summary of the Objectives and Outcomes Identified in the Plan Needs Assessment Overview

Priority needs were developed based on citizen participation and stakeholder consultation, and analysis of the city's top housing, homeless, special needs populations, and non-housing community development needs.

Housing Affordability

- Support the development of affordable rental and owned housing, including projects located near employment and transportation.
- Expand the useful life of existing affordable housing through rehabilitation, repair, or weatherization programs.
- Provide homeownership opportunities for households through downpayment or closing cost assistance.

Infrastructure and Public Facility Improvements

- Provide safe neighborhoods, public facilities, recreational and cultural opportunities which meet both safety and health regulations for citizens of all ages and socioeconomic backgrounds.
- Improve public infrastructure, increase public safety, residential desirability and quality of life in low- and moderate-income neighborhoods.

- Assist community service organizations in improving their physical structures to ensure they are sufficient in size, accessible, safe and meet the organization's service goals.
- Infrastructure improvements including but not limited to sidewalks, roadway, park, and water and sewer replacement or expansion.

Neighborhood Revitalization

- Non-housing community development activities that eliminate blight, including code enforcement, demolition, acquisition, and redevelopment.
- Through property acquisition, increase greenspace, improve housing affordability, or encourage economic development.

Economic Development

- Support business development to create new employment opportunities for low- and moderate-income workers.
- Provide job training assistance to help residents access employment opportunities.

Public Services

- Fund community services such as youth-focused activities, programming for seniors, services for people experiencing homelessness, employment training, housing counseling, transportation assistance, fair housing education and enforcement, legal services, and others.

Fair Housing Activities

- Either in-house or through an award to a local organization, provide fair housing education activities to residents, housing providers, and local agencies in English and Spanish.

Program Administration

- Funding for performance of administrative, implementation, and planning requirements of the CDBG program.

3. Evaluation of Past Performance

Each year, the City of Gainesville reports its progress in meeting its five-year and annual goals by preparing a Consolidated Annual Performance Evaluation Report (CAPER). The CAPER is submitted to HUD within 90 days of the start of a new program year. Copies of recent CAPERs are available for review at Gainesville's Community and Economic Development Department or online at: <https://www.gainesville.org/housing-development>.

4. Summary of Citizen Participation Process and Consultation Process

The City conducted significant consultation with residents, city staff, government agencies, nonprofit agencies, housing and homeless service providers, fair housing representatives, and others. The City hosted public meetings and focus groups to identify housing and community development needs in preparation of this Plan. The City also conducted a community survey, which had 38 respondents. Input received through the meeting, focus groups, and survey is summarized in the Citizen Participation and

Needs Assessment sections of this document. Community input was also used to determine needs and priorities.

Public comments on the draft Consolidated Plan and Annual Action Plan were received throughout a 30-day comment period from May 13 to June 11, 2019. A public hearing to receive comments was held during the Gainesville City Council meeting on June 18, 2019.

5. Summary of Public Comments

Comments received through the public meetings, public hearings, focus groups, community survey, and one-on-one interviews are summarized in the Citizen Participation section of this Plan and incorporated in individual sections as relevant.

6. Summary of Comments or Views Not Accepted and Reasons for Not Accepting Them

The City considered all comments in preparing this Consolidated Plan and Annual Action Plan. The City reviewed all comments for common and recurring themes to help establish goals and priorities. No comments or views were not accepted.

7. Summary

This five-year plan identifies the community's affordable housing, homeless, community development, and economic development needs, as well as outlines a comprehensive and coordinated strategy for implementation of programs. The City will use its CDBG funding to leverage other public and private investment in order to address its goals and priorities.

THE PROCESS

PR-05 LEAD & RESPONSIBLE AGENCIES 24 CFR 91.200(B)

1. Describe agency/entity responsible for preparing the Consolidated Plan and those responsible for administration of each grant program and funding source.

The following are the agencies/entities responsible for preparing the Consolidated Plan and those responsible for administration of each grant program and funding source.

TABLE 1 – RESPONSIBLE AGENCIES

Agency Role	Name	Department/Agency
Lead Agency	Gainesville	
CDBG Administrator	Gainesville	Community & Economic Development / Housing & Special Projects Division

Narrative

The City of Gainesville Community & Economic Development Department's Housing & Special Projects Division is responsible for administering the City's Community Development Block Grant Program. Among other City responsibilities, the Division coordinates the planning process, works with other city agencies and nonprofit partners on planning and implementation, and reports on performance to the City Council, city residents, and HUD.

Consolidated Plan Public Contact Information

The primary contact for Gainesville's CDBG Program and the consolidated planning process is:

Jessica Tullar, AICP
Housing & Special Projects Manager
Gainesville Community & Economic Development Department
PO Box 2496
Gainesville, Georgia 30503
770-531-6570
JTullar@gainesvillega.gov

PR-10 CONSULTATION - 91.100, 91.200(B), 91.215(L)

1. Introduction

The City of Gainesville conducted a variety of public outreach to garner input from city staff, government agencies, nonprofit agencies, affordable housing developers, local service providers, and Gainesville residents in preparing this plan. The City held three community meetings open to the public; conducted four focus groups with local agencies or committees; and interviewed key stakeholders in person and by phone. Additionally, local residents and other stakeholders completed surveys regarding community development and housing priorities. A total of 50 people attended a community meeting or focus group, 38 people completed the survey, and 25 people participated in an interview. Results of these outreach efforts are summarized in the Community Participation section of this Plan.

Provide a concise summary of the jurisdiction's activities to enhance coordination between public and assisted housing providers and private and governmental health, mental health and service agencies (91.215(I)).

The City of Gainesville works closely with public and private sector providers to ensure delivery of services to residents and to promote interagency communication and planning. The City has representatives on many non-profit agency boards and/or advisory committees. The Community & Economic Development Department works with various housing, health, mental health, and service agencies to gather data and identify gaps in services.

In developing this Consolidated Plan, the City strove to include input from housing providers and health, mental health, and other service agencies. Over 60 stakeholders were invited to participate in an interview, attend a public meeting, and/or take the Housing and Community Needs Survey. These stakeholders included city elected officials and staff, regional planning agency representatives, housing authority staff, housing developers, nonprofit organizations, homeless housing and service providers, mental health service providers, agencies serving people with disabilities, senior services, transit providers, workforce development organizations, chambers of commerce, mortgage lenders, real estate agents, and others. The public meetings and focus groups included group discussions of the connections between housing and other community needs. This Consolidated Plan is designed to promote enhanced coordination amongst local housing and service organizations over the next five years.

Describe coordination with the Continuum of Care and efforts to address the needs of homeless persons (particularly chronically homeless individuals and families, families with children, veterans, and unaccompanied youth) and persons at risk of homelessness.

Gainesville and Hall County fall within the Georgia Balance of State Continuum of Care (BoS CoC). The Georgia Department of Community Affairs (DCA) staffs the CoC and allocates Emergency Shelter Grant (ESG) funds across 152 counties statewide to assist with emergency shelter, transitional housing, and homelessness prevention, outreach, and supportive services. The City of Gainesville supports local groups

that apply for funding through DCA to coordinate housing and services for its residents experiencing or at risk of homelessness.

For this Consolidated Plan, the City reached out directly to several organizations in Gainesville and Hall County that serve residents who are homeless or at risk residents to understand better the needs of the clients they serve. Representatives from Family Promise, My Sister's Place, United Way, Gateway Domestic Violence Center, and the Gainesville City School System participated in interviews and the City conducted a focus group with One Hall's Housing and Financial Stability Committee.

Describe consultation with the Continuum(s) of Care that serves the jurisdiction's area in determining how to allocate ESG funds, develop performance standards and evaluate outcomes, and develop funding, policies and procedures for the administration of HMIS.

Gainesville and Hall County are parts of the Georgia Balance of State Continuum of Care (BoS CoC), which covers 152 Georgia counties and is staffed by the Georgia Department of Community Affairs. DCA administers ESG funding statewide, and the City of Gainesville provides input regarding local homeless needs and risk of homelessness as requested to assist in determining how to allocate ESG funds, develop performance standards, and evaluate outcomes.

Under CoC guidance, homeless housing and service providers in Hall County are implementing a coordinated entry system that matches households with the most appropriate housing and service intervention based on their needs, with the goals of prioritizing resources and preventing or reducing the time of homelessness. Implementation sites use HMIS to record assessments, manage priorities, track referrals, and enter data.

2. Describe agencies, groups, organizations and others who participated in the process and describe the jurisdictions consultations with housing, social service agencies and other entities.

Agencies, groups, organizations, and others who participated in the Consolidated Plan planning process are shown in the table on the following pages.

Identify any agency types not consulted and provide rationale for not consulting.

Efforts were made to consult as broad a group of community stakeholders as possible. Flyers regarding the planning process were emailed to more than 60 individuals, who had the option of participating by attending a meeting, participating in an interview, completing an anonymous online survey, or providing written comments. Stakeholders were also asked to share the project flyers (available in English and Spanish) with their networks. No agency types were excluded from participation.

TABLE 2 – AGENCIES, GROUPS, ORGANIZATIONS WHO PARTICIPATED

	Agency/Group/Organization Name	Type	Section of Plan Addressed	Consultation Method
1	City of Gainesville City Council	• Other government – local	• Housing need assessment • Non-housing community development needs • Market analysis • Non-housing community development strategy	• Focus group • Public meeting
2	City of Gainesville City Management	• Other government – local	• Housing need assessment • Non-housing community development needs • Market analysis • Non-housing community development strategy • Anti-poverty strategy	• Focus group
3	City of Gainesville Code Enforcement Division	• Other government – local • Grantee department	• Housing need assessment • Non-housing community development needs • Market analysis • Non-housing community development strategy • Anti-poverty strategy	• Focus group
4	City of Gainesville Planning Division	• Other government – local • Grantee department	• Housing need assessment • Non-housing community development needs • Market analysis • Non-housing community development strategy • Anti-poverty strategy	• Focus group
5	Community Service Center	• Other government – local • Other – transportation agency	• Housing need assessment • Non-homeless special needs • Non-housing community development needs • Non-housing community development strategy	• Interview
6	Disability Resource Center	• Services – persons with disabilities	• Housing need assessment • Non-homeless special needs • Special needs facilities and services	• Interview
7	Family Promise of Hall County	• Services – homeless • Services – children • Services – employment	• Housing need assessment • Homeless needs – chronically homeless, families with children, veterans, unaccompanied youth • Homelessness strategy	• Interview

TABLE 2 – AGENCIES, GROUPS, ORGANIZATIONS WHO PARTICIPATED (CONTINUED)

Agency/Group/Organization Name	Type	Section of Plan Addressed	Consultation Method
8 Gainesville City School System	• Services – education • Other – local school system	• Housing need assessment • Homeless needs – families with children • Non-housing community development needs • Non-housing community development strategy	• Interview • Public meeting
9 Gainesville-Hall County Senior Life Center Advisory Board	• Services – elderly persons	• Housing need assessment • Non-homeless special needs • Non-housing community development needs • Market analysis • Non-housing community development strategy	• Focus group
10 Gainesville High School	• Services – education • Other – local school system	• Housing need assessment • Non-housing community development needs • Non-housing community development strategy	• Public meeting
11 Gainesville Housing Authority and Gainesville Housing Corporation	• Housing • PHA	• Housing need assessment • Public housing needs • Non-housing community development needs • Market analysis • Non-housing community development strategy • Public housing accessibility and involvement	• Interview • Focus group
12 Gainesville Nonprofit Development Foundation	• Civic leaders • Foundation	• Housing need assessment • Non-housing community development needs • Non-housing community development strategy • Anti-poverty strategy	• Focus group
13 Gateway Domestic Violence Center	• Housing • Services – children, victims of domestic violence, homeless, employment	• Housing need assessment • Homeless needs – families with children • Homelessness strategy • Non-homeless special needs • Non-housing community development needs • Special needs facilities and services	• Interview
14 Georgia Legal Services	• Services – fair housing	• Housing need assessment • Non-housing community development needs	• Interview • Focus group

TABLE 2 – AGENCIES, GROUPS, ORGANIZATIONS WHO PARTICIPATED (CONTINUED)

	Agency/Group/Organization Name	Type	Section of Plan Addressed	Consultation Method
15	Georgia Mountains Regional Commission	- Regional organization - Planning organization	- Housing need assessment - Non-housing community development needs - Non-housing community development strategy	Interview
16	Hispanic Alliance Georgia	- Services – education, health, employment, legal - Other – advocacy organization	- Housing need assessment - Non-homeless special needs - Non-housing community development needs - Non-housing community development strategy - Anti-poverty strategy	Interview
17	Habitat for Humanity for Hall County	Housing	- Housing need assessment - Non-housing community development needs - Market analysis - Anti-poverty strategy	- Interview - Focus group
18	Hall County Grants Division	Other government - county	- Housing need assessment - Non-housing community development needs - Homelessness strategy - Market analysis - Non-housing community development strategy	- Interview - Focus group
19	Keller Williams Realty	- Housing - Other – real estate agents	- Housing need assessment - Non-housing community development needs - Market analysis	Interview
20	My Sister's Place	- Housing - Services – homeless, children, health	- Housing need assessment - Homeless needs – chronically homeless, families with children, unaccompanied youth - Homelessness strategy - Non-housing community development needs - Non-housing community development strategy	- Interview - Focus group
21	The Norton Agency	Housing	- Housing need assessment - Non-housing community development needs - Market analysis	Interview

TABLE 2 – AGENCIES, GROUPS, ORGANIZATIONS WHO PARTICIPATED (CONTINUED)

	Agency/Group/Organization Name	Type	Section of Plan Addressed	Consultation Method
22	One Hall Housing & Financial Stability Committee	• Civic leaders	• Housing need assessment • Non-housing community development needs • Non-housing community development strategy • Anti-poverty strategy	• Interview • Focus group
23	Purdy Real Estate	• Housing • Private sector banking/financing	• Housing need assessment • Non-housing community development needs • Market analysis	• Interview
24	United Way of Hall County	• Civic leaders • Regional organization	• Housing need assessment • Homeless needs – chronically homeless, families with children, veterans, unaccompanied youth • Non-housing community development needs • Non-housing community development strategy	• Interview • Focus group
25	Vision 2030 Wisdom Keepers	• Civic leaders	• Housing need assessment • Non-homeless special needs • Non-housing community development needs • Market analysis • Non-housing community development strategy	• Focus group

Other Local/Regional/State/Federal Planning Efforts Considered when Preparing the Plan

TABLE 3 – OTHER LOCAL / REGIONAL / FEDERAL PLANNING EFFORTS

Name of Plan	Lead Organization	How do the goals of your Strategic Plan overlap with the goals of each plan?
Continuum of Care	Georgia Department of Community Affairs	The DCA provides homeless McKinney Vento Act funds to agencies in Gainesville through the Balance of State Continuum of Care. These funds assist with emergency shelter, transitional housing, homelessness prevention, and outreach and supportive services. Point in time homeless counts prepared by the Continuum of Care are reported in the Needs Assessment.
2040 Comprehensive Plan	City of Gainesville	Goals identified in the Community Work Program that overlap with those on the Strategic Plan include development of infill housing, blight reduction, sidewalk improvements, extension of infrastructure, public facility improvements, and economic development/commercial revitalization.
2017-2022 Comprehensive Economic Development Strategy (CEDS) & Regional Plan	Georgia Mountains Regional Commission	City of Gainesville priorities in the CEDS include airport renovation, continuation of the Midtown Greenway, stormwater planning, and a wireless hot zone project. Infrastructure development, possibly to include things such as stormwater and greenway planning, is reflected in the Strategic Plan.
2015 Downtown Gainesville Renaissance Strategic Vision & Plan	Carl Vinson Institute, University of Georgia	Action items overlap with the Strategic Plan relative to pedestrian and bicycle access, safety, and security; transit; and parks/community space.
Westside TAD Redevelopment Plan, 2018	City of Gainesville	Potential benefits of the TAD that are relevant to Strategic Plan goals include infrastructure improvements, redevelopment of vacant/ blighted properties, and economic development.
Midtown Gainesville Redevelopment Plan & Tax Allocation District, 2010	City of Gainesville, Hall County Commission, Gainesville City Schools	Goals that overlap with the Strategic Plan include economic development, blight removal, and new residential development.
Bradford-Ridgewood NPU Vision, Goals & Objectives Statement, 2010	City of Gainesville	Goals that overlap with the Strategic Plan include pedestrian safety, property maintenance, and housing rehabilitation and new development.
Fair Street Area NPU Vision, Goals & Objectives Statement, 2008	City of Gainesville	Goals that overlap with the Strategic Plan include pedestrian safety, sidewalk improvements/expansion, code enforcement, property maintenance, and addition of parks/greenspace.
Community Game Plan	United Way of Hall County	Goals that overlap with the Strategic Plan include adequate affordable housing, supportive housing/ services, emergency and transitional housing, improved connectivity, financial literacy, employment assistance, and healthy food access.

TABLE 3 – OTHER LOCAL / REGIONAL / FEDERAL PLANNING EFFORTS (CONTINUED)

Name of Plan	Lead Organization	How do the goals of your Strategic Plan overlap with the goals of each plan?
Hall County Hazard Mitigation Plan Update, 2017-2022	Hall County Emergency Management Agency	This plan contains goals and strategies to mitigate environmental and manmade hazards through prevention, emergency services, public education and awareness, structural projects, and property and natural resource protection.

Describe cooperation and coordination with other public entities, including the state and any adjacent units of general local government, in the implementation of the Consolidated Plan (91.215(l)).

As the City of Gainesville implements this 5-Year Consolidated Plan, it will continue to work with other local public and private entities, regional organizations, Hall County, and the state of Georgia. Several public entities provided input during the development of this Plan, including the Gainesville Housing Authority, Gainesville Nonprofit Development Foundation, Gainesville-Hall County Senior Life Center Advisory Board, Community Service Center, Gainesville City School System, Gainesville City Council and City Manager, and divisions within the City’s Community & Economic Development Department. Staff members from Hall County and the Georgia Mountains Regional Commission were also interviewed in development of this Plan.

PR-15 CITIZEN PARTICIPATION

1. Summary of Citizen Participation and Efforts to Broaden Citizen Participation

Summarize citizen participation process and how it impacted goal-setting.

City of Gainesville residents were invited to provide input for this Consolidated Plan by attending one of three public meetings or taking a community-wide survey. The public meetings were held at various times and locations around the city from January 26 to January 31. A Housing and Community Needs Survey was available to residents in both English and Spanish via a weblink and in hard copy. Paper copies of the survey were available at the public meetings and focus groups, through several local agencies, and at the Community & Economic Development Department. The survey was available from January 23 through March 1, 2019, and a total of 38 responses were received.

Advertisement for the public meetings and survey targeted the general public, as well as nonprofits, service providers, housing providers, and others working with low and moderate income households and special needs populations. Notice was given to residents through an announcement in English and Spanish in the *Gainesville Times*, through press releases to local news outlets, and through flyers placed in public places. The *Times* ran two stories about the Consolidated Plan public meetings and provided a link to the online survey. English and Spanish flyers were emailed to more than 60 local housing and service providers

and community development practitioners, both as outreach to these stakeholders and for distribution to their clients. Spanish interpretation was available at all meetings and was advertised on the meeting flyers. Meeting advertisements also noted that accommodations (including translation, interpretation, or accessibility needs) were available if needed; no requests for accommodations were received.

In addition to public meetings, focus groups and personal interviews were also conducted with several key stakeholders and groups representing a variety of viewpoints relevant to the development of the Consolidated Plan and Analysis of Impediments to Fair Housing Choice. Invitations were extended to more than 60 representatives, and 25 participated in interviews. Twenty-seven (27) people participated in a focus group.

Dates, times, and locations for the public meetings and focus groups are shown below:

Public Meeting #1

Saturday, January 26, 2019

10 AM

Gainesville-Hall County Senior Life Center
434 Prior Street, Gainesville, GA 30501

Public Meeting #2

Monday, January 28, 2019

6 PM

Gainesville Exploration Academy – Lunchroom
1145 McEver Road, Gainesville GA 30504

Public Meeting #3

Thursday, January 31, 2019

6 PM

Gainesville High School – Lunchroom
830 Century Place, Gainesville, GA 30501

Focus Group #1 – Senior Life Center Advisory Board & Vision 2030 Wisdom Keepers

Wednesday, January 9, 2019

9 AM

Gainesville-Hall County Senior Life Center
434 Prior Street, Gainesville, GA 30501

Focus Group #2 – City Manager and Community & Economic Development Department Staff

Wednesday, January 9, 2019

11:30 AM

Community Development Office
311 Henry Ward Way, SE, Gainesville, GA 30501

Focus Group #3 – Gainesville Nonprofit Development Foundation Board

Wednesday, January 9, 2019

3:30 PM

Community Development Office
311 Henry Ward Way, SE, Gainesville, GA 30501

Focus Group #4 – One Hall Housing/Financial Stability Committee

Wednesday, January 16, 2019

11 AM

United Way of Hall County
527 Oak Street, Gainesville, GA 30501

The City of Gainesville held a 30-day public comment period to receive comments on the draft 2019-2023 Consolidated Plan and 2019-2020 Annual Action Plan from Monday, May 13 to Tuesday, June 11, 2019. During this time, copies of the draft reports were available for public inspection, and residents and stakeholders could provide written comments to the Community & Economic Development Department. Public meetings to present key findings and receive comments were held as follows:

Public Meeting #1

Saturday, June 1, 2019

9:30 AM

Gainesville-Hall County Senior Life Center

434 Prior Street, Gainesville, GA 30501

Public Meeting #2

Thursday, June 6, 2019

5:30 PM

Community Development Office

311 Henry Ward Way, SE, Gainesville, GA 30501

Following a public hearing, the 2019-2023 Consolidated Plan and 2019-2020 Annual Action Plan were adopted by Gainesville City Council on Tuesday, June 18, 2019. A summary of community outreach efforts and responses is shown below, with complete survey results and evidence of outreach materials available as an appendix.

Citizen Participation Outreach

TABLE 4 – CITIZEN PARTICIPATION OUTREACH

Sort Order	Mode of Outreach	Target of Outreach	Summary of response/ attendance	Summary of comments received	Comments not accepted and reasons
1	Newspaper ads and articles	Residents, including minority residents, people with limited English proficiency, people with disabilities, and assisted housing residents; Housing and service providers; Community development practitioners	N/A	Ads in English and Spanish and two articles in <i>The Gainesville Times</i>	N/A
2	Flyers	Residents, including minority residents, people with limited English proficiency, people with disabilities, and assisted housing residents; Housing and service providers; Community development practitioners; City Schools students and families	N/A	Flyers in English and Spanish advertising the public meetings and survey	N/A
3	City webpage and social media	Residents, including minority residents, people with limited English proficiency, people with disabilities, and assisted housing residents; Housing and service providers; Community development practitioners	N/A	Webpage: https://www.gainesville.org/public-invited-to-talk-about-affordable-housing Facebook: https://www.facebook.com/GainesvilleGeorgiaGovernment/	N/A

TABLE 4 – CITIZEN PARTICIPATION OUTREACH (CONTINUED)

Sort Order	Mode of Outreach	Target of Outreach	Summary of response/ attendance	Summary of comments received	Comments not accepted and reasons
4	Public meetings	Residents, including minority residents, people with limited English proficiency, people with disabilities, and assisted housing residents; Housing and service providers; Community development practitioners	23 attendees	Needs identified by meeting participants include: • Housing, all types; affordable housing and related property activities are biggest priority • Mix of housing sizes to meet variety of needs & budgets • Homeless shelter, permitting and other assistance for organizations working to house people who are homeless • Emergency housing • Homeownership preparation; mortgage payment could be less than rent but financial stability is needed to buy and maintain a home; past homeownership workshops were not well attended • Sidewalks in the southeast quadrant of the city, Thompson Bridge Road, Atlanta Highway, Athens Street • Safe walks to school, volunteer program to walk neighborhood children to school • Partnership with Hall County for sidewalks along streets in both the city and county • Code enforcement for housing and businesses • Blight cleanup • Parks, including pocket parks • Community center for large groups (200+ people) • Skills training to obtain higher-wage jobs, mentors to encourage people to enroll and complete training • Transportation to and from Lanier Tech's Oakwood Campus, including evenings • Childcare • Healthcare • Grocery stores in southeast Gainesville • Resources for renters in disputes with landlords or being evicted, renting rights and responsibilities information	None

TABLE 4 – CITIZEN PARTICIPATION OUTREACH (CONTINUED)

Sort Order	Mode of Outreach	Target of Outreach	Summary of response/ attendance	Summary of comments received	Comments not accepted and reasons
5	Senior Life Center and Wisdom Keepers focus group	Seniors	14 participants	Needs identified by focus group participants include: • Affordable rental housing, including one bedroom units and senior housing • Mix of housing types, sizes, and costs • Accessory dwelling units that could be rented • Rent control • Assistance with home repairs and upkeep • Clearinghouse of contractors, programs that may be available to help seniors with home repairs and upkeep • ADA accessibility improvements in public places/stores • Accessible housing units, buildings, properties, neighborhoods • Senior volunteer program • Transportation assistance – there are various programs that help with transportation but cost, schedule, trip times, and service areas can be barriers • Grocery stores – downtown, westside neighborhood, and east of the railroad tracks are food deserts • Crosswalks, safe crossings on Jesse Jewell Pkwy	None
6	City staff focus group	City of Gainesville staff	5 participants	Needs identified by focus group participants include: • Rental housing condition/quality improvements, including single-family rental units • Affordable housing for homeownership • Homeownership counseling / preparation • Small housing units (one bedroom, one baths), cottages, granny flats • Awareness and prevention of potential gentrification • Continued code enforcement efforts on a neighborhood-by-neighborhood basis • Infrastructure, parks, and public space improvements in some areas	None

TABLE 4 – CITIZEN PARTICIPATION OUTREACH (CONTINUED)

Sort Order	Mode of Outreach	Target of Outreach	Summary of response/ attendance	Summary of comments received	Comments not accepted and reasons
				• Stormwater infrastructure • Partnership to help expand/improve availability of public transportation • Workforce development and fresh food access	None
7	Nonprofit Development Foundation Board focus group	Nonprofit Development Foundation Board members	8 participants	Needs identified by focus group participants include: • Affordable housing – public housing and other affordable units are full and have waiting lists; Low Income Housing Tax Credit (LIHTC) units are not priced low enough to be affordable to very low income households • Mix of incomes and housing types with infrastructure • Housing for people who are homeless, possibly smaller units or single room occupancy housing • Housing rehabilitation, especially rental housing • Credit counseling and homeownership preparation, downpayment assistance • Property cleanup in some neighborhoods • Redevelopment incentives in target areas • Land – very little vacant property in the city • Ward 3 – grocery stores, pharmacies, and shopping are needed • Sewer infrastructure expansion • Transportation from residential to employment area – would benefit residents and employers	None
8	One Hall Financial Stability Committee focus group	One Hall Financial Stability Committee members	20 participants	Needs identified by focus group participants include: • Subsidized rental housing from \$500 to \$999 • Workforce for-sale housing priced up to \$120,000 • Housing of a variety of sizes, especially one-bedroom, income-restricted senior apartments or suite-style apartments that allow co-living • Housing types such as tiny houses, container homes, etc.	None

TABLE 4 – CITIZEN PARTICIPATION OUTREACH (CONTINUED)

Sort Order	Mode of Outreach	Target of Outreach	Summary of response/ attendance	Summary of comments received	Comments not accepted and reasons
				• Funds for housing repair • Education about buying, renting, and maintaining housing • Tenant rights and responsibilities, fair housing education • Emergency and transitional housing • Homeowner transitional housing like Family Promise • Housing open to renting to felons • Housing is needed near White Sulphur Road, poultry factories, Midtown redevelopment area, and mill villages • Case management • Funding for households impacted by code enforcement • Utilities and infrastructure in redevelopment areas • Crosswalks, pedestrian safety improvements	None
9	Community survey	Residents, including minority residents, people with limited English proficiency, people with disabilities, and assisted housing residents; Housing and service providers; Community development practitioners	38 respondents (English survey – 32 and Spanish survey – 6)	Top needs identified by survey respondents include: • Street, road, sidewalk improvements • Permanent housing for people who are homeless • Grants to improve affordable rental housing/apartments • Access to homeless shelters • Homelessness prevention • Youth services • Housing counseling • Transitional/supportive housing programs • Energy efficiency improvements to housing • Housing for families • Drug abuse education/crime prevention • Elderly or senior housing • Redevelopment or demolition of abandoned properties • Outreach to people who are homeless • Housing that accepts Section 8 vouchers • Employment training and job search assistance • Construction of affordable rentals and for-sale housing • Transportation assistance	None

TABLE 4 – CITIZEN PARTICIPATION OUTREACH (CONTINUED)

Sort Order	Mode of Outreach	Target of Outreach	Summary of response/ attendance	Summary of comments received	Comments not accepted and reasons
10	Stakeholder interviews	Housing and service providers, community development practitioners, lending and real estate professionals	25 interviewees	Top needs identified by interviewees include: • More affordable rental and for-sale housing, including for young adults and seniors • Workforce housing, mid-market rental and for-sale • Smaller/cottage/one-bedroom units in walkable areas • Housing with low maintenance costs near jobs/groceries • More landlords who accept Section 8 vouchers • Housing stock maintenance/improvements for longevity • Creative approaches for expanding housing options (mix of incomes, types, sizes) • Accessible housing that is affordable and near transit, there is a 2 year wait list of affordable, accessible units • More resources for housing/accessible housing (CHIP grants, others) • Assistance with first and last months rent, utility deposits for households who are homeless/living in hotels • Infrastructure expansion, increased density • Housing and services for immigrants, including people with limited English proficiency • Improved public transit, creative ways to meet needs of second and third shift workers at major employers • Bike and pedestrian pathways and trails • Better pedestrian crossings on Jesse Jewell • Better access to groceries in food deserts • Large community center with sports facilities (basketball, swimming, etc.) • Education about fair housing rights and resources, better promotion of available resources • Negotiation assistance for households facing eviction • Ways to celebrate neighborhoods and diversity	None

TABLE 4 – CITIZEN PARTICIPATION OUTREACH (CONTINUED)

Sort Order	Mode of Outreach	Target of Outreach	Summary of response/ attendance	Summary of comments received	Comments not accepted and reasons
11	Public comment period	Residents, including minority residents, people with limited English proficiency, people with disabilities, and assisted housing residents; Housing and service providers; Community development practitioners	No written comments received	No written comments were received	N/A
12	Public meetings on the draft	Residents, including minority residents, people with limited English proficiency, people with disabilities, and assisted housing residents; Housing and service providers; Community development practitioners	10 attendees	Comments/questions received at the public hearings include: • There is need for improved food access, which could include community gardens, small grocer, or space for a farmer's market. • There should be opportunities for seniors living in designed communities to work within that community. • There is a need for neighborhood cleanup, including temporary dumpsters for large items. • Construction program at Lanier Tech may be a potential partner for construction and repair activities. • Hispanic Alliance, Female Hispanic Chamber of Commerce, local churches, and other community leaders would be important partners for reaching residents. • Will relocation be needed for Tower Heights? Housing Authority needs to make sure residents are treated fairly. • Information about home maintenance / upkeep would be important for first time homebuyers and others to stay housed. • Reasonable accommodation ordinance could include on-location services if someone cannot come to City Hall.	N/A

NEEDS ASSESSMENT

NA-05 OVERVIEW

Needs Assessment Overview

To inform development of priorities and goals over the next five years, this section of the Consolidated Plan discusses housing, community development, and economic development needs in Gainesville. It relies on data from the U.S. Census, the 2011-2015 5-Year American Community Survey (ACS), and a special tabulation of ACS data known as Comprehensive Housing Affordability Strategy (CHAS) data that estimates the number of households with one or more housing needs. Local data regarding homelessness and assisted housing is included. Finally, public input gathered through interviews, focus groups, meetings, and the community survey are coupled with data analysis to identify priority needs related to affordable housing, homelessness, assisted housing, community development, and economic development in Gainesville.

NA-10 HOUSING NEEDS ASSESSMENT - 24 CFR 91.205 (A,B,C)

Summary of Housing Needs

According to the 2013-2017 5-Year American Community Survey, Gainesville is home to 37,291 residents and 12,582 households, and is the largest city in Hall County. The city grew by about 46% since 2000, adding 11,713 residents and 4,045 households. This level of growth is somewhat higher than that of the county, whose population grew by 38% from 2000 to the 2013-2017 ACS.

Median household income in Gainesville is estimated at \$41,250, below the county figure of \$55,622 and the state median of \$52,977. Median income grew by about 13% since 2000, a slower growth rate than in Hall County and the state of Georgia (both 25%).

Table 6 segments households by income and household type, including small families (2-4 members), large families (5 or more members), households with seniors, and households with young children. As shown, 6,265 households in Gainesville have low or moderate incomes (under 80% of HUD Adjusted Median Family Income (HAMFI)), and together comprise 51% of city households. Looking at income by household type shows about 45% of small family households and senior households have low or moderate incomes. Two-thirds of households with young children (age 6 or younger) have incomes at or below HAMFI, while large families are most likely to be low- or moderate-income households (75%).

For many low- and moderate-income households in Gainesville, finding and maintaining suitable housing at an affordable cost is a challenge. Tables 7 through 12 identify housing needs by tenure based on Comprehensive Housing Affordability Strategy (CHAS) data. CHAS data is a special tabulation of the U.S. Census Bureau's American Community Survey (ACS) that is largely not available through standard Census products. This special dataset provides counts of the number of households that fit certain combinations

of HUD-specified housing needs, HUD-defined income limits (primarily 30, 50, and 80% of HAMFI), and household types of particular interest to planners and policy makers.

To assess affordability and other types of housing needs, HUD defines four housing problems:

1. Cost burden: A household has a cost burden if its monthly housing costs (including mortgage payments, property taxes, insurance, and utilities for owners and rent and utilities for renters) exceed 30% of monthly income.
2. Overcrowding: A household is overcrowded if there is more than 1 person per room, not including kitchens and bathrooms.
3. Lack of complete kitchen facilities: A household lacks complete kitchen facilities if it lacks one or more of the following: cooking facilities, refrigerator, or a sink with piped water.
4. Lack of complete plumbing facilities: A household lacks complete plumbing facilities if it lacks one or more of the following: hot and cold piped water, a flush toilet, or a bathtub or shower.

HUD also defines four severe housing problems, including a severe cost burden (more than 50% of monthly household income is spent on housing costs), severe overcrowding (more than 1.5 people per room, not including kitchens or bathrooms), lack of complete kitchen facilities (as described above), and lack of complete plumbing facilities (as described above).

Overall, the most common housing problem in Gainesville is cost burdens, which impact 65% of households with incomes below 80% HAMFI, including 3,239 renters and 814 owners. Severe cost burdens affect 1,474 renters and 469 owners, or 31% of households with incomes under 80% HAMFI. For the lowest income households (those with incomes under 30% HAMFI), severe cost burdens are most common, impacting 1,345 of the 2,040 households at that income level; an additional 255 households have a cost burden.

While the primary housing issue facing low- and moderate-income residents is affordability, there are other housing needs in the city, including lack of complete plumbing and kitchen facilities (affecting 65 households); overcrowding (919 households); lead-based paint hazards (1,005 households with risk factors); substandard housing; and homelessness. The remainder of this section characterizes local housing needs in more detail. The Market Analysis component of the Consolidated Plan identifies resources available to respond to these needs (public housing, tax credit and other subsidized properties, housing and services for the homeless, and others).

TABLE 5 - HOUSING NEEDS ASSESSMENT DEMOGRAPHICS

Population	25,578	37,291	46%
Households	8,537	12,582	47%
Median Income	\$36,605	\$41,250	13%

Data Source: 2000 Census (Base Year), 2013-2017 ACS (Most Recent Year)

Number of Households Table

TABLE 6 - TOTAL HOUSEHOLDS TABLE

	0-30% HAMFI	>30-50% HAMFI	>50-80% HAMFI	>80-100% HAMFI	>100% HAMFI
Total Households	2,040	2,000	2,225	1,580	4,560
Small Family Households	850	465	970	730	2,165
Large Family Households	155	495	440	180	180
Household contains at least one person 62-74 years of age	280	254	305	215	1,164
Household contains at least one person age 75 or older	300	345	170	110	465
Households with one or more children 6 years old or younger	625	555	600	220	685

Data Source: 2009-2013 CHAS

Housing Needs Summary Tables

1. Housing Problems (households with one of the listed needs)

TABLE 7 – HOUSING PROBLEMS TABLE

	Renter					Owner				
	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total
NUMBER OF HOUSEHOLDS										
Substandard Housing - Lacking complete plumbing or kitchen facilities	0	0	35	0	35	0	30	0	0	30
Severely Overcrowded - With >1.51 people per room (and complete kitchen and plumbing)	0	80	110	0	190	0	0	10	0	10
Overcrowded - With 1.01-1.5 people per room (and none of the above problems)	105	270	220	4	599	0	0	55	60	115
Housing cost burden greater than 50% of income (and none of the above problems)	1,030	300	10	10	1,350	210	164	75	0	449
Housing cost burden greater than 30% of income (and none of the above problems)	225	555	685	165	1,630	30	95	200	169	494
Zero/negative Income (and none of the above problems)	195	0	0	0	195	15	0	0	0	15

Data Source: 2009-2013 CHAS

2. Housing Problems 2 (households with one or more severe housing problems: lacks kitchen or complete plumbing, severe overcrowding, severe cost burden)

TABLE 8 – HOUSING PROBLEMS 2

	Renter					Owner				
	0-30% AMI	>30-50% AMI	>50-80% AMI	>80- 100% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	>80- 100% AMI	Total
NUMBER OF HOUSEHOLDS										
Having 1 or more of four severe housing problems	1,135	645	375	20	2,175	210	194	140	60	604
Having none of four severe housing problems	445	840	1,315	890	3,490	45	320	395	615	1,375
Household has negative income, but none of the other severe housing problems	195	0	0	0	195	15	0	0	0	15

Data Source: 2009-2013 CHAS

3. Cost Burden > 30%

TABLE 9 – COST BURDEN > 30%

	RENTER				OWNER			
	0-30% AMI	>30- 50% AMI	>50- 80% AMI	TOTAL	0-30% AMI	>30- 50% AMI	>50- 80% AMI	TOTAL
NUMBER OF HOUSEHOLDS								
Small Related	605	300	395	1,300	55	35	95	185
Large Related	155	275	80	510	0	100	65	165
Elderly	305	199	60	564	155	114	110	379
Other	295	370	200	865	30	40	15	85
Total need by income	1,360	1,144	735	3,239	240	289	285	814

Data Source: 2009-2013 CHAS

4. Cost Burden > 50%

TABLE 10 – COST BURDEN > 50%

	Renter				Owner			
	0-30% AMI	>30- 50% AMI	>50- 80% AMI	Total	0-30% AMI	>30- 50% AMI	>50- 80% AMI	Total
NUMBER OF HOUSEHOLDS								
Small Related	460	110	10	580	55	35	30	120
Large Related	105	40	0	145	0	70	0	70
Elderly	290	79	0	369	125	54	30	209
Other	280	100	0	380	30	25	15	70
Total need by income	1,135	329	10	1,474	210	184	75	469

Data Source: 2009-2013 CHAS

5. Crowding (more than one person per room)

TABLE 11 – CROWDING INFORMATION – 1/2

	Renter					Owner				
	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total
NUMBER OF HOUSEHOLDS										
Single family households	105	340	325	4	774	0	0	20	15	35
Multiple, unrelated family households	0	10	10	0	20	0	0	45	45	90
Other, non-family households	0	0	0	0	0	0	0	0	0	0
Total need by income	105	350	335	4	794	0	0	65	60	125

Data Source: 2009-2013 CHAS

TABLE 12 – CROWDING INFORMATION – 2/2

	Renter				Owner			
	0-30% AMI	>30-50% AMI	>50-80% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	Total
Households with Children Present								

Describe the number and type of single person households in need of housing assistance.

Estimates of the number of non-elderly single person households in need of housing assistance are included in the “other” category of Tables 9 and 10. This category includes multi-person households whose members are unrelated (e.g., roommates, un-married partners, etc.). There are an estimated 950 single-person or multi-person unrelated households with low or moderate incomes who spend more than 30% of their income on housing. The large majority (91%) are owners and the remaining 9% are renters.

Looking at that group of renters, roughly one-third (34%) have very low incomes (i.e., under 30% of HAMFI), 43% have low incomes (between 30 and 50% HAMFI), and the remaining one-quarter (23%) have moderate incomes (between 50 and 80% HAMFI). Need is fairly well distributed among the income bands, with the largest share of households in the low income group.

The same is true for single-person or multi-person unrelated owner households with needs. About one-third (35%) are very low income, 47% are low income, and 18% are moderate income.

Table 10 looks at severe cost burdens by household type and tenure. Of the 950 single-person and multi-person unrelated households with a cost burden, 450 (or 47%) spend more than half of their income on housing. Eighty-four percent (84%) of severe cost burdened households are renters and 16% are owners. Most need is at very low income levels – 74% of renters and 43% of owners with a severe cost burden have incomes under 30% HAMFI. Taken together, Tables 9 and 10 indicate that for single-person and multi-person unrelated households, affordability needs are most acute at incomes under 50% HAMFI.

Estimate the number and type of families in need of housing assistance who are disabled or victims of domestic violence, dating violence, sexual assault and stalking.

CHAS data provides estimates of housing need for Gainesville households in which someone has a disability. According to the 2009-2013 CHAS, there are approximately 2,420 households in Gainesville who have at least one member with a disability. Housing needs by disability type are outlined below:

- Hearing or vision impairment: There are an estimated 515 low- or moderate-income households (80% HAMFI or below) with one or more housing problems (cost burden, overcrowding, lack of complete kitchen or plumbing facilities) where a household member has a hearing or vision impairment. The majority (435 households or 84%) are renters.
- Ambulatory limitation: There are an estimated 685 low-or moderate-income households with housing problems where a household member has an ambulatory limitation. Most are renters (540 households or 79%).
- Cognitive limitation: An estimated 515 low- or moderate-income households have a housing need and a household member with a cognitive limitation. Eighty-three percent (83% or 430 households) are renters.
- Self-care or independent living limitation: An estimated 605 low- or moderate-income households with a member who has a self-care or independent living limitation have a housing problem. As with other disability types, the majority of these households are renters (490 households or 81%).

Of the four disability types, households with an ambulatory-limited member and one or more of the HUD-defined housing problems are most common in Gainesville. Housing needs for people with an ambulatory difficulty may include accessibility improvements such as ramps, widened hallways and doorways, lower counters, and installation of grab bars, along with access to transit and other community services. Note, also, that some households may have members who experience more than one type of disability.

While there are no comprehensive estimates of the number and type of families experiencing domestic violence, dating violence, sexual assault, and stalking in Gainesville, input from local service providers indicate continuing need. In 2017, the Gateway Domestic Violence Center reported serving 225 women and children with emergency shelter and 54 with transitional housing. They assisted clients in securing 144 temporary protective orders, responded to 1,273 crisis calls, and served 275 people through support groups. The Center reports that their emergency shelter is typically full, and they are currently seeking funding to open a new, expanded shelter in 2020.

What are the most common housing problems?

As Table 7 shows, a total of 3,804 renter households and 1,098 owner households with incomes at or below the median family income experience one or more housing problems. Comparing these numbers with the total households with incomes under 100% HAMFI (as provided in Table 6) indicates that 62% have one or more housing needs. At low and moderate incomes, there are 4,494 households with needs, representing 72% of total households with incomes under 80% HAMFI.

By far, the most common housing problems in Gainesville for both owners and renters are cost burdens and severe cost burdens. Table 9 shows that 3,239 low- and moderate-income renters spend more than 30% of their income on housing, as do 814 low- and moderate-income owner households. These households constitute 89% and 94% of renter and owner households with needs, respectively. Taken together, there are 4,053 cost burdened households with incomes under 80% HAMFI, constituting 65% of households in that income band.

Severe cost burdens impact 1,943 low- and moderate-income households in Gainesville (1,474 renters and 469 owners). They constitute 43% of households with needs and 31% of total households at this income levels.

Crowding (more than 1 person per room) affects considerably fewer households than affordability, but is still a common housing issue in Gainesville. There are an estimated 790 renters and 65 owners with low and moderate incomes who are overcrowded. Together they comprise 19% of households with needs and 14% of all households at that income level. Severe overcrowding (more than 1.5 people per room) impacts 190 renters and 10 owners, or 3% of all households with low or moderate incomes.

Substandard housing (lack of complete plumbing or kitchen facilities) impacts an estimated 35 renters and 30 owners with low or moderate incomes in Gainesville. These households make up 1% of households with needs, and less than 1% of all households, in that income band. While these figures are small in comparison to the number of households impacted by affordability, they represent severe deficiencies in housing quality. Stakeholder input indicates that other substandard housing issues, such as deteriorating structures and deferred maintenance, impact Gainesville households, particularly renters with low incomes, criminal or poor rental histories, or immigration status issues.

Are any populations/household types more affected than others by these problems?

Uniformly, renters are more often affected by housing problems than owners. The number of crowded or severely crowded low- or moderate-income renters (790) is 12 times the number of owners (65) (Table 11). Gainesville's cost burdened households are 4 times more likely to be renters (3,329 households) than owners (814 households) (Table 9). Further, about 45% of all Gainesville renters are low- or moderate-income households with needs, compared to 22% of Gainesville owners. Table 8 looks at severe housing problems by income and tenure, and shows that severe needs affect 64% of renters and 77% of owners with very low incomes (under 30% HAMFI). These figures suggest that relief for very low income households facing affordability issues should be a priority for the city.

For renters, cost burdens are concentrated at lower income levels: 42% of those with cost burdens have incomes at or below 30% HAMFI, 35% have incomes from 30 to 50% HAMFI, and 23% have incomes from 50 to 80% HAMFI. This trend is consistent with the understanding of housing as a basic necessity that must be obtained, no matter what share of one's income it consumes. Those with lower incomes spend a greater share of their resources on housing costs. Cost burdens are more evenly distributed by income band. About 29% of cost burdened owners have incomes from 0 to 30% HAMFI, 36% have incomes from 30 to 50% HAMFI, and 35% have incomes from 50 to 80% HAMFI.

Looking at needs by household types, small family households (2 to 4 people) make up the largest share of low- and moderate-income renters with a cost burden (40%). Of low- and moderate-income owners with needs, elderly households comprise the largest share (47%). The high share of cost burdened elderly owner households likely reflects the difficulty many seniors face in continuing to pay housing costs such as utilities and taxes while living on fixed incomes, even if they no longer have mortgages.

Comparing data from Table 9 with total households by type from Table 6 shows that 65% of low- and moderate-income small families are cost burdened. Large families (5 or more people) make up smaller shares of the needs population, but they also make up smaller shares of the population as a whole. Of the 1,090 low- and moderate-income large families, 62% have a cost burden. These figures indicate need for affordable housing in a range of unit sizes to serve families of all sizes.

Finally, overcrowded renters are more likely to be single family households than multiple, unrelated families (97% versus 3%). The opposite is true for overcrowded owners, who are more likely to be multiple families doubling up together than single family households (72% versus 28%).

Describe the characteristics and needs of low-income individuals and families with children (especially extremely low-income) who are currently housed but are at imminent risk of either residing in shelters or becoming unsheltered 91.205(c)/91.305(c)). Also discuss the needs of formerly homeless families and individuals who are receiving rapid re-housing assistance and are nearing the termination of that assistance.

Individuals with an imminent risk of residing in shelters or becoming unsheltered typically have a combination of financial factors present in their lives: lack of living wage jobs, rents that are more than 30 or 50% of their incomes, and unaffordable childcare, medical, or transportation costs. In addition to these factors, individuals at risk of homelessness may have additional issues present such as family conflicts, domestic violence, housing with code or safety violations, household members with a disability, criminal histories, histories of mental health issues or substance abuse, difficulty navigating systems to access public benefits or community services, temporary housing situations (couch surfing or doubling up), and prior experiences with homelessness.

For formerly homeless families and individuals nearing the termination of assistance, a top need is to secure safe, affordable permanent housing. Other needs may include access to job training, employment and education programs, including supportive employment agencies; access to Social Security disability and other benefits; linkages to health, mental health, and legal services; access to affordable transportation, childcare, and food; and other case management and supportive services.

If a jurisdiction provides estimates of the at-risk population(s), it should also include a description of the operational definition of the at-risk group and the methodology used to generate the estimates.

Neither the City of Gainesville nor Hall County develop local estimates of the population at-risk for homelessness. The Georgia Department of Community Affairs manages the Balance of State Continuum of Care, and offers the following definition of households that are “imminently homeless”:

- **Imminently homeless:** People who are facing loss of housing within two weeks, have no subsequent residence identified, and lack the resources or support networks needed to obtain other permanent housing.

Every two years, DCA conducts a Point-In-Time count of the homeless population living in the 152 counties included in the Balance of State Continuum of Care. The latest count for which data is available was conducted in January 2017, which included estimates based on overnight canvassing, numbers reported from homeless service providers, and a regression model to predict the rate of homelessness in counties for which no count was completed. The prediction model was also used to estimate the imminently homeless population by county. Estimates indicated 12 imminently homeless residents in Hall County as of the 2017 county; however, in its methodology description, DCA notes that there are significant limitations to their predictions given that there is no way to obtain a complete census of the imminently homeless population. Thus, predictions underestimate the true number of residents at imminent risk of homelessness.

Specify particular housing characteristics that have been linked with instability and an increased risk of homelessness.

The most fundamental risk factor for homelessness is extreme poverty, leading to unaffordable rents or homeowner costs. Renters with incomes under 30% HAMFI and housing cost burdens over 50% are at risk of homelessness, especially if they experience a destabilizing event such as a job loss, reduction in work hours, or medical emergency/condition. Such factors may also put low income homeowners at risk of foreclosure and subsequent homelessness.

Broadband Access Needs

Reliable access to the internet is increasingly imperative for job searches, primary and secondary education, college and continuing education programs, and applying for and obtaining assistance from various social service agencies and housing providers. Low- and moderate-income households often face difficulties accessing the internet due to prohibitive costs (of internet access or of devices upon which to access the internet) or limited availability, particularly in rural areas. Stakeholder interviews and other community input did not specifically identify internet access as an unmet need for low- and moderate-income households in Gainesville. However, several agencies that participated in the community engagement process do provide internet access and/or computers on which to access the internet for their clients.

Family Promise of Hall County has a day center open weekdays from 7:30 AM to 5 PM where client families can use computers and access the internet. Both the Gainesville Housing Authority and the Gainesville-Hall County Senior Life Center have computer rooms with internet access and offer regular computer classes for their residents/clients. Internet access is also available for students through the Gainesville school system and the general public at Hall County libraries. Additionally, using local funds and a grant from the Appalachian Regional Commission, the City of Gainesville installed free public wireless internet in downtown, Roosevelt Square, and the Midtown Greenway.

The Market Analysis (Section MA-20) provides an overview of the extent of broadband availability in Gainesville, including the number of providers and download/upload speeds.

Environmental Resiliency

The degree to which low- and moderate-income households are vulnerable to increased natural hazards associated with climate change is an important consideration for jurisdictions and regions as they prepare environmental resiliency and other plans. With its location on Lake Lanier, flood risk is an important consideration for Gainesville. However, a review of the Georgia Department of Natural Resources Flood Map Program indicates low- and moderate- income block groups in Gainesville are generally not located near enough to the lake to put them at risk for flooding. Flat Creek does run through some of these areas; while there is generally not residential development within its flood risk zone, there are some housing units within its 100-year flood plain.

Environmental hazards and natural disasters were not mentioned by stakeholders or survey participants as a key issue in Gainesville during the community engagement process. The planning team interviewed representatives from the Georgia Mountains Regional Commission, which is responsible for regional environmental planning, and reviewed Hall County's Hazard Mitigation Update, which Gainesville signed on to in 2017. The Market Analysis (Section MA-20) provides an overview of recent activities designed to increase environmental resiliency in Gainesville and Hall County.

NA-15 DISPROPORTIONATELY GREATER NEED: HOUSING PROBLEMS – 91.205 (B)(2)

Introduction

This section assesses the housing needs of racial and ethnic groups at various income levels in comparison to needs at that income level as a whole to identify any disproportionately greater needs.

According to HUD, a disproportionately greater need exists when members of a racial or ethnic group at a given income level experience housing problems at a greater rate (10 percentage points or more) than the income level as a whole. Tables 13 through 16 identify the number of households experiencing one or more of the four housing problems by householder race, ethnicity, and income level. The four housing problems include: (1) cost burdens (paying more than 30% of income for housing costs); (2) overcrowding (more than 1 person per room); (3) lacking complete kitchen facilities; and (4) lacking complete plumbing facilities.

Income classifications include:

- Very low income – up to 30% of area median income (AMI) or \$25,750 for a family of four;
- Low income – 30 to 50% AMI or \$25,751 to \$33,400 for a family of four;
- Moderate income – 50 to 80% AMI or \$33,401 to \$53,450 for a family of four; and
- Middle income – 80 to 100% AMI or \$53,451 to \$66,800 for a family of four.

0% to 30% of Area Median Income

At very low incomes, 78% of households in Gainesville have one or more housing problems (1,590 households), as shown in Table 13. Two groups – Asians and Latinos – have disproportionately greater need. Ninety-five percent (95%) of very low income Latino households have a housing need, as do 100% of the 30 very low income Asian households.

TABLE 13 - DISPROPORTIONALLY GREATER NEED 0 TO 30% AMI

Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	1,590	235	210
White	580	115	85
Black / African American	355	95	100
Asian	30	0	0
American Indian, Alaska Native	0	0	0
Pacific Islander	0	0	0
Hispanic	630	15	20

Note: The four housing problems are: (1) Lacks complete kitchen facilities; (2) Lacks complete plumbing facilities; (3) More than one person per room; and (4) Cost burden greater than 30%.

Data Source: 2009-2013 CHAS

30% to 50% of Area Median Income

About three-quarters of households with incomes from 30 to 50% AMI have a housing problem (74% or 1,489 households). One group – Asian households – have a disproportionate housing need. All of the 55 Asian households in this income band have a housing need.

TABLE 14 - DISPROPORTIONALLY GREATER NEED 30 TO 50% AMI

Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	1,489	510	0
White	554	235	0
Black / African American	405	100	0
Asian	55	0	0
American Indian, Alaska Native	0	0	0
Pacific Islander	0	0	0
Hispanic	480	185	0

Note: The four housing problems are: (1) Lacks complete kitchen facilities; (2) Lacks complete plumbing facilities; (3) More than one person per room; and (4) Cost burden greater than 30%.

Data Source: 2009-2013 CHAS

50% to 80% of Area Median Income

Of the 2,230 Gainesville households with moderate incomes, about two-thirds (63%) have a housing problem. Latino households have a disproportionately high rate of needs – 80% of moderate income Hispanic households face a housing need.

TABLE 15 - DISPROPORTIONALLY GREATER NEED 50 TO 80% AMI

Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	1,400	830	0
White	420	495	0
Black / African American	185	135	0
Asian	25	10	0
American Indian, Alaska Native	0	0	0
Pacific Islander	0	0	0
Hispanic	775	190	0

Note: The four housing problems are: (1) Lacks complete kitchen facilities; (2) Lacks complete plumbing facilities; (3) More than one person per room; and (4) Cost burden greater than 30%.

Data Source: 2009-2013 CHAS

80% to 100% of Area Median Income

One-quarter (26%) of middle income households in Gainesville have a housing need (414 households). No racial or ethnic groups have disproportionate needs at this income level.

TABLE 16 - DISPROPORTIONALLY GREATER NEED 80 TO 100% AMI

Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	414	1,165	0
White	264	540	0
Black / African American	50	105	0
Asian	0	95	0
American Indian, Alaska Native	0	0	0
Pacific Islander	0	0	0
Hispanic	100	430	0

Note: The four housing problems are: (1) Lacks complete kitchen facilities; (2) Lacks complete plumbing facilities; (3) More than one person per room; and (4) Cost burden greater than 30%.

Data Source: 2009-2013 CHAS

Discussion

Overall, CHAS data regarding housing problems by income level, race, and ethnicity show that need is more common at lower income levels – about 78% of very low income households and 74% of low income households have one or more housing needs. At moderate incomes, that rate is 63%, and at middle incomes it falls to 26%.

Tables 13 through 16 show that Asian and Latino households each experience a disproportionately greater rate of housing needs than the city as a whole at two income levels. They include:

- Very low income (under 30% AMI) Asian households, who have a 100% rate of housing needs versus 78% citywide;
- Low income (30 to 50% AMI) Asian households, who have a 100% rate of housing needs versus 74% citywide;
- Very low income (under 30% AMI) Hispanic households, who have a 95% rate of housing needs versus 78% citywide; and
- Moderate income (50 to 80% AMI) Hispanic households, who have an 80% rate of housing needs versus 63% citywide.

NA-20 DISPROPORTIONATELY GREATER NEED: SEVERE HOUSING PROBLEMS – 91.205 (B)(2)

Introduction

This section assesses the severe housing needs of racial and ethnic groups at various income levels in comparison to severe needs at that income level as a whole to identify any disproportionately greater needs. Like the preceding analysis, this section uses HUD’s definition of disproportionately greater need, which occurs when one racial or ethnic group at a given income level experiences housing problems at a rate that is at least 10 percentage points greater than the income level as a whole.

Tables 17 through 20 identify the number of households with one or more of the severe housing needs by householder race and ethnicity. The four severe housing problems include: (1) severe cost burden (paying more than 50% of income for housing and utilities); (2) severe crowding (more than 1.5 people per room); (3) lack of complete kitchen facilities; and (4) lack of complete plumbing facilities.

Income classifications include:

- Very low income – up to 30% of area median income (AMI) or \$25,750 for a family of four;
- Low income – 30 to 50% AMI or \$25,751 to \$33,400 for a family of four;
- Moderate income – 50 to 80% AMI or \$33,401 to \$53,450 for a family of four; and
- Middle income – 80 to 100% AMI or \$53,451 to \$66,800 for a family of four.

0% to 30% of Area Median Income

At very low incomes, two-thirds of Gainesville households experience a severe housing need (1,345 households or 66%). Two groups – Asians and Hispanics – have a disproportionately greater level of severe housing need. All of the 30 Asian households in this income category have a severe housing problem, as do 82% of Latino households.

TABLE 17 – SEVERE HOUSING PROBLEMS 0 TO 30% AMI

Severe Housing Problems	Has one or more of four severe housing problems	Has none of the four severe housing problems	Household has no/negative income, but none of the other severe housing problems
Jurisdiction as a whole	1,345	490	210
White	510	180	85
Black / African American	250	200	100
Asian	30	0	0
American Indian, Alaska Native	0	0	0
Pacific Islander	0	0	0
Hispanic	545	100	20

Note: The four severe housing problems are: (1) Lacks complete kitchen facilities; (2) Lacks complete plumbing facilities; (3) More than 1.5 persons per room; and (4) Cost burden greater than 50%.

Data Source: 2009-2013 CHAS

30% to 50% of Area Median Income

At low incomes, 42% of Gainesville households have a severe housing problem (839 households). Again, Asian and Hispanic households have disproportionate severe needs. Ninety-two percent (92%) of Asian households and 52% of Hispanic households have a severe housing problem.

TABLE 18 – SEVERE HOUSING PROBLEMS 30 TO 50% AMI

Severe Housing Problems	Has one or more of four severe housing problems	Has none of the four severe housing problems	Household has no/negative income, but none of the other severe housing problems
Jurisdiction as a whole	839	1,160	0
White	304	480	0
Black / African American	145	360	0
Asian	45	4	0
American Indian, Alaska Native	0	0	0
Pacific Islander	0	0	0
Hispanic	345	315	0

Note: The four severe housing problems are: (1) Lacks complete kitchen facilities; (2) Lacks complete plumbing facilities; (3) More than 1.5 persons per room; and (4) Cost burden greater than 50%.

Data Source: 2009-2013 CHAS

50% to 80% of Area Median Income

About one-quarter of moderate income Gainesville households have a severe housing problem (515 households or 23%). As in other income categories, moderate income Asian and Hispanic households have disproportionate severe needs. One-third (33%) of Asian households and 37% of Hispanic households have a severe housing problem.

TABLE 19 – SEVERE HOUSING PROBLEMS 50 TO 80% AMI

Severe Housing Problems	Has one or more of four severe housing problems	Has none of the four severe housing problems	Household has no/negative income, but none of the other severe housing problems
Jurisdiction as a whole	515	1,710	0
White	90	825	0
Black / African American	70	254	0
Asian	10	20	0
American Indian, Alaska Native	0	0	0
Pacific Islander	0	0	0
Hispanic	350	605	0

Note: The four severe housing problems are: (1) Lacks complete kitchen facilities; (2) Lacks complete plumbing facilities; (3) More than 1.5 persons per room; and (4) Cost burden greater than 50%.

Data Source: 2009-2013 CHAS

80% to 100% of Area Median Income

In the middle income range, about one-in-twenty Gainesville households have a severe housing problem (80 households or 5%). No racial or ethnic group faces a disproportionate rate of severe needs at this income level.

TABLE 20 – SEVERE HOUSING PROBLEMS 80 TO 100% AMI

Severe Housing Problems	Has one or more of four severe housing problems	Has none of the four severe housing problems	Household has no/negative income, but none of the other severe housing problems
Jurisdiction as a whole	80	1,505	0
White	10	795	0
Black / African American	4	150	0
Asian	0	95	0
American Indian, Alaska Native	0	0	0
Pacific Islander	0	0	0
Hispanic	60	465	0

Note: The four severe housing problems are: (1) Lacks complete kitchen facilities; (2) Lacks complete plumbing facilities; (3) More than 1.5 persons per room; and (4) Cost burden greater than 50%.

Data Source: 2009-2013 CHAS

Discussion

Overall, severe housing problems are most common at lower income levels. Two-thirds (66%) of Gainesville households with incomes below 30% AMI face a severe need, as do 42% of low income households. As income increases, rates of severe housing problems decline, dropping to 23% at moderate incomes and 5% for the middle income group.

Two racial or ethnic groups experience disproportionate severe housing needs at each of the three lower income levels:

- At very low incomes (under 30% AMI), 100% of Asian households and 82% of Hispanic households have a severe housing problem, versus 66% of households citywide.
- At low incomes (30 to 50% AMI), 92% of Asian households and 52% of Hispanic households have a severe housing problem, versus 42% of households citywide.
- At moderate incomes (50 to 80% AMI), 33% of Asian households and 37% of Hispanic households have a severe housing problem, versus 23% of households citywide.

NA-25 DISPROPORTIONATELY GREATER NEED: HOUSING COST BURDENS – 91.205 (B)(2)

Introduction

This section assesses the need of any racial or ethnic group that has disproportionately greater need in comparison to the needs of that category of need as a whole. While the preceding sections assessed all housing and severe housing problems, Table 21 focuses only on what share of their income households

spend on housing. Data is broken down into groups spending less than 30% of income on housing costs, those paying between 30 and 50% (i.e., with a cost burden), and those paying over 50% (i.e., with a severe cost burden). The final column, “no/negative income,” identifies households without an income, for whom housing as a share of income was not calculated. Note that no racial or ethnic group has more than 5% of households with no or negative income.

Housing Cost Burden

TABLE 21 – HOUSING COST BURDENS BY RACE AND ETHNICITY

Housing Cost Burden	Less than 30%	30-50%	More than 50%	No / negative income (not computed)
Jurisdiction as a whole	7,590	2,569	2,039	210
White	4,315	1,029	884	85
Black / African American	1,010	645	340	100
Asian	220	30	105	0
American Indian, Alaska Native	20	0	0	0
Pacific Islander	0	0	0	0
Hispanic	1,970	860	705	20
Share of Total Households by Race and Ethnicity				
Jurisdiction as a whole	61%	21%	16%	2%
White	68%	16%	14%	1%
Black / African American	48%	31%	16%	5%
Asian	62%	8%	30%	0%
American Indian, Alaska Native	100%	0%	0%	0%
Pacific Islander	N/A	N/A	N/A	N/A
Hispanic	55%	24%	20%	1%

Data Source: 2009-2013 CHAS

Discussion

As Table 21 shows, 21% of all households in Gainesville spend between 30 and 50% of their income on housing costs. Percentage within that housing cost bracket range from 0% for American Indians or Alaska Natives to 31% for Black households. HUD defines a disproportionate need when members of one racial or ethnic group experience a cost burden at a rate at least 10 percentage points higher than the citywide rate. Using this definition, Black households have a disproportionate cost burden.

Citywide, 16% of households spend more than 50% of their income on housing. Rates of severe cost burdens by race and ethnicity range from 0% for American Indians or Alaska Natives to 30% for Asians.

The former group faces a disproportionate rate of severe cost burdens, with 105 out of 355 Asian households spending more than 50% of their income on housing.

Combining the 30 to 50% and over 50% cost ranges shows that there is a total of 4,068 cost burdened households in Gainesville, which together make up 37% of the city's total. By race and ethnicity, rates of cost burdens range from 0% for American Indians or Alaska Natives to 47% for Black households. Black households are the only group that has a disproportionate rate of cost burdens. While CHAS data indicates that no American Indian and Alaska Native households in Gainesville have a housing cost burden, note that the low numbers of these households citywide (20) make it difficult to develop reliable estimates.

The data in Table 21 also allows for a comparison between housing cost burdens among white households and households of other races and ethnicities. Thirty percent (30%) of white households spend more than 30% of their income on housing. Black households are 1.6 times as likely as white households to have a housing burden and Hispanic households are 1.5 times as likely to do so.

NA-30 DISPROPORTIONATELY GREATER NEED: DISCUSSION – 91.205(B)(2)

Are there any income categories in which a racial or ethnic group has disproportionately greater need than the needs of that income category as a whole?

Tables 13 through 21 identified several instances of disproportionately greater need, which are summarized below:

- Of the ten income and need categories examined, Hispanic households are disproportionately affected by housing needs in five of them. At very low incomes, they face disproportionate rates of both housing problems (95% versus 78% citywide) and severe housing problems (82% versus 66% citywide). At low incomes, 52% of Hispanic households have a severe need compared to 42% citywide. Finally, at moderate incomes, Hispanics again have disproportionate rates of both housing problems (80% versus 63% citywide) and severe housing problems (37% versus 23% citywide).
- Asians are disproportionately impacted by housing problems in six instances. At very low incomes, they face disproportionate rates of both housing problems (100% versus 78% citywide) and severe housing problems (100% versus 66%). Similarly, at low incomes, they again experience disproportionate rates of both housing problems (100% versus 74% citywide) and severe housing problems (92% versus 42% citywide). At moderate incomes, Asian households have disproportionate severe housing problems (33% versus 23% citywide). Note, however that the low number of observations in these categories make it difficult to develop reliable estimates.

The last instance in which Asians are disproportionately affected are severe cost burden. Thirty percent (30%) of Asian households in Gainesville spend more than one-half of their income on housing, compared to 16% of households citywide.

- Black households are disproportionately likely to have a cost burden (i.e., spend between 30 and 50% of their income on housing). Thirty-one percent (31%) of Black households have a cost burden compared to 21% of all households throughout the city.

If they have needs not identified above, what are those needs?

Input collected during the community engagement process identified housing affordability for low- and moderate-income households as the priority housing need in Gainesville. Community members also discussed issues related to housing quality/condition for both rental and owned units. Stakeholders explained that low-income renters are often only able to afford units that are substandard and in need of repair. Further, housing options for people with criminal histories, poor credit, past evictions, or other issues may be limited to substandard units with absentee or neglectful landlords. Additionally, residents with limited English proficiency may not fully understand their rights as renters or what to do in the face of a violation by or dispute with a landlord.

On the homeownership side, stakeholders expressed a need for housing rehabilitation programs to assist low/moderate income homeowners with repairs. They also identified homeownership preparation, financial counseling, and downpayment assistance as potential needs.

In addition to assisting people who are currently housed, stakeholders noted the need to assist individuals and families who are homeless. Emergency shelter, transitional housing, and case management were discussed as priorities.

Community members also discussed difficulties affording childcare and transportation. For low income households without a car, transit access may impact the ability to obtain and keep employment. Transportation cost and availability can also influence a household's ability to access groceries, particularly for people living in Gainesville neighborhoods without a grocery store.

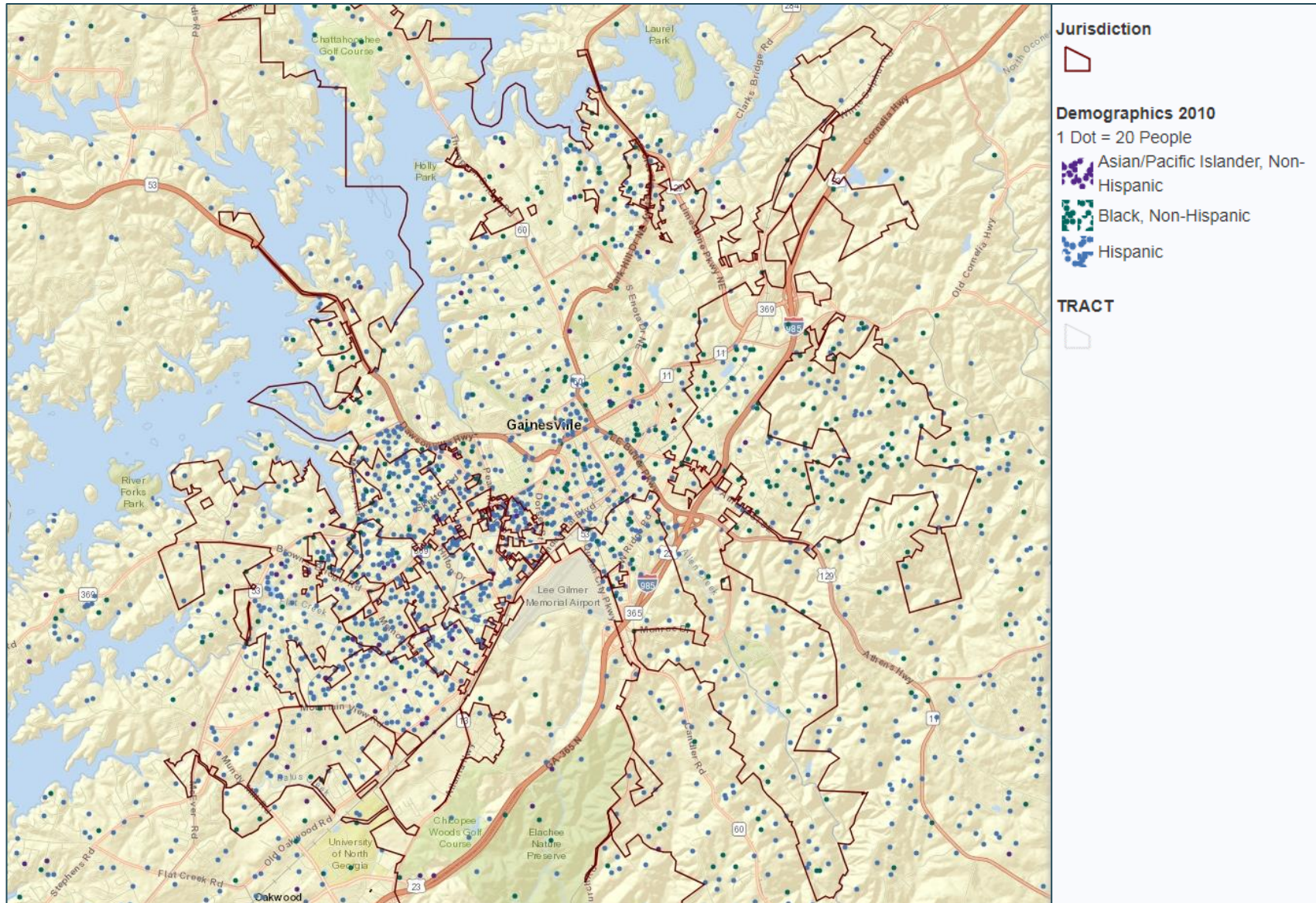
Are any of those racial or ethnic groups located in specific areas or neighborhoods in your community?

As of the 2009-2013 CHAS data, just over one-half of householders in Gainesville were white (51%). Hispanic householders made up 29%, African Americans, 17%, and Asians, 3%. Hispanic residents lived predominately in the southern part of the city, south of E.E. Butler Parkway and east of McEver Road. Two-thirds or more of residents in these census tracts are Hispanic.

Gainesville's African American population does not show strong concentrations; however, the largest shares of Black residents live in the northern part of the city, north of E.E. Butler Parkway and east of Park Hill Drive. About 40% of residents in these census tracts are Black.

Asian residents in Gainesville live predominately south of Dawsonville Highway and Queen City Parkway and east of McEver Road. Population shares in these areas range from around 3% to 9%, depending on the census tract and block group. The map that follows shows Gainesville's Hispanic, African American, and Asian populations by block group as of 2010.

FIGURE 1 – POPULATION BY BLOCK GROUP FOR AFRICAN AMERICAN, ASIAN, AND HISPANIC RESIDENTS IN GAINESVILLE, 2010



NA-35 PUBLIC HOUSING – 91.205(B)

Introduction

Public housing in the city of Gainesville is managed by the GHA. The quasi-governmental authority is governed by its board of commissioners which are appointed by the City. According to HUD's PIC (the HUD Office of Public & Indian Housing Information Center) data, there are 468 public housing units and no housing choice vouchers in Gainesville. The GHA receives federal funds to modernize and repair those units. The City of Gainesville Community & Economic Development Department works closely with the GHA to offer financial literacy classes to public housing residents and other citizens. Efforts have also been made to identify residents that may be ready for homeownership and direct them toward those opportunities. Grant funds from the City of Gainesville downpayment assistance program have been made available to assist residents with purchasing a new home. Such actions will help housing authority residents become more independent and make units available for families with greater needs.

Totals in Use

TABLE 22 - PUBLIC HOUSING BY PROGRAM TYPE

	Program Type								
	Certificate	Mod-Rehab	Public Housing	Vouchers					
				Total	Project - based	Tenant - based	Special Purpose Voucher		
							Veterans Affairs Supportive Housing	Family Unification Program	Disabled*
# of units vouchers in use	0	0	468	0	0	0	0	0	0

***Note:** Includes Non-Elderly Disabled, Mainstream One-Year, Mainstream Five-Year, and Nursing Home Transition

Data Source: PIC (PIH Information Center)

Characteristics of Residents

TABLE 23 – CHARACTERISTICS OF PUBLIC HOUSING RESIDENTS BY PROGRAM TYPE

	Program Type							
	Certificate	Mod-Rehab	Public Housing	Vouchers				
				Total	Project - based	Tenant - based	Special Purpose Voucher	
							Veterans Affairs Supportive Housing	Family Unification Program
Average annual income	0	0	11,695	0	0	0	0	0
Average length of stay	0	0	5	0	0	0	0	0
Average household size	0	0	2	0	0	0	0	0
# homeless at admission	0	0	5	0	0	0	0	0
# of elderly program participants (>62)	0	0	79	0	0	0	0	0
# of disabled families	0	0	49	0	0	0	0	0
# of families requesting accessibility features	0	0	468	0	0	0	0	0
# of HIV/AIDS program participants	0	0	0	0	0	0	0	0
# of domestic violence victims	0	0	0	0	0	0	0	0

Data Source: PIC (PIH Information Center)

Race of Residents

TABLE 24 – RACE OF PUBLIC HOUSING RESIDENTS BY PROGRAM TYPE

	Program Type								
	Certificate	Mod-Rehab	Public Housing	Vouchers					
				Total	Project - based	Tenant - based	Special Purpose Voucher		
							Veterans Affairs Supportive Housing	Family Unification Program	Disabled*
White	0	0	286	0	0	0	0	0	0
Black/African American	0	0	180	0	0	0	0	0	0
Asian	0	0	1	0	0	0	0	0	0
American Indian/Alaska Native	0	0	1	0	0	0	0	0	0
Pacific Islander	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0

***Note:** Includes Non-Elderly Disabled, Mainstream One-Year, Mainstream Five-Year, and Nursing Home Transition

Data Source: PIC (PIH Information Center)

Ethnicity of Residents

TABLE 25 – ETHNICITY OF PUBLIC HOUSING RESIDENTS BY PROGRAM TYPE

	Program Type								
	Certificate	Mod-Rehab	Public Housing	Vouchers					
				Total	Project -based	Tenant -based	Special Purpose Voucher		
							Veterans Affairs Supportive Housing	Family Unification Program	Disabled*
Hispanic	0	0	236	0	0	0	0	0	0
Not Hispanic	0	0	232	0	0	0	0	0	0

***Note:** Includes Non-Elderly Disabled, Mainstream One-Year, Mainstream Five-Year, and Nursing Home Transition

Data Source: PIC (PIH Information Center)

Section 504 Needs Assessment: Describe the needs of public housing tenants and applicants on the waiting list for accessible units.

The data from HUD PIH Information Center shows the GHA as having 468 public housing units in use within the city, 49 (10%) of which are held by a family containing one or more people with a disability. According to the HUD data, all 468 of the public housing residents captured in this reporting had requested units with accessibility features. Stakeholder input suggests a general need for more affordable housing options for the disabled population. As many people with disabilities live on limited incomes, often just a modest \$771/month SSI payment, there are effectively no options for them other than public housing. Availability of additional units with accessibility features is the greatest need of this population.

Describe the most immediate needs of residents of public housing and housing choice voucher holders.

Current residents in GHA public housing units are in need of opportunities and supports to grow and attain a level of self-sufficiency. The GHA's Resident Opportunity and Supportive Services Program (ROSS) supports public housing residents by linking them with valuable community resources to obtain economic self-sufficiency, independence, improved quality of life, and in some cases, help individuals maintain stable housing as they age.

How do these needs compare to the housing needs of the population at large?

The needs of the GHA's residents are different from those of the city's overall low- and moderate-income population only in that the GHA's residents are housed in stable and decent housing. With this need met, GHA residents are able to work on other needs that families typically face in addition to housing insecurity. These needs frequently include childcare, healthcare, employment, transportation, and food.

Discussion

The GHA was a lead partner in creation of the Midtown Community Transformation Plan which is focused on the transformation of the community surrounding Walton Summit, a new Low Income Housing Tax Credit development that opened in 2018. The planning team surveyed the community regarding several different types of community needs. The figure below, excerpted from the Midtown Community Transformation Plan, outlines specific needs related to affordable housing. Combined with the needs discovered through the Consolidated Planning process, it is clear that affordable housing is a key need in Gainesville. The GHA is uniquely positioned within the community to continue its leadership, through LIHTC partnerships and other innovative tools, in bringing new affordable housing opportunities to the area.

FIGURE 2 – AFFORDABLE HOUSING NEEDS FROM THE MIDTOWN COMMUNITY TRANSFORMATION PLAN, 2018

Partner Engagement Needs	Public Engagement Needs / Obstacles
HOUSING	
Affordable Housing	Lack of Affordable Housing Cost of non-subsidized housing too high
Emergency Housing - Crisis Housing - Rent Assistance - Housing after shelter - Deposit start-up assistance - Housing for convicted felons - Housing for those with addiction issues	Public Housing Waiting List Too Long Average of 6 could be years on p.h. waiting list
Foster Care Providers	Living in Substandard and Overcrowded Conditions Families are afraid to speak out against land lords
Improved Communication Between Agencies	Good Communication Between Drug Tx Court and Gateway to Housing Options
Transportation	Section 8 Waiting List Too Long
Connecting Housing to Other Needs - Dental - Mental Health - Psychiatrists - Childcare - Christmas Help	Lost Homes Because Couldn't Afford Mortgage

Data Source: Midtown Community Transformation Plan

NA-40 HOMELESS NEEDS ASSESSMENT – 91.205(C)

Introduction

This section provides an assessment of Gainesville’s homeless population and its needs. While the City of Gainesville does not conduct a count of homeless persons, a statewide Point-In-Time count is conducted by the Georgia Department of Community Affairs (DCA) for the 152 counties outside major metropolitan areas. The most recent count was conducted in January 2019 but the results were not available as of the drafting of this plan. Consequently, PIT count data presented here is sourced from DCA’s 2017 count.

Nature and Extent of Homelessness

TABLE 26 – HALL COUNTY 2017 POINT-IN-TIME HOMELESS COUNT

	Sheltered	Unsheltered	Total
Homeless persons	78	45	123
Homeless Subpopulations			
Unsheltered veterans		5	5
Unsheltered chronically homeless persons		16	16
Imminently homeless persons			12

Data Source: Georgia DCA, 2017 Report on Homelessness: Balance of State Continuum of Care Point in Time Homeless Count Report

If data is not available for the categories "number of persons becoming and exiting homelessness each year," and "number of days that persons experience homelessness," describe these categories for each homeless population type (including chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth).

Gainesville is covered by the Balance of State Continuum of Care, a network of homeless service providers covering all but the most populous Georgia counties and coordinated by Georgia DCA. The state conducts a biennial homeless count and the most recent data released as of the date this plan was drafted was from January 2017. Some of this data is listed by county; however, the majority of the data is provided at a state-wide level with extrapolations used to estimate county-level figures.

On the night of the count, there were a total of 123 homeless persons enumerated in Hall County, including 78 residing in shelters and 45 unsheltered. Homeless subpopulations in Hall County are not specifically counted, however, DCA uses a regression model to estimate various subpopulations. Applying this method, Hall County is estimated to have had five unsheltered veterans and 16 unsheltered chronically homeless persons. Further, DCA estimates the county to have 12 people who are “imminently homeless”, that is, people who face the likely loss of housing within two weeks, have no subsequent residence identified, and lack the resources or support networks needed to obtain other permanent housing.

Other statewide estimates of homeless subpopulations determined that:

- 55% of the homeless population is male, but men make up 69% of the unsheltered homeless
- 53% identify as Black or African American and 41% as white; 6% identify as Hispanic or Latino
- 23% are under 18; 8% are between the ages of 18 and 24
- 10% reported having a mental illness
- 13% reported having a substance abuse disorder
- 19% are domestic violence victims
- 4% are veterans
- 7% are chronically homeless

The DCA estimates find that homeless veterans are a very small portion of Hall County's homeless population: of the 123 homeless persons counted, DCA's models suggest that just five would likely be veterans. Families and children experiencing homelessness are a more substantial portion of the population. With 23% of the statewide homeless population being under the age of 18, this would translate to approximately 28 homeless children living in Hall County at the time of the count. DCA's definition of homelessness does not include people who are "doubled-up", living with friends, "couch surfing" or in other unstable situations. Using a broader definition that includes these situations, Hall County Schools estimates that it serves approximately 230 homeless students.

Describe the nature and extent of homelessness by racial and ethnic group.

Using statewide figures, the majority of homeless persons (53%) identify as Black or African American and 41% identify as white. Homeless persons identifying as Hispanic or Latino comprise 6% of the homeless population.

Describe the nature and extent of unsheltered and sheltered homelessness.

On the night of the count, there were a total of 123 homeless persons enumerated in Hall County, including 78 residing in shelters and 45 unsheltered. Statewide, 31% of the unsheltered homeless population were women and 11% were households with children.

Discussion

Local homeless service providers generally agree that the point-in-time count underestimates the true number of homeless people in the community, yet no more reliable source of data is available. Hall County has 87 emergency shelter and transitional housing beds, down from 98 beds five years ago. Compared with what is likely a low-end estimate of 123 homeless people in Hall County, the 87 available beds indicate a shortage of at least 36 beds within the community.

NA-45 NON-HOMELESS SPECIAL NEEDS ASSESSMENT - 91.205 (B,D)

Introduction

This section discusses the characteristics and needs of persons in various subpopulations of Gainesville who are not homeless but may require supportive services, including the elderly, frail elderly, persons with disabilities (mental, physical, developmental) persons with HIV/AIDS and their families, persons with alcohol or drug addiction, victims of domestic violence, and persons with a criminal record and their families.

Describe the characteristics of special needs populations in your community.

According to the 2013-2017 ACS 5-year estimates, 6.0% of Gainesville's population is elderly, aged 65 to 74, while 5.6% is considered frail elderly, age 75 and over. A significant number of residents over the age of 65, (37.2%) have a disability. Within the City, 10.0% of all residents had one or more disabilities, including:

- Hearing difficulty 3.0%
- Vision difficulty 2.6%
- Cognitive difficulty 4.2%
- Ambulatory difficulty 5.9%
- Self-care difficulty 2.9%
- Independent living difficulty 5.2%

According to AIDSvu, a public health information and mapping tool backed by Emory University's Rollins School of Public Health, there are approximately 49,463 people in Georgia living with HIV.¹ In Hall County, the incidence of HIV is estimated at 127 cases per 100,000 people, equating to 253 Hall County residents living with the disease.

An annual survey sponsored by the U.S. Substance Abuse and Mental Health Services Administration (SAMHSA) provides the primary source of information on the use of illicit drugs and alcohol among non-institutionalized persons aged 12 years old or older.² In 2011, an estimated 20.6 million persons in the U.S. were classified with substance dependence or abuse in the past year (8.0 percent of the population aged 12 or older). Of these, 2.6 million were classified with dependence or abuse of both alcohol and illicit drugs, 3.9 million had dependence or abuse of illicit drugs but not alcohol, and 14.1 million had dependence or abuse of alcohol but not illicit drugs. Extrapolating these figures to the city of Gainesville's population, approximately 2,400 Gainesville residents age 12 or older may have a substance dependence or abuse disorder.

What are the housing and supportive service needs of these populations and how are these needs determined?

The primary housing and supportive needs of these subpopulations (the elderly, frail elderly, persons with disabilities, persons with HIV/AIDS and their families, persons with alcohol or drug addiction, victims of domestic violence, and persons with a criminal record and their families) were determined by input from both service providers and the public through the survey, public meetings, and stakeholder interviews. These needs include affordable, safe housing opportunities in areas with access to transportation, commercial and job centers, and social services including counseling and case management.

Persons with disabilities often require accessible features and ground floor housing units and use of supportive/therapeutic animals. Victims of domestic violence need safe housing, removal of barriers to

¹ *AIDSvu*, Emory University's Rollins School of Public Health in partnership with Gilead Sciences, Inc. and the Center for AIDS Research at Emory University (CFAR). <https://aidsvu.org/state/georgia/>.

² Substance Abuse and Mental Health Services Administration, *Results from the 2011 National Survey on Drug Use and Health: Summary of National Findings*, NSDUH Series H-44, HHS Publication No. (SMA) 12-4713. Rockville, MD: Substance Abuse and Mental Health Services Administration, 2012.

relocation, and protection from perpetrators. Persons with criminal records and their families may be disqualified from public housing or Housing Choice Voucher assistance, and accordingly, assistance with housing for low-income members of this subpopulation must be provided by other nongovernmental organizations.

Discuss the size and characteristics of the population with HIV/AIDS and their families within the eligible Metropolitan Statistical Area.

As described previously in this section, there are approximately 49,463 people in Georgia living with HIV. Of these, an estimated 253 are Hall County residents. Statewide data finds that men are far more likely to be living with the disease, making up more than three in four cases. More than 68% of Georgians living with HIV are Black, 19% are white, and nearly 7% are Latinx. HOPWA funds for the eligible Metropolitan Statistical Area including Gainesville are administered by the City of Atlanta.

NA-50 NON-HOUSING COMMUNITY DEVELOPMENT NEEDS – 91.215 (F)

Describe the jurisdiction's need for public facilities.

Buildings and infrastructure open to the general public, whether owned by the government or by nonprofits, may be considered public facilities under the CDBG program. Gainesville's needs in this area commonly identified through community input include:

- Parks and pocket parks
- Community centers, specifically a large community center with sports facilities
- Emergency housing for people experiencing homelessness
- ADA improvements to existing facilities and public space

Public facility needs identified in the City's *2040 Comprehensive Plan* and other local plans include:

- Improvements to the Community Service Center Administrative Building to address energy efficiency, traffic congestion, ADA accessibility, and linkages to the Senior Life Center
- Park improvements, including amenity upgrades, restroom renovations, playground equipment replacement, trail maintenance, parking lot repavement, and development of new park facilities
- New regional park and recreation center
- Development of pocket parks and Downtown parklets
- Construction of two new fire stations in northwest and southeast Gainesville
- Construction of the second phase of a police training facility

How were these needs determined?

The public facility needs listed above were generated based on input from multiple stakeholders consulted through interviews, focus groups, public meetings, and a survey. These stakeholders included City staff and elected officials, Gainesville Housing Authority staff, Hall County and Georgia Mountains Regional Commission staff, Gainesville City School System staff, nonprofit organizations, homeless housing and service providers, organizations serving people with disabilities, real estate agents, housing developers, civic organizations, and Gainesville residents.

Needs were also determined based on a review of previous local and regional plans, such as Gainesville's *2040 Comprehensive Plan*, the *Downtown Gainesville Renaissance Strategic Vision & Plan*, United Way of Hall County's *Community Game Plan*, and recent neighborhood redevelopment plans prepared by the City.

Describe the jurisdiction's need for public improvements.

During the community engagement process, public improvements were frequently mentioned not only as a stand-alone need but also as a crucial component to the development of additional affordable housing. The public improvement needs most commonly identified by local stakeholders include:

- Sidewalk improvements and expansion (particularly in the southeast quadrant of the city)
- Improved pedestrian facilities such as crosswalks (particularly on Jesse Jewell Parkway), trails, and safe walks to school
- Continued code enforcement and blight clean-up efforts
- Expanded bike paths/trails
- Water and sewer expansion
- Stormwater infrastructure improvements
- Extension of infrastructure (sidewalks, water/sewer, etc.) for affordable housing development

Public improvement needs identified in the City's *2040 Comprehensive Plan* and other local plans include:

- Sidewalk and crosswalk improvements
- Water and sewer expansion
- Stormwater planning and storm drainage improvement
- Streetscaping in Downtown and Midtown
- Redevelopment of key properties in Downtown and Midtown
- Completion of additional phases of the Midtown Greenway
- Development a Community Improvement District (CID) on Browns Bridge Road
- Development of a community-wide greenspace plan for pedestrian connectivity
- Downtown connectivity improvements
- Traffic calming and intersection and signal improvements
- Continued code enforcement
- Neighborhood beautification and signage

How were these needs determined?

The public improvement needs listed above were generated based on input from multiple stakeholders consulted through interviews, focus groups, public meetings, and a survey. These stakeholders included City staff and elected officials, Gainesville Housing Authority staff, Hall County and Georgia Mountains Regional Commission staff, Gainesville City School System staff, nonprofit organizations, homeless housing and service providers, organizations serving people with disabilities, real estate agents, housing developers, civic organizations, and Gainesville residents.

Needs were also determined based on a review of previous local and regional plans, such as Gainesville's *2040 Comprehensive Plan*, the *Downtown Gainesville Renaissance Strategic Vision & Plan*, United Way of Hall County's *Community Game Plan*, and recent neighborhood redevelopment plans prepared by the City.

Describe the jurisdiction's need for public services.

Public services, such as case management, childcare, transportation assistance, job training, and programming for youth and senior centers, are important of a community development strategy; however, CDBG funds that can be allocated to such activities are limited to a cap of 15% of a grantee's annual award. The public service needs most commonly identified by local stakeholders include:

- Employment skills training, job search assistance, and mentoring
- Financial counseling and homeownership preparation
- Fair housing education and enforcement, tenant's rights education
- Homelessness outreach and case management
- Transportation assistance, including evening/weekend service to major employers and Lanier Tech
- Senior volunteer program
- Youth services and childcare
- Healthcare

Public service needs identified in United Way of Hall County's *Community Game Plan* and other local plans include:

- College/career preparation and job training programs to fulfill workforce needs
- Financial literacy programs to help achieve financial stability, education about predatory lending
- Youth literacy and enrichment programs
- Programs to assist at-risk students complete high school and reduce incidence of homelessness
- Hall Area Transit service enhancements, improved employer/employee connectivity
- Programs that improve access to healthy food, primary and specialty care, mental and behavioral health services, and medication
- Programs that address effects of abuse and neglect, programs that prevent abuse and neglect
- Emergency assistance for food, shelter, clothing and safety

How were these needs determined?

The public service needs listed above were generated based on input from multiple stakeholders consulted through interviews, focus groups, public meetings, and a survey. These stakeholders included City staff and elected officials, Gainesville Housing Authority staff, Hall County and Georgia Mountains Regional Commission staff, Gainesville City School System staff, nonprofit organizations, homeless housing and service providers, organizations serving people with disabilities, real estate agents, housing developers, civic organizations, and Gainesville residents.

Needs were also determined based on a review of previous local and regional plans, such as Gainesville's *2040 Comprehensive Plan*, the *Downtown Gainesville Renaissance Strategic Vision & Plan*, United Way of Hall County's *Community Game Plan*, and recent neighborhood redevelopment plans prepared by the City.

HOUSING MARKET ANALYSIS

MA-05 OVERVIEW

Housing Market Analysis Overview

While housing choices can be fundamentally limited by household income and purchasing power, the lack of affordable housing can be a significant hardship for low- and moderate-income households, preventing them from meeting other basic needs. Stakeholders and residents reported that affordable housing for families and individuals is a significant issue in Gainesville, and according to the 2013-2017 ACS, housing costs have increased substantially for renters since 2000.

In addition to reviewing the current housing market conditions, this section analyzes the availability of assisted and public housing and facilities to serve homeless individuals and families. It also analyzes local economic conditions, and summarizes existing economic development resources and programs that may be used to address community and economic development needs identified in the Needs Assessment.

MA-10 NUMBER OF HOUSING UNITS – 91.210(A)&(B)(2)

Introduction

The 2013-2017 Five-Year American Community Survey estimated that there are 13,692 housing units in Gainesville, with an occupancy rate of 90% (Table 27). Unit types are nearly evenly split between single-family (48%) and multifamily (49%). The largest share of units are single-family detached structures (43%), and attached single units (townhomes) make up a much smaller share of the stock (5%). The largest share of multifamily units (28%) is found in medium-sized complexes (5-19 units). Large complexes account for 14% of Gainesville homes, while units in small buildings – duplexes, triplexes, and fourplexes – account for only 7%.

There are an estimated 224 units of other types of housing in Gainesville, including mobile homes, RVs, and vans, making up 2% of residences citywide. This figure has increased from an estimate of around 153 five years ago. While some manufactured housing/mobile homes are scattered throughout the city, there are also mobile home parks such as Suburban and Downtowner Mobile Home Parks in the southwest part of the city.

As Table 28 shows, just over a third of Gainesville households own their homes (36%), and nearly two-thirds rent (64%). This is much lower than the statewide homeownership rate of 63%. Nearly all owned-housing in Gainesville has at least two bedrooms: 17% has two bedrooms and 82% has three or more bedrooms. Rental units tend to be smaller: nearly a quarter of units are studios or one-bedroom units (24%). The most common rental unit contains two bedrooms (45%), while less than a third (31%) of renters live in homes with three or more bedrooms.

Input from stakeholders indicates that new construction or rehabilitation of affordable rental units is the greatest housing need in the community.

Residential Properties by Number of Units

TABLE 27 – RESIDENTIAL PROPERTIES BY UNIT NUMBER

Property Type	Number	Percent
1-unit detached structure	6,069	43%
1-unit, attached structure	751	5%
2-4 units	1,036	7%
5-19 units	3,953	28%
20 or more units	1,929	14%
Mobile Home, boat, RV, van, etc	224	2%
Total	13,962	100%

Data Source: 2013-2017 ACS

Unit Size by Tenure

TABLE 28 – UNIT SIZE BY TENURE

Unit Size	Owners		Renters	
	Number	Percent	Number	Percent
No bedroom	34	1%	325	4%
1 bedroom	21	0%	1,583	20%
2 bedrooms	770	17%	3,590	45%
3 or more bedrooms	3,741	82%	2,518	31%
Total	4,566	100%	8,016	100%

Data Source: 2013-2017 ACS

Describe the number and targeting (income level/type of family served) of units assisted with federal, state, and local programs.

The Gainesville Housing Authority (GHA) has 486 public housing units in three developments including Melrose Homes, Harrison Square, and various scattered sites. The average household income for GHA's public housing residents is \$15,237, which is considerably less than the median household income in Gainesville which is currently \$41,250.

Additional assisted housing in the city of Gainesville includes Low Income Housing Tax Credit (LIHTC) properties, properties supported by Project-Based Section 8 subsidies, and Housing Choice Vouchers.

There are eight developments funded by tax credits and 385 Project Based Section 8 units in three developments. The Georgia Department of Community Affairs administers Housing Choice Vouchers for Gainesville, and there are currently 93 vouchers in use within the city.

The City has a rehabilitation loan program that is available to anyone with income limits at or below 80 percent of AMI. There is also an Emergency Repair grant program, for the elderly or disabled that provides funds up to \$10,000 for emergency repairs and/or accessibility improvements.

Provide an assessment of units expected to be lost from the affordable housing inventory for any reason, such as expiration of Section 8 contracts.

No units are expected to be lost from the publicly-assisted affordable housing inventory over the next five years. The next projects facing decision points regarding expiring affordability periods are under contract until 2026.

Does the availability of housing units meet the needs of the population?

Cost burden data shows that affordability needs are particularly severe for renters with incomes under 30% of HUD Area Median Family Income (HAMFI), affecting over a thousand households. Input collected from stakeholders and public meeting attendees strongly suggests that a scarcity of available rental units in Gainesville is driving up housing costs and leading to a decline in housing conditions.

On the ownership side, income and home value data indicate starter home prices in Gainesville that are out of reach for many moderate and middle income households. Affordability data in the Needs Assessment supports this, with cost burdens impacting considerable shares of households up to 100% HAMFI.

In terms of unit size, overcrowding impacts a significant number of households, particularly renters. The Needs Assessment identified 919 overcrowded households, most of whom were renters (794 households). The vast majority of these are single-family households (774). Considering that the majority of rental units contain two bedrooms or fewer (69%), future affordable housing development should reflect continued need for 3+ bedroom rental units for larger families.

Describe the need for specific types of housing.

The community survey indicates a high need for family housing, senior housing, housing that accepts Section 8 vouchers, new affordable rental units, and new housing for homeownership. Community members also noted the need for affordable senior housing, including one-bedroom rental units. Data discussed in the following section indicates the need for rental housing for very low income households and for-sale housing that is affordable based at median income levels.

MA-15 HOUSING MARKET ANALYSIS: COST OF HOUSING - 91.210(A)

Introduction

This section reviews housing costs and affordability in Gainesville. As a general rule, Gainesville has tended to have slightly higher housing costs than Georgia as a whole based upon the access to the lake and the volume of historic homes within the city. This continues to be true for for-sale housing. As Table 29 shows, median home value in Gainesville is estimated at \$172,300 according to 2013-2017 ACS data. The median value throughout Georgia is \$158,400. The median household income in Gainesville, \$41,250, is significantly below the statewide median of \$52,977. This higher cost, combined with lower median wages, indicate a likely shortage of affordable for-sale housing. This could be a cause of the city's below-average home ownership rates as residents are unable to purchase homes and remain in rental housing.

Based on 2013-2017 ACS data, median rent in Gainesville is \$702, which is below the statewide median of \$733. About 68% of Gainesville rental units cost between \$500 and \$999 a month, and 17% have rents under \$500 a month. Rental rates are \$1,000 or more for 15% of rental housing units. Public engagement conducted as part of the Consolidated Plan process indicates that this data on housing costs may be outdated, as stakeholders believed rents of \$1,000 or more were becoming increasingly common and that a unit with a rent under \$700 was almost nonexistent.

The need for improvement or construction of affordable rental units is the most commonly identified housing issue in Gainesville, with data and local perceptions both indicating affordability issues, particularly for households with incomes below 80% of the area median.

Ability to afford housing is tied to other needs identified in the community, including homelessness, housing and services for people with disabilities, senior housing, and availability of housing for people re-entering the community from long-term care facilities or other institutions.

Cost of Housing

TABLE 29 – COST OF HOUSING

Cost of Housing	Base Year: 2000	Most Recent Year: 2017	% Change
Median Home Value	\$129,500	\$172,300	33%
Median Contract Rent	\$522	\$702	34%

Data Source: 2000 Census (Base Year), 2013-2017 ACS (Most Recent Year)

TABLE 30 - RENT PAID

Rent Paid	Number	Percent
Less than \$500	1,353	17%
\$500-999	5,295	68%
\$1,000-1,499	915	12%
\$1,500-1,999	94	1%
\$2,000 or more	169	2%
Total	7,826	100%

Data Source: 2013-2017 ACS

Housing Affordability

TABLE 31 – HOUSING AFFORDABILITY

Units Affordable to Households Earning	Renter	Owner
30% HAMFI	760	No Data
50% HAMFI	1,300	1,740
80% HAMFI	4,685	1,150
100% HAMFI	No Data	575
Total	6,745	3,465

Data Source: 2011-2015 CHAS

Monthly Rent

TABLE 32 – FISCAL YEAR 2018 HOME AND FAIR MARKET RENTS FOR HALL COUNTY

Monthly Rent (\$)	Efficiency (no bedroom)	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom
Fair Market Rent	\$682	\$725	\$847	\$1,108	\$1,190
High HOME Rent	\$682	\$725	\$847	\$1,092	\$1,190
Low HOME Rent	\$562	\$602	\$722	\$835	\$931

Data Source: HUD FMR and HOME Rents

Is there sufficient housing for households at all income levels?

Table 31 estimates the number of units in Gainesville affordable to renters and owners at a variety of income levels, which can be compared to the number of households at each income level, as provided in Table 8 of the Needs Assessment.

According to CHAS estimates, there are 1,775 renters with incomes under 30% HAMFI, but only 565 rental units affordable at that income level are reported in Table 31. Thus, there is insufficient rental housing for

households with very low incomes. At other income levels, there appear to be a sufficient number of renter units affordable to renter households at that income level. However, these figures do not take into account unit condition or size; nor do they reflect the possibility that a unit that would be affordable to a low or moderate income household may be unavailable to them because it is occupied by a higher income household.

Turning to owners, there are an estimated 784 owner households with incomes at or below 50% HAMFI in Gainesville, but Table 31 reports only 490 owner-occupied housing units affordable at that income level. This leaves a deficit of 294 affordable owner-occupied units. At the next income levels there appear to be adequate affordable units. As with rental housing, these figures do not take into account housing size or condition, or the possibility that higher income households will choose to occupy lower cost units.

The National Low Income Housing Coalition's Out of Reach data examines rental housing rates relative to income levels for counties and metro areas throughout the U.S. To afford a two-bedroom rental unit at Hall County's Fair Market Rent (FMR) of \$725 without being cost burdened would require an annual wage of \$29,000. This amount translates to a 40-hour work week at an hourly wage of \$14, a 77-hour work week at minimum wage, or a 37-hour work week at the county's average renter wage of \$16.28. To afford a three-bedroom unit at the FMR of \$1,108 would require an annual wage of \$44,320.

How is affordability of housing likely to change considering changes to home values and/or rents?

Table 29 shows that median home value increased by 33% from the 2000 Census to the 2013-2017 ACS, and median rent increased by 34%. While home values may have fallen and rents stagnated within that period during the Great Recession, they have since recovered, and affordability has, in turn, decreased. A tight rental market and a lack of affordable for-sale housing and slow wage growth all indicate that housing affordability is likely to continue as an issue in Gainesville.

How do HOME rents / Fair Market Rent compare to Area Median Rent? How might this impact your strategy to produce or preserve affordable housing?

Table 32 above shows HUD Fair Market Rents and HOME rents for Hall County. The median contract rent of \$702 is roughly between the fair market rent an efficiency housing unit and a one bedroom. With about 85% of rents in Gainesville under \$1,000 per month, rental housing should be available at fair market rents for nearly all unit sizes.

Note that this data does not reflect housing condition, which is an important consideration. While the rent may be affordable, substandard housing conditions may make a unit unsafe or lead to exceptionally high utility costs, negating any savings in rent as compared to a more expensive unit.

Discussion

Based on 2013-2017 ACS data provided by HUD, it appears that there is a need for additional housing for those at or below 30% HAMFI. There are only 565 rental units identified that meet, resulting in a shortage

of 1,210 units compared to households in this group. This also supports the need for Section 202 and Section 8 developments. There is also a need for owner housing for those at or below 50% HAMFI.

MA-20 HOUSING MARKET ANALYSIS: CONDITION OF HOUSING – 91.210(A)

Introduction

This section examines the condition of housing in Gainesville, including the presence of selected housing conditions: (1) lack of complete plumbing facilities, (2) lack of complete kitchen facilities, (3) more than one person per room, and (4) cost burden greater than 30%. This section also examines the age of housing stock, vacancy rate and suitability of vacant housing for rehabilitation, and the risk of lead-based paint hazards.

According to 2013-2017 ACS estimates, about 40% of rental units and one-quarter of owner units have one of the selected housing conditions. CHAS data discussed in the Needs Assessment indicates that cost burdens are by far the most common housing condition. Less than 1% of owner units have two or more selected conditions (14 units). For renters, 8% of units have two conditions (651 units), and none have three or more conditions. These figures indicate that rental units are more likely to be physically substandard (i.e., lack a complete kitchen or plumbing).

Age of housing reflects periods of development in Gainesville. The city contains a significant supply of housing built prior to 1980, which is split fairly evenly between renters and owners. A much larger percentage of renter units (39%) were built from 1980-1999 than owner units (27%). The newest units, built after 2000, contain a higher percentage of owners (30%) than renters (20%). It is important to note that the absolute number of rental households outnumber owner households in each category because of the greater overall number of rental units. While some older homes may be well-maintained, the considerable share of housing built prior to 1980 indicates potential need for rehabilitation assistance.

Describe the jurisdiction’s definition for “substandard condition” and “standard condition but suitable for rehabilitation.”

For the purpose of this Consolidated Plan, the City of Gainesville defines units to be in “standard condition” if they meet HUD Section 8 housing quality standards. A unit is defined as “substandard” if it lacks complete plumbing, a complete kitchen, or heating fuel (or uses heating fuel that is wood, kerosene, or coal). A unit is “substandard but suitable for rehabilitation” if it lacks complete plumbing, a complete kitchen or a reliable and safe heating system but has some limited infrastructure that can be improved upon. These units are likely to have deferred maintenance and may have some structural damage such as leaking roofs, deteriorated interior surfaces, and inadequate insulation. They may not be part of public water or sewer systems, but will have sufficient systems to allow for clean water and adequate waste disposal.

There are an estimated 1,380 vacant housing units in Gainesville. The City does not have counts of units that are substandard, substandard but suitable for rehabilitation, abandoned, or real estate owned (REO

properties), as this would require evaluating units on a house-by-house basis. In general, however, units with more than one substandard condition and older units are more difficult to rehabilitate. A rough assessment of conditions can be made by considering housing age and absence of basic amenities.

Condition of Units

TABLE 33 - CONDITION OF UNITS

Condition	Owners		Renters	
	Number	Percent	Number	Percent
With one selected condition	1,106	24%	3,477	43%
With two selected conditions	0	0%	651	8%
With three selected conditions	14	0%	40	0%
With four selected conditions	0	0%	26	0%
No selected conditions	3,446	75%	3,822	48%
Total	4,566	100%	8,016	100%

Data Source: 2013-2017 ACS

Year Unit Built

TABLE 34 – YEAR UNIT BUILT

Year Unit Built	Owners		Renters	
	Number	Percent	Number	Percent
2000 or later	1,375	30%	1,636	20%
1980-1999	1,236	27%	3,153	39%
1950-1979	1,592	35%	2,534	32%
Before 1950	363	8%	693	9%
Total	4,566	99%	8,016	100%

Data Source: 2013-2017 ACS

Risk of Lead-Based Paint Hazard

TABLE 35 – RISK OF LEAD-BASED PAINT

Risk of Lead-Based Paint Hazard	Owners		Renters	
	Number	Percent	Number	Percent
Total units built before 1980	1,955	43%	3,227	40%
Housing units built before 1980 with young children (age 6 or younger) present	165	4%	840	11%

Data Source: 2013-2017 ACS (Total Units) 2011-2015 CHAS (Units with Children present)

Vacant Units

TABLE 36 - VACANT UNITS

Vacant Units	Number	Percent
For rent	593	43%
For sale	84	6%
Rented or sold but not occupied	84	6%
For seasonal, recreational, or occasional use	120	9%
Other vacancies	499	36%
Total	1,380	100%

Data Source: 2013-2017 ACS

Describe the need for owner and rental rehabilitation based on the condition of the jurisdictions' housing.

Community input from local stakeholders and residents indicates substantial need for rental housing rehabilitation. Survey respondents ranked “grants to improve affordable rental housing,” as the highest need among those listed. Data regarding housing conditions indicates that 465 rental units in Gainesville have at least two housing conditions, which are likely to include cost burdens and one other condition (overcrowding, lack of complete kitchen, or lack of complete plumbing). CHAS data from the Needs Assessment indicates that there are 30 renter households with incomes below the area median who lack complete kitchens or plumbing. Additionally, one in ten rental housing units was built before 1950, indicating the highest risk for deferred maintenance and rehabilitation need. Additionally, a third of rental housing was built between 1950 and 1980, and as this housing ages, maintenance needs will continue to grow.

Rehabilitation for owner-occupied units was not mentioned as frequently by stakeholders, although just under half of survey respondents indicated that there is a high need for “help for homeowners to make housing improvements.” Owners are less likely to lack complete kitchens or plumbing, and therefore are less likely to live in substandard housing. However, housing age indicates that some owner-occupied units are at risk of deferred maintenance and may currently or in the near future be in need of some rehabilitation, given that nearly half of units were built prior to 1980. Additionally, seniors living on Social Security or retirement income may have paid off their mortgages but are now unable to afford necessary repairs and maintenance as their homes age.

Estimate the number of housing units within the jurisdiction that are occupied by low or moderate income families that contain lead-based paint hazards.

Exposure to lead-based paint represents one of the most significant environmental threats from a housing perspective. Housing conditions can significantly affect public health, and exposure to lead may cause a range of health problems for adults and children. The major source of lead exposure comes from lead-contaminated dust found in deteriorating buildings, including residential properties built before 1978 that contain lead-based paint.

Unfortunately, measuring the exact number of housing units with lead-based paint hazards is difficult. However, risk factors for exposure to lead include housing old enough to have been initially painted with lead-based paint (i.e., pre-1978), households that include young children, and households in poverty. Table 34 identifies the total number of housing units built before 1980, and the total number of renter and owner units built before 1980 that house children under age 6. As shown, this includes 165 owner-occupied units (or 4% of total owner-occupied housing) and 840 renter-occupied units (or 11% of total renter-occupied housing) with at least two risk factors for exposure to lead-based paint.

Broadband Access Availability

As discussed in NA-10, broadband internet is increasingly necessary for adults to access job ads and applications, online continuing education and college programs, and social service and housing resources. For children and teens, online education resources are also important. There are three considerations to be taken into account in assessing internet access: (1) need for broadband wiring and for connections to broadband service; (2) competitive pricing and service resulting from having more than one internet service provider within an area; and (3) affordability of broadband service for low- and moderate-income households.

According to the Federal Communication Commission's database and maps of broadband availability, 99.3% of Gainesville's population lives in areas with access to three or more service providers offering internet service at download speeds of 25 megabits per second (Mbps) or higher and upload speeds of 3 Mbps, which would be sufficient for most use. The remaining 0.7% of the population has access to two providers with these speeds. The FCC's data indicates that the availability of broadband connections through a variety of providers should not be an issue in Gainesville.

Despite the availability of several internet access providers, affordability may still be a challenge for many low- and moderate-income households, including homeless individuals and families. As discussed in the Needs Assessment, several organizations providing housing or otherwise serving the Gainesville community do provide computer and internet access, including the Gainesville Housing Authority, Gainesville City Schools, Gainesville-Hall County Senior Life Center, Hall County Public Libraries, and others. Additionally, the City of Gainesville provides free public wireless internet at several areas in the city.

Environmental Resiliency

The impacts of environmental hazards on low- and moderate-income households is an important consideration for regional planners, city staff, and housing and service providers in Gainesville. The Hall County Emergency Management Agency (EMA) provides emergency preparedness and management for residents living in Gainesville. In 2017, the County adopted a Hazard Mitigate Update covering 2016 through 2021, and Gainesville and other cities in the county signed onto the plan. The Update identified hazards most likely to impact the County and each of its cities. According to this assessment, Gainesville is most vulnerable severe weather (such as lightning, thunderstorms, and hailstorms), high wind, tornadoes, and drought. Each of these hazards have a high probability of occurring, may occur frequently, and may be extremely severe.

To mitigate environmental hazards in the County, EMA identified a variety of techniques focused primarily on prevention, emergency services, and public education and awareness. High priority hazards mitigation techniques include:

- Utilize planning and zoning regulations to deter development in flood plains
- Enforce building design standards related to flooding
- Maintain National Flood Insurance Program (NFIP) compliance
- Purchase and install outdoor warning sirens
- Create a community outreach program regarding winter storms, particularly roof damage and regulation
- Create a community education campaign regarding safe sheltering during tornadoes/severe thunderstorms
- Utilize Firewise Communities program to inform public about threat of wildfires and encourage planning initiatives
- Institute water use ordinances and enforce water use ordinances currently in place
- Update inventory of generators at critical facilities
- Maintain generators at all critical facilities
- Maintain safety procedures/policies/plans in accordance with state and federal regulations
- Maintain an active and viable Local Emergency Planning Committee (LEPC)
- Continue to train and equip first responders in hazardous materials operations

Over the next few years, Hall County EMA, Hall County Public Works, Hall County and municipal fire departments, municipal planning departments, and other partners will work to implement these and other strategies to prevent and mitigate natural and manmade hazards.

MA-25 PUBLIC AND ASSISTED HOUSING – 91.210(B)

Introduction

Public housing in the city of Gainesville is managed by the Gainesville Housing Authority. The quasi-governmental authority is governed by a five-member board of commissioners appointed by the mayor of Gainesville. GHA manages a total of 486 public housing units in Gainesville and receives federal funds to modernize and repair those units. The City of Gainesville Community Development Department works closely with the Housing Authority to offer financial literacy classes to public housing residents and other citizens. Efforts are also being made to identify Housing Authority residents that may be ready for homeownership and then directing them to the City's down payment assistance program which is available to assist residents with purchasing a new home. Such actions will help housing authority residents become more independent and make units available for other families with affordable housing needs.

The City of Gainesville does not manage or oversee GHA funds. The questions in this section are answered only from the perspective of the PHA.

Totals Number of Units

TABLE 37 – TOTAL NUMBER OF UNITS BY PROGRAM TYPE

	Program Type								
	Certificate	Mod-Rehab	Public Housing	Vouchers					
				Total	Project - based	Tenant - based	Special Purpose Voucher		
							Veterans Affairs Supportive Housing	Family Unification Program	Disabled*
# of units vouchers available			495						
# of accessible units									

***Note:** Includes Non-Elderly Disabled, Mainstream One-Year, Mainstream Five-Year, and Nursing Home Transition

Data Source: PIC (PIH Information Center)

Describe the supply of public housing developments. Describe the number and physical condition of public housing units in the jurisdiction, including those that are participating in an approved Public Housing Agency Plan.

The GHA manages two large complexes and a number of scattered sites. Melrose Homes contains 114 units, Harrison Square contains 75, and there are 168 scattered site units. The units range from efficiencies to five bedroom units. In 2018, a Low Income Housing Tax Credit development known as Walton Summit opened replacing 131 GHA-owned units of functionally obsolete public housing. When all three phases of Walton Summit are complete, the development will contain over 250 units, a mixture of public housing, income-restricted, and market rate units.

The GHA operates a total of 486 units of public housing. Melrose Homes contains 114 units, Harrison Square contains 75, there are 168 scattered site units, and additional public housing units in the new Walton Summit development. Inspection scores for the two public housing properties are provided in Table 38. These have decreased by an average of about nine points from the scores five years ago, indicating a decline in property conditions.

Public Housing Condition

TABLE 38 - PUBLIC HOUSING CONDITION

Public Housing Development	Average Inspection Score
Harrison Square	76
Melrose Homes	73

Data Source: HUD Physical Inspection Scores

Describe the restoration and revitalization needs of public housing units in the jurisdiction.

The GHA is pursuing programs and tools to update the community's public housing inventory. Green Hunter Homes, a 131-unit public housing property, was demolished to make way for the Walton Summit; approximately 40 of the new units will be public housing once all phases of the project are completed. Melrose and Harrison Square are both older properties that carry significant ongoing maintenance costs. The GHA is applying to HUD for the ability to convert these remaining public housing units under the Rental Assistance Demonstration (RAD) program. If approved, this would give the GHA opportunities to leverage its real estate assets to replace and/or rehabilitate these units.

Describe the public housing agency's strategy for improving the living environment of low- and moderate-income families residing in public housing.

In addition to routine maintenance and lawn care the GHA offers 24/7 emergency services for residents. The Authority also partners with area organizations to offer additional opportunities for residents including the following:

- English classes
- Income tax assistance
- Case management
- Adult Computer Classes
- Childcare
- Credit Issues
- Community Services
- Educational Goals
- Employment Readiness
- Financial Literacy
- Housing
- Home-ownership Counseling
- Disability Counseling
- Support Services
- Nutrition
- Healthcare
- Accessible Resources
- Senior Employment Volunteer Opportunities

Additionally, the Resident Opportunity and Supportive Services Program (ROSS) supports public housing residents by linking them with valuable community resources to obtain economic self-sufficiency, independence, improved quality of life, and in some cases, helping individuals maintain stable housing as they age.

MA-30 HOMELESS FACILITIES AND SERVICES – 91.210(C)

Introduction

Survey results indicate high levels of need for all homelessness services, especially access to homeless shelters, homelessness prevention, and permanent housing.

There are approximately 98 total beds offered for the homeless by seven agencies in the City of Gainesville. These include both emergency and transitional beds for individuals and for families. The majority of the funding for homeless services is provided by the Georgia Department of Community Affairs through the “Balance of State Continuum of Care”. Funding is the greatest obstacle to addressing this goal.

Several organizations operating in Gainesville provide facilities and/or housing targeted to the homeless. These are described in detail below. The table below summarizes the number of beds and units that are available within Hall County.

Facilities and Housing Targeted to Homeless Households

TABLE 39 - FACILITIES AND HOUSING TARGETED TO HOMELESS HOUSEHOLDS

	Emergency Shelter Beds		Transitional Housing Beds	Permanent Supportive Housing Beds	
	Year Round Beds (Current & New)	Voucher / Seasonal / Overflow Beds	Current & New	Current & New	Under Development
Households with adult(s) and child(ren)	32	66			
Households with only adults					
Chronically homeless households					
Veterans					
Unaccompanied youth					

Data Source: Review of local providers by Mosaic Community Planning

Describe mainstream services, such as health, mental health, and employment services to the extent those services are used to complement services targeted to homeless persons.

A variety of mainstream services are available to complement the other more targeted services offered to people who are homeless, however, their availability is often constrained due to funding. These mainstream services, while not specifically designed for or targeted to people who are homeless, are available and accessible to them and can support their access to healthcare and employment opportunities.

The City of Gainesville is home to the main campus for the Northeast Georgia Health System (NGHS), a regional not-for-profit community health system in northeast Georgia. NGHS offers a full range of healthcare services. The flagship Gainesville Hospital features capacity for 557 inpatients, including 261-skilled nursing beds, a Level II Trauma Center, 23 operating rooms, emergency services, a 32-bed Intensive Care Unit (ICU), the Ronnie Green Heart Center (18-bed Cardiovascular ICU and 17-Bed Critical Care Unit), and Women & Children's Pavilion with Level III Neonatal Intensive Care Unit (NICU). Additional facilities in Hall County include: seven urgent care centers, a mental health and substance abuse treatment center, a satellite cancer treatment center, long-term care centers, six outpatient physical, occupational and speech therapy locations, and in-home services such as hospice.

The Hall County Library provides resources and services for the purpose of information, education, business, and recreational needs. The Hall County Library provides the public with access to the internet and computers provided for adults and children library cardholders, a computer lab for computer classes is offered, public meeting rooms are available for non-profit organizations, reference assistance and referrals are provided, consumer reports and legal forms are available, reader's advisory assistance is offered, reading, literacy, and educational programs are offered for children and adults.

The Atlanta Office of Consumer Credit Counseling Service has a local branch and provides credit counseling to the public and teaches the credit sessions of the local home buyer education classes. These services include budget counseling, debt management plans, and community outreach activities. The Georgia Department of Labor provides job placement, unemployment insurance, vocational rehabilitation, job search assistance, and job training services at the Gainesville Career Center, which serves five counties (Dawson, Forsyth, Hall, Lumpkin, and White).

List and describe services and facilities that meet the needs of homeless persons, particularly chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth. If the services and facilities are listed on screen SP-40 Institutional Delivery Structure or screen MA-35 Special Needs Facilities and Services, describe how these facilities and services specifically address the needs of these populations.

Gainesville Action Ministries

The primary function of Gainesville Action Ministries is to assist individuals and families struggling with the issues of homelessness. The ministry combines programs of emergency financial assistance, food and clothing assistance, and other in-kind relief with case management and referrals to other local resources

available to people in crisis. They also provide educational programs. The primary groups served are the working poor struggling with homelessness and the elderly.

The Salvation Army

The Salvation Army provides food, shelter, and clothing. Most of their services target the temporary homeless population; they do however also serve several chronically homeless. They offer adult rehabilitation, emergency disaster services, emergency financial assistance, housing and homeless services, hunger relief, and youth services.

Gateway Domestic Violence Center

The Gateway Domestic Violence Center provides services to women and children who are victims of domestic violence. They provide a crisis hotline, food, shelter, clothing, toiletries, medicine, transportation, support groups, life skills training, occupational therapy, legal advocacy, community outreach, and case management.

Gainesville City Baptist Rescue Mission

The Gainesville City Baptist Rescue Mission provides food, shelter, and clothes to homeless men in the City of Gainesville.

Avita Community Partners

Avita Community Partners promotes safe, stable, and meaningful lives for citizens within a 13-county area of northeast Georgia. They provide services and programs such as mental health services, addictive diseases services, and child and adolescent services. They also provide crisis apartments for clients.

Ninth District Opportunity

NDO's housing programs are designed to assist households that are currently homeless or in imminent danger of becoming homeless with the establishment of long-term housing stability through limited financial assistance and intense case management services. Enrollment in the agency's housing programs are limited to applicants that are either literally homeless or are in imminent risk of eviction that meet the program income requirements (50% AMI for ReHousing and 30% AMI for Prevention) and have demonstrated a lack of resources that would allow them to resolve the crisis without program intervention.

Ninth District Opportunity's Community Services Department works directly with low-income families to reduce the impact of poverty in the local communities of North Georgia. Each participant is evaluated in ten dimensions to determine the barriers to self-sufficiency and establish an achievable work plan customized to the individual household needs.

Services offered through the Community Services department:

- Community Resource Coordination
- Crisis Rent and Utility Assistance
- Emergency Food Assistance
- Family Development Counseling
- Income Management Counseling
- Employment Counseling
- Work Experience Placement
- SSI Advocacy (SOAR Certified)

- Education Counseling and Referral Services
- Transportation Assistance
- Indigent Medication Assistance
- SNAP (Food Stamp) Applications

Family Promise of Hall County

After a 90 day case management program, families may participate in the Next Step Affordable Housing Program, which uses houses donated to be used as rental properties. Families pay monthly rent based on their income. Their utilities are covered by that rent payment and the remainder is deposited into a savings account for the family.

My Sister's Place, Inc.

My Sister's Place provides homeless shelter for women and their children. The organization also provides for immediate needs like food, shelter, transportation and clothing.

MA-35 SPECIAL NEEDS FACILITIES AND SERVICES – 91.210(D)

Introduction

This section describes the housing and social service needs of Gainesville's special populations including the elderly, frail elderly, domestic violence victims, residents with diagnosis of HIV/AIDS, and residents with substance abuse, mental health, or disability diagnosis.

Including the elderly, frail elderly, persons with disabilities (mental, physical, developmental), persons with alcohol or other drug addictions, persons with HIV/AIDS and their families, public housing residents and any other categories the jurisdiction may specify, describe their supportive housing needs.

The primary housing and supportive needs of these subpopulations (the elderly, frail elderly, persons with disabilities, persons with HIV/AIDS and their families, persons with alcohol or drug addiction, victims of domestic violence, and persons with a criminal record and their families) were determined by input from both service providers and the public through the survey, public meetings, and stakeholder interviews. These needs include affordable, safe housing opportunities in areas with access to transportation, commercial and job centers, and social services including counseling and case management.

Persons with disabilities often require accessible features and ground floor housing units and use of supportive/therapeutic animals. Victims of domestic violence need safe housing, removal of barriers to relocation, and protection from perpetrators. Persons with criminal records and their families may be disqualified from public housing or Housing Choice Voucher assistance, and accordingly, assistance with housing for low-income members of this subpopulation must be provided by other nongovernmental organizations.

Describe programs for ensuring that persons returning from mental and physical health institutions receive appropriate supportive housing.

Supportive housing is frequently a need for people with mental health and substance abuse disorders after being discharged from inpatient treatment in order to prevent homelessness. Local service providers are well-networked and often make referrals to one another to provide shelter, temporary food, clothing, and other immediate services.

Specify the activities that the jurisdiction plans to undertake during the next year to address the housing and supportive services needs identified in accordance with 91.215(e) with respect to persons who are not homeless but have other special needs. Link to one-year goals. 91.315(e)

Gainesville's first year Annual Action Plan specifies the activities the jurisdiction plans to undertake in the coming program year. While the plan does not include activities specifically targeted to these non-homeless special needs populations, several activities are expected to provide a community-wide benefit which will support some of the unique needs of people within these subpopulations.

MA-40 BARRIERS TO AFFORDABLE HOUSING – 91.210(E)

Describe any negative effects of public policies on affordable housing and residential investment.

Market data and stakeholder input both suggest a tight housing market in Gainesville, with low vacancy rates and increasing housing costs. While the market depends largely on the private sector to provide housing, there are roles the City and others can play through policy and regulation that may encourage greater private investment in new housing development in Gainesville.

Several aspects of the City's zoning code could potentially have a negative effect on housing development. For example, the City may want to consider adopting means to allow more flexibility in density and affordable housing development by carving out additional residential zoning districts or subdistricts that allow for a greater mix of housing types, lower minimum lot sizes, and higher multifamily density, and other alternatives such as relaxing the infill residential development standards, providing for cluster developments, density blending, and transfer of development rights in appropriate locations. Permitting or incentivizing conversion of single-family dwellings in high opportunity intown neighborhoods to two-family, 3-family, or multifamily dwellings on large lots also is a strategic way to address the need for more density and infill development in established neighborhoods.

Moreover, the City's land use regulations could go beyond just meeting the minimum FHA standards and affirmatively further and incentivize the development of affordable housing with inclusionary zoning policies. Gainesville has not adopted specific development incentives like density bonuses, reduced parking, or design waivers, reduced or waiver of development impact fees, administrative variances, or expedited permitting for the development of affordable or low-income housing or housing for protected classes.

Taken together, these zoning tools could potentially allow for more supply of housing, which helps put downward pressure on rental and sale prices, so that moderate and low-income families have access to those neighborhoods and all the congruent benefits that come with higher opportunity areas such as access to jobs, better schools, access to transportation, and access to cultural amenities and public accommodations.

MA-45 NON-HOUSING COMMUNITY DEVELOPMENT ASSETS – 91.215 (F)

Introduction

Gainesville and Hall County benefit from a growing and diverse economic base. From 2010 to 2015, the number of jobs in the city increased by 9,807 or 31%. Within Gainesville, largest employment sectors are: (1) education and health care services and (2) manufacturing. According to the Georgia Mountains Regional Commission's *Georgia Mountains Comprehensive Economic Development Strategy & Regional Plan* (CEDS), manufacturing is the most prominent form of employment in the region, with a significant number of those employees working in the food processing industry (particularly poultry processing) around Gainesville.

Following manufacturing, the region's most common employment sectors are retail trade, health care, and accommodation/food services. Recent trends indicate a decline in goods production sectors and an increase in commercial and medical services sectors.

This section examines Gainesville's economic development assets and needs aside from housing, including business activity, workforce, economic activities, and educational attainment.

Business Activity

TABLE 40 - BUSINESS ACTIVITY

Business by Sector	Number of Workers	Number of Jobs	Share of Workers	Share of Jobs	Jobs less Workers
Agriculture, Mining, Oil & Gas Extraction	357	50	2%	0%	(2%)
Arts, Entertainment, Accommodations	1,507	2,893	9%	7%	(2%)
Construction	1,475	969	9%	2%	(7%)
Education and Health Care Services	2,718	13,348	16%	32%	16%
Finance, Insurance, and Real Estate	534	1,633	3%	4%	1%
Information	242	408	1%	1%	0%
Manufacturing	4,256	8,747	25%	21%	(4%)
Other Services	789	590	5%	1%	(4%)
Professional, Scientific, Management Services	1,539	4,226	9%	10%	1%
Public Administration	425	2,367	3%	6%	3%
Retail Trade	1,829	4,064	11%	10%	(1%)
Transportation, Warehousing, Utilities	541	759	3%	2%	(1%)
Wholesale Trade	505	1,353	3%	3%	0%
Total	16,717	41,407	100%	100%	--

Data Source: 2011-2015 ACS (Workers), 2015 Longitudinal Employer-Household Dynamics (Jobs)

Labor Force

TABLE 41 - LABOR FORCE

Total population in the civilian labor force	17,655
Civilian employed population 16 years and over	16,999
Unemployment rate	3.7%
Unemployment rate for ages 16-24	5.1%
Unemployment rate for ages 25-65	3.6%

Data Source: 2013-2017 ACS

TABLE 42 – OCCUPATIONS BY SECTOR

Occupations by Sector	Number	Percent
Management, business, and financial	1,510	9%
Science and arts	2,419	14%
Farming, fisheries, and forestry	157	1%
Service	2,934	17%
Sales and office	3,719	22%
Construction, extraction, maintenance, and repair	1,604	9%
Production, transportation, and material moving	4,656	27%
Total	16,999	100%

Data Source: 2013-2017 ACS

Travel Time

TABLE 43 – TRAVEL TIME

Travel Time	Number	Percentage
< 30 Minutes	11,725	72%
30-59 Minutes	3,506	22%
60 or More Minutes	1,041	6%
Total	16,272	100%

Data Source: 2013-2017 ACS

Education

TABLE 44 - EDUCATIONAL ATTAINMENT BY EMPLOYMENT STATUS (POPULATION AGE 25 TO 64)

Educational Attainment	In Labor Force		Not in Labor Force
	Civilian Employed	Unemployed	
Less than high school graduate	3,713	139	1,219
High school graduate (includes equivalency)	3,060	75	1,512
Some college or Associate's degree	3,257	115	867
Bachelor's degree or higher	3,199	164	491

Data Source: 2013-2017 ACS

TABLE 45 - EDUCATIONAL ATTAINMENT BY AGE

Educational Attainment	Age				
	18–24 yrs	25–34 yrs	35–44 yrs	45–64 yrs	65+ yrs
Less than 9th grade	70	710	1,175	1,217	457
9th to 12th grade, no diploma	735	572	894	503	370
High school graduate, GED, or alternative	1,193	1,781	1,135	1,731	1,249
Some college, no degree	2,032	1,193	677	1,277	846
Associate's degree	182	448	240	404	225
Bachelor's degree	200	714	382	1,302	925
Graduate or professional degree	0	246	450	760	479

Data Source: 2013-2017 ACS

TABLE 46 – MEDIAN EARNINGS IN THE PAST 12 MONTHS BY EDUCATIONAL ATTAINMENT

Educational Attainment	Median Earnings in the Past 12 Months
Less than high school graduate	\$21,365
High school graduate (includes equivalency)	\$26,693
Some college or Associate's degree	\$29,695
Bachelor's degree	\$50,487
Graduate or professional degree	\$52,439

Data Source: 2013-2017 ACS

Based on the business activity table above, what are the major employment sectors within your jurisdiction?

As shown in the Business Activity table, Gainesville's largest employment sectors are education and health care services (13,348 jobs or 32%), manufacturing (8,747 jobs or 21%), professional, scientific, and management services (4,226 jobs or 10%), and retail trade (4,064 jobs or 10%).

According to the Greater Hall Chamber of Commerce, the five largest employers in Hall County include Northeast Georgia Medical Center (8,331 employees), Hall County School System (3,500 employees), Fieldale Farms Corporation (2,550 employees), Victory Processing (1,730 employees), and Hall County Government (1,706 employees). Fieldale Farms Corporation and Victory Processing are both poultry processing companies; combined with three other poultry processing plants in Hall County, the industry employs 8,240 workers countywide.

Looking at employed Gainesville residents (i.e., "number of workers" in Table 40), the largest shares are employed in manufacturing (4,256 workers or 25%), education and health care services (2,718 workers or 16%), and retail trade (1,829 workers or 11%). The biggest mismatch between workers and available jobs in Gainesville is in the education and health care services industry. Nearly one-third (32%) of the city's jobs are in that industry, but it employs only 16% of city residents who work.

Describe the workforce and infrastructure needs of the business community.

The City of Gainesville's *2040 Comprehensive Plan* identifies economic development needs and opportunities, including:

- Need for knowledge workers to serve expanding hospital and medical facilities
- Need to attract businesses that would employ local graduates
- Balanced economic development strategies to include professional/service-oriented sectors and the manufacturing industry
- Industrial development opportunities available within the city's industrial parks and Midtown area
- Repositioning or redevelopment of Lakeshore Mall and adjacent strip retail to improve competitiveness
- Repositioning or redevelopment of small, partially-vacant Class C medical office space to reduce blight
- Continued use of business investment incentives such as opportunity zones and tax allocation districts
- Expanded incentives for economic development, particularly related to redevelopment of grayfields

The Georgia Mountains Regional Commission's Comprehensive Economic Development Strategy planning process also identified needs related to workforce and business infrastructure. Research has shown that regions with a highly educated workforce experience economic growth both in terms of business attraction and higher income levels. Obtaining a college degree or advanced education and training is important to ensure that the workforce's skills match the needs of desired employers. Further, to ensure that workers do not leave the region, jobs that support a well-educated and skilled workforce are important.

Regional issues related to workforce development identified in the CEDS include:

- Lack of labor skills to support a diverse group of industries
- Need for soft skills/workplace skills training to meet industry needs
- Increasing demand for high quality education facilities and programs
- Perception of low educational attainment by local residents

Community stakeholders also noted the need for workforce training and job search assistance for low and moderate income households. Some stakeholders commented that while training and adult education opportunities may be available in Gainesville, people often have difficulty accessing them due to transportation limitations or lack of childcare. They also indicated that a mentoring program may assist people interested in adult education/job training to complete these programs.

Describe any major changes that may have an economic impact, such as planned local or regional public or private sector investments or initiatives that have affected or may affect job and business growth opportunities during the planning period. Describe any needs for workforce development, business support or infrastructure these changes may create.

There are no major changes anticipated that would impact the workforce development, business support, or infrastructure needs identified in this Consolidated Plan. According to the Greater Hall Chamber of Commerce, recent business growth in Gainesville and Hall County includes expansion of several major employers. In 2018, Kubota completed a new 500,000 square foot facility and added 580 jobs; in 2019, Mincey Marble will complete a 350,000 square foot office and manufacturing center in the Gainesville Business Park. The City of Gainesville is working towards a new 1,300-acre business park and Hall County's Gateway Industrial Centre has proposed a 520-acre expansion.

In addition to expansion at industrial sites, economic development and infrastructure improvements in Downtown Gainesville are expected to continue, including new retail, office, and residential space. Public investment will include streetscaping and additional phases of the Midtown Greenway.

Lanier Technical College opened a Hall County campus in Gainesville January 2019 and will include workforce development and adult/continuing education opportunities.

How do the skills and education of the current workforce correspond to employment opportunities in the jurisdiction?

Gainesville's Comprehensive Plan and the region's CEDS both identified the need for skilled labor and knowledge workers in Gainesville and the region. According to the CEDS, the fastest growing occupations in the region through 2022 are anticipated to be physician assistants, health specialties teachers, nursing instructors and teachers, nurse practitioners, physical therapists, and interpreters and translators. Personal care aide, computer hardware engineer, and insulation worker occupations are also predicted to see growth. Of the 15 fastest growing occupations identified in the CEDS, half are in healthcare, computers, and business operations. One-third generally do not require a bachelor's degree.

WorkSource Georgia Mountains manages Workforce Innovation Opportunity Act (WIOA) funds allocated to the Georgia Mountain Region through the Georgia Department of Economic Development. To identify private sector workforce needs, WorkSource Georgia Mountains partners with economic developers and

industry leaders in the region. Their research (as reported in the CEDS) shows that life sciences and healthcare workers are in high demand in the region, with skilled employees needed by the over 27,000 establishments in these sectors. Additionally, employers are looking for workers with soft skills/workplace skills.

Describe any current workforce training initiatives, including those supported by Workforce Investment Boards, community colleges and other organizations. Describe how these efforts will support the jurisdiction's Consolidated Plan.

WorkSource Georgia Mountains funds education and training to ensure individuals have skills necessary to find jobs with family-sustaining wages and meet the workforce needs of regional employers. Workforce training initiatives include:

- Funding for adults to attend a technical school or college for up to 24 months to receive specialized training in a high-demand field
- Training for inmates readying to return to the workforce
- Incumbent training to assist employers with expenses for new/upgraded skills training for existing employees
- Partial employee salary reimbursement for employers participating in on-the-job training program
- Career coaches providing individualized help such as with job searches, applications, and resumes
- GED training and learning coaches in the Gainesville Regional Youth Detention Center
- Youth apprenticeship program
- Youth conference covering topics such as financial health and resume building

Lanier Technical College also offers adult education, including free GED and English literacy classes, and continuing education programs and certifications, in addition to its career-technical education programs available on-campus and online. Several of its academic programs align with the fastest growing occupations in the region, including nursing, physical therapy, dental hygiene, and other health care occupations.

Programs offered by WorkSource Georgia Mountains and Lanier Technical College closely align with workforce development needs identified in the Consolidated Plan, including job skills training, job search assistance, and assistance for residents with limited English proficiency.

Does your jurisdiction participate in a Comprehensive Economic Development Strategy (CEDS)? If so, what economic development initiatives are you undertaking that may be coordinated with the Consolidated Plan? If not, describe other local/regional plans or initiatives that impact economic growth.

The City of Gainesville participates in the CEDS process with the Georgia Mountains Regional Commission. The *2017-2022 Comprehensive Economic Development Strategy and Regional Plan* (CEDS) covers a 13-county region in northeast Georgia. The CEDS culminated with a list of priority projects, each of which addresses specific goals within the CEDS. Priority projects for the City of Gainesville include airport terminal renovations, an additional phase of the Midtown Greenway, stormwater planning, and

development of a wireless hot zone. The Midtown Greenway and stormwater planning align with priorities identified in the Consolidated Plan related to infrastructure development and improved/expanded bike and pedestrian facilities. The wireless hot zone project expands the availability of free wireless internet access in downtown Gainesville.

The CEDS also identified the availability and accessibility of affordable housing as a key component of long-term sustainability and economic development for the region. The development and preservation of affordable housing in Gainesville is a top priority identified in this Consolidated Plan.

MA-50 NEEDS AND MARKET ANALYSIS DISCUSSION

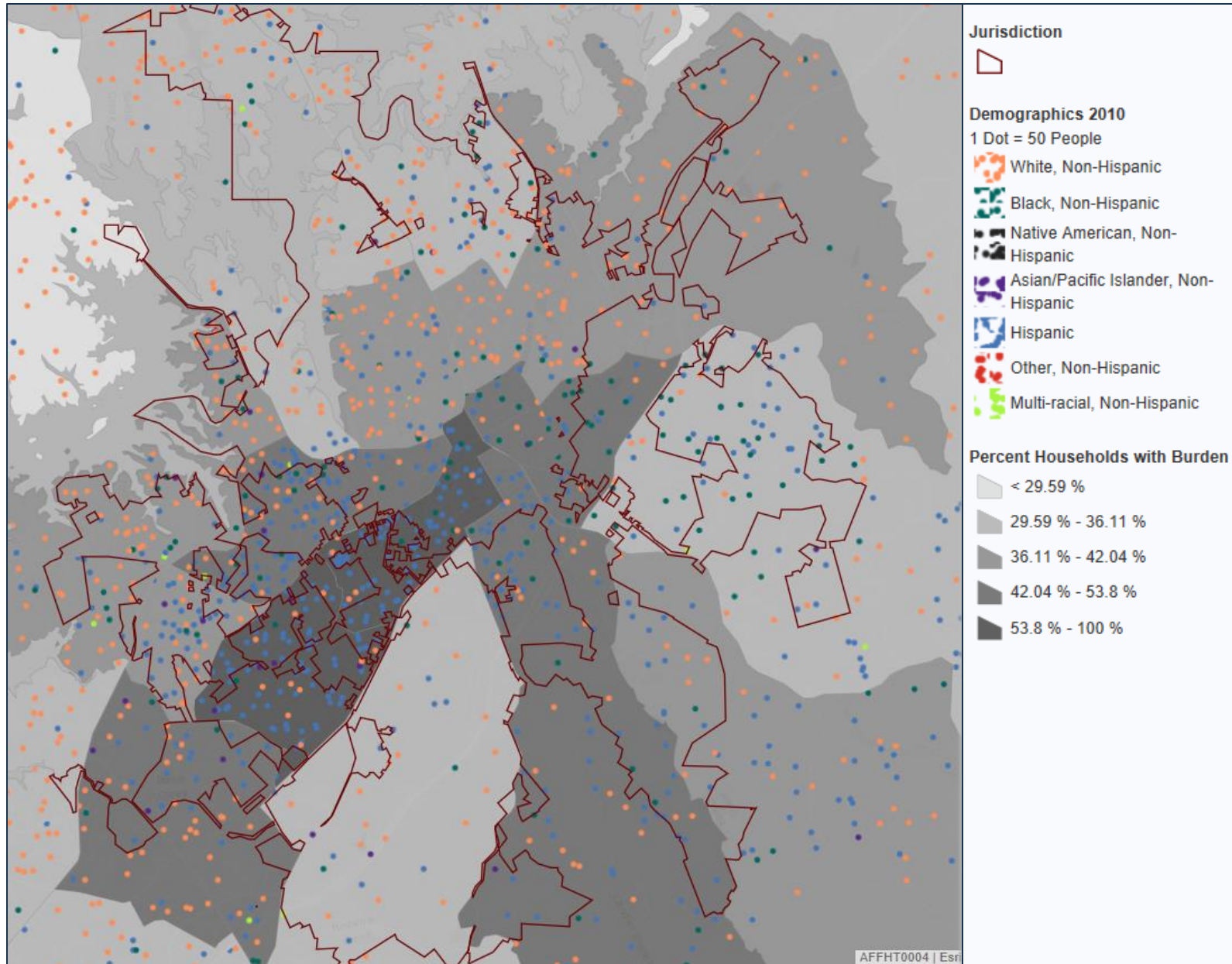
Are there areas where households with multiple housing problems are concentrated? (include a definition of "concentration")

HUD defines four types of housing problems: (1) cost burden of more than 30%, (2) more than 1 person per room, (3) lack of complete kitchen facilities, and (4) lack of complete plumbing facilities. The HUD-provided map on the following page shows the share of households within each census tract that have a least one of these housing problems.

A concentration of households with housing needs is defined as a census tract where more than 40% of households have at least one housing need. Using this definition, there are six census tracts with a concentration of housing problems. Housing problems are most common in two contiguous tracts that include downtown Gainesville and the Westside neighborhood, and extend southeast covering areas in both the city of Gainesville and Hall County (Tracts 11.01 and 11.02). These tracts are roughly bounded by E.E. Butler Parkway to the north, SW Industrial Boulevard and Atlanta Highway to the east, Mountain View Road to the south, and Old Flowery Branch Road / Browns Bridge Road / SW Jesse Jewell Parkway on the west. In the northern tract, including Downtown and Westside, about 71% of households have a housing problem; in the southern tract, about 56% do. In each of these tracts, the majority of the population (75% or more) is Latino.

Five other Gainesville tracts have concentrations of housing problems (Tracts, 7.01, 8, 10.03, 12.01, and 14.03). They are all contiguous with the two tracts discussed above and are generally located on the southern and eastern sides of the city, with extensions into unincorporated Hall County. In these areas, between 47% and 56% of households have one or more housing problems. The Fair Street Area NPU falls within a census tract where just over one-half of households (54%) have one or more housing problems. The racial composition of these tracts vary but they are generally more diverse than the city overall, with higher shares of Hispanic and African American residents than other parts of Gainesville.

FIGURE 3 – HOUSING PROBLEMS IN THE CITY OF GAINESVILLE



Data Source: HUD Affirmatively Furthering Fair Housing Data and Mapping Tool, <https://egis.hud.gov/affht/>

Are there any areas in the jurisdiction where racial or ethnic minorities or low-income families are concentrated? (include a definition of "concentration")

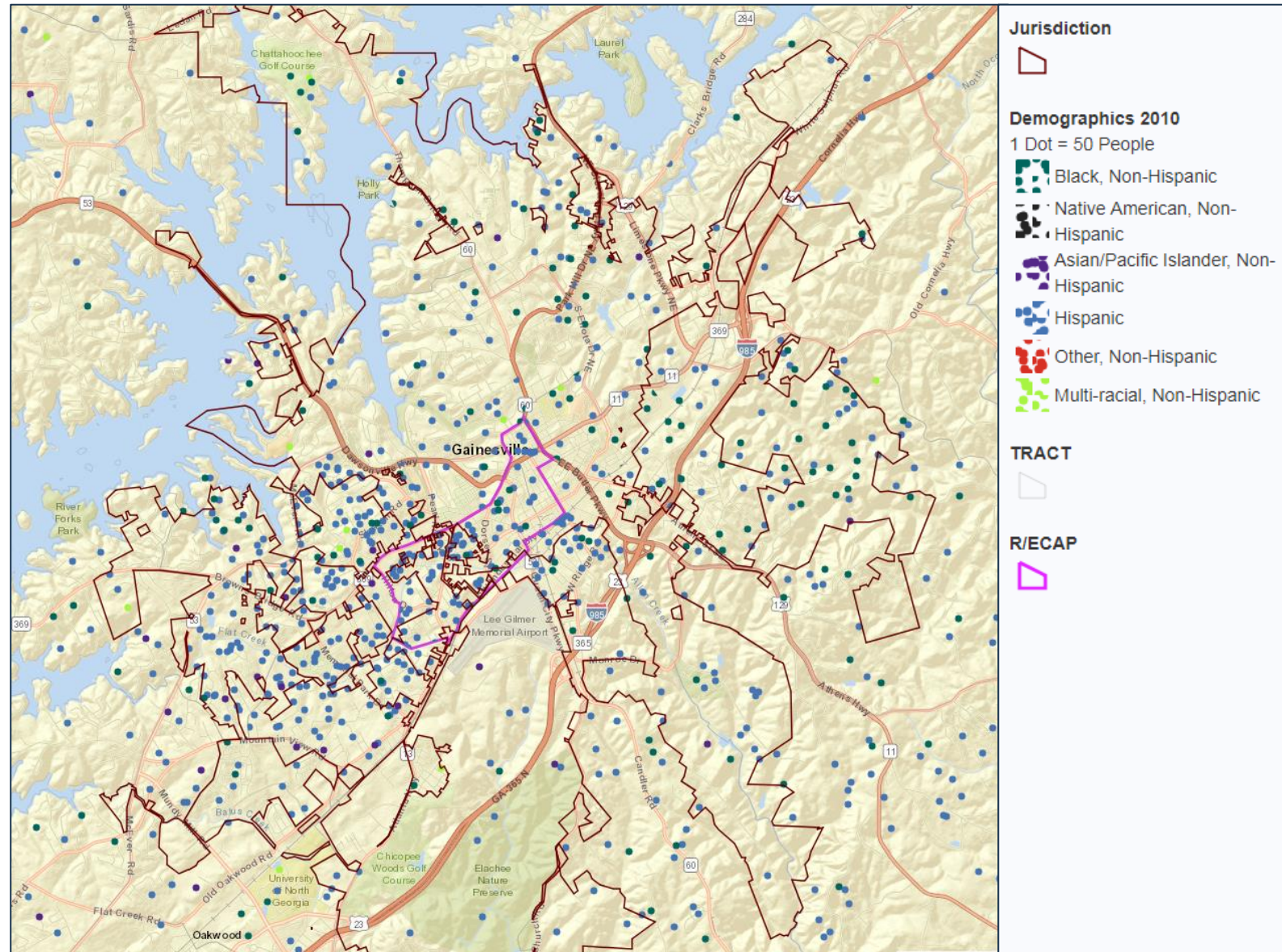
Geographic patterns for people of color living in Gainesville are shown in Figure 4. For this research, a concentration is defined as a census tract in which more than 50% of residents are people of color. There are eight census tracts in Gainesville that meet this definition. Six of these (Tracts 10.02, 10.03, 11.01, 11.02, 12.01, and 12.02) are contiguous tracts all located south of E.E. Butler Parkway extending roughly from Athens Highway on the east to Dawsonville Highway, McEver Road, and Lake Lanier on the west. These tracts cover the Downtown, Midtown, and Westside neighborhoods. Note that the area that includes the airport, Elachee Nature Preserve, and Chicopee Woods golf course is not included. In five of these six tracts, the majority of the population is Latino, ranging from 51 to 84%. In the sixth tract, white residents comprise 49% of the population and Latinos make up 41%. Black population shares range from 2 to 12%.

The remaining two tracts where people of color comprise more than 50% of the population are immediately north of downtown and E.E. Butler Parkway, and include the Fair Street Area NPU and neighborhoods to its east (Tracts 7.01 and 8). In each of these tracts, Latinos and African Americans each make up considerable shares of the population (between 31 and 47%). White residents make up less than one-fifth of people in these tracts.

In its fair housing planning guidance, HUD defines racially or ethnically concentrated areas of poverty where more than one-half of the population are people of color and the individual poverty rate is over 40%. There is one tract in Gainesville that meets this definition (Tract 11.01), which is outlined in pink in Figure 4. This tract includes Downtown, Midtown, and parts of the Westside neighborhood.

HUD also identifies CDBG-eligible block groups where there are concentrations of low- and moderate-income families. In this case, HUD defines a concentration as a block group where low- and moderate-income households make up more than 51% of total households in the block group. As of the 2018 program year, there are 19 such block groups in Gainesville. Notably, 18 of these block groups are located in census tracts that have high rates of housing need and/or populations that are majority people of color.

FIGURE 4 – POPULATION BY BLOCK GROUP FOR PEOPLE OF COLOR IN CITY OF GAINESVILLE, 2010



Data Source: HUD Affirmatively Furthering Fair Housing Data and Mapping Tool, <https://egis.hud.gov/affht/>

What are the characteristics of the market in these areas/neighborhoods?

There are nine census tracts where people of color make up the majority of the population and/or more than 40% of households have one or more housing problems (Tracts 7.01, 8, 10.02, 10.03, 11.01, 11.02, 12.01, 12.02, and 14.03). These tracts also include the majority of Gainesville's low and moderate income block groups. Given the nature of the city's boundaries, several of these tracts also cover portions of unincorporated Hall County as well. Data presented here for these tracts and the city of Gainesville is from the 2013-2017 5-Year American Community Survey.

Most housing units in these areas are renter occupied (51%), which is somewhat lower than the share in the city (64%). It is likely that many of the owned housing units in these tracts lie in unincorporated Hall County rather than within Gainesville city limits. About one-tenth (11%) of housing units in the selected census tracts are vacant, roughly equivalent with the city's 10% vacancy rate.

Looking at structure type, about two-thirds of units in these neighborhoods are single-family. Small multifamily housing (2 to 19 units) makes up 11% and large multifamily properties (20 or more units) constitute 13%. These areas have significantly lower shares of multifamily housing than the city of Gainesville, where one-half of units are in small or large multifamily structures. These census tracts, however, have more mobile homes – about 13% of units there are mobile homes, compared to 2% in the city overall. Again, these shares are likely impacted by the fact that the census tracts of interest span the city and county, picking up several neighborhoods in unincorporated Hall County.

Age of housing in these neighborhoods is similar to the city of Gainesville. About two-fifths of housing units in both areas were built before 1980. Another two-fifths were built from 1980 to 1999, and the remaining one-fifth were constructed since 2000.

Rental rates show lower rents in these neighborhoods. About one-third (34%) of rents in the selected census tracts are under \$750 a month, compared to 28% of rents citywide. More expensive units (rents over \$1,000 a month) comprise 19% of units in the selected tracts, compared to 33% throughout Gainesville.

Home values indicate a similar pattern. About one-third of owned units in the selected neighborhoods are valued below \$100,000 compared to one-fifth of housing units throughout Gainesville. Higher valued housing (\$200,000 or above) makes up 19% of owner-occupied units in the selected tracts versus 40% of units citywide.

Are there any community assets in these areas/neighborhoods?

There are many community assets in these neighborhoods. Downtown Gainesville falls within Tract 11.01, as does the Midtown neighborhood, which includes an Opportunity Zone and Tax Allocation District. Further south in that tract is the Westside Tax Allocation District Redevelopment Area.

North of Downtown, Tract 8 includes Brenau University, the Northeast Georgia Medical Center, and the Gainesville-Hall County Senior Center, along with the Fair Street Area NPU and Newtown Community.

Further south, Lakeshore Mall is located in Tract 10.03. With the Mall identified as a potential redevelopment area, there is potential opportunity for commercial and residential revitalization here. Although outside of the city limits, the University of North Georgia's campus is within Tract 14.03 at the Mundy Mill Road exit off I-985.

Additionally, there are several schools and parks within these neighborhoods, including Fair Street Park, the Midtown Greenway, Myrtle Street Park, Hall County Memorial Park, Allen Creek Soccer Complex, River Forks Park, Fair Street World School, New Holland Knowledge Academy, Lyman Hall Elementary, McEver Arts Academy, and the Gainesville Exploration Academy.

Are there other strategic opportunities in any of these areas?

Several of the community assets identified above represent strategic opportunities for these neighborhoods. The Midtown and Westside Tax Allocation Districts are two significant opportunities for development / redevelopment in the neighborhoods. The Midtown Greenway is designed to increase greenspace and improve connectivity within these areas. The 2015 Downtown Gainesville Strategic Plan outlined key efforts planned for the next several years there, including streetscaping, transit, expanded bike and pedestrian facilities, and infill development. The need to reposition or redevelop the Lakeshore Mall area was identified in the City's *2040 Comprehensive Plan* and represents an opportunity to attract new investment and more competitive commercial space. As new development occurs in these areas, there is an opportunity to attract stores desired by the community such as a grocery store. A potential concern, however, is the increased home prices and rents that may accompany economic development and revitalization.

STRATEGIC PLAN

SP-05 OVERVIEW

Strategic Plan Overview

The Strategic Plan will guide the allocation of Community Development Block Grant funding during the 2019-2023 planning period. The City's goals for the 2019-2023 period focus on a number of high priority needs identified through data analysis, community member input, consultation with City staff and other public agencies, and reviews of relevant recently-completed plans and studies. Available resources are targeted toward several specific goals designed to address those priority needs. These goals include:

- Expanded affordable housing supply
- Homeowners housing rehabilitation
- Homebuyer assistance
- Improved public facilities
- Demolition and acquisition
- Code enforcement and neighborhood revitalization
- Public services and economic opportunities
- General program administration

Projects selected for funding during the five-year period will be managed as efficiently as possible in order to address the wide range of issues that exist. The above-mentioned goals will be used to guide funding decisions for the Annual Action Plans. All funded activities will address at least one goal. Individual strategies identified in this Strategic Plan are potential means to achieve these goals. Not all strategies for achieving a certain goal are listed and not all listed strategies will necessarily be funded.

Guiding principles for the selection of projects include:

- All activities supported by the Consolidated Plan and Annual Action Plans strive to improve the quality of life for Gainesville's low- to-moderate income residents (i.e., residents with incomes under 80% AMI).
- The City of Gainesville encourages agency collaboration and cooperation to improve program outcomes.

SP-10 GEOGRAPHIC PRIORITIES – 91.215 (A)(1)

Geographic Area

TABLE 47 - GEOGRAPHIC PRIORITY AREAS

1	Area name	Hillcrest Avenue
	Area type	Local target area
	Other target area description	Bradford-Ridgewood NPU
	Revitalization type	Comprehensive
	Neighborhood boundaries	Hillcrest Avenue is located within the boundaries of the Bradford-Ridgewood NPU. Bradford-Ridgewood is a historic residential district and contains modest Craftsman bungalows and Tudor/English Vernacular Revival houses from the 1920's through the 1950's, along with scattered townhouse clusters and small apartment buildings.
	Housing and commercial characteristics	Single family, minimal multi-family, no commercial. Housing deterioration, sidewalks, and infrastructure improvements continue to be a concern in this area.
	Consultation and citizen participation	Local residence/citizens helped bring the needs to the attention of staff for this area.
	Target area needs	Housing rehabilitation, demolition of dilapidated buildings, and infrastructure improvements.
	Opportunities for improvement	The NPU vision statement affirms the traditional single-family character of the neighborhood through goals of historic preservation and compatible infill development, enhanced walkability, increased safety and beautification.
2	Barriers to improvement	No.
	Area name	Midtown – Greenway
	Area type	Local target area
	Other target area description	N/A
	Revitalization type	Comprehensive
	Neighborhood boundaries	
	Housing and commercial characteristics	Midtown as the industrial district and rail corridor for the Norfolk Southern Railroad. Midtown also has preserved some of its early manufacturing near the rail lines, but small commercial uses and warehouse retail have replaced most of the scattered housing between MLK Jr. Boulevard and College Avenue.
	Consultation and citizen participation	This area goals and objectives were determined through public meetings as a result of strategic planning and the City of Gainesville's Comprehensive Plan Community Participation Process.
	Target area needs	

TABLE 47 - GEOGRAPHIC PRIORITY AREAS (CONTINUED)

2	Area name	Midtown – Greenway (continued)
	Opportunities for improvement	Recent public improvements to Midtown including the Greenway and the Jesse Jewell pedestrian bridge have begun a long-term transition to more diverse land uses including a mixed-use core along Main and Bradford streets; flanking multifamily (ideally mixed-income) housing; a multimodal transportation node at the Amtrak station; and an office / conference / hospitality extension of Downtown across Jesse Jewell Parkway.
	Barriers to improvement	There are brownfield issues that will need to be addressed.
3	Area name	Newtown Community
	Area type	Local target area
	Other target area description	Fair Street NPU
	Revitalization type	Comprehensive
	Neighborhood boundaries	Newtown is located within Fair Street Neighborhood Planning Unit (NPU). The two neighborhoods are divided by M.L. King Jr. Boulevard. The Norfolk-Southern railroad and the city limit creates the remaining boundary for Newton area.
	Housing and commercial characteristics	Newtown is a traditional neighborhood of Craftsman bungalows, small vernacular cottages and ranch houses from the 1920s through the 1960s. It has a rich African American heritage and strong sense of community. However, the proximity to Downtown and the peripheral highways have contributed to commercial encroachment.
	Consultation and citizen participation	A Public Workshop was held on August 11, 2011 where people from various neighborhoods expressed their thoughts on future land uses, transportation/streetscape improvements, and potential character of the focus area.
	Target area needs	To rehabilitate existing housing stock, neighborhood beautification, parks, greenspace, public infrastructure and economic development opportunities.
	Opportunities for improvement	Continued efforts to maintain the single-family characteristics of the neighborhood through goals of historic preservation, architectural standards, code enforcement, and increased safety and beautification.
4	Barriers to improvement	The commercial encroachment and the railroad limit the amount of available land in this neighborhood as well as Heir properties.
	Area name	Fair Street Neighborhood
	Area type	Local target area
	Other target area description	N/A
	Revitalization type	Comprehensive

TABLE 47 - GEOGRAPHIC PRIORITY AREAS (CONTINUED)

	Area name	Fair Street Neighborhood (continued)
4	Neighborhood boundaries	The Fair Street Area lies between the M.L. King Jr. Boulevard and Jesse Jewell Parkway.
	Housing and commercial characteristics	Fair Street is traditional neighborhoods of Craftsman bungalows, small vernacular cottages and ranch houses from the 1920s through the 1960s. It has a rich African American heritage and strong sense of community. However, the proximity to Downtown and the peripheral highways have contributed to commercial encroachment.
	Consultation and citizen participation	Ongoing efforts through community outreach, monthly public meetings, public workshops, and locally published information through newspaper and Government TV channel.
	Target area needs	To rehabilitate existing housing stock, neighborhood beautification, parks, greenspace, public infrastructure and economic development opportunities.
	Opportunities for improvement	Preserve the integrity of the single-family, historical characteristics of the area, increase homeownership, infrastructure improvements, and community beautification to aid revitalization efforts.
	Barriers to improvement	The cost of historic preservation efforts makes some projects unfeasible and limit the amount of assistance that can be provided as well as heir property issues.
5	Area name	Citywide
	Area type	Local target area
	Other target area description	N/A
	Revitalization type	Comprehensive
	Neighborhood boundaries	The boundaries are the city limits for Gainesville.
	Housing and commercial characteristics	
	Consultation and citizen participation	There is need for code enforcement in the rest of the city of Gainesville, outside of our four major target areas where we are concentrating our efforts.
	Target area needs	Code enforcement, economic development opportunities, non-housing community development, public services, and public facility improvements.
	Opportunities for improvement	Removal of slum and blight.
	Barriers to improvement	Heir property issues.

General Allocation Priorities

Describe the basis for allocating investments geographically within the jurisdiction.

The City will focus its funding in neighborhoods that have concentrations of low- and moderate-income households and substantial needs related to housing quality and affordability, public facilities and infrastructure, and economic development. Specific target areas are listed in Table 47, however, individual low- and moderate-income persons residing anywhere in the City may be eligible beneficiaries of CDBG funds. CDBG funding may also be spend in eligible block groups / census tracts where at least 51% of households have low- or moderate-incomes (i.e., incomes under 80% of the area median, adjusted for household size).

SP-25 PRIORITY NEEDS - 91.215(A)(2)

Priority Needs

TABLE 48 – PRIORITY NEEDS SUMMARY

	Priority need	Housing Affordability
1	Priority level	High
	Population(s) served	Extremely low income Low income Moderate income Families with children Elderly Public housing residents
	Geographic area(s) affected	Citywide
	Associated goal(s)	Expanded Affordable Housing Supply Homeowner Housing Rehabilitation Homebuyer Assistance Improved Public Facilities and Infrastructure
	Description	- Support the development of affordable rental and owned housing, including projects located near employment and transportation - Expand the useful life of existing affordable housing through rehabilitation, repair, or weatherization programs - Provide homeownership opportunities for households through downpayment or closing cost assistance
	Basis for priority	Interviews with key community stakeholders, public meeting and focus group input, community survey responses, CHAS and other data, review of recent plans and studies

2	Priority need	Infrastructure and Public Facility Improvements
	Priority level	High
	Population(s) served	Extremely low income Low income Moderate income Families with children Elderly People with disabilities Non-housing community development
	Geographic area(s) affected	Low and moderate income areas citywide
	Associated goal(s)	Improved Public Facilities and Infrastructure Expanded Affordable Housing Supply
	Description	• Provide safe neighborhoods, public facilities, recreational and cultural opportunities which meet both safety and health regulations for citizens of all ages and socioeconomic backgrounds • Improve public infrastructure, increase public safety, residential desirability and quality of life in low and moderate income neighborhoods • Assist community service organizations in improving their physical structures to ensure that they are sufficient in size, accessible, safe and meet the organization's service goals • Infrastructure improvements including but not limited to sidewalks, roadway, park, and water and sewer replacement or expansion
	Basis for priority	Interviews with key community stakeholders, public meeting and focus group input, community survey responses, CHAS and other data, review of recent plans and studies
3	Priority need	Neighborhood Revitalization
	Priority level	High
	Population(s) served	Extremely low income Low income Moderate income Non-housing community development
	Geographic area(s) affected	Low and moderate income areas citywide
	Associated goal(s)	Improved Public Facilities and Infrastructure Demolition and Acquisition
	Description	• Non-housing community development activities that eliminate blight, including code enforcement, demolition, acquisition, and redevelopment • Through property acquisition, increase greenspace, improve housing affordability, or encourage economic development
	Basis for priority	Interviews with key community stakeholders, public meeting and focus group input, community survey responses, CHAS and other data, review of recent plans and studies

4	Priority need	Economic Development
	Priority level	Low
	Population(s) served	Extremely low income Low income Moderate income Non-housing community development
	Geographic area(s) affected	Citywide
	Associated goal(s)	Demolition and Acquisition Public Services and Economic Opportunities
	Description	• Support business development to create new employment opportunities for LMI workers • Seek opportunities to expand residents' access to groceries and fresh food • Provide job training assistance to help residents access employment opportunities
	Basis for priority	Interviews with key community stakeholders, public meeting and focus group input, community survey responses, CHAS and other data, review of recent plans and studies
5	Priority need	Public Services
	Priority level	Low
	Population(s) served	Extremely low income Low income Moderate income Families with children Elderly and frail elderly People who are homeless People with disabilities
	Geographic area(s) affected	Citywide
	Associated goal(s)	Public Services and Economic Opportunity
	Description	• Fund community services such as youth-focused activities, programming for seniors, services for people experiencing homelessness, employment training, housing counseling, transportation assistance, fair housing education and enforcement, legal services, and others
	Basis for priority	Interviews with key community stakeholders, public meeting and focus group input, community survey responses, CHAS and other data, review of recent plans and studies

6	Priority need	Fair Housing Activities
	Priority level	High
	Population(s) served	All
	Geographic area(s) affected	Citywide
	Associated goal(s)	Public Services and Economic Opportunity Program Administration
	Description	• Either in-house or through an award to a local organization, provide fair housing education activities to residents, housing providers, and local agencies in English and Spanish
7	Basis for priority	Interviews with key community stakeholders, public meeting and focus group input, community survey responses, CHAS and other data, review of recent plans and studies
	Priority need	Program Administration
	Priority level	High
	Population(s) served	All
	Geographic area(s) affected	Citywide
	Associated goal(s)	General Program Administration
	Description	• Funding for performance of administrative, implementation, and planning requirements of the CDBG program
	Basis for priority	Consultation with City staff

SP-30 INFLUENCE OF MARKET CONDITIONS – 91.215 (B)

Influence of Market Conditions

TABLE 49 – INFLUENCE OF MARKET CONDITIONS

Affordable Housing Type	Market Characteristics that Will Influence Use of Funds Available
Tenant Based Rental Assistance (TBRA)	High level of cost burdens among low-income households; waiting lists for assisted housing units; and need for short-term rental assistance for homeless individuals and families transitioning to permanent housing. Low vacancy rates and limited number of landlords who accept vouchers suggest support for new affordable housing construction instead of TBRA. Currently, TBRA is only provided through Georgia DCA's Housing Choice Voucher program (about 93 vouchers in use in Gainesville) and homeless housing providers; the City does not plan to use CDBG funds for TBRA over the next five years.
TBRA for Non-Homeless Special Needs	High level of cost burdens among low-income households, including non-homeless special needs populations; waiting lists for assisted housing units for seniors and people with disabilities. Low vacancy rates, limited number of landlords who accept vouchers, and limited availability of accessible units suggest support for new affordable housing construction instead of TBRA. The City does not plan to use CDBG funds for TBRA for special needs populations over the next five years.
New Unit Production	Age and condition of housing; waiting lists at existing assisted housing developments; high occupancy rates and rental rates; sales prices unaffordable to low/moderate income households. The City of Gainesville intends to use CDBG funding to encourage new affordable housing development over the next five years.
Rehabilitation	Age and condition of housing; issues related to substandard housing, especially for low-income renters; need for home repairs for seniors and other homeowners, including lead-based paint remediation. The City of Gainesville intends to continue using CDBG funds to assist low income homeowners with housing rehabilitation over the next five years.
Acquisition, including preservation	Subsidized housing developments anticipated to age out of their affordability period; age, condition, and availability of multifamily properties suitable for acquisition/rehabilitation; vacant/hazardous buildings identified through code enforcement. The City of Gainesville intends to use CDBG funds for acquisition and/or clearance and demolition of vacant, hazardous lots or buildings. Properties may subsequently be sold or rented to low/moderate income households to create affordable housing opportunities.

SP-35 ANTICIPATED RESOURCES - 91.215(A)(4), 91.220(C)(1,2)

Introduction

Due to its size, the City of Gainesville only qualifies for a formula grant under HUD's CDBG program. The table below shows the City's CDBG allocation for the 2019-2020 program year (as announced by HUD), along with an estimate of anticipated grant funding for the remaining four years covered by this Consolidated Plan. This estimate assumes that funding over those four years will average to be about the same as the 2019 allocation.

Gainesville residents are also eligible for housing assistance through the Section 8 Housing Choice Voucher program and Continuum of Care programs operated by the Georgia Department of Community Affairs. However, the City of Gainesville does not receive direct allocations under either program.

All federal funds will be used in a manner which supports decent affordable housing, a suitable living environment, and expanded economic opportunities to principally benefit low- and moderate-income Gainesville residents.

In addition to its annual formula grant, the City of Gainesville will receive \$282,736 in CDBG-CV funding through the federal CARES Act in PY2020 **and \$326,624 in CDBG-CV3 funding through the federal CARES Act in PY2021** to prevent, prepare for, and respond to the COVID-19 pandemic and related health, social, and economic impacts.

Anticipated Resources

TABLE 50 - ANTICIPATED RESOURCES

Program	Source of Funds	Uses of Funds	Expected Amount Available Year 1				Expected Amount Available Remainder of ConPlan \$	Narrative Description
			Annual Allocation: \$	Program Income: \$	Prior Year Resources: \$	Total: \$		
CDBG	Federal	Acquisition Admin and Planning Economic Development Housing Public Improvements Public Services	\$498,567	\$30,000	\$273,179	\$801,746	\$1,994,268	CDBG funds will be used to carry out activities related to acquisition, administration and planning, housing, economic development, public facility improvements, and public services.
CDBG-CV	Federal	Prevention of, preparation for, and response to COVID-19 pandemic	\$282,736	\$0	\$0	\$282,736	\$0	CDBG-CV funds will be used to carry out activities related to preventing, preparing for, and responding to the COVID-19 pandemic.
<u>CDBG-CV3</u>	<u>Federal</u>	<u>Prevention of, preparation for, and response to COVID-19 pandemic</u>	<u>\$326,624</u>	<u>\$0</u>	<u>\$0</u>	<u>\$326,624</u>	<u>\$0</u>	<u>CDBG-CV funds will be used to carry out activities related to preventing, preparing for, and responding to the COVID-19 pandemic.</u>

Explain how federal funds will leverage additional resources (private, state and local funds), including a description of how matching requirements will be satisfied.

While CDBG funds do not require a match, the City anticipates leveraging local, federal, and private funds as they address the priorities and goals outlined in the Consolidated Plan. The City will leverage local funds (i.e., City general funds) to complete public improvements and code enforcement activities in neighborhoods and business districts with low- and moderate-income households. Private funds and other federal funds will be leveraged for housing rehabilitation and new construction projects. Additionally, the Gainesville Nonprofit Development Foundation (GNPDF) has been a vital part of revitalization the city for the past 40 years and provides annual financial support to enhance opportunities provided by the CDBG program.

If appropriate, describe publicly owned land or property located within the jurisdiction that may be used to address the needs identified in the plan.

CDBG funding will be used to develop and improve public facilities for the benefit of low- and moderate-income residents using existing publicly owned land. If CDBG funds are used to acquire private land for public purpose, the City will follow CDBG acquisition requirements and procedures.

SP-40 INSTITUTIONAL DELIVERY STRUCTURE – 91.215(K)

Explain the institutional structure through which the jurisdiction will carry out its consolidated plan including private industry, non-profit organizations, and public institutions.

TABLE 51 - INSTITUTIONAL DELIVERY STRUCTURE

Responsible Entity	Responsible Entity Type	Role	Geography Served
City of Gainesville	Government	• Affordable Housing – Ownership • Affordable Housing – Rental • Homelessness • Non-Homeless Special Needs • Public Facilities • Neighborhood Improvements • Public Services • Economic Development • Planning	Jurisdiction
Gainesville Housing Authority	PHA	• Affordable Housing – Ownership • Affordable Housing – Rental • Public Housing	Jurisdiction
Salvation Army	Nonprofit Organization	• Homelessness • Non-Homeless Special Needs	Jurisdiction
Christian Education Centers	Nonprofit Organization	• Non-Homeless Special Needs • Public Services	Jurisdiction

TABLE 51 - INSTITUTIONAL DELIVERY STRUCTURE (CONTINUED)

Responsible Entity	Responsible Entity Type	Role	Geography Served
Disability Resource Center	Nonprofit Organization	• Affordable Housing – Ownership • Affordable Housing – Rental • Non-Homeless Special Needs • Public Services	Region
Family Promise of Hall County	Nonprofit Organization	• Affordable Housing – Ownership • Affordable Housing – Rental • Public Services • Economic Development	Jurisdiction
Gainesville Action Ministries	Faith-Based Organization	• Affordable Housing – Rental • Homelessness • Non-Homeless Special Needs • Public Services	Jurisdiction
Gainesville City Schools	Government	• Non-Homeless Special Needs • Public Services	Jurisdiction
Gateway House	Faith-Based Organization	• Non-Homeless Special Needs • Public Services	Jurisdiction
HDRI	Nonprofit Organization	• Affordable Housing – Ownership • Planning	Jurisdiction
Metro Fair Housing Services	Nonprofit Organization	• Non-Homeless Special Needs • Neighborhood Improvements	Region
New Town Florist Club	Faith-Based Organization	• Non-Homeless Special Needs	Jurisdiction
Ninth District Opportunity	Nonprofit Organization	• Affordable Housing – Ownership • Affordable Housing – Rental • Public Services • Economic Development	Region
Our Neighbor	Nonprofit Organization	• Affordable Housing – Rental • Non-Homeless Special Needs • Public Services • Economic Development	Jurisdiction
The Guest House	Nonprofit Organization	• Non-Homeless Special Needs • Public Services	Jurisdiction
United Way of Hall County	Philanthropic Org	• Homelessness • Non-Homeless Special Needs • Neighborhood Improvements • Public Services • Economic Development • Planning	Jurisdiction
Veterans Community Outreach Foundation	Nonprofit Organization	• Affordable Housing – Ownership • Affordable Housing – Rental • Non-Homeless Special Needs • Public Services • Economic Development	Jurisdiction

Assess of Strengths and Gaps in the Institutional Delivery System

The City of Gainesville works collaboratively with partners throughout the community and maintains strong communication and partnerships with many local organizations including the United Way, Gainesville Housing Authority, state and local agencies and governments, and other service providers to coordinate the delivery of services to City residents. The City has representatives on most of the non-profit boards and advisory committees. The Community Development Department Housing Division consulted with various housing, social services, elderly and disability agencies to both gather data and identify service gaps. While the Housing Division meets periodically with partners to share ideas, problem-solve, and strategize, there needs to be improved communication and coordination with internal and external customers for programs administrated through these different agencies. The City needs to form partnerships to save at-risk affordable housing stock. The Housing Division and Gainesville's non-profit organizations need to increase the capacity and sustainability of their programs. It is also important to note that presently there is a gap in services provided to the Hispanic population due to the language barrier.

Availability of Services Targeted to Homeless Persons and Persons with HIV and Mainstream Services

TABLE 52 - HOMELESS PREVENTION SERVICES SUMMARY

Homelessness Prevention Services	Available in the Community	Targeted to Homeless	Targeted to People with HIV
Homelessness Prevention Services			
Counseling/Advocacy	X	X	X
Legal Assistance	X	X	
Mortgage Assistance	X		
Rental Assistance	X		
Utilities Assistance	X	X	
Street Outreach Services			
Law Enforcement	X	X	
Mobile Clinics			
Other Street Outreach Services			
Supportive Services			
Alcohol & Drug Abuse	X	X	
Child Care	X	X	
Education	X	X	X
Employment & Employment Training	X	X	
Healthcare	X	X	
HIV/AIDS	X	X	X
Life Skills	X	X	X

TABLE 52 - HOMELESS PREVENTION SERVICES SUMMARY (CONTINUED)

Homelessness Prevention Services	Available in the Community	Targeted to Homeless	Targeted to People with HIV
Supportive Services (continued)			
Mental Health Counseling	X	X	X
Transportation	X		

Describe how the service delivery system, including, but not limited to, the services listed above, meets the needs of homeless persons (particularly chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth).

The Gainesville Action Ministries assists individuals and families struggling with the issues of homelessness. The ministry combines programs of emergency financial assistance, food and clothing assistance, and other in-kind relief with case management and referrals to other local resources available. They also provide utility and rental assistance, fans, heaters, clothing, food, school supplies, English as a Second Language (ESL) classes, computer classes, budgeting assistance, and assistance for individuals to obtain their GED. The primary groups served are the working poor struggling with homelessness and the elderly.

The Salvation Army provides food, shelter, and clothing to residents in need as well as rent, utility, propane heat, and medication assistance. Most of these services target the temporarily homeless population, although they also serve several chronically homeless persons. The organization provides emergency and transitional housing, hot meals, and laundry facilities to those who are homeless or transient. The Thrift Store provides clothing, furniture, and household items which are sold at a reduced cost. Vouchers for free clothing are provided to qualifying social service clients.

The Gateway House provides services to women and children who are victims of domestic violence. They provide food, shelter, clothing, toiletries, medicine, transportation, support groups, life skills training, occupational therapy, and case management.

My Sister's Place provides homeless shelter for women and their children and helps its residents overcome the obstacles that originally led to their homelessness. They provide for immediate needs like food, shelter, transportation and clothing; as well as addressing urgent medical needs.

Avita Community Partners' Supported Apartments Program serves chronically homeless individuals that also have a qualifying disability. Housing consists of 18 beds with on-site staff in two apartment complexes. Supportive services include mental health, addictive diseases, developmental disability, and child and adolescent services.

There are a number of subpopulations within the homeless population: single men, families, the disabled, mentally ill, or substance abusers, and victims of domestic violence. While several organizations provide services for multiple demographic groups (e.g. Salvation Army and Action Ministries), others target specific demographic groups (Avita Community Partners, with disabled persons and families; Baptist

Ministries, with adult men only; and The Gateway House, with victims of domestic violence). The integrated network of service providers ensures that many different homeless subpopulations are served.

Describe the strengths and gaps of the service delivery system for special needs population and persons experiencing homelessness, including, but not limited to, the services listed above.

The City of Gainesville's current institutional structure includes the many service agencies listed above. These agencies provide services for a wide variety of needs and subpopulations. The City believes the current structure for persons experiencing homelessness is strong and sufficient for most of the community's needs. However, there is a need for greater services for persons suffering mental illness and experiencing domestic violence. The gap in the service delivery system for the special needs population is a lack of funding needed to create the addition of needed beds and services that have not been provided. There is also a gap in the service delivery to place these special needs clients due to a general shortage of available affordable housing options in Gainesville.

Provide a summary of the strategy for overcoming gaps in the institutional structure and service delivery system for carrying out a strategy to address priority needs.

The City will continue to be involved with the many cooperative groups and agencies described throughout the Consolidated Plan that offer services to local residents. The City will work cooperatively with these groups to identify gaps in services that may arise. To implement the non-housing portions of the Consolidated Plan, such as public facility and infrastructure improvements, the City uses its own staff, County staff, or procures private sector entities. Most public service activities are undertaken by non-profit agencies under contract with the City.

Public housing in Gainesville is managed by the Gainesville Housing Authority. The quasi-governmental authority is governed by its board of commissioners which are appointed by the City. According to HUD's PIC (the HUD Office of Public & Indian Housing Information Center) data, there are 468 public housing units and no housing choice vouchers in Gainesville. The GHA receives federal funds to modernize and repair those units. The City of Gainesville Community Development Department works closely with the GHA to offer financial literacy classes to public housing residents and other citizens. Efforts have also been made to identify residents that may be ready for homeownership and direct them toward those opportunities. Grant funds from the City of Gainesville down-payment assistance program have been made available to assist residents with purchasing a new home. Such actions will help housing authority residents become more independent and make units available for families with greater needs.

SP-45 GOALS SUMMARY – 91.215(A)(4)

Goals Summary Information

TABLE 53 – GOALS SUMMARY

Sort Order	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
1	Expanded Affordable Housing Supply	2019	2023	Affordable Housing Public Housing Non-Housing Community Development	Citywide	Housing Affordability Infrastructure and Public Facility Improvements	CDBG: \$350,000	Public facility or infrastructure activity: 180 LMI households assisted
2	Homeowner Housing Rehabilitation	2019	2023	Affordable Housing Non-Homeless Special Needs	Citywide	Housing Affordability	CDBG: \$150,000	Homeowner housing rehabilitated: 15 housing units
3	Homebuyer Assistance	2019	2023	Affordable Housing	Citywide	Housing Affordability	CDBG: \$150,000	Financial assistance to homebuyers: 10 households
4	Improved Public Facilities and Infrastructure	2019	2023	Non-Housing Community Development	Citywide	Infrastructure and Public Facility Improvements Neighborhood Revitalization	CDBG: \$564,263	Public facility or infrastructure activity: 1,000 LMI persons assisted
5	Demolition and Acquisition	2019	2023	Affordable Housing Non-Housing Community Development	Citywide	Housing Affordability Neighborhood Revitalization Economic Development	CDBG: \$250,000	Buildings demolished: 5 buildings
6	Code Enforcement and Neighborhood Revitalization	2019	2023	Non-Housing Community Development	Citywide	Neighborhood Revitalization	CDBG: \$10,000	Housing code enforcement/foreclosed property care: 10 housing units
7	Public Services and Economic Opportunities	2019	2023	Homelessness Non-Homeless Special Needs Non-Housing Community Development	Citywide	Public Services Economic Development Fair Housing	CDBG: \$450,000	Public service activity: 1,000 LMI persons assisted
8	General Program Administration	2019	2023	Non-Housing Community Development	Citywide	Program Administration Fair Housing	CDBG: \$498,000	Other

Goal Descriptions

TABLE 54 – GOALS DESCRIPTIONS

1	Goal name	Expanded Affordable Housing Supply
	Goal description	Site improvements, public infrastructure, public facilities, or other eligible activities for the support of affordable housing development or re-construction
2	Goal name	Homeowner Housing Rehabilitation
	Goal description	Housing rehabilitation and emergency repair for income-eligible homeowners
3	Goal name	Homebuyer Assistance
	Goal description	Provide downpayment, closing cost, or other eligible assistance to income-eligible homebuyers
4	Goal name	Improved Public Facilities and Infrastructure
	Goal description	Improve public facilities and infrastructure in low- and moderate-income neighborhoods; Potential improvements may include, but are not limited to, parks and open space, community centers, sidewalk construction or improvement, ADA improvements, pedestrian safety devices and lighting, and bus shelters/seating
5	Goal name	Demolition and Acquisition
	Goal description	Demolition and/or acquisition of dilapidated buildings and land to create greenspace, improve housing affordability, or promote economic development
6	Goal name	Code Enforcement and Neighborhood Revitalization
	Goal description	Code enforcement activities with a special emphasis in low- and moderate-income target areas
7	Goal name	Public Services and Economic Opportunity
	Goal description	Community services possibly to include, but not be limited to, youth-focused activities, programming for seniors, services for people experiencing homelessness, employment training, housing counseling, transportation assistance, fair housing education and enforcement, and others Includes activities to prevent, prepare for, and respond to the COVID-19 pandemic, possibly to include, but not be limited to, access to food and cleaning supplies, remote learning, small business assistance, medical supplies such as personal protective equipment (PPE), utility assistance and budgeting assistance, and others
8	Goal name	General Program Administration
	Goal description	Staff salary, planning, and administrative service delivery costs for implementing the Community Development Block Grant program

Estimate the number of extremely low-income, low-income, and moderate-income families to whom the jurisdiction will provide affordable housing as defined by HOME 91.315(b)(2).

Not applicable. The City of Gainesville does not receive HOME grant funds. The City anticipates assisting 15 low- and moderate-income homeowners with home rehabilitation / emergency repairs over the next five years. Additionally, the City anticipates using CDBG funding for infrastructure development to support construction of new housing units affordable to low- and moderate-income families.

SP-50 PUBLIC HOUSING ACCESSIBILITY AND INVOLVEMENT – 91.215(C)

Need to Increase the Number of Accessible Units (if required by a Section 504 voluntary compliance agreement)

The Gainesville Housing Authority (GHA) is currently compliant with fair housing and civil rights requirements and is not under a voluntary compliance agreement related to Section 504.

Activities to Increase Resident Involvement

The GHA receives a Resident Opportunity and Supportive Services Program (ROSS) grant that supports GHA's residents by linking them with valuable community resources to obtain economic self-sufficiency, independence, improved quality of life, and in some cases, help maintaining stable housing as residents age.

Is the public housing agency designated as troubled under 24 CFR part 902?

The GHA is designated a "Standard Performer" based on its 2018 score report in the Public Housing Assessment System, with a score of 82 on a 100-point scale.

Plan to Remove the 'Troubled' Designation

Not applicable.

SP-55 BARRIERS TO AFFORDABLE HOUSING – 91.215(H)

Barriers to Affordable Housing

Market data and stakeholder input both suggest a tight housing market in Gainesville, with low vacancy rates and increasing housing costs. While the market depends largely on the private sector to provide housing, there are roles the City and others can play through policy and regulation that may encourage greater private investment in new housing development in Gainesville.

Several aspects of the City's zoning code could potentially have a negative effect on housing development. For example, the City may want to consider adopting means to allow more flexibility in density and

affordable housing development by carving out additional residential zoning districts or subdistricts that allow for a greater mix of housing types, lower minimum lot sizes, and higher multifamily density, and other alternatives such as relaxing the infill residential development standards, providing for cluster developments, density blending, and transfer of development rights in appropriate locations. Permitting or incentivizing conversion of single-family dwellings in high opportunity intown neighborhoods to two-family, 3-family, or multifamily dwellings on large lots also is a strategic way to address the need for more density and infill development in established neighborhoods.

Moreover, the City's land use regulations could go beyond just meeting the minimum FHA standards and affirmatively further and incentivize the development of affordable housing with inclusionary zoning policies. Gainesville has not adopted specific development incentives like density bonuses, reduced parking, or design waivers, reduced or waiver of development impact fees, administrative variances, or expedited permitting for the development of affordable or low-income housing or housing for protected classes.

Taken together, these zoning tools could potentially allow for more supply of housing, which helps put downward pressure on rental and sale prices, so that moderate and low-income families have access to those neighborhoods and all the congruent benefits that come with higher opportunity areas such as access to jobs, better schools, access to transportation, and access to cultural amenities and public accommodations.

Strategy to Remove or Ameliorate the Barriers to Affordable Housing

As described more completely in the City's Analysis of Impediments to Fair Housing Choice, the City will work toward removing barriers to affordable housing development related to zoning code issues by reviewing its current code and drafting any amendments that could expand housing choice by making affordable housing development more efficient and less costly. Additionally, the City will continue to be supportive of Low Income Housing Tax Credit development proposals that would add additional affordable rental units to the local housing stock.

SP-60 HOMELESSNESS STRATEGY – 91.215(D)

Reaching out to homeless persons (especially unsheltered persons) and assessing individual needs.

The primary source of funding for homelessness programs and services in the Gainesville community comes from DCA through the Balance of State Continuum of Care. The local organizations receiving funding from this stream will continue to be engaged in the work of outreach to homeless persons in order to assess individual needs and share information about available resources. Because funding is the greatest obstacle to addressing this need, the City will continue to fund homeless prevention services from CDBG funds under the public services funding category. These funds will supplement the state funds received through DCA.

Addressing the emergency and transitional housing needs of homeless persons.

The City plans to make CDBG public service funding available for local non-profit agencies to address the emergency and transitional housing needs of homeless persons. In addition, emergency and transitional housing needs may be addressed through grant funding opportunities, such as the competitive Continuum of Care process, or through other state or local funding streams.

Helping homeless persons (especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that individuals and families experience homelessness, facilitating access for homeless individuals and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again.

Stakeholder input suggests that one reason households in transitional housing are slow to transition out is because there are so few decent affordable options available in the private rental market. Increasing support and case management funding associated with shelter and transitional housing programs may help, but adding new units to the overall affordable housing stock may help as well.

The City of Gainesville is not a direct recipient of the Emergency Solutions Grant (ESG) which could assist with housing the homeless and provide services to prevent homelessness, re-house or otherwise permanently house the homeless. ESG funding is made available through a competitive process through the Department of Community Affairs.

Helping low-income individuals and families avoid becoming homeless, especially extremely low-income individuals and families who are likely to become homeless after being discharged from a publicly funded institution or system of care, or who are receiving assistance from public and private agencies that address housing, health, social services, employment, education or youth needs.

Service providers in the city, along with housing providers, work together to prevent homelessness in those populations which are vulnerable or at risk of homelessness. These groups include extremely low-income individuals and families, people discharged from institutions, and those receiving assistance from agencies addressing a variety of needs, such as housing, health, social services, employment, education or youth needs.

This plan identifies a need for additional affordable housing in Gainesville. The City and the Gainesville Housing Authority will continue to work toward the goal of creating additional affordable housing options, which will provide additional housing options for all people exiting an institutional setting and who may otherwise become homeless. The existing nonprofit organizations that serve the homeless population will also continue planning and coordinating procedures to ensure people are not discharged from hospitals or jails into homelessness. Various other homeless prevention efforts will be initiated and maintained by the local organizations participating in the Continuum of Care.

SP-65 LEAD BASED PAINT HAZARDS – 91.215(I)

Actions to address LBP hazards and increase access to housing without LBP hazards.

The City of Gainesville will work to eliminate lead-based paint in housing and public buildings built prior to 1978. Strategies include providing funding for lead-based paint remediation for local homeowners and renters, identifying and targeting households with children under 7 years old for testing, and educating owners and renters about lead-based paint hazards for units built prior to 1978. Currently, the City has contracted with an agency to provide all lead testing and clearance activities. Clearance testing is performed on all completed units.

How are the actions listed above related to the extent of lead poisoning and hazards?

Lead poisoning is the leading environmental hazard to children, creating devastating and irreversible health problems. The primary cause of lead poisoning is exposure to dust from deteriorating paint in homes constructed before 1978. This is due to high lead content used in paint during that period, and particularly in homes built before 1950. Pre-1978 housing occupied by lower income households with children offers particularly high risks of lead exposure because lower income households are generally more likely to live in units with deferred maintenance. This is an important factor because it is not the lead paint itself that causes hazards, but rather deterioration of the paint that releases lead-contaminated dust and flakes that may be inhaled or eaten by small children.

According to CHAS estimates for the city of Gainesville, there are 165 homeowner and 840 renter households with children under age 7 living in housing units built before 1980. A windshield survey conducted several years ago by the City's Code Enforcement Division reported that flaking paint does not appear to be a significant problem in the city, though it was most common in older homes in lower-income areas.

How are the actions listed above integrated into housing policies and procedures?

An important initiative emanating from HUD in the last decade is the reduction of lead-based paint hazards, and many jurisdictions around the country have focused on reaching this goal. The federal Residential Lead-Based Paint Hazard Reduction Act of 1992 (Title X of the Housing and Community Development Act of 1992) amends the Lead-Based Paint Poisoning Prevention Act of 1971, which is the law covering lead-based paint in federally funded housing. These laws and subsequent regulations issued by the U.S. Department of Housing and Urban Development (24 CFR part 35) protect young children from lead-based paint hazards in housing that is financially assisted or being sold by the federal government.

In property rehabilitation projects involving the City of Gainesville, the City assesses whether lead-based paint might be present and, if so, follows the guidelines set forth in the Residential Lead-Based Paint Hazard Reduction Act of 1992.

The City of Gainesville is committed to testing and abating lead in all pre-1978 housing units assisted with federal grant funds in any of the housing programs it implements. Currently, the City has contracted with

an agency to provide all lead testing and clearance activities. Clearance testing is performed on all completed units.

SP-70 ANTI-POVERTY STRATEGY – 91.215(J)

Jurisdiction Goals, Programs and Policies for Reducing the Number of Poverty-Level Families

The City of Gainesville's anti-poverty strategy focuses on helping all low-income households improve their economic status and remain above poverty levels. This may include, but is not limited to, job training, education, healthcare services, and emergency assistance. Current programs to reduce poverty through access to education and jobs are provided by through WorkSource Georgia Mountains and Lanier Technical College. Emergency assistance is also provided by several nonprofit housing and service agencies in Gainesville and Hall County. Additionally, City of Gainesville's housing programs and activities that support development of affordable housing inherently address poverty by creating housing opportunities for low-income households. Without these housing opportunities, many low-income households would not be able to afford housing rehabilitation costs or to purchase a home.

How are the jurisdiction's poverty reducing goals, programs, and policies coordinated with this affordable housing plan?

The discussion of housing needs shows that the crucial difference between households with needs and those without needs is income. For households with severely restricted incomes, little discretionary income remains after paying monthly housing costs. One of the objectives of the Consolidated Plan is to encourage new construction of affordable multifamily rental units. Affordable housing will provide the potential to decrease housing costs and allocate more funds to food, clothing, health care, children's needs, savings, and personal and economic development.

Similarly, the goal of providing home rehabilitation and emergency repair to low-income and senior households would allow these families to re-allocate money that would otherwise be spent on maintenance to secure housing. Additionally, making needed home repairs will lower utility costs and help maintain the existing housing stock for future generations. By addressing risks posed by lead-based paint using HUD-funded programs, health care risks, particularly risks for young children, will be reduced.

The City of Gainesville's anti-poverty strategy is in agreement with its housing priorities. The City will continue to partner with multiple agencies to examine and evaluate policies to eliminate barriers to education and employment. Increasing the number of adults with living wage jobs reduces poverty, increases stability and quality of life, and lessens demand for subsidized housing.

SP-80 MONITORING – 91.230

Describe the standards and procedures that the jurisdiction will use to monitor activities carried out in furtherance of the plan and will use to ensure long-term compliance with requirements of the programs involved, including minority business outreach and the comprehensive planning requirements.

Gainesville's monitoring standards and procedures developed in accordance with the Subrecipients Monitoring Manual provided by HUD dated August 1990 are provided below.

Pre-Award Meeting

The Community & Economic Development Department's Housing & Special Projects Division will provide each subrecipient with an agreement that outlines the terms and conditions of acceptance of funds. The Division will schedule an interview with the subrecipients' representative to discuss the terms of the agreement including an overview of the standards, procedures, and monitoring requirements outlined by the Division for subrecipients. A copy of the standards, procedures, and requirements will be provided.

On-Site Visits, Performance Evaluations, and Follow-Up Procedures

The Community & Economic Development Department's Housing & Special Projects Division will meet with the director and appropriate staff of each agency to discuss finances and activities. A site visit will be held with the director and/or appropriate staff using HUD's monitoring guide. The Division will complete the subrecipient's performance evaluation as provided in HUD's Subrecipient Manual. The information gathered to complete the evaluation would be presented to the director and appropriate staff for comments and clarification. Concerns will be discussed with the director and staff. The agency will be provided with a copy of the completed form. A letter will be provided addressing each concern mentioned in the performance checklist and suggesting solutions.

Financial Audits and Follow-up Procedures

Each subrecipient's records will be reviewed by the City's comptroller or the Housing & Special Projects Division's representative at any time those records are requested. Upon completion of the review the City or the Housing & Special Projects Division will send a written notification of any irregularities to the subrecipient. The City or Division may request a subrecipient to hire a CPA to perform a complete financial audit if irregularities are uncovered after the review. The subrecipient and the Division will discuss the findings of the financial audit performed by the CPA. All concerns will be documented in a letter with an explanation of the inappropriate disposition of the funds or other violations. The subrecipient will have an opportunity to correct any problems. In addition, the agency will be notified of the immediate termination of funds if such action is deemed appropriate.

Post Award Compliance Procedure

Each subrecipient agency will be monitored to determine if the funds provided to the organization are expended appropriately. Monitoring includes on-site visits, evaluations, and financial record reviews. An additional on-site visit and evaluation will be performed six weeks after written notification to the agency if any irregularities are found. The City comptroller or the Housing & Special Projects Division's representative will perform a financial review of the subrecipient's records. The City or the Housing &

Special Projects Division may request the subrecipient hire a CPA if any irregularities exist in the financial records to perform a complete financial audit. Subrecipients will receive written notification of any violations or concerns by the Housing & Special Projects Division.

Termination of Funds

Noncompliance of HUD and/or City of Gainesville policies, procedures, and requirements may result in immediate termination of the subrecipient's funding. The subrecipient will receive written notification of violations and/or the City's determinations and necessary corrective actions.

Date Submitted: 4/20/2021

Presenter: Jessica Tullar

Item of Business: Resolution: Adoption of Community Development Block Grant (CDBG) 2021 Annual Action Plan

Meeting Date: 4/29/2021

Purpose of Request:

This request is for Council's consideration to adopt the 2021 CDBG Annual Action Plan.

History/Background:

The City of Gainesville is designated by the U. S. Department of Housing and Urban Development (HUD) as a Community Development Block Grant (CDBG) entitlement grantee. As such, the City receives an annual CDBG allocation intended to (1) benefit low- and moderate-income persons, (2) eliminate slum and blight, and/or (3) meet a particular urgent need.

The Annual Action Plan (AAP) provides a detailed budget and description of activities the City will carry out with that year's CDBG allocation and any special allocations, including CARES Act funds.

Facts & Issues for Consideration:

In order to remain in compliance and be eligible to receive the annual CDBG allocation, the City must adopt its Annual Action Plan in accordance with the 2019-2023 Consolidated Plan (as amended).

Staff held two public hearings. One was held virtually through ZOOM on 3/30/2021 at 5:30 p.m., while the second public hearing was held as an "Open-House" style meeting on 3/30/2021 from 10:00 a.m. until 6:00 p.m.

A total of two attendees participated. None requested changes to the proposed budget or activities. No written comments were received.

Department Recommendation:

Adopt the Resolution.

Department Director:

Rusty Ligon

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

N/A

Amount Requested:

\$815,739 (\$489,115 in CDBG-2021 annual allocation & \$326,624 in CDBG-CV3 funds)

Source of Funds:

CDBG & CDBG-CV3 Grants

Finance Comments:

2021 CDBG - Entitlement allocation & second round of CDBG-CV (CARES Act) funds

Administrative Comments:

ATTACHMENTS:

Description	Type
📎 2019-2023 HUD Con Plan Amendment & 2021 AAP - Presentation	Powerpoint Presentation
📎 Adoption of CDBG 2021 Annual Action Plan	Resolution
📎 Exhibit A: 2021 CDBG Budget Summary	Attachments/Exhibits
📎 Exhibit B: 2021 Annual Action Plan	Attachments/Exhibits

CITY OF
GAINESVILLE

CDBG HUD PLAN AMENDMENT &
2021 ANNUAL ACTION PLAN

COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM:

- One of the longest-running programs of the U.S Department of Housing & Urban Development, signed into law in 1974
- CDBG grants must develop a 5-year Consolidated Plan with Annual Action Plans outlining proposed activities & identifying which National Objective & Eligibility Requirements have been met



CDBG FUNDING OBJECTIVES

- National Objectives:
 - Benefit low- and moderate-income persons
 - Prevent or eliminate slum or blight
 - Meet urgent community development needs
- Do research & collect data on needs
 - Two methods:
 - Census, Comprehensive Plan, academic resources, city data
 - Public hearings & public meetings on community needs



CDBG ELIGIBLE ACTIVITIES

- Housing & other property activities
- Public facilities & public services
- Economic development activities
- Funding to nonprofit organizations
- Planning and administration
- Other activities



HUD CONSOLIDATED PLAN & ANNUAL ACTION PLAN

- Five Year Plan: 2019-2023
 - Identifies local housing & community development needs
 - Provides a strategy for addressing these local needs
- Annual Action Plan: 2021
 - Describes actions to be undertaken to meet the strategic plan goals
 - Details budget for use of federal funds





2019-2023 CONSOLIDATED PLAN: COMMUNITY DEVELOPMENT PRIORITIES

1. Housing Affordability*
 - Expand affordable housing supply
 - Homeowner housing rehabilitation/repairs
 - Homebuyer assistance (i.e. down-payment & closing costs assistance)
2. Infrastructure & Public Facility Improvements*
 - Sidewalks, road improvements, parks/trails, stormwater & water/sewer improvements
3. Neighborhood Revitalization*
 - Acquisition/Demolition – vacant, dilapidated properties
 - Tree plantings
4. Economic Development
5. Public Services
6. Fair Housing Activities*
 - Housing Festival – linking residents with local resources
 - Homebuyer Education workshops, Financial classes & Fair Housing workshops
7. Program Administration

() Indicates "HIGH" Priority in the 2019-2023 Plan*





CDBG-CV ALLOCATION

1. Gainesville was notified by HUD of an additional round of a special allocation of CDBG funds to be used to prevent, prepare for, and respond to the coronavirus (COVID-19). This allocation was authorized by the Coronavirus Aid, Relief, and Economic Security Act (CARES Act) and signed into law by President Trump on 3/27/20.
2. Gainesville's allocation for this CDBG-CV3 round is \$326,624. The funds must be used for CDBG-eligible activity and must meet a National Objective.
3. City intends to use its CDBG-CV funds towards public facilities needs to prevent, prepare for, and respond to the impacts of COVID-19.



PROPOSED PLAN AMENDMENT

2019-2023 Consolidated Plan

- Executive Summary: Includes CDBG-CV3 special allocation
- Section SP-35 Anticipated Resources: Discusses the CDBG-CV3 allocation
- Table 50 – Includes the special allocation of \$326,624 in CDBG-CV3 funds to list of anticipated resources over the 5-year planning period (2019-2023)

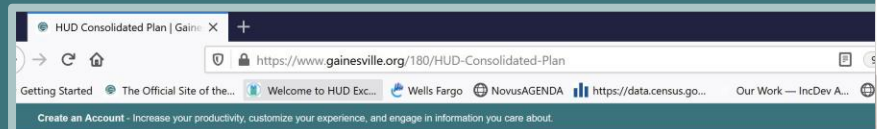


DRAFT 2021 ANNUAL ACTION PLAN

2021 Activities & Budget

Public Facilities & Infrastructure Improvements =	\$ 175,000
CDBG-CV3 Public Facilities & Improvements =	\$ 300,000
Acquisition & Demolition =	\$ 150,000
Homebuyer Assistance / Down-payment Assistance (3 households) =	\$ 16,292
Homeowner Housing Rehabilitation & Repairs / Rehab Admin (up to 3 homes) =	\$ 50,000
General Program Administration =	\$ 97,823
CDBG-CV3 Program Administration =	<u>\$ 26,624</u>
TOTAL =	\$ 815,739

PUBLIC PARTICIPATION



CDBG Consolidated Plan Amendment & 2021 Annual Action Plan Public Comment and Hearing Notices City of Gainesville CDBG Consolidated Plan Annual Action Plan

Proposed Use of CDBG-CV3 and 2021 Funds

The United States Department of Housing and Urban Development (HUD) has awarded the City an additional \$326,624 in CDBG funds through the CARES Act to help combat the effects of COVID-19. A summary of the draft budget and activities include Total Funding (2021) of \$815,739 to be used for Program Income, and CARES Act funds of \$815,739 to be used for Program Administration (\$124,447), Housing Activities (\$66,292) and Public Facilities/Infrastructure (\$625,000).

Public Comment Period and Process

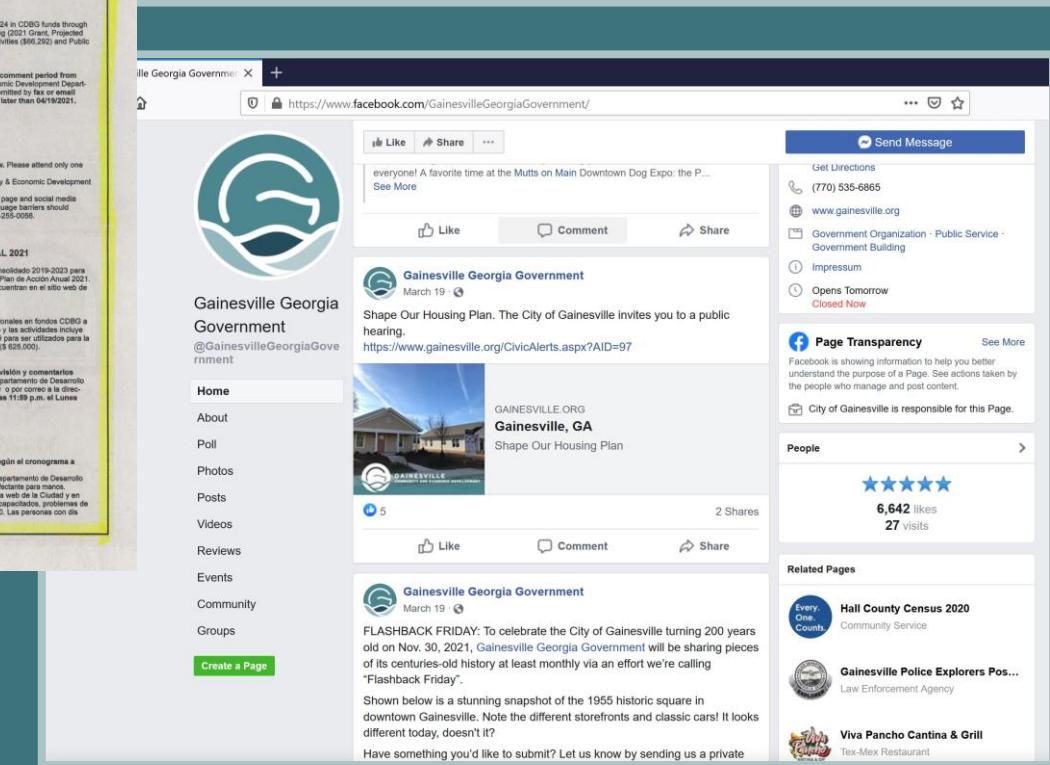
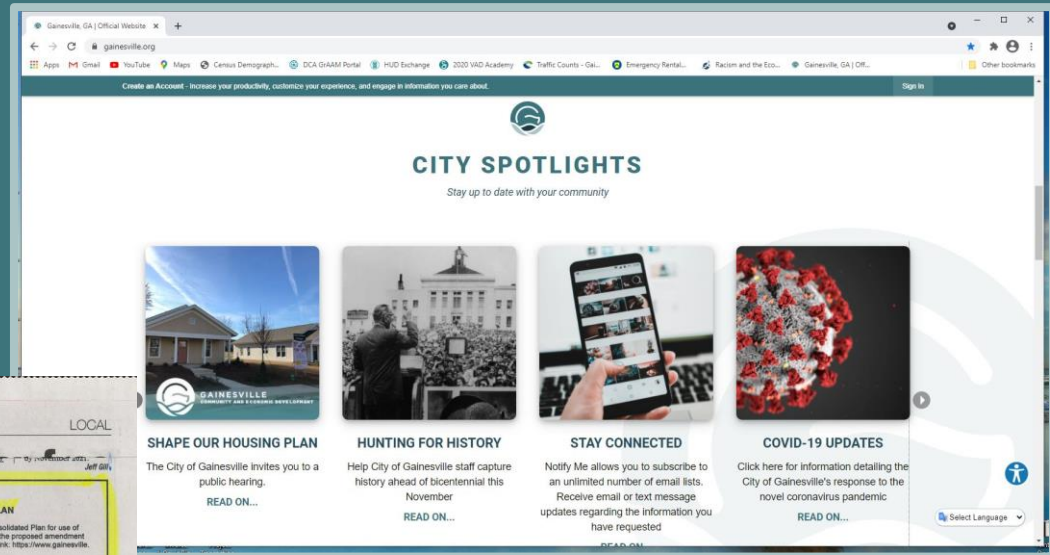
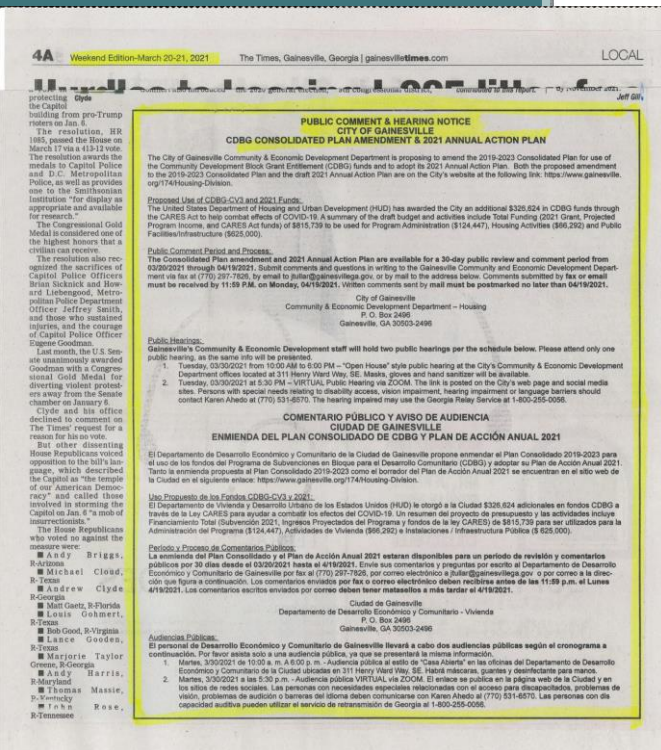
The Consolidated Plan amendment and 2021 Annual Action Plan are available for a 30-day public review and comment period from 03/20/2021 through 04/19/2021. Submit comments and questions in writing to the Gainesville Community and Economic Development Department via fax at (770) 297-7826, by email to jtullar@gainesvillega.gov, or by mail to the address below. Comments submitted by fax or email must be received by 11:59 P.M. on Monday, 04/19/2021. Written comments sent by mail must be postmarked no later than 04/19/2021.

Public Hearings

Gainesville's Community & Economic Development staff will hold two public hearings schedule below. Please attend only one public hearing, as the same info will be presented at both.

1. Tuesday, 03/30/2021 from 10:00 AM to 6:00 PM – "Open House" style public hearing at the City's Community & Economic Development Department offices located at 311 Henry Ward Way, SE. Masks, gloves and hand sanitizer will be available.
2. Tuesday, 03/30/2021 at 5:30 PM – VIRTUAL Public Hearing via ZOOM. The link is posted on the City's web page and social media sites. Persons with special needs relating to disability access, vision impairment, hearing impairment or language barriers should contact Karen Ahedo at (770) 531-6570. The hearing impaired may use the Georgia Relay Service at 1-800-255-0056.

Join Zoom Meeting
<https://us02web.zoom.us/j/82486054823>
Meeting ID: 824 8605 4823





TIMELINE

1. 3/20/2021 thru 4/19/2021 = 30-day public review & comment period.
 - Plans posted on the City of Gainesville's Community & Economic Development webpage & linked from the City's website home page and Facebook page
 - Display Ad in The Times
2. Public Hearings:
 - Tues., 3/30/21 from 10:00 AM to 6:00 PM – “Open House” public hearing (no attendees)
 - Tues., 3/30/21 at 5:30 PM – VIRTUAL Public Hearing through ZOOM (5 attendees)
3. Thurs., 4/29/2021 – City Council Work Session
4. Tues., 5/4/2021 – City Council Meeting adoption
5. Wed., 5/12/2021 – Submit to HUD for approval

CITY OF
GAINESVILLE

THANK YOU



RESOLUTION GR-2021 - ____

**COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)
2021 ANNUAL ACTION PLAN**

WHEREAS, the City of Gainesville is designated an entitlement grantee by the U. S. Department of Housing and Urban Development (HUD) for the purpose of participation in the *Community Development Block Grant (CDBG)* Program; and

WHEREAS, the Community Development Department is directed to prepare and file an application including all appropriate appendages, assurances, and certifications with the U.S. Department of Housing and Urban Development requesting funding under the *Community Development Block Grant Program for Entitlement Cities*; and

WHEREAS, all proposed activities are consistent with the City's 2019-2023 Consolidated Plan, as amended; and

WHEREAS, the City of Gainesville has been awarded CDBG-Entitlement funds from HUD in the total amount of \$489,115 as well as an additional \$326,624 in CDBG-CV3 CARES Act funding to prevent, prepare for, and respond to the coronavirus; and

WHEREAS, all monies distributed from the *2021 Community Development Block Grant* will be utilized only for specifically designated and approved projects as outlined in the Third Program Year 2021 Annual Action Plan and activities list outline in the attached Exhibit A; and

WHEREAS, the said Third Program Year 2021 Annual Action Plan shall be included as part of this resolution as Exhibit B.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby adopts the 2021 Annual Action Plan and authorizes the Mayor or City Manager to sign all necessary resolutions, certifications, applications, subrecipient agreements, and documents directly related to obtaining and administering the *2021 Community Development Block Grant* on behalf of the City of Gainesville.

Adopted this ____ day of _____, 2021.

C. Danny Dunagan, Jr., Mayor

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

ATTEST:

Denise O. Jordan, City Clerk

EXHIBIT A

CITY OF GAINESVILLE COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) THIRD PROGRAM YEAR 2021 ANNUAL ACTION PLAN

PROGRAM FUNDING SOURCES

2021 Grant Allocation	\$489,115
2020 CDBG-CV3 CARES Act Allocation	<u>\$326,624</u>
TOTAL FUNDING	\$815,739

PROPOSED ACTIVITIES

BUDGETED AMOUNT

HOUSING REHABILITATION / EMERGENCY REPAIRS & REHAB ADMIN/PROJECT DELIVERY

\$ 50,000

Homeowner Repairs (\$30,000) & Admin/Project Delivery (\$20,000) funds will be used to assist income-eligible homeowners with repairs and other housing improvements, including handicap accessibility features and emergency repairs.

PUBLIC FACILITIES OR INFRASTRUCTURE

\$625,000

CDBG-2021 (\$325,000) and CDBG-CV3 (\$300,000). Acquisition, construction, or rehabilitation of public facilities/infrastructure, including but not limited to, parks/recreation facilities; sidewalks; water/sewer and stormwater; and parking lots and parking garages. CDBG-CV3 funds will be used for public facilities/infrastructure to prevent, prepare for, and respond to the coronavirus and its impacts. Other uses for the CDBG-2021 funds may include acquisition and demolition of vacant, dilapidated properties; installation or repair of streets, storm drains, curbs and gutters, tunnels, bridges, and traffic lights/signs; and improvements to sidewalks that include the installation of trash receptacles, lighting, benches, and trees; as well as activities limited to tree planting (sometimes referred to as "beautification"). Installation or replacement of water lines, sanitary sewers, storm sewers, and fire hydrants. Drainage Improvements and the installation of water lines, sanitary sewer and storm sewers associated with developing affordable housing. Grading and site work on public lands.

HOMEOWNERSHIP ASSISTANCE

\$ 16,292

Financial assistance to low- to moderate-income, first-time homebuyers to assist them with the purchase of a home. Eligible uses of these funds include up to 50% of down payment, reasonable closing costs and premium for mortgage insurance required up-front.

PROGRAM ADMINISTRATION

\$124,447

CDBG-2021 (\$97,823) and CDBG-CV3 (\$26,624) funds for the management and oversight of all activities carried out under CDBG and CDBG-CV Programs. Funds cover expenses for salaries, legal fees, advertisements, supplies and equipment, planning and other administrative costs.

TOTAL EXPENDITURES

\$815,739

EXHIBIT B



2021 Annual Action Plan

May 4, 2021

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ANNUAL ACTION PLAN

For Program Year 2021

CITY OF GAINESVILLE, GEORGIA

Community & Economic Development Department

ADOPTED

May 4, 2021

Prepared for the City of Gainesville by
Mosaic Community Planning, LLC



Annual Action Plan
2021

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EXECUTIVE SUMMARY

AP-05 EXECUTIVE SUMMARY - 24 CFR 91.200(C), 91.220(B)

1. Introduction

The City of Gainesville's 2021-2022 Annual Action Plan outlines the City's strategy for the use of Community Development Block Grant (CDBG) and CDBG-CV3 funds received from the U.S. Department of Housing and Urban Development (HUD) during the 2021 program year. The Annual Action Plan (AAP) details CDBG and CDBG-CV3 projects anticipated to be completed during 2021, along with funding levels, related activities, and anticipated beneficiaries for each. The 2021 program year is the third program year covered under Gainesville's 2019-2023 Five-Year Consolidated Plan, which identified priorities for and provided guidance on investment of HUD funds over a five-year period. During 2021, Gainesville will work toward addressing priorities related to housing affordability, infrastructure and public facility improvements, neighborhood revitalization, fair housing, and program administration.

2. Summarize the objectives and outcomes identified in the Plan

Priority needs for the 2019 through 2023 planning period were developed based on citizen participation and stakeholder consultation, and analysis of the city's top housing, homeless, special needs populations, and non-housing community development needs. These priorities include:

Housing Affordability

- Support the development of affordable rental and owned housing, including projects located near employment and transportation.
- Expand the useful life of existing affordable housing through rehabilitation, repair, or weatherization programs.
- Provide homeownership opportunities for households through downpayment or closing cost assistance.

Infrastructure and Public Facility Improvements

- Provide safe neighborhoods, public facilities, recreational and cultural opportunities which meet both safety and health regulations for citizens of all ages and socioeconomic backgrounds.
- Improve public infrastructure, increase public safety, residential desirability and quality of life in low- and moderate-income neighborhoods.
- Assist community service organizations in improving their physical structures to ensure they are sufficient in size, accessible, safe and meet the organization's service goals.
- Infrastructure improvements including but not limited to sidewalks, roadway, park, and water and sewer replacement or expansion.

Neighborhood Revitalization

- Non-housing community development activities that eliminate blight, including code enforcement, demolition, acquisition, and redevelopment.

- Through property acquisition, increase greenspace, improve housing affordability, or encourage economic development.

Economic Development

- Support business development to create new employment opportunities for low- and moderate-income workers.
- Provide job training assistance to help residents access employment opportunities.

Public Services

- Fund community services such as youth-focused activities, programming for seniors, services for people experiencing homelessness, employment training, housing counseling, transportation assistance, fair housing education and enforcement, legal services, and others.

Fair Housing Activities

- Either in-house or through an award to a local organization, provide fair housing education activities to residents, housing providers, and local agencies in English and Spanish.

Program Administration

- Funding for performance of administrative, implementation, and planning requirements of the CDBG program.

3. Evaluation of past performance

Each year, the City of Gainesville reports its progress in meeting its five-year and annual goals by preparing a Consolidated Annual Performance Evaluation Report (CAPER). The CAPER is submitted to HUD within 90 days of the start of a new program year. Copies of recent CAPERs are available for review at Gainesville's Community and Economic Development Department or online at: <https://www.gainesville.org/174/Housing-Division>.

4. Summary of Citizen Participation Process and consultation process

The City of Gainesville conducts a variety of public outreach to garner input from city staff, government agencies, nonprofit agencies, affordable housing developers, local service providers, and Gainesville residents in planning its CDBG program. While the City was unable to hold in-person public meetings during the preparation of this Annual Action Plan due to COVID-19 and related social distancing requirements, the City held a virtual public hearing session and a socially-distanced in-person drop-in day to gather input from interested stakeholders. This input is summarized in the Participation section of this document. Public comments on the draft Annual Action Plan were received throughout a 30-day public comment period from Saturday, March 20 to Monday, April 19, 2021.

In developing the 2019-2023 Consolidated Plan under which this Annual Action Plan falls, the City held public meetings, conducted focus groups with local agencies or committees, interviewed key stakeholders, and conducted a public survey regarding community development and housing priorities. During that process, a total of 50 people attended a community meeting or focus group, 38 people completed the survey, and 25 people participated in an interview.

5. Summary of public comments

Comments received through the public hearings and public comment period will be summarized in the Participation section of this Plan and incorporated in individual sections as relevant.

6. Summary of comments or views not accepted and the reasons for not accepting them

The City will take all comments into consideration in preparing this Annual Action Plan. The City will review all comments for common and recurring themes to help establish goals and priorities.

7. Summary

During the 2021-2022 program year, the City of Gainesville will use CDBG funds to address priorities identified in its 2019-2023 Five-Year Consolidated Plan. Specifically, Gainesville will fund public facility and infrastructure improvements, including improvements to support affordable housing development, downpayment assistance for first time homebuyers, housing rehabilitation/emergency repair, demolition and acquisition, and program administration.

THE PROCESS

PR-05 LEAD & RESPONSIBLE AGENCIES – 91.200(B)

1. Agency/entity responsible for preparing/administering the Consolidated Plan

TABLE 1- RESPONSIBLE AGENCIES

Agency Role	Name	Department/Agency
Lead Agency	Gainesville	
CDBG Administrator	Gainesville	Community & Economic Development / Housing & Special Projects Division

Narrative (optional)

The City of Gainesville Community & Economic Development Department's Housing & Special Projects Division is responsible for administering the City's Community Development Block Grant Program. Among other City responsibilities, the Division coordinates the planning process, works with other city agencies and nonprofit partners on planning and implementation, and reports on performance to the City Council, city residents, and HUD.

Consolidated Plan Public Contact Information

The primary contact for Gainesville's CDBG Program and the consolidated planning process is:

Jessica Tullar, AICP
Housing & Special Projects Manager
Gainesville Community & Economic Development Department
PO Box 2496
Gainesville, Georgia 30503
770-531-6570
JTullar@gainesvillega.gov

AP-10 CONSULTATION – 91.100, 91.200(B), 91.215(L)

1. Introduction

The City of Gainesville conducts a variety of public outreach to garner input from city staff, government agencies, nonprofit agencies, affordable housing developers, local service providers, and Gainesville residents in planning its CDBG program. While the City was unable to hold in-person public meetings during the preparation of this Annual Action Plan due to COVID-19 and related social distancing requirements, the City will hold a virtual engagement session and a socially-distanced in-person drop-in day to gather input from interested stakeholders.

In developing the 2019-2023 Consolidated Plan under which this Annual Action Plan falls, the City held public meetings, conducted focus groups with local agencies or committees, interviewed key stakeholders, and conducted a public survey regarding community development and housing priorities. During that process, a total of 50 people attended a community meeting or focus group, 38 people completed the survey, and 25 people participated in an interview.

Provide a concise summary of the jurisdiction's activities to enhance coordination between public and assisted housing providers and private and governmental health, mental health and service agencies (91.215(l))

The City of Gainesville works closely with public and private sector providers to ensure delivery of services to residents and to promote interagency communication and planning. The City has representatives on many non-profit agency boards and/or advisory committees. The Community & Economic Development Department works with various housing, health, mental health, and service agencies to gather data and identify gaps in services.

In developing this Annual Action Plan, the City strove to include input from housing providers and health, mental health, and other service agencies. During the public comment period, stakeholders are invited to participate in a virtual meeting or the in-person drop-in event, or otherwise provide input to City of Gainesville staff. Stakeholders included city elected officials and staff, housing authority staff, housing developers, nonprofit organizations, homeless housing and service providers, mental health service providers, agencies serving people with disabilities, senior services, and others. This Annual Action Plan and the associated Consolidated Plan are designed to promote enhanced coordination amongst local housing and service organizations over the five-year planning period.

Describe coordination with the Continuum of Care and efforts to address the needs of homeless persons (particularly chronically homeless individuals and families, families with children, veterans, and unaccompanied youth) and persons at risk of homelessness.

Gainesville and Hall County fall within the Georgia Balance of State Continuum of Care (BoS CoC). The Georgia Department of Community Affairs (DCA) staffs the CoC and allocates Emergency Shelter Grant (ESG) funds across 152 counties statewide to assist with emergency shelter, transitional housing, and homelessness prevention, outreach, and supportive services. The City of Gainesville supports local groups

that apply for funding through DCA to coordinate housing and services for its residents experiencing or at risk of homelessness.

Describe consultation with the Continuum(s) of Care that serves the jurisdiction's area in determining how to allocate ESG funds, develop performance standards for and evaluate outcomes of projects and activities assisted by ESG funds, and develop funding, policies and procedures for the operation and administration of HMIS

Gainesville and Hall County are parts of the Georgia Balance of State Continuum of Care (BoS CoC), which covers 152 Georgia counties and is staffed by the Georgia Department of Community Affairs. DCA administers ESG funding statewide, and the City of Gainesville provides input regarding local homeless needs and risk of homelessness as requested to assist in determining how to allocate ESG funds, develop performance standards, and evaluate outcomes.

Under CoC guidance, homeless housing and service providers in Hall County are implementing a coordinated entry system that matches households with the most appropriate housing and service intervention based on their needs, with the goals of prioritizing resources and preventing or reducing the time of homelessness. Implementation sites use HMIS to record assessments, manage priorities, track referrals, and enter data.

2. Describe Agencies, groups, organizations and others who participated in the process and describe the jurisdiction's consultations with housing, social service agencies and other entities

To be completed following close of the public comment period.

TABLE 2 – AGENCIES, GROUPS, ORGANIZATIONS WHO PARTICIPATED

Agency/Group/Organization Name		Type	Section of Plan Addressed	Consultation Method
1		•	•	•
2		•	•	•
3		•	•	•

Identify any Agency Types not consulted and provide rationale for not consulting

Efforts were made to consult as broad a group of community stakeholders as possible. No agency types were excluded from participation.

Other local/regional/state/federal planning efforts considered when preparing the Plan

TABLE 3 – OTHER LOCAL / REGIONAL / FEDERAL PLANNING EFFORTS

Name of Plan	Lead Organization	How do the goals of your Strategic Plan overlap with the goals of each plan?
Continuum of Care	Georgia Department of Community Affairs	The DCA provides homeless McKinney Vento Act funds to agencies in Gainesville through the Balance of State Continuum of Care. These funds assist with emergency shelter, transitional housing, homelessness prevention, and outreach and supportive services. Point in time homeless counts prepared by the Continuum of Care are reported in the Needs Assessment.
2040 Comprehensive Plan	City of Gainesville	Goals identified in the Community Work Program that overlap with those on the Strategic Plan include development of infill housing, blight reduction, sidewalk improvements, extension of infrastructure, public facility improvements, and economic development/commercial revitalization.
2017-2022 Comprehensive Economic Development Strategy (CEDS) & Regional Plan	Georgia Mountains Regional Commission	City of Gainesville priorities in the CEDS include airport renovation, continuation of the Midtown Greenway, stormwater planning, and a wireless hot zone project. Infrastructure development, possibly to include things such as stormwater and greenway planning, is reflected in the Strategic Plan.
2015 Downtown Gainesville Renaissance Strategic Vision & Plan	Carl Vinson Institute, University of Georgia	Action items overlap with the Strategic Plan relative to pedestrian and bicycle access, safety, and security; transit; and parks/community space.
Westside TAD Redevelopment Plan, 2018	City of Gainesville	Potential benefits of the TAD that are relevant to Strategic Plan goals include infrastructure improvements, redevelopment of vacant/ blighted properties, and economic development.
Midtown Gainesville Redevelopment Plan & Tax Allocation District, 2010	City of Gainesville, Hall County Commission, Gainesville City Schools	Goals that overlap with the Strategic Plan include economic development, blight removal, and new residential development.
Bradford-Ridgewood NPU Vision, Goals & Objectives Statement, 2010	City of Gainesville	Goals that overlap with the Strategic Plan include pedestrian safety, property maintenance, and housing rehabilitation and new development.
Fair Street Area NPU Vision, Goals & Objectives Statement, 2008	City of Gainesville	Goals that overlap with the Strategic Plan include pedestrian safety, sidewalk improvements/expansion, code enforcement, property maintenance, and addition of parks/greenspace.
Community Game Plan	United Way of Hall County	Goals that overlap with the Strategic Plan include adequate affordable housing, supportive housing/ services, emergency and transitional housing, improved connectivity, financial literacy, employment assistance, and healthy food access.

AP-12 PARTICIPATION – 91.105, 91.200(C)

1. Summary of citizen participation process/Efforts made to broaden citizen participation

Summarize citizen participation process and how it impacted goal-setting

The City of Gainesville held a 30-day public comment period to receive comments on the draft 2021-2022 Annual Action Plan from Saturday, March 20 to Monday, April 19, 2021. During this time, copies of the draft report were available for public inspection, and residents and stakeholders can provide written comments to the Community & Economic Development Department. Gainesville staff also conducted a virtual public hearing session and a daylong open house to present the plan and gather feedback. Following the public comment period, the 2021-2022 Annual Action Plan was presented to the Gainesville City Council for approval.

This Annual Action Plan builds on the 2019-2023 Consolidated Plan, during which residents could participate in one of three public meetings and/or take a community-wide survey. During that process, a total of 50 people attended a community meeting or focus group and 38 people completed the survey.

Citizen Participation Outreach

TABLE 4- CITIZEN PARTICIPATION OUTREACH

Sort Order	Mode of Outreach	Target of Outreach	Summary of response/ attendance	Summary of comments received	Comments not accepted and reasons
1	Newspaper ads and articles	Residents, including minority residents, people with limited English proficiency, people with disabilities, and assisted housing residents; Housing and service providers; Community development practitioners	N/A	Display Ad in <i>The Gainesville Times</i> newspaper	N/A
2	City webpage and social media	Residents, including minority residents, people with limited English proficiency, people with disabilities, and assisted housing residents; Housing and service providers; Community development practitioners	N/A	N/A	N/A
3	Public comment period	Residents, including minority residents, people with limited English proficiency, people with disabilities, and assisted housing residents; Housing and service providers; Community development practitioners	TBD	TBD	TBD

TABLE 4- CITIZEN PARTICIPATION OUTREACH (CONTINUED)

Sort Order	Mode of Outreach	Target of Outreach	Summary of response/ attendance	Summary of comments received	Comments not accepted and reasons
4	Open house and virtual public hearings	Residents, including minority residents, people with limited English proficiency, people with disabilities, and assisted housing residents; Housing and service providers; Community development practitioners	TBD	TBD	TBD

EXPECTED RESOURCES

AP-15 EXPECTED RESOURCES – 91.220(C)(1,2)

Introduction

Due to its size, the City of Gainesville only qualifies for a formula grant under HUD’s CDBG program. The table below shows the City’s CDBG allocation for the 2021-2022 program year of \$489,115, along with an estimate of anticipated grant funding for the remaining two years covered by the 2019-2023 Consolidated Plan. This estimate assumes that funding over those two years will average to be about the same as the City’s 2020 allocation of \$480,551.

In addition to its regular CDBG program funding, the City of Gainesville will receive \$326,624 in CDBG-CV3 funding through the federal CARES Act in PY2021 to prevent, prepare for, and respond to the COVID-19 pandemic. This is the second round of CDBG-CV (Coronavirus) funding that Gainesville will receive. The City previously received \$282,736 during PY2020.

Gainesville residents are also eligible for housing assistance through the Section 8 Housing Choice Voucher program and Continuum of Care programs operated by the Georgia Department of Community Affairs. However, the City of Gainesville does not receive direct allocations under either program.

All federal funds will be used in a manner that supports decent affordable housing, a suitable living environment, and expanded economic opportunities to principally benefit low- and moderate-income Gainesville residents.

Anticipated Resources

TABLE 5- EXPECTED RESOURCES- PRIORITY TABLE

Program	Source of Funds	Uses of Funds	Expected Amount Available Year 1				Expected Amount Available Remainder of ConPlan \$	Narrative Description
			Annual Allocation: \$	Program Income: \$	Prior Year Resources: \$	Total: \$		
CDBG	Federal	Acquisition Admin and Planning Economic Development Housing Public Improvements Public Services	\$489,115	\$0	\$0	\$489,115	\$961,102	CDBG funds will be used to carry out activities related to acquisition, administration and planning, housing, economic development, public facility improvements, and public services.
CDBG-CV	Federal	Prevention of, preparation for, and response to the COVID-19 pandemic	\$326,624	\$0	\$0	\$326,624	\$0	CDBG-CV3 funds will be used to carry out activities related to preventing, preparing for, and responding to the COVID-19 pandemic.

Explain how federal funds will leverage those additional resources (private, state and local funds), including a description of how matching requirements will be satisfied

While CDBG funds do not require a match, the City anticipates leveraging local, state, federal, and private funds as they address the priorities and goals outlined in the Consolidated Plan. The City will leverage local funds (i.e., City general funds) to complete public improvements and code enforcement activities in neighborhoods and business districts with low- and moderate-income households. Private funds, state funds, and other federal funds will be leveraged for housing rehabilitation and new construction projects. Additionally, the Gainesville Nonprofit Development Foundation (GNPDF) has been a vital part of revitalizing the city for almost 50 years and provides annual financial support to enhance opportunities provided by the CDBG program.

If appropriate, describe publicly owned land or property located within the jurisdiction that may be used to address the needs identified in the plan.

CDBG funding will be used to develop and improve public facilities for the benefit of low- and moderate-income residents using existing publicly owned land. For CDBG or CDBG-CV3 funds used to acquire private land for public purpose, the City will follow CDBG acquisition requirements and procedures.

ANNUAL GOALS AND OBJECTIVES

AP-20 ANNUAL GOALS AND OBJECTIVES

Goals Summary Information

TABLE 6- GOALS SUMMARY INFORMATION

Sort Order	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
1	Expanded Affordable Housing Supply	2019	2023	Affordable Housing Public Housing Non-Housing Community Development	Citywide	Housing Affordability Infrastructure and Public Facility Improvements	CDBG: \$75,000	Public facility or infrastructure activity: 180 LMI households benefitted
2	Homeowner Housing Rehabilitation	2019	2023	Affordable Housing Non-Homeless Special Needs	Citywide	Housing Affordability	CDBG: \$50,000	Homeowner housing rehabilitated: 3
3	Homebuyer Assistance	2019	2023	Affordable Housing	Citywide	Housing Affordability	CDBG: \$16,292	Direct financial assistance to homebuyers: 2 households assisted
4	Improved Public Facilities and Infrastructure	2019	2023	Non-Housing Community Development	Citywide	Infrastructure and Public Facility Improvements Neighborhood Revitalization	CDBG: \$100,000 CDBG-CV3: \$300,000	Public facility or infrastructure activities for low/moderate income housing benefit: 4 households assisted
5	Demolition and Acquisition	2019	2023	Affordable Housing Non-Housing Community Development	Citywide	Housing Affordability Neighborhood Revitalization Economic Development	CDBG: \$150,000	Buildings demolished: 1 building
6	General Program Administration	2019	2023	Non-Housing Community Development	Citywide	Program Administration Fair Housing	CDBG: \$97,823 CDBG-CV: \$26,624	Other

Annual Action Plan
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Goal Descriptions

TABLE 7- GOAL DESCRIPTIONS

1	Goal name	Expanded Affordable Housing Supply
	Goal description	Site improvements, public infrastructure, public facilities, or other eligible activities for the support of affordable housing development or re-construction
2	Goal name	Homeowner Housing Rehabilitation
	Goal description	Housing rehabilitation and emergency repair for income-eligible homeowners
3	Goal name	Homebuyer Assistance
	Goal description	Provide downpayment, closing cost, or other eligible assistance to income-eligible homebuyers
4	Goal name	Improved Public Facilities and Infrastructure
	Goal description	Improve public facilities and infrastructure in low- and moderate-income neighborhoods; Potential improvements may include, but are not limited to, parks and open space, community centers, sidewalk construction or improvement, ADA improvements, pedestrian safety devices and lighting, and bus shelters/seating
5	Goal name	Demolition and Acquisition
	Goal description	Demolition and/or acquisition of dilapidated buildings and land to create greenspace, improve housing affordability, or promote economic development
6	Goal name	General Program Administration
	Goal description	Staff salary, planning, and administrative service delivery costs for implementing the Community Development Block Grant and CDBG-CV3 programs

PROJECTS

AP-35 PROJECTS – 91.220(D)

Introduction

Projects planned for the 2021-2022 program year are identified in the table below, with additional detail provided in AP-38. Over the next year, the City of Gainesville anticipates assisting low- and moderate-income homeowners with home rehabilitation/emergency repair and downpayment assistance. The City also will use CDBG funds for demolition and acquisition, public facilities and improvements, and construction of public infrastructure to support affordable housing development. Using program administration funds, the City will provide fair housing education to its residents. The City of Gainesville will use CDBG-CV3 funds to support acquisition of property for public facilities.

Projects

TABLE 8- PROJECT INFORMATION

#	Project Name
1	Tower Heights Infrastructure and Site Development
2	Midtown Public Facilities and Infrastructure Improvements
3	Demolition and Acquisition
4	Housing Rehabilitation and Emergency Repairs
5	Housing Rehabilitation and Emergency Repairs Administration
6	Homeownership Assistance
7	General Program Administration
8	CDBG-CV3 CARES Acquisition
9	CDBG-CV3 / CARES General Program Administration

Describe the reasons for allocation priorities and any obstacles to addressing underserved needs

The City's allocation priorities reflect its focus on a number of high priority needs identified through data analysis, community member input, consultation with City staff and other public agencies, and reviews of relevant recently-completed plans and studies, such as Gainesville's 2040 Comprehensive Plan. A key priority that emerged from the Consolidated Planning process was the need for more affordable housing for renters and owners and a need for housing rehabilitation. To meet this underserved need, the City will provide infrastructure improvements to support development of new affordable housing construction. The City also will provide funds for downpayment assistance and to homeowners for housing rehabilitation and repair.

CDBG-CV3 funding will be used to acquire property for public facilities for the benefit of low- and moderate-income residents. Specifically, the funding will be used to acquire land for the development of a new community center, park, sports courts, and multi-purpose fields. The facility will be used for COVID testing, COVID immunizations and similar pandemic related activities, and to provide social distancing for City activities. The project will also address the City's loss of revenue from cancelled programming due to COVID and respond to the need for a City-dedicated community center with courts for basketball and other indoor programming.

The City does not anticipate any obstacles to completing the projects it has identified for the 2021-2022 program year.

AP-38 PROJECT SUMMARY

Project Summary Information

TABLE 9 – PROJECT INFORMATION

1	Project Name	Tower Heights Infrastructure and Site Development
	Target Area	Citywide
	Goals Supported	Expanded Affordable Housing Supply
	Needs Addressed	Housing Affordability, Infrastructure and Public Facility Improvements
	Funding	CDBG: \$75,000
	Description	Infrastructure improvements and site development work to support redevelopment of the Tower Heights Apartments by the Gainesville Housing Authority and Walton Communities
	Target Date	06/30/2022
	Estimate the number and type of persons that will benefit from the proposed activity	180 LMI households benefitted
	Location Description	Westside Redevelopment Area (Tower Heights Road and Jones Street)
	Planned Activities	Infrastructure improvements and site development work (i.e., grading, streetscape, pedestrian facilities)
2	Project Name	Public Facilities and Infrastructure Improvements
	Target Area	Midtown
	Goals Supported	Improved Public Facilities and Infrastructure
	Needs Addressed	Infrastructure and Public Facility Improvements, Neighborhood Revitalization

3	Funding	CDBG: \$100,000
	Description	Facility and infrastructure improvement projects such as, but not limited to: • Acquisition, construction, or rehabilitation of parking lots and parking garages. • Installation or repair of streets, street drains, storm drains, curbs and gutters, tunnels, bridges, and traffic lights/signs. • Improvements to sidewalks that include the installation of trash receptacles, lighting, benches, and trees. Activities limited to tree planting (sometimes referred to as neighborhood beautification). • Installation or replacement of water lines, sanitary sewers, storm sewers, and fire hydrants. • Site work/development, drainage Improvements and the installation of water lines, sanitary sewer and storm sewers associated with developing affordable housing.
	Target Date	06/30/2023
	Estimate the number and type of persons that will benefit from the proposed activity	4 LMI households assisted from public facility or infrastructure activity
	Location Description	Locations to be determined during program year
	Planned Activities	Various infrastructure and public facility improvement activities
	Project Name	Demolition and Acquisition
	Target Area	Citywide
	Goals Supported	Demolition and Acquisition
	Needs Addressed	Housing Affordability, Neighborhood Revitalization
	Funding	\$150,000
	Description	Acquire unkempt/abandoned vacant properties; acquire blighted or foreclosed properties with dilapidated structures and demolish dilapidated structures
	Target Date	06/30/2022

4	Estimate the number and type of persons that will benefit from the proposed activity	1 building demolished
	Location Description	Citywide in income-eligible census tracts
	Planned Activities	Property acquisition and demolition of dilapidated structures
	Project Name	Housing Rehabilitation and Emergency Repairs
	Target Area	Citywide
	Goals Supported	Homeowner Housing Rehabilitation
	Needs Addressed	Housing Affordability
	Funding	CDBG: \$30,000
	Description	Housing rehabilitation and emergency repair funding of up to \$10,000 for income-eligible homeowners
	Target Date	06/30/2022
	Estimate the number and type of persons that will benefit from the proposed activity	3 low- and moderate-income homeowners
	Location Description	Citywide
	Planned Activities	Housing rehabilitation and emergency repair funding of up to \$10,000 for income-eligible homeowners
5	Project Name	Housing Rehabilitation and Emergency Repairs Administration
	Target Area	Citywide
	Goals Supported	Homeowner Housing Rehabilitation
	Needs Addressed	Housing Affordability
	Funding	CDBG: \$20,000

6	Description	CDBG funding will be used to cover implementation/administrative costs associated with the Housing Rehab and Emergency Repair program.
	Target Date	06/30/2022
	Estimate the number and type of persons that will benefit from the proposed activity	3 low- and moderate-income homeowners
	Location Description	Citywide
	Planned Activities	Administration of the Housing Rehab and Emergency Repair program
	Project Name	Homeownership Assistance
	Target Area	Citywide
	Goals Supported	Homebuyer Assistance
	Needs Addressed	Housing Affordability
	Funding	CDBG: \$16,292
	Description	Financial assistance to low- and moderate-income, first-time homebuyers to assist them with the purchase of a home. Eligible uses of these funds include: up to 50% of down payment, reasonable closing costs, and premium for mortgage insurance required up-front.
	Target Date	06/30/2022
	Estimate the number and type of persons that will benefit from the proposed activity	Up to 2 households assisted with direct financial assistance
	Location Description	Location to be determined during program year
	Planned Activities	First-time homebuyer assistance with downpayment, closing cost and/or up-front mortgage insurance premium
7	Project Name	General Program Administration
	Target Area	Citywide
	Goals Supported	General Program Administration

8	Needs Addressed	Fair Housing Activities Program Administration
	Funding	CDBG: \$97,823
	Description	Staff salary, planning, and administrative service delivery costs for implementing the Community Development Block Grant program.
	Target Date	06/30/2022
	Estimate the number and type of persons that will benefit from the proposed activity	Not applicable
	Location Description	Citywide
	Planned Activities	Staff salary, planning, and administrative service delivery costs for implementing the Community Development Block Grant program. Provide fair housing education to Gainesville residents.
	Project Name	CV – Public Facilities and Infrastructure
	Target Area	Citywide
	Goals Supported	Improved Public Facilities and Infrastructure
	Needs Addressed	Infrastructure and Public Facility Improvements, Neighborhood Revitalization
	Funding	CDBG-CV3: \$300,000
	Description	CDBG-CV3 funding will be used for property acquisition for a new park with a community center, sports courts, and multi-purpose fields. The facility will be used for COVID testing, COVID immunizations and similar pandemic related activities, and to provide social distancing for City activities.
	Target Date	06/30/2022
	Estimate the number and type of persons that will benefit from the proposed activity	LMI households assisted from public facility or infrastructure activity

9	Location Description	Citywide
	Planned Activities	Property acquisition for a new park, including a facility for COVID testing, COVID immunizations and similar pandemic related activities, and to provide social distancing for City activities.
	Project Name	CV – General Program Administration
	Target Area	Citywide
	Goals Supported	General Program Administration
	Needs Addressed	Program Administration
	Funding	CDBG-CV3: \$26,624
	Description	Staff salary, planning, and administrative service delivery costs for implementing the CDBG-CV3 program.
	Target Date	06/30/2022
	Estimate the number and type of persons that will benefit from the proposed activity	Not applicable
	Location Description	Citywide
	Planned Activities	Staff salary, planning, and administrative service delivery costs for implementing the CDBG-CV3 program.
	CDBG Total	\$489,115
	CDBG-CV3 Total	\$326,624
	Total	\$815,739

AP-50 GEOGRAPHIC DISTRIBUTION – 91.220(F)

Description of the geographic areas of the entitlement (including areas of low-income and minority concentration) where assistance will be directed

HUD identifies CDBG-eligible block groups where there are concentrations of low- and moderate-income families. In this case, HUD defines a concentration as a block group where low- and moderate-income households make up more than 51% of total households in the block group. As of the 2020 program year, there are 16 such block groups in Gainesville. Notably, 15 of these block groups are located in census tracts that have high rates of housing need (40% or more of households with a cost burden) and/or populations that are majority people of color.

Six of these census tracts (tracts 10.02, 10.03, 11.01, 11.02, 12.01, and 14.03) are contiguous tracts all located south of E.E. Butler Parkway extending roughly from Athens Highway on the east to Dawsonville Highway, McEver Road, and Lake Lanier on the west. These tracts cover the Downtown, Midtown, and Westside neighborhoods. Note that the area that includes the airport, Elachee Nature Preserve, and Chicopee Woods golf course is not included. In all of these tracts, the largest share of the population is Latino, ranging from 42 to 88%.

The remaining two tracts where people of color comprise more than 50% of the population are immediately north of downtown and E.E. Butler Parkway, and include the Fair Street Area NPU and neighborhoods to its east (Tracts 7.01 and 8). In each of these tracts, Latinos and African Americans each make up considerable shares of the population (between 33 and 41%). White residents make up 20-30% of people in these tracts.

Geographic Distribution

TABLE 10- GEOGRAPHIC DISTRIBUTION

Target Area	Percent of Funds
Midtown-Greenway	20%
Citywide	80%

Rationale for the priorities for allocating investments geographically

The City will focus its funding in neighborhoods that have concentrations of low- and moderate-income households and substantial needs related to housing quality and affordability, public facilities and infrastructure, and economic development. While specific target areas are listed in Gainesville's 2019-2023 Consolidated Plan, individual low- and moderate-income persons residing anywhere in the City may be eligible beneficiaries of CDBG funds. CDBG funding may also be spent in eligible block groups / census tracts where at least 51% of households have low- or moderate-incomes (i.e., incomes under 80% of the area median, adjusted for household size).

AFFORDABLE HOUSING

AP-55 AFFORDABLE HOUSING – 91.220(G)

Introduction

Over the 2021-2022 program year, the City of Gainesville estimates that it will assist 3 non-homeless low- and moderate-income homeowner households with the rehabilitation of existing residential units and up to 2 households with downpayment assistance. The City will also make infrastructure improvements to support the construction of 148 new and 32 replacement affordable rental units, completed over multiple phases, with about 90 units in the first phase. The City will construct public infrastructure to support expanding affordable and assist 4 low- to moderate-income households.

TABLE 11- ONE YEAR GOALS FOR AFFORDABLE HOUSING BY SUPPORT REQUIREMENT

One Year Goals for the Number of Households to be Supported	
Homeless	0
Non-Homeless	99
Special-Needs	0
Total	9

TABLE 12- ONE YEAR GOALS FOR AFFORDABLE HOUSING BY SUPPORT TYPE

One Year Goals for the Number of Households Supported Through	
Rental Assistance	0
Production of New Units	94
Rehab of Existing Units	3
Acquisition of Existing Units	2
Total	99

AP-60 PUBLIC HOUSING – 91.220(H)

Introduction

Public housing in the city of Gainesville is managed by the Gainesville Housing Authority (GHA). The quasi governmental authority is governed by its board of commissioners which are appointed by the City. According to HUD’s PIC (the HUD Office of Public & Indian Housing Information Center) data, there are 468 public housing units and no housing choice vouchers in Gainesville. The GHA receives federal funds to modernize and repair those units. The City of Gainesville Community Development Department works closely with the GHA to offer financial literacy classes to public housing residents and other citizens. Efforts also have been made to identify residents that may be ready for homeownership and direct them toward those opportunities. Grant funds from the City of Gainesville downpayment assistance program are available to assist residents with purchasing a new home. Such actions will help housing authority residents become more independent and make units available for families with affordable housing needs.

The GHA is independent of the City of Gainesville and the City does not manage or oversee GHA funds.

Actions planned during the next year to address the needs to public housing

The GHA is applying to HUD for the ability to convert its remaining public housing units under the Rental Assistance Demonstration (RAD) program. If approved, this would give the GHA opportunities to leverage its real estate assets to replace and/or rehabilitate these units. The GHA also will continue to work with Walton Communities, its LIHTC development partner, to redevelop Tower Heights into Walton Harbor as a LIHTC project.

Actions to encourage public housing residents to become more involved in management and participate in homeownership

The GHA receives a Resident Opportunity and Supportive Services Program (ROSS) grant that supports GHA’s residents by linking them with valuable community resources to obtain economic self-sufficiency, independence, improved quality of life, and in some cases, help maintaining stable housing as residents age.

If the PHA is designated as troubled, describe the manner in which financial assistance will be provided or other assistance

The GHA is rated a “Standard Performer” and is not designated as troubled.

AP-65 HOMELESS AND OTHER SPECIAL NEEDS ACTIVITIES – 91.220(I)

Introduction

The City of Gainesville is covered by the Balance of State Continuum of Care, a network of homeless service providers covering all but the most populous Georgia counties and coordinated by Georgia DCA. The state conducts a biennial homeless count and the most recent data released as of the date this plan was drafted was from January 2019. On the night of the count, there were a total of 149 homeless persons enumerated in Hall County, including 92 residing in shelters and 57 unsheltered.

Describe the jurisdictions one-year goals and actions for reducing and ending homelessness including

Reaching out to homeless persons (especially unsheltered persons) and assessing their individual needs

The primary source of funding for homelessness programs and services in the Gainesville community comes from DCA through the Balance of State Continuum of Care. The local organizations receiving funding from this stream will continue to be engaged in the work of outreach to homeless persons in order to assess individual needs and share information about available resources.

Addressing the emergency shelter and transitional housing needs of homeless persons

Several local organizations address the emergency and transitional housing needs of homeless persons. In addition, emergency and transitional housing needs may be addressed through grant funding opportunities, such as the competitive Continuum of Care process, or through other state or local funding streams.

Helping homeless persons (especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that individuals and families experience homelessness, facilitating access for homeless individuals and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again.

Stakeholder input suggests that one reason households in transitional housing are slow to transition out is because there are so few decent affordable options available in the private rental market. Increasing support and case management funding associated with shelter and transitional housing programs may help, but adding new units to the overall affordable housing stock may help as well.

The City of Gainesville is not a direct recipient of the Emergency Solutions Grant (ESG) which could assist with housing the homeless and provide services to prevent homelessness, rehouse or otherwise permanently house the homeless. ESG funding is made available through a competitive process through the Department of Community Affairs.

Helping low-income individuals and families avoid becoming homeless, especially extremely low-income individuals and families and those who are: being discharged from publicly funded institutions and systems of care (such as health care facilities, mental health facilities, foster care and other youth facilities, and corrections programs and institutions); or, receiving assistance from public or private agencies that address housing, health, social services, employment, education, or youth needs.

Service providers in the city, along with housing providers, work together to prevent homelessness in those populations which are vulnerable or at risk of homelessness. These groups include extremely low-income individuals and families, people discharged from institutions, and those receiving assistance from agencies addressing a variety of needs, such as housing, health, social services, employment, education or youth needs.

This plan identifies a need for additional affordable housing in Gainesville. The City and the Gainesville Housing Authority will continue to work toward the goal of creating additional affordable housing options, which will provide additional housing options for all people exiting an institutional setting and who may otherwise become homeless. The existing nonprofit organizations that serve the homeless population will also continue planning and coordinating procedures to ensure people are not discharged from hospitals or jails into homelessness. Various other homeless prevention efforts will be initiated and maintained by the local organizations participating in the Continuum of Care.

Discussion

Local homeless service providers generally agree that the point-in-time count underestimates the true number of homeless people in the community, yet no more reliable source of data is available. Compared with what is likely a low-end estimate of 149 homeless people in Hall County, the 87 available emergency or transitional housing beds indicate a shortage of at least 36 beds within the community.

AP-75 BARRIERS TO AFFORDABLE HOUSING – 91.220(J)

Introduction:

Market data and stakeholder input both suggest a tight housing market in Gainesville, with low vacancy rates and increasing housing costs. While the market depends largely on the private sector to provide housing, there are roles the City and others can play through policy and regulation that may encourage greater private investment in new housing development in Gainesville.

Several aspects of the City's zoning code could potentially have a negative effect on housing development. For example, the City may want to consider adopting means to allow more flexibility in density and affordable housing development by carving out additional residential zoning districts or subdistricts that allow for a greater mix of housing types, lower minimum lot sizes, and higher multifamily density, and other alternatives such as relaxing the infill residential development standards, providing for cluster developments, density blending, and transfer of development rights in appropriate locations. Permitting or incentivizing conversion of single-family dwellings in high opportunity intown neighborhoods to two-family, 3-family, or multifamily dwellings on large lots also is a strategic way to address the need for more density and infill development in established neighborhoods.

Moreover, the City's land use regulations could go beyond just meeting the minimum FHA standards and affirmatively further and incentivize the development of affordable housing with inclusionary zoning policies. Gainesville has not adopted specific development incentives like density bonuses, reduced parking, or design waivers, reduced or waiver of development impact fees, administrative variances, or expedited permitting for the development of affordable or low-income housing or housing for protected classes.

Taken together, these zoning tools could potentially allow for more supply of housing, which helps put downward pressure on rental and sale prices, so that moderate and low-income families have access to those neighborhoods and all the congruent benefits that come with higher opportunity areas such as access to jobs, better schools, access to transportation, and access to cultural amenities and public accommodations.

Actions it planned to remove or ameliorate the negative effects of public policies that serve as barriers to affordable housing such as land use controls, tax policies affecting land, zoning ordinances, building codes, fees and charges, growth limitations, and policies affecting the return on residential investment

As described more completely in the City's Analysis of Impediments to Fair Housing Choice, the City will work toward removing barriers to affordable housing development related to zoning code issues by reviewing its current code and drafting any amendments that could expand housing choice by making affordable housing development more efficient and less costly. Additionally, the City will continue to be supportive of Low Income Housing Tax Credit development proposals that would add additional affordable rental units to the local housing stock.

AP-85 OTHER ACTIONS – 91.220(K)

Introduction

This section details the City's actions planned to ensure safe and affordable housing for its residents, along with plans to meet underserved needs, reduce poverty, develop institutional structure, and enhance coordination between public and private sector housing and community development agencies.

Actions planned to address obstacles to meeting underserved needs

The City will work with its community partners to assist low- and moderate-income residents in accessing employment services, childcare, health services, substance abuse counseling and treatment, education programs, services for senior citizens, services for people experiencing homelessness, and fair housing counseling.

CDBG-CV3 funding will be used to acquire land for the development of a new park with a community center, sports courts, and multi-purpose fields. The project will address the City's loss of revenue from cancelled programming due to COVID; the need for a City-dedicated community center with courts for basketball and other indoor programming; the need for a facility in north Gainesville to be used for COVID testing, COVID immunizations and similar pandemic related activities; and the need for social distancing in City activities.

Actions planned to foster and maintain affordable housing

In an effort to maintain the current affordable housing stock, the City of Gainesville will continue to provide funding for owner-occupied housing rehabilitation. Since 2001, the City has rehabilitated 48 homes with a total cost of about \$1.3 million. The City will also provide funding for infrastructure activities to support rental housing development and redevelopment by the Gainesville Housing Authority, and will provide downpayment assistance for income-eligible persons and families.

Actions planned to reduce lead-based paint hazards

An important initiative emanating from HUD in the last decade is the reduction of lead-based paint hazards, and many jurisdictions around the country have focused on reaching this goal. The federal Residential Lead-Based Paint Hazard Reduction Act of 1992 (Title X of the Housing and Community Development Act of 1992) amends the Lead-Based Paint Poisoning Prevention Act of 1971, which is the law covering lead-based paint in federally funded housing. These laws and subsequent regulations issued by the U.S. Department of Housing and Urban Development (24 CFR part 35) protect young children from lead-based paint hazards in housing that is financially assisted or being sold by the federal government.

In property rehabilitation projects involving the City of Gainesville, the City will assess whether lead-based paint might be present and, if so, follow the guidelines set forth in the Residential Lead-Based Paint Hazard Reduction Act of 1992.

The City of Gainesville is committed to testing and abating lead in all pre-1978 housing units assisted with federal grant funds in any of the housing programs it implements. Currently, the City has contracted with

an agency to provide all lead testing and clearance activities. Clearance testing is performed on all completed units.

Actions planned to reduce the number of poverty-level families

The City of Gainesville's anti-poverty strategy focuses on helping all low-income households improve their economic status and remain above poverty levels. This may include, but is not limited to, job training, education, healthcare services, and emergency assistance. Current programs to reduce poverty through access to education and jobs are provided by through WorkSource Georgia Mountains and Lanier Technical College. Emergency assistance is also provided by several nonprofit housing and service agencies in Gainesville and Hall County. Additionally, City of Gainesville's housing programs and activities that support development of affordable housing inherently address poverty by creating housing opportunities for low-income households. Without these housing opportunities, many low-income households would not be able to afford housing rehabilitation costs or to purchase a home.

Actions planned to develop institutional structure

The City of Gainesville will continue to work closely with the United Way, Gainesville Housing Authority, state and local agencies and governments, and other service providers to coordinate delivery of services to city residents. The City has representatives on many nonprofit boards and advisory committees, and the Community & Economic Development Department will continue to consult with various housing, social service, elderly and disability resource agencies to gather data and identify service gaps. While there are unmet needs within the City of Gainesville, we have not identified any significant gaps in the service delivery system provided by the institutions within the city.

Actions planned to enhance coordination between public and private housing and social service agencies

Additionally, the Resident Opportunity and Supportive Services Program (ROSS) will continue to support public housing residents by linking them with valuable community resources to obtain economic self-sufficiency, independence, improved quality of life, and in some cases, helping individuals maintain stable housing as they age.

PROGRAM SPECIFIC REQUIREMENTS

AP-90 PROGRAM SPECIFIC REQUIREMENTS – 91.220(L)(1,2,4)

Introduction:

Projects planned with CDBG funds expected to be available during the year are identified in the Projects Table. The following identifies program income that is available for use that is included in projects to be carried out.

Community Development Block Grant Program (CDBG)

Reference 24 CFR 91.220(l)(1)

1. The total amount of program income that will have been received before the start of the next program year and that has not yet been reprogrammed	\$0
2. The amount of proceeds from section 108 loan guarantees that will be used during the year to address the priority needs and specific objectives identified in the grantee's strategic plan	\$0
3. The amount of surplus funds from urban renewal settlements	\$0
4. The amount of any grant funds returned to the line of credit for which the planned use has not been included in a prior statement or plan.	\$0
5. The amount of income from float-funded activities	\$0
Total Program Income	

Other CDBG Requirements

1. The amount of urgent need activities	\$0
2. The estimated percentage of CDBG funds that will be used for activities that benefit persons of low and moderate income. Overall benefit – A consecutive period of one, two, or three years may be used to determine that a minimum of 70% of CDBG funds is used to benefit persons of low and moderate income. Specify the years covered that include this Annual Action Plan.	70%

Date Submitted: 4/20/2021

Presenter: Abb Hayes

Item of Business: **Public Hearing Item: May 4, 2021 Council Meeting**
Request from **Jim Chapman Communities** to rezone a 36.7± acres tract located on the southwest side of the intersection of Beverly Road and Limestone Parkway, having road frontage on the east side of Lakeview Drive and Old Lakeview Road (a/k/a **0 Beverly Road, NE**) from General Business (G-B) to Planned Unit Development (P-U-D). **Ward Number: Two.** Tax Parcel Number(s): 01-083-002-003A. **Request: 220-unit rental cottage community.**

Meeting Date: 4/29/2021

Purpose of Request:

To provide an overview of the following zoning request as presented at the April 13, 2021 Planning and Appeals Board Meeting:

The applicant is proposing to rezone the property for a 220-unit rental cottage community. The units will range from 1,004 square feet to 1,426 square feet in size with 1 and 2 car garages. The units are 1 to 1½ stories in height and approximately 70% will be 2 bedroom and 30% will be 3 bedroom units. Amenities include visitor parking spaced throughout the development, dog park, clubhouse with a fitness center, kitchen and meeting space. Gated access is proposed from Limestone Parkway and Beverly Road. The property is located within the Limestone Parkway Overlay Zone and is adjacent to single-family homes, undeveloped property, office and medical uses and the Limestone Greenway property under development.

History/Background:

Facts & Issues for Consideration:

Department Recommendation:

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

SAMPLE MOTIONS

Approval of Ordinance 2021- :

I move to approve the ordinance to rezone the subject property from General Business (G-B) to Planned Unit Development (P-U-D) with seven conditions as presented.

Denial of the Request:

I move to deny the request.

Department Director:

Rusty Ligon

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

N/A

Amount Requested:

Source of Funds:

Finance Comments:

Administrative Comments:

ATTACHMENTS:

Description		Type
	Legal Ad	Legal Ad
	PAB Recommendation Report	Report
	Proposed Rezoning Ordinance	Ordinance
	Location Maps	Backup Material
	Narrative and Architectural Renderings	Backup Material
	Plat	Backup Material
	Site Plan	Backup Material
	Finished Grade Elevation	Backup Material
	Traffic Impact Study	Backup Material

Notice they are addressing. ENVIRONMENTAL CERTIFICATION Hall County certifies to the Georgia Department of Community Affairs that Richard Higgins in his capacity as Chairman of the Hall County Board of Commissioners consents to accept the jurisdiction of the Federal Courts if an action is brought to enforce responsibilities in relation to the environmental review process and that these responsibilities have been satisfied. The Georgia Department of Community Affairs' approval of the certification satisfies its responsibilities under NEPA and related laws and authorities and allows Hall County to use Program funds. OBJECTION TO RELEASE OF FUNDS The Georgia Department of Community Affairs will accept objections to its release of funds and Hall County's certification for a period of fifteen days following the anticipated submission date or its actual receipt of the request (whichever is later) only if they are on one of the following bases: (a) the certification was not executed by the Certifying Officer of Hall County; (b) Hall County has omitted a step or failed to make a decision or finding required by HUD regulations at 24 CFR part 58; (c) the grant recipient or other participants in the development process have committed funds, incurred costs, or undertaken activities not authorized by 24CFR Part 58 before approval of a release of funds by the Georgia Department of Community Affairs; or (d) another Federal agency acting pursuant to 40 CFR Part 1504 has submitted a written finding that the project is unsatisfactory from the standpoint of environmental quality. Objections must be prepared and submitted in accordance with the required procedures (24 CFR Part 58, Sec. 58.76) and shall be addressed to Georgia Department of Community Affairs, 60 Executive Park South, NE, Atlanta, GA 30329. Potential objectors should contact the Georgia Department of Community Affairs to verify the actual last day of the objection period. Richard Higgins, Chairman Hall County Board of Commissioners 97424 3/24

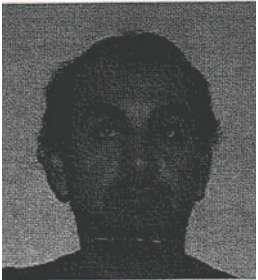
NOTICE OF TOWN OF BRASELTON C O M M U N I T Y I M P R O V E M E N T DISTRICT ELECTION NOTICE IS HEREBY GIVEN as provided in the TOWN OF BRASELTON C O M M U N I T Y I M P R O V E M E N T DISTRICT ACT (2007 GA H.B. 315) that a caucus of Electors of the Town of Braselton Community Improvement District (CID) shall be held on the 3rd day of May, 2021 at 3740 Village Way, Braselton, Georgia. The purpose of the caucus is to elect Board Members to Posts 2 and 4 on the Town of Braselton Community Improvement District Board. Registration for the election shall be held from 11:45 o'clock A.M. to 12:00 o'clock Noon. Voting will occur immediately after each Elector who has arrived at the registration table by 12:00 o'clock Noon has registered. A map of said District is on file with the Town of Braselton Clerk. All Electors as designated under the Act are invited to attend and cast their votes. 97377 3/24,31,4/7,14

Please take notice that the City of Buford's regularly scheduled Commission meeting for the month of April will take place on Monday, April 12, 2021 at 7:00 p.m. at Buford City Arena, 2795 Sawnee Avenue, Buford, Georgia 30518. 97281 3/17,24,31

The City of Buford Planning and Zoning Board will meet on Tuesday, April 13, 2021 at 7:00 p.m. at Buford City Arena, 2795 Sawnee Avenue and the Buford City Commission will meet on Monday, May 3, 2021 at 7:00 p.m.

at Buford City Arena, 2795 Sawnee Avenue, Buford, Georgia 30518 to consider a special use permit at 5002 B.U. Bowman Drive, Suite 102 for Absolute Green Landscaping, Inc. The special use permit requested is to allow repair, fabricate, and assemble fertilizer and weed control trucks and equipment 97378 3/24, 31, 4/7, 14, 21, 28

Miscellaneous



GEORGIA HALL COUNTY NOTICE OF CONVICTION PANDERING PURSUANT TO O.C.G.A.16-6-13(c) COURT: Hall County Superior/State Court NAME: David Marrero Ramirez ADDRESS: 2019 Dixie Dr Gainesville GA 30504 DISPOSITION: Nolo Contendre DATE, TIME AND PLACE OF ARREST: 12/20/2019 23:00 5020 Hulsey Ln Charles Baker, Clerk Hall County Superior and State Courts 97455 3/24



MUNICIPAL COURT CITY OF GAINESVILLE 701 QUEEN CITY PARKWAY G A I N E S V I L L E , GEORGIA 30501 770-531-2668 NOTICE OF CONVICTION DRIVING UNDER THE INFLUENCE NAME: MARI SOL MARTINES ADDRESS: 2844 PINECREST DR GAINESVILLE, GA 30504 DATE, TIME AND PLACE OF ARREST: 08/22/2020 @02:19AM MAIN ST / JESSE JEWELL PKWY DISPOSITION: 12MOS PROB/FINE OF \$2084/30DAYS HOUSE ARR W/ALC SENSOR /240HRS COM SRV-CAN BE FULFILLED BY COMPLETING OTHER COND/DUI SCHL/EVAL & TREAT/IGN INTRLOCK AFTER 120DAYS/PHOTO FEE FOLLOW ALL OTHER TERMS OF A 2ND/5 DUI CITATION#473340 GMC 014 5/26/04 97446 3/24

IN THE SUPERJIOR COURT OF HALL COUNTY STATE OF GEORGIA SUSAN D. SMITH, Plaintiff, v. JOSE ALBERTO ESPINDOLA LUGO, Defendant. CAFN: 2021CV285B NOTICE OF SUMMONS-SERVICE BY PUBLICATION To: JOSE ALBERTO ESPINDOLA LUGO, Defendant Named Above: You are hereby notified that the above-styled action seeking Petition for Quiet Title was filed against you in said court on February 24, 2021, and that by reason of an Order for Service of Summons by Publication entered by the Court on March 10, 2021 you are hereby commended and required to file with the clerk of said Court and serve upon the Plaintiff's counsel, whose address is Freeman, Mathis & Gary, LLP, 100 Galleria Parkway, Suite 1600, Atlanta, Georgia 30339 an answer to the complaint within sixty (60) days of the date of the order for service by publication. If you fail to do so, judgement by default will be taken against you for the relief demanded in the complaint. Witness the Honorable Kathleen F. Gosselin, Judge of said

Court. This 16th day of March, 2021; Charles Baker Clerk of Hall County. 97390 3/24,31,4/7,14

IN THE SUPERJIOR COURT OF HALL COUNTY STATE OF GEORGIA SUSAN D. SMITH, Plaintiff, v. MIGUEL ANGEL AVILA CERVANTES, Defendant. CAFN: 2021CV286B NOTICE OF SUMMONS-SERVICE BY PUBLICATION TO: MIGUEL ANGEL AVILA CERVANTES, You are hereby notified that the above-styled action seeking Petition for Quiet Title was filed against you in said court on February 24, 2021, and that by reason of an Order for Service of Summons by Publication entered by the Court on March 9, 2021 you are hereby commended and required to file with the clerk of said Court and serve upon the Plaintiff's counsel, whose address is Freeman, Mathis & Gary, LLP, 100 Galleria Parkway, Suite 1600, Atlanta, Georgia 30339 an answer to the complaint within sixty (60) days of the date of the order for service by publication. If you fail to do so, judgement by default will be taken against you for the relief demanded in the complaint. Witness the Honorable Bonnie Chessser Olive, Judge of said Court. This 16th day of March, 2021. CHARLES BAKER, Clerk, Hall County Superior Court 97391 3/24, 31, 4/7, 14



NEW SEX OFFENDER TO HALL COUNTY NAME: Edwin Rafael Estrella ADDRESS: 7725 Poole Circle, Alto, GA 30510 DATE OF OFFENSE: 09/01/2014 OFFENSE: Rape of a Child with Force / Indecent Assault and Battery on a Child COURT OF CONVICTION: Lawrence District Court, MA WEBSITE: https://gbi.georgia.gov/georgia-sex-offender-registry 97381 3/24



NEW SEX OFFENDER TO HALL COUNTY NAME: Ernest Andrews White ADDRESS: 5975 Lights Ferry Rd Lot 43 Flowery Branch Ga 30542 DATE OF OFFENSE: 09/03/2016 OFFENSE: Sexual Battery against a Child Under 16 COURT OF CONVICTION: Butts County WEBSITE: https://gbi.georgia.gov/georgia-sex-offender-registry 97428 3/24

NOTICE TO THE PUBLIC YOU ARE HEREBY NOTIFIED that on April 7, 2021, at 10:00 o'clock a.m. at the Hall County Courthouse, 225 Green Street SE, Gainesville, Georgia 30501, VIA ZOOM, a Presiding Judge of the Superior Court of Hall County will hear the case of STATE OF GEORGIA vs. GAINESVILLE AND HALL COUNTY DEVELOPMENT AUTHORITY and AGILE COLD ATL NE, LLC, Civil Action File No. 2021 CV416J in the Superior Court of Hall County, the same being a proceeding to confirm and validate a Taxable Industrial Development Revenue Bond (Agile Cold ATL NE, LLC Project), Series 2021 (the "Bond"), in a maximum principal amount of \$35,000,000, to be issued by the Gainesville and Hall County Development Authority (the "Issuer")

pursuant to the terms of a resolution adopted by the Issuer in order to promote industry, trade, commerce and employment opportunities within Hall County (the "County"). The Bond is to be issued for the purpose of acquiring land, one or more buildings and improvements to be constructed thereon or therein, and related building fixtures and building equipment to be installed thereat (the "Project") to be used at a cold storage distribution facility to be located in the County, which Project is to be owned by the Issuer and leased to Agile Cold ATL NE, LLC (the "Company"). In such proceeding, the Court will also (a) hear and determine the validity of instruments relating to and providing security for the Bond, and (b) hear and determine such other questions of law and fact pertaining to the right of the Issuer to issue the Bond and to provide the security therefor. The Bond shall be a special and limited obligation of the Issuer, payable from funds provided by the Company or its successors, shall not be payable from taxes or other public funds, and NO PERFORMANCE AUDIT OR PERFORMANCE REVIEW SHALL BE CONDUCTED WITH RESPECT TO SUCH BOND ISSUE. Any citizen of the State of Georgia residing in Hall County or any other person wherever residing who has a right to object, may intervene and become a party to these proceedings. The Zoom video conference may be accessed by: Visiting the following link: https://us02web.zoom.us/j/7702972333?pwd=bjc3WUNER3ExTyt4521hdHh3bXNEdz09 Or logging into the Zoom application and entering: Meeting ID: 770 297 2333, Password: 2333 This 17th day of March, 2021. s/Charles Baker Clerk, Superior Court, Hall County, Georgia 97416 3/24,31

STATE COURT OF HALL COUNTY STATE OF GEORGIA CIVIL ACTION NUMBER 2020SV253N Lopez, Leticia PLAINTIFF VS. Hernandez, Yovani Octavio, Hernandez DEFENDANTS SUMMONS TO: OCTAVIO, HERNANDEZ You are hereby summoned and required to file with the Clerk of said court and serve upon the Plaintiff's attorney, whose name and address is: Johnny Phillips Law Office of Johnny Phillips 12 Jackson ST NEWNAN, Georgia 30263

an answer to the complaint which is herewith served upon you, within 30 days after service of this summons upon you, exclusive of the day of service. If you fail to do so, judgment by default will be taken against you for the relief demanded in the complaint. This 20th day of March, 2020. Clerk of State Court CLERK OF STATE COURT HALL COUNTY, GEORGIA 2020SV253N JUDGE B E ROBERTS III MAR 20, 2020 10:49 PM 97291 3/17,24,31,4/7

TO: Russell Ash Defendant Named Above: You are hereby notified that the above-styled action was filed in said court on August 21, 2020, and that by reason of an order for service of summons by publication entered by the Court on February 24, 2021, you are hereby commanded and required to file with the clerk of said Court and serve upon Kristi S. Williams, Plaintiff's attorney, whose address is Lefkoff, Rubin, Gleason & Russo, P.C., 5555 Glenridge Connector, Suite 900, Atlanta, Georgia 30342, an answer within sixty (60) days of the date of the order for service by

publication and shall bear teste in the name of the Judge and shall be signed by the Clerk of Court. 97097 3/3, 10, 17, 24

Name Changes

INTHE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In re the Name Change of: Kyra Leigh Lynch Petitioner. Civil Action Case Number 2021CV228J NOTICE OF PETITION TO CHANGE NAME OF ADULT Kyra Leigh Lynch filed a petition in the Hall County Superior Court on 20 to change the name from: Kyra Leigh Lynch to Micah Hawthorn Lynch Any interested party has the right to appear in this case and file objections within 30 days after the Petition was filed. /s/ Kyra Leigh Lynch Petitioner Pro se 97054 3/3,10,17,24

INTHE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In re the Name Change of Children Makenzie Grace Wood Aleck Grant Turpin Alexa Adele Moody Civil Action File No: 21CV378C NOTICE OF PETITION TO CHANGE NAME(S) OF MINOR CHILD(REN) A petition was filed in the Superior Court of Hall County, Georgia, on the March 10 2021, to change the name of the following child(ren) from: Makenzie Grace Wood Proposed new Name Makenzie Grace Moody from: Aleck Grant Turpin Proposed new Name Aleck Grant Moody Any interested or affected party has the right to appear in this case and file objections within the time prescribed in OCGA sec 19-12-1(f)(2) and (3). Dated March 10, 2021 /s/ Alexa Adele Moody Petitioner Pro se 97314 3/17,24,31,4/7

INTHE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA INRENAME CHANGE OF MINOR CHILD: KATHERINE MCCALL, J E N N I F E R T.MCCALL, Petitioner, v. JOSHUA B. MCCALL, Respondent. CIVIL ACTION FILE NO.: 2020-CV1446-A NOTICE OF PETITION TO CHANGE NAME OF MINOR The Petitioner has filed a petition in the Superior Court of Hall County on September 16, 2020, to change her name from Mary Katherine McCall to Kate Lam McCall. Any interested party has the right to appear in this case and file objections within the time prescribed in O.C.G.A. §§ 19-12-1(f)(2) and (3). This 3rd day of March, 2021. Jennifer McCall, Attorney at Law, LLC GA Bar No. 561012 Petitioner 97224 3/10,17,24,31

INTHE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In re the Name Change of Rebecca Nicole Watkins Petitioner Civil Action Case Number 2021CV412B NOTICE OF PETITION TO CHANGE NAME OF ADULT Rebecca Nicole Watkins filed a petition in the Hall County Superior Court on March 15th 2021 to change name from Rebecca Nicole Watkins to Ryan James Watkins Any interested party has the right to appear in this case and file objections within 30 days after the petition was filed. Dated 3/15/2021 /s/Rebecca Nicole Watkins Petitioner Pro se 97382 3/24, 31, 4/7, 14

INTHE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In re the Narne Change of: Jabneel Hernandez Petitioner. Civil Action Case Number 2021CV398W NOTICE OF PETITION TO CHANGE NAME OF ADULT

Jabneel Hernandez filed a petition in the Hall County Superior Court on March 11 2021to change the name from Jabneel Hernandez to Jabneel Vargas Any interested party has the right to appear in this case and file objections within 30 days after the Petition was filed. Dated: 03/11/2021 Jabneel Hernandez Petitioner Pro se 97325 3/17,24,31,4/7

N THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA IN re the Name Change of: Leticia Ponce Petitioner. Civil Action Case Number: 2021CV415J NOTICE OF PETITION TO CHANGE NAME OF ADULT Leticia Ponce filed a petition in the Hall County Superior Court on March 15 2021 to change the name from Leticia Ponce to Leticia Rivas Morillon Any interested party has the right to appear in this case and file objections within 30 days after the Petition was filed. Dated: March 15.2021 /s/ Leticia Ponce Petitioner Pro se 97440 3/24,31,4/7,14

SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In re the Name Change of Child(ren): Christopher A Medina Reyna Ruiz Petitioner, v. Jose M Gonzalez Respondent. Civil Action FileNo.: 2021CV213J NOTICE OF FILING PETITION TO CHANGE NAME(S) OF MINOR CHILD(REN) A petition was filed in the Superior Court of Hall County on February 12,2021 to change the name of the following minor child(ren): From Christopher Alexander Gonzalez Proposed New Name Christopher Alexander Medina Any interested party has the right to appear in this case and file objections within the time prescribed in OCGA sec. 19-12-1(f)(2) and (3). Dated: Feb 11, 2021 /s/ Reyna Ruiz 97223 3/10,17,24,31

SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In re the Name Change of Makayha Marie Cobb-McAdams Petitioner Civil Action Case Number 2021CV350J NOTICE OF PETITION TO CHANGE NAME OF ADULT Makayha Marie Cobb-McAdams filed a petition in the Superior Court of HALL County on MArch 5 2021 to change the name from Makayha Marie Cobb-McAdams to Makayha Marie Cobb-McAdams Any interested party has the right to appear in this case and file objections within 30 days after the petition was filed. Dated 03/05/2021 /s/ Makayha Marie Cobb-McAdams Petitioner Pro se 97276 3/10, 17, 24, 31

SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In re the Name Change of Dujuana Monique Davenport Petitioner Civil Action File No 21CV109B NOTICE OF PETITION TO CHANGE NAME OF ADULT An action was filed in the Superior court of Hall County on 1/26/2021 to change the petitioner's name as follows Petitioner's Name Dujuana Monique Davenport Desired New Name Dujuana Monique Stringer Any interested party has the right to appear in this case and file objection before the final judgment is ordered in this case. Dated 1/26/2021 /s/ Dujuana Monique Davenport Petitioner Pro se 97098 3/10, 17,24, 31

SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In re the Name Change of Child(ren): Desteny Zitlaly Del Rio

Petitioner, Civil Action Case Number 2021CV306J v. Respondent. NOTICE OF PETITION TO CHANGE NAME(S) OF MINOR CIDLD(REN) Desteny Zitlaly Del Rio filed a petition in the Superior Court of Hall County on Feb 26,2021 to change the name(s) of the following minor child(ren) From Desteny Z Del Rio To Desteny Zitlaly Soriano Any interested party has the right to appear in this case and file objections within the time prescribed in OCGA §§19-12-1(f)(2) and (3). Dated:2/26/2021 Desteny Del Rio Petitioner, Prose 97201 3/10,17,24,31

SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In re the Name Change of Ian Surreal Worley Petitioner. Civil Action FileNo.:21CV382B NOTICE OF PETITION TO CHANGE NAME OF ADULT An action was filed in the Superior court of Hall County on _ to change the Petitioner's name as follows: Petitioner's name:

Ian Surreal Worley Desired new name: Ian Allen Kels Any interested party has the right to appear in this case and file objection before the final judgment is ordered in this case. Dated:3/7/2021 Ian Surreal Worley Petitioner Pro se 97379 3/24, 31,4/7,14

SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In re the Name Change of: Teresa C Cruz Petitioner. Civil Action Case Number 21CV392J NOTICE OF PETITION TO CHANGE NAME OF ADULT Teresa Consuelo Cruz filed a petition in the Superior Court of Hall County on, , 20_ to change the name from : T e r e s a Consuelo Cruz to Teresa Consuelo Castillo Any interested party has the right to appear in this case and file objections within 30 days after the Petition was filed. Dated 03/11/2021 /s/ Teresa Consuelo Cruz Petitioner Pro se 97324 3/17,24,31,4/7

SUPERIOR COURT OF HALL COUNTY STATEOFGEORGIA In re the Name Change of Child(ren): Bryanna V Benitez Vanessa Benitez Petitioner, Civil Action Case Number 2021CV307J V. Respondent. NOTICE OF PETITION TO CHANGE NAME(S) OF MINOR CHILD(REN) Vanessa Benitez filed a petition in the Superior Court of Hall County on Feb 26, 2021 to change the name(s) of the following minor child(ren) from Bryanna Vanessa Benitez to Bryanna Vanessa Soriano Any interested party has the right to appear in this case and file objections within the time prescribed in OCGA §§19-12-1(f)(2) and (3). Dated:02/26/2021 Vanessa Benitez Petitioner, Prose 97202 3/10,17,24,31

Public Hearings

NOTICE OF PLANNING AND APPEALS BOARD PUBLIC HEARING Notice is hereby given that the Gainesville Planning and Appeals Board will conduct a public hearing on Tuesday, April 13, 2021 at 5:30 p.m. in the Gainesville Justice Center (Municipal Courtroom at the Public Safety Complex), 701 Queen City Parkway in downtown Gainesville on the following request: 1)Request from Sanjuana Hernandez to vary the rear yard setback requirement on a 0.29± acre tract located on the south side of Lenox Drive,

north of Cannon Ridge Court (a/k/a 2584 Lenox Drive, SE), having a zoning classification of Planned Unit Development (P-U-D). Ward Number: Three Tax Parcel Number(s): 15-022G-000-057 Request: S t o r a g e building

2) Request from Jim Chapman Communities to rezone a 36.7± acres tract located on the southwest side of the intersection of Beverly Road and Limestone Parkway, having road frontage on the east side of Lakeview Drive and Old Lakeview Road (a/k/a 0 Beverly Road, NE) from General Business (G-B) to Planned Unit Development (P-U-D). Ward Number: Two Tax Parcel Number(s): 01-083-002-003A Request: 220-unit rental cottage community

3) Request from Tidal Wave Auto Spa to amend the existing Planned Unit Development (P-U-D) zoning on a 7.76± acres tract located northeast of the intersection of Browns Bridge Road and McEver Road (a/k/a 1440 McEver Road, SW). Ward Number: Four Tax Parcel Number(s): 08-016-002-041 Request: Express car wash facility NOTICE OF PUBLIC HEARING ON PROPOSED AMENDMENTS TO THE GAINESVILLE ZONING MAP

Notice is hereby given that the Gainesville City Council will conduct a public hearing on Tuesday, May 4, 2021 at 5:30 p.m. in the Gainesville Justice Center (Municipal Courtroom at the Public Safety Complex), 701 Queen City Parkway in midtown Gainesville on the following request:

1) Request from Jim Chapman Communities to rezone a 36.7± acres tract located on the southwest side of the intersection of Beverly Road and Limestone Parkway, having road frontage on the east side of Lakeview Drive and Old Lakeview Road (a/k/a 0 Beverly Road, NE) from General Business (G-B) to Planned Unit Development (P-U-D). Ward Number: Two Tax Parcel Number(s): 01-083-002-003A Request: 220-unit rental cottage community 2) Request from Tidal Wave Auto Spa to amend the existing Planned Unit Development (P-U-D) zoning on a 7.76± acres tract located northeast of the intersection of Browns Bridge Road and McEver Road (a/k/a 1440 McEver Road, SW). Ward Number: Four Tax Parcel Number(s): 08-016-002-041 Request: Express car wash facility Additional information is available from the Community and Economic Development Department, Planning Division, by calling 770-531-6570. 97417 3/24

NOTICE OF PUBLIC HEARING UPON APPLICATION FOR ANNEXATION AND REZONING Pursuant to O.C.G.A. § 36-36-1 et seq. and O.C.G.A. § 36-36-20 et seq., notice is hereby given that the City of Buford, a Georgia Municipal Corporation, will hold a public hearing to evaluate the applications of certain landowners, more fully set forth on Exhibit “A”, to annex and zone property to the corporate limits of the City of Buford as provided in O.C.G.A. § 36-36-20 which is contiguous to the existing limits. The property proposed for annexation and rezoning is contiguous to the present corporate limits of the City of Buford and is more particularly described in Exhibit “A” attached hereto. The City of Buford Planning Commission will hold a public hearing and make recommendations on such application for annexation and rezoning on Tuesday, March 9, 2021, at 7:00 pm, Buford City Hall, 2300 Buford Highway, Buford, Gwinnett County, Georgia 30518. The Buford City Commission will hold a public hearing to discuss and pass upon the proposed applications for annexation and

rezoning at Buford City Arena, 2795 Sawnee Avenue, Buford, Gwinnett County, Georgia 30518 on Monday, April 12, 2021 at 7:00 p.m. Please note that this is a change in both the meeting date and location from the regular monthly Commission meeting. This 4th day of March, 2021.

CHANDLER, BRITT & JAY, LLC City Attorneys EXHIBIT “A” OWNER/APPLICANT: Darryl Crow Holdings, LLC CURRENTLY ZONED: AR-III PROPOSED ZONING: M-1

All that tract or parcel of land lying and being in Land Lot 150, 8th District, Hall County, Georgia, said tract or parcel of land being more fully shown on a plat of survey prepared by Valentino & Associates, Inc. (Job #20-043; Drawing/File #20-043), bearing the seal of Glenn A. Valentino, Ga. Registered Land Surveyor #2528, and being more particularly described, with bearings relative to Grid North, Georgia West Zone, as follows: BEGINNING at a 1/2” iron pin set at the intersection of the southeasterly right-of-way line of McEver Road (80’ public r/w) and the northerly line of Land Lot 150 (said Land Lot line also being the common line with Land Lot 149), THENCE proceeding northeasterly along said southeasterly right-of-way line of McEver Road the following courses and distances: North 59 degrees 08 minutes 30 seconds East for a distance of 192.23 feet to a 1/2” iron pin set; THENCE North 59 degrees 31 minutes 51 seconds East for a distance of 138.36 feet to a disturbed 1/2” rebar found; THENCE departing said southeasterly right-of-way line of McEver Road South 30 degrees 15 minutes 31 seconds East for a distance of 871.02 feet to a 1/2” rebar found; THENCE South 59 degrees 25 minutes 34 seconds West for a distance of 200.12 feet to a 1/2” rebar found; THENCE South 30 degrees 13 minutes 50 seconds East for a distance of 477.95 feet to a 1” crimped top pipe found on the northwesterly right-of-way line of Norfolk Southern Railroad (400’ r/w) (said 1” crimped top pipe found being witnessed by a 1” crimped top pipe found 4.32 feet southeast thereof); THENCE proceeding southwesterly along said northwesterly right-of-way line of Norfolk Southern Railroad South 36 degrees 20 minutes 56 seconds West for a distance of 1006.97 feet to a 3/4” crimped top pipe found; THENCE departing said northwesterly right-of-way line of Norfolk Southern Railroad North 30 degrees 13 minutes 33 seconds West for a distance of 1279.91 feet to a 1/2” iron pin set on the aforesaid southeasterly right-of-way line of McEver Road (said 1/2” iron pin set being witnessed by a disturbed 1” crimped top pipe found on line 6.18 feet southeast thereof); THENCE proceeding northeasterly along said northwesterly right-of-way line of McEver Road the following courses and distances: North 17 degrees 07 minutes 38 seconds East for a distance of 410.19 feet to a 1/2” iron pin set; THENCE along a curve to the right having a radius of 1587.00 feet for an arc distance of 111.26 feet (said arc being subtended by a chord of North 19 degrees 08 minutes 08 seconds East for a distance of 111.24 feet) to a 1/2” iron pin set; THENCE along a curve to the right having a radius of 1376.00 feet for an

arc distance of 150.93 feet (said arc being subtended by a chord of North 55 degrees 59 minutes 58 seconds East for a distance of 150.85 feet) to a 1/2” iron pin set at the intersection with the aforesaid northerly line of Land Lot 150, said 1/2” iron pin set being the POINT OF BEGINNING; Said tract or parcel of land contains 33.947 acres or 1,478,717 square feet and is intended to be the same tract or parcel of land as previously conveyed by Deed Book 3438, Page 507, Hall County, Georgia records. EXHIBIT “A” OWNER/APPLICANT: Robbie B. Pruett CURRENTLY ZONED: AR-III PROPOSED ZONING: RA-200

All those parcels of land lying in Land Lot 328 of the 7th district of Hall County, Georgia and being all of Tract 1 as shown on a plat for Elbert Pruett as recorded in Plat Book 386, Page 206A in the Hall County Clerk of Courts Office, and all that parcel shown on a plat for Cheryl P. Lacy by Thomas Wood & Associates, dated 05/17/2017, and being more particularly described as follows. Begin at a point being the northeast corner of Lot 22 of Madison Falls Subdivision - Unit Two and lying on the common line between Land Lots 328 and 331; thence run North 61 Degrees 52 Minutes 59 Seconds East for a distance of 611.12 feet to a point; thence run South 30 Degrees 01 Minutes 25 Seconds East for a distance of 858.61 feet to a point; thence run South 60 Degrees 19 Minutes 25 Seconds West for a distance of 369.48 feet to a point; thence run South 40 Degrees 40 Minutes 31 Seconds East for a distance of 1,105.49 feet to a point; thence run North 76 Degrees 21 Minutes 02 Seconds East for a distance of 331.96 feet to a point; thence run North 58 Degrees 24 Minutes 39 Seconds East for a distance of 330.28 feet to a point lying on the westerly right-of-way of New Bethany Road (60’ right-of-way); thence run South 24 Degrees 41 Minutes 03 Seconds East along said right-of-way for a distance of 241.18 feet to a point, said point lying on a non-tangent curve to the right, having a radius of 772.72 feet, a central angle of 24 Degrees 17 Minutes 10 Seconds, a chord bearing of South 13 Degrees 22 Minutes 59 Seconds East and a chord length of 325.09 feet; thence run along the arc of said curve and said right-of-way for a distance of 327.54 feet to a point; thence run South 02 Degrees 29 Minutes 24 Seconds East along said right-of-way for a distance of 210.40 feet to a point; thence run South 03 Degrees 31 Minutes 52 Seconds East along said right-of-way for a distance of 150.22 feet to a point; thence leaving said right-of-way, run South 76 Degrees 14 Minutes 03 Seconds West for a distance of 149.43 feet to a point; thence run North 19 Degrees 04 Minutes 58 Seconds East for a distance of 49.20 feet to a point; thence run North 71 Degrees 46 Minutes 32 Seconds West for a distance of 512.01 feet to a point; thence run North 66 Degrees 44 Minutes 44 Seconds West for a distance of 299.40 feet to a point; thence run North 53 Degrees 43 Minutes 44 Seconds West for a distance of 30.04 feet to a point; thence run North 53 Degrees 40 Minutes 05 Seconds West for a distance of 165.35 feet to a point; thence run North 54 Degrees 24 Minutes 42 Seconds West for a distance of 250.97 feet to a point; thence run North 56 Degrees 21 Minutes 03 Seconds West for a distance of 474.09 feet to a point; thence run North 21 Degrees 41 Minutes 04 Seconds West for a distance of 1,406.74 feet to the POINT OF BEGINNING. Said parcels containing a combined 1,640,521 Square Feet or 37.661 Acres and comprised of Tax Parcel No. 07328 002005 and Tax Parcel

No. 07328 002017. Said Legal Description is Based on the plats described above and not a new boundary survey. EXHIBIT “A” OWNER/APPLICANT: Marion Elbert Pruett Testamentary Trust CURRENTLY ZONED: AR-III PROPOSED ZONING: RA-200

A parcel of land lying in Land Lot 328 of the 7th District of Hall County, Georgia, being Tract 2 as shown on a plat for Elbert Pruett as recorded m Plat Book 386, Page 206A in the Hall County Clerk of Courts Office and being more particularly described as follows: Commence at a point being the northeast corner of Lot 22 of Madison Falls Subdivision - Unit Two and lying on the common line between Land Lot 328 and 331, thence run North 61 Degrees 52 Minutes 59 Seconds East for a distance of 611.12 feet to a point; thence run South 30 Degrees 01 Minutes 25 Seconds East for a distance of 858.61 feet to a point, said point being the POINT OF BEGINNING of the parcel herein described; thence run North 60 Degrees 19 Minutes 20 Seconds East for a distance of 545.92 feet to a point, said point lying on the easterly right-of-way of New Bethany Road (60’ right-of-way); thence run South 25 Degrees 03 Minutes 50 Seconds East along said right-of-way for a distance of 129.14 feet to a point, said point lying on a non-tangent curve to the left, having a radius of 5775.76 feet, a central angle of 02 Degrees 07 Minutes 47 Seconds, a chord bearing of South 26 Degrees 19 Minutes 34 Seconds East and a chord length of 214.69 feet; thence run along the arc of said curve and said right-of-way for a distance of 214.70 feet to a point; thence run South 27 Degrees 26 Minutes 33 Seconds East for a distance of 188.79 feet to a point, said point lying on a non-tangent curve to the left, having a radius of 7359.83 feet, a central angle of 01 Degrees 18 Minutes 10 Seconds, a chord bearing of South 27 Degrees 57 Minutes 15 Seconds East and a chord length of 167.64 feet; thence run along the arc of said curve and said right-of-way for a distance of 167.34 feet to a point; thence run South 28 Degrees 29 Minutes 47 Seconds East along said right-of-way for a distance of 237.93 feet to a point, said point lying on a non-tangent curve to the right, having a radius of 5188.23 feet, a central angle of 02 Degrees 32 Minutes 04 Seconds, a chord bearing of South 25 Degrees 54 Minutes 04 Seconds East and a chord length of 229.49 feet; thence run along the arc of said curve and said right-of-way for a distance of 229.51 feet to a point; thence leaving said right-of-way run South 58 Degrees 24 Minutes 39 Seconds West for a distance of 330.28 feet to a point; thence run South 76 Degrees 21 Minutes 02 Seconds West for a distance of 331.96 feet to a point; thence run North 40 Degrees 40 Minutes 31 Seconds West for a distance of 1105.49 feet to a point; thence run North 60 Degrees 19 Minutes 25 Seconds East for a distance of 369.48 feet to the POINT OF BEGINNING. Said parcel containing 891,787 Square Feet, or 20.473 Acres and is a portion of Tax Parcel No. 07328 002006. TOGETHER WITH:

A parcel of land lying in Land Lot 328 of the 7th District of Hall County, Georgia, being Tract 2A as shown on a plat for Elbert Pruett as recorded in Plat Book 386, Page 206A in the Hall County Clerk of Courts Office and being more particularly described as follows: Begin at a point being the intersection between the easterly right-of-way of New Bethany Road (60’ right-of-way) and the westerly right-of-way of Beards Road (50’ right-of-way), said point lying on a non-tangent curve to

the left, having a radius of 832.72 feet, a central angle of 03 Degrees 46 Minutes 46 Seconds, a chord bearing of North 23 Degrees 35 Minutes 54 Seconds West, and a chord length of 54.92 feet; thence run along the arc of said curve and the right-of-way of New Bethany Road for a distance of 54.93 feet to a point; thence run North 24 Degrees 41 Minutes 03 Seconds West along said right-of-way for a distance of 241.18 feet to a point, said point lying on a non-tangent curve to the left, having a radius of 5220.31 feet, a central angle of 02 Degrees 33 Minutes 46 Seconds, a chord bearing of North 25 Degrees 54 Minutes 34 Seconds West and a chord length of 233.49 feet; thence run along the arc of said curve and said right-of-way for a distance of 233.51 feet to a point; thence run North 28 Degrees 29 Minutes 47 Seconds West along said right-of-way for a distance of 111.10 feet to a point; thence leaving said right-of-way run North 60 Degrees 19 Minutes 20 Seconds East for a distance of 501.31 feet to a point lying on the westerly right-of-way of Beards Road; thence run along said right-of-way the following courses and distances: South 51 Degrees 39 Minutes 31 Seconds West for a distance of 8.71 feet to a point; South 30 Degrees 31 Minutes 35 Seconds West for a distance of 85.16 feet to a point; South 05 Degrees 48 Minutes 08 Seconds West for a distance of 81.72 feet to a point; South 03 Degrees 00 Minutes 28 Seconds East for a distance of 73.41 feet to a point; South 03 Degrees 33 Minutes 08 Seconds West for a distance of 72.66 feet to a point; South 22 Degrees 01 Minutes 14 Seconds West for a distance of 74.48 feet to a point; South 26 Degrees 11 Minutes 24 Seconds West for a distance of 79.16 feet to a point; South 18 Degrees 03 Minutes 05 Seconds West for a distance of 81.04 feet to a point; South 06 Degrees 41 Minutes 18 Seconds West for a distance of 81.76 feet to a point; South 00 Degrees 20 Minutes 31 Seconds West for a distance of 221.12 feet to the POINT OF BEGINNING. Said parcel containing 137,690 Square Feet, or 3,161 Acres and is a portion of Tax Parcel No. 07328 002006. Said Legal Description is based on the plats described above and not a new boundary survey. 96874 2/17,24, 3/3, 10, 17,24, 31

PUBLIC NOTICE CITY OF OAKWOOD, GEORGIA Be advised pursuant to the City of Oakwood Code, Chapter 54 “Zoning”, a public hearing has been scheduled before the Oakwood City Council on the 12th day of April 2021 at 7:00 p.m., at the Oakwood City Hall, 4035 Walnut Circle, Oakwood, Georgia for the application of: The Ritchie Group for annexation and rezone of + 3.33 acres with zoning from Hall County I1 “Light Industrial” to Oakwood PRD “Planned Residential Development” on Tax Parcel No. 08044 001004 and further identified as 3640 Old Oakwood Rd according to the current street numbering system of Hall County, Georgia. At said public hearing all persons, residents or owning property in the City of Oakwood or in the area proposed for rezoning may be heard on the question of zoning of such area by the City of Oakwood. City of Oakwood, 4035 Walnut Circle, Oakwood, Georgia. Peggy Funderburk, Permit Clerk 97442 3/24

Auction of General Household & Commercial Goods Lotta Space Storage 3825 Old Flowery Branch Rd Oakwood, GA 30566 Phone: 770-297-1708 March 24, 2021 12:00 Noon

A07 AMBERLEA CHARLES, A20 LAKISHA JACKSON, B11 KELLY FELLOWS, C14 DOUGLAS DAVISSON, D08 JAMES NORRIS, E02 MATHEW HOLLIS, F04 NATOSHA HARNED, H03 DANIEL PAVLIK, H04 DAVID ZENOR, I12 TYLER PARKS, I25 ANDREA MURRAY, J13 CHRIS HULSEY, J14 CHRIS HULSEY, J20 BEVERLY EMMONS, J 2 7 C H R I S T I N A STANDRIDGE, K14 SANTOS VELEZ, K21 MAGGIE HERRIN, K32 JULIA BROWN, K40 CHESTER WILLIS, K67 JASMINE DUNN, L02 BELINDA JOHNSON, L10 EMILY ORR, L22 SENANU AMOA, L 4 9 D E Q U E N T I N CRAWFORD, L68 STEVE ONEAL, L74 ADRIANA RIVAS, M03 EDWARD INGLE III, M14 AMY ORR, M15 SHELLY JOHNSON, M20 JESSICA BOWER, M31 FELECIA BROWN, M41 CHRISTINA REYES, M44 EMILY ORR, P19 DANIEL DIPONZIO Georgia Code, Article 5, Section 10-4-2010, et. seq. JMA AB2904, AU 3877 Terms of Sale: Cash, 15% Buyer Premium 97062 3/3,10,17,24

Auction of General Household & Commercial Goods North Lanier Storage 5335 Browns Bridge Rd Gainesville, GA 30504 Phone: 678-321-8000 10:00 AM, Wednesday March 24th, 2021 01 Rose Ingalsbe, 12 Ashley Wilkins, 14 Ronlad Saylor, 1 5 Mark Wease, 37 Curtis Bacon, 41 Robin Burdette, 61 Alexis Penner, 64 Cecilia Unger, 84B Edward Ingle, 94 Talasha Gasper, 98 Kailla Barritte, A16, A17, A18 Rose Ingalsbe, A20 Dewayne Robinson, A39 Brian Payne, B19 Carmen Mays, B28 Drew Beasley, B36 Marecka Harrison, B43 John Towns, B137 Chad Cross, C04 Janette Tozer, C05 Pia Hopkins, C22 Philippe Amy Jennings, D05 Virginia Blackwell, D58 Chad Cross, Georgia Code, Article 5, Section 10-4-2010, ET. Seq. JMA AB 2904, AU 3877 Terms of Sale: Cash, 15% Buyer Premium 97063 3/3,10,17,24

CITY OF GAINESVILLE ONLINE SURPLUS AUCTION The City of Gainesville surplus and s e i z e d / a b a n d o n e d items, etc., will be available for purchase on the Internet. Auction items can be viewed online APRIL 6, 2021 until APRIL 13, 2021. Visit www.govdeals.com to view assets and register to bid online. Contact GovDeals Help Desk at 800-613-0156 for help with bid registration. E-mail cbeck@ Gainesvillega.gov or bcarpio@gainesvillega.gov with questions. 97404 3/20, 24, 27, 31

NOTICE OF PUBLIC SALE Holiday Marina will sell at public auction the below described property on March 27, 2021 at 6900 Holiday Road, Buford, GA 30518 at 11:00 A.M. Notice is hereby given to Rosan Galzote that a 1985 Helms, 27’ boat, with all attachments, riggings, fixtures, equipment, personality, improvements and contents located at 6900 Holiday Road Buford Georgia in which he is listed as owner, has been abandoned. Notice is hereby given to Daniel Daum that a 1974 Catalina, 22’ boat, with all attachments, riggings, fixtures, equipment, personality, improvements and contents located at 6900 Holiday Road Buford Georgia in which he is listed as owner, has been abandoned. Notice is hereby given to Mark Rice that a 2001 Chapparral, 30’ boat, with all attachments, riggings, fixtures, equipment, personality, improvements and contents located at 6900 Holiday Road Buford

Georgia in which he is listed as owner, has been abandoned. Notice is hereby given to Eric Johnson that a 1967 Capri Houseboat, 43’ boat, with all attachments, riggings, fixtures, equipment, personality, improvements and contents located at 6900 Holiday Road Buford Georgia in which he is listed as owner, has been abandoned. Notice is hereby given to Shanna Edwards that a 1974 Stardust Houseboat, 53’ boat, with all attachments, riggings, fixtures, equipment, personality, improvements and contents located at 6900 Holiday Road Buford Georgia in which he is listed as owner, has been abandoned. If not redeemed within the prescribed time for all costs imposed on said vessels herein shall be disposed of by public sale outlined in Georgia Law, O.C.G.A. 11-1-201. They have ten days from the first posting of this notice to contact Holiday Marina who is in possession of said vessels. Proceeds will be used to satisfy debt created by account holders to Holiday Marina. All boats sold “as is”. Payment must be made by certified funds at time of purchase. For further information, please contact Jason Whitmire or Blake Wayne at 770-945-7201. 97334 3/17, 24

Probate Notices IN THE PROBATE COURT OF HALL COUNTY STATE OF GEORGIA INRE: ESTATE OF MARY ANN ROSS, DECEASED ESTATE NO. E-20-324 NOTICE [NOTE: Strike the sentence in parenthesis below if not applicable.] TO: whom it may concern: LINDA KAYE ROSS has petitioned to Probate the Will of the above named Decedent in Sole1tu1 Form, of said County AND has also applied for grant of certain powers contained in O.C.G.A. § 53-12-261. All interested patties are hereby notified to show cause why said Petition should not be granted. All objections to the Petition must be in writing, setting forth the grounds of any such objections, and must be filed with the Court on or before 10:00 am on April 5, 2021 BE NOTIFIED FURTHER: All objections to the Petition must be in writing, setting forth the grounds of any such objections. All objections should be sworn to before a notary public or before a Probate Court Clerk, and filing fees must be tendered with your objections, unless you qualify to file as an indigent party. Contact Probate Court personnel for the required amount of filing fees. If any objections are filed, a hearing will be (scheduled at a later date). If no objections are filed, the Petition may be granted without a hearing. Patty Walters Laine Judge of the Probate Court By: Denise Garcia Clerk of the Probate Court 116 Spring St SE 1st Floor Gainesville GA 30501 770-531-6925 97103 3/3,10,17,24

IN THE PROBATE COURT OF HALL COUNTY STATE OF GEORGIA IN RE: ESTATE OF GEORGE PAUL STOUT, DECEASED ESTATE NO. E-21-020 PETITION FOR LETTERS OF ADMINISTRATION NOTICE [Note: Strike the sentence in parenthesis below if not applicable.] TO: whom it may concern: Carla Cambron Stout has petitioned to be appointed administrator of the estate of George Paul Stout deceased, of said county. (The petitioner has also applied for waiver of bond, waiver of reports, waiver of statements, and/or grant of certain powers contained in O.C.G.A. § 53-12-261.) All interested persons are hereby notified to show cause why said petition should not be granted. All objections

**GAINESVILLE PLANNING and APPEALS BOARD
STAFF RECOMMENDATION**

Applicant Jim Chapman Communities
Property Owner McEver Road Properties, LLC
Location 0 Beverly Road, NE
Request Rezone from G-B to P-U-D
Total Acres 36.7± acres
Ward Two
Proposed Use 220-unit rental cottage community
Planning Division Staff Recommendation **Approval, with conditions**
Planning & Appeals Board Recommendation **Denial**
Date April 13, 2021

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

The proposal includes rezoning the subject property from General Business (G-B) to Planned Unit Development (P-U-D) for a 220-unit rental cottage community. The community will provide market rate rental housing to serve the baby boomer generation that desires to downsize and millennials that can better afford to rent. Maintenance of the cottages, yards, landscaped areas and common areas will be provided by a property management company. The projected completion date for the development is 2024.

Each cottage building will contain 3 to 4 units varying from 1 to 1½ stories in height. Individual units will range from 1,004 square feet to 1,426 square feet in size with 1 and 2 car garages (106 units - 1 car; 114 units - 2 car). Approximately 70% of the units are 2 bedrooms / 2 bathrooms and 30% of the units are 3 bedrooms / 2.5 to 3 bathrooms. The anticipated rental rate is \$1,400 to \$1,600 per month for 2 bedroom units and \$1,800 to \$2,000 per month for 3 bedroom units.

Amenities will include visitor parking spaced throughout the development, dog park, mail kiosk, clubhouse with a fitness center, kitchen and meeting space. A significant portion of the easterly side of the property will remain undeveloped due to the location of Limestone Creek buffer and elevations. A minimum 50-foot wide vegetated buffer is proposed adjacent to the single-family residential property to the west. Minimum 20-foot wide vegetated buffers are proposed along the remaining property lines. Gated access is proposed from Limestone Parkway and Beverly Road. A right in/out is proposed on Limestone Parkway and a right in/out and left-in is proposed on Beverly Road. No dedicated left turn-in lane is planned for Beverly Road. The interior roads will be privately maintained with sidewalks. Trash pickup is to be provided by the City of Gainesville.

In 2005, the subject property was conditionally rezoned from Residential-I (R-I) and Residential-I-A (R-I-A) to General Business (G-B) for medical professional office park or commercial uses consisting of 29 lots. Access was proposed from Beverly Road and Lakeview Drive. The project was never developed. The property is currently located within the Limestone Parkway Overlay Zone and is heavily wooded with rolling topography. A portion of Limestone Creek is located within the eastern edge of the property and runs parallel with Limestone Parkway.

▪ **Adjacent Land Use and Zoning**

Location	Use	Zoning
North	Limestone Creek Professional Park; Southern Craft Dental Lab; Medical offices	Office and Institutional (O-I)
South	Limestone Greenway Mixed Use Development (Under Construction)	Planned Unit Development (PUD)
East	New Horizons Limestone Nursing Home; Medical offices	General Business (G-B)
West	Single-family homes	Residential-I (R-I)

Other significant uses within the immediate area include Lakeview Academy, Gainesville Middle School and the New Holland Market shopping center.

▪ **Traffic Impact Study Summary**

A Traffic Impact Study (TIS) was completed for the proposed application on March 31, 2021 for the AM and PM Peak Hours for the following intersections:

- Limestone Parkway and Jesse Jewell Parkway (Signalized)
- Limestone Parkway and Limestone Greenway/Kroger Drive (Signalized)
- Limestone Parkway and the project main entrance (Right In/Out)
- Limestone Parkway and Beverly Road (Signalized)
- Limestone Parkway and Clarks Bridge Road (Signalized)
- Beverly Road and the project secondary entrance (RCUT - Right In/Out and Left in)
- Beverly Road and Lakeview Drive (Unsignalized Street Stop Controlled)

The proposed development is expected to generate approximately 1,622 new vehicular trips per day. Approximately 23 new entering and 78 exiting trips are expected in the morning with 75 entering and 44 exiting trips in the evening.

On Wednesday, November 1, 2017, (when schools were in session) the morning and evening peak hour vehicular turning movements were counted at the study intersections. In February 2019, 22,175 vehicles were counted in both directions during a 24-hour period on Limestone Parkway and 5,573 on Beverly Road adjacent to the site. The counted volumes were increased by 3% annually (based Georgia Department of Transportation data collected before 2020) for two (2) years to estimate existing volumes and by six (6) years to approximate the volumes expected in 2024 from additional development outside the study area. In addition, the new trips expected to be generated by the Limestone Greenway development under construction south of the development from the March 29, 2018 Traffic Impact Study provided by Marc R. Acampora, PE were also included.

In 2024, most of the intersections in both peak hours are expected to operate adequately with the estimated future volumes, with or without the new project traffic, except at Jesse Jewell Parkway and Limestone Parkway as indicated for the existing volumes analyses and at Beverly Road at the Limestone Parkway and at Lakeview Drive.

Recommendations for the intersection of Jesse Jewell Parkway and Limestone Parkway include the addition of a third westbound through lane and southbound left turn lanes, plus creating a shared southbound through and right turn lane which would likely provide adequate operations (with optimized signal timing).

Recommendations for the intersection of Beverly Road and Limestone Parkway include providing an eastbound dedicated left turn lane on eastbound Beverly Road approaching Limestone Parkway. Recommendations for the intersection of Lakeview Drive and Beverly Road include the addition of a southbound dedicated turn lane on Lakeview Drive approaching Beverly Road. These improvements would provide adequate operations for the 2024 volumes without the project traffic (No Build) and with (Build) expected peak hour volumes at these intersections. Both site driveways are expected to operate adequately during weekday peak periods. The new project traffic is expected to have little impact on the existing roadway network.

▪ **Other Departmental Comments**

The Gainesville Public Works Department states that trash pick-up will be provided by the City for the residential units. All improvements such as roads and sidewalks within the subject property shall be privately owned and maintained.

Coordination will be required with the Georgia Department of Transportation for the proposed request.

There were no other departmental comments for this request.

▪ **Zoning History**

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

2020 – A request by Frank Norton, Jr. to annex a 2.16± acres tract with a zoning of Planned Unit Development (P-U-D) located at 39, 44, 48 and 49 Quarry Street; 4 Highland Street and to amend a 14.43± acres tract with a zoning of Planned Unit Development (P-U-D) located at 0 Lakeview Drive NE; 52, 54 and 56 Quarry Street NE was conditionally approved for 49 residential cottage and townhomes.

2020 – A request by Capstone Acquisitions, LLC to annex a 6.148± acres tract with a zoning of Light Industrial (L-I) located at 0 Jesse Jewell Parkway was conditionally approved for a climate-controlled self-storage and office/warehouse.

2018 – A request by Limestone Greenway, LLC to annex a 75.12± acres tract with a zoning of Planned Unit Development (P-U-D) located at 0 and 2065 Limestone Parkway was conditionally approved for a mixed-use development.

2017 – A request by Keel Property Management, LLC to annex a 6.32± acres tract with a zoning of General Business (G-B) located at 0 White Sulphur Road Drive was conditionally approved for restaurant, retail and a carwash.

2017 – A request by the City of Gainesville to rezone 53.177± acres located at 1514, 1515, 1545, 1560 and 1581 Community Way from Residential-II (R-II) to Office and Institutional (O-I) zoning was approved for existing uses and for future professional office purposes.

2012 – A request by Pacolet Milliken Enterprises, Inc. to annex a 68.223± acres tract located at 601 White Sulphur Road with a zoning of Planned Unit Development (P-U-D) was conditionally approved for a mixed-use development.

▪ **Staff Analysis**

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

The surrounding properties include a mixture of residential, office and commercial uses. The subject property primarily fronts Limestone Parkway and Beverly Road which contain mostly nonresidential uses. The proposed 220-unit rental cottage community could serve as a transitional use between the adjacent non-residential and single-family uses.

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

The proposed use is designed to buffer the adjacent single-family homes with no direct access to Lakeview Drive or Old Lakeview Road. Access from Limestone Parkway and Beverly Road is designed to direct most of the traffic away from Lakeview Drive. In addition, the proposed rental units will be similar in height as a 1 to 1 ½ story single-family home and will provide a minimum 50-foot perimeter vegetative buffer.

The property is located within the Limestone Parkway Overlay Zone which is intended to create an identity for the area that will enhance its vitality and protect the value of the properties within the zone. It is also the intent to retain an overall appearance similar to that of the natural terrain and to limit extreme alteration of the terrain and blend approved alterations into the natural shape of the land. Due to the location of Limestone Creek and the 100-year flood plain, the development will be setback from Limestone Parkway a distance of 240 to 400 feet leaving a significant amount of forested green space. However, cut and fill will be required for the development and will required proper soil erosion measures.

(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 both within the *Mixed-Use General* land use category and the *Park/Recreation/Conservation* land use category. The *Mixed-Use General* category includes a mixture of land uses including office, neighborhood retail, and residential. The *Park/Recreation/Conservation* land use category includes areas containing or planned for parks and recreation facilities, permanently designated open space, and conservation areas, including buffers along water ways and other environmental features.

According to the Character Area map for the City of Gainesville, the subject property is located within the *Limestone Medical Corridor*. The area is envisioned as an employment corridor and not anticipated to expand Gainesville's traditional neighborhood fabric, but there is space for housing development. Limestone Creek is a sensitive environment and should be buffered and protected from new development. There should be a focus on preservation of existing character through an adaptive reuse where feasible. Land uses supported in the character area are public / institutional, low density residential, medium density residential, multi-family residential, mixed-use, commercial, and parks / recreation / conservation. The overall gross density of the proposed development is *5.99 dwelling units per acre* which is considered medium density residential. It appears the proposal is consistent with the Comprehensive Plan.

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

The General Business (G-B) zoning district does not permit residential uses; therefore, the applicant is proposing to rezone the subject property to a Planned Unit Development (P-U-D)

for residential purposes. The proposal would effectively downzone the property from a more aggressive zoning of G-B to a residential zoning of P-U-D. The current zoning of the property was previously approved for professional office park or commercial uses. A zoning of G-B also allows for various commercial uses such as retail, restaurant, gas station and mini-warehouse uses. It appears the property is suitable for both residential and nonresidential purposes given its proximity to Limestone Parkway; however, potential environmental impacts will need to be mitigated given the location of Limestone Creek.

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

City water, sewer and public safety services are currently provided to the adjacent properties and are sufficient to provide service to the proposed development. Stormwater facilities will be required to be upgraded to meet the current stormwater regulations. Gainesville Fire Station #2 is located off of Park Hill Drive and is approximately 1.5± miles from the subject property.

The proposal will increase ingress and egress traffic movements along Beverly Road and Limestone Parkway. According to the traffic study, the development on average could generate 1,622± new trips per weekday, 101± A.M. and 119± P.M. peak hour trips.

It is anticipated that some of the proposed rental cottages will be occupied with families that have school aged children that could attend the Gainesville City School System or possibly nearby Lakeview Academy. The number of school aged children is unknown at this time; however, only 30% of the proposed units are 3-bedroom which would be conducive for families with children. In addition, the proposed amenities are targeted toward adults.

(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 recent development within the surrounding area has been significantly influenced by nearby I-985, Northeast Georgia Medical Center and available infrastructure which has driven the desire for additional residential housing and commercial uses including grocery, restaurant, medical office and such. The subject property is designated as *Mixed-Use General* within the Comprehensive Plan which appears to support the future anticipated growth.

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

Based on the Comprehensive Plan and the adjacent mixture of uses, the proposed rezoning request with the recommended conditions 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.

▪ **Staff Recommendation**

The Planning Division staff is recommending **conditional approval** of this rezoning request from General Business (G-B) to Planned Unit Development (P-U-D) based on the Comprehensive Plan and the adjacent mixture of uses.

Conditions

1. The proposed development shall not exceed 210 residential units. The reduction of the 10 units may occur anywhere within the development to provide for additional passive green space or amenity space.
2. The proposal shall be generally consistent with the concept plan and architectural elevations provided with this rezoning application. In addition to what is shown on the applicant's architectural renderings/photographs, all roofs shall be constructed with architectural shingles and all exterior walls shall be constructed with a minimum 3-foot tall watermark of brick or stone material.
3. The proposed 50-foot wide vegetated buffer shall contain a mixture of existing and new evergreen trees where needed so as to provide for an effective buffer adjacent to the adjacent single-family residential properties. Evergreen buffer trees shall be planted around all proposed detention pond areas. The location, spacing, size and type of trees planted shall be subject to the approval of the Community and Economic Development Department Director.
4. There shall be no vehicular access permitted on Lakeview Drive and Old Lakeview Road.
5. All access point design for the subject property shall be submitted for review by the Gainesville Public Works Director and the Georgia Department of Transportation. The approval of said design shall be required prior to issuance of a land development permit. All required access/traffic/sidewalk improvements associated with the proposed development shall be at the full expense of the developer/property owner.
6. All streets within the development shall be privately maintained with a minimum pavement width of 24-feet. Minimum 5-foot wide sidewalks shall be provided on both sides of the street with a 2-foot grass beauty strip between the curb and the sidewalk.
7. 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 last occupied residential unit.

Excerpts from the April 13, 2021 PAB Meeting Minutes

Applicant Presentation: Jim Chapman, 2700 Cumberland Parkway, SE Atlanta GA, stated he has been a homebuilder and lot developer for his own company for 23 years in the Atlanta area. He has concentrated for the last 15 years on active adult developments, age restricted, ranch style, gated communities that were for sale and two years ago started a community on the west side of Athens aimed at a high level work force active adults and seniors. Mr. Chapman gave a presentation on his background, leadership positions and awards his firm has won for builder of the year multiple times. He said he has the property under contract and said Mr. Tate did a wonderful job explaining so many things about the property. He stated the concept plan was amended and he met yesterday with the neighborhood off Lakeview with fifteen people opposed to this project and tried to answer their questions. He said the unit count was amended from 220 to 210 units and included certain traffic mitigations. Mr. Chapman said the neighborhood behind the project certainly doesn't want the community to have a lot of vehicular traffic traveling through their community. In an attempt to help with traffic, the development is limited to mostly right turning movements to address these concerns. He said also there would be an "R" cut

concrete median at the Beverly Road entrance so you would be forced to take a right toward Limestone. A dedicated left turn lane on Beverly Road to enter the development is also proposed. The primary access is proposed from Limestone Parkway and the secondary access from Beverly Road. Mr. Chapman then referred to a site elevation plan within the PowerPoint presentation to help better understand the elevation of the development from Limestone Parkway which showed the development being mostly screened by the remaining tree foliage along Limestone Parkway. He stated it is 37 acres, 220 units and is fine with it being 210 units and excellent demographics, the rents will be the opposite of a Section 8 or low income housing and this community will attain the highest rents in the market simply because all the units are master on main and basically renting a small attached home that has a minimum of one car garage. He stated the gate systems should attract a large amount of single females that love a gate system, pull into a garage and their own home but does not attract a lot of families due to the size of the units and 70 percent of the units are only 1,000 square feet. He said 30 percent are three bedroom units with the third bedroom being upstairs in the attic area on the back with a dormer. He stated there is a pool, club house, fitness center, and dog park. He then explained the term "high level work force", attracts seniors and active adults, healthy people who want to live in a home and achieve the ultimate life maintenance free. Mr. Chapman showed photos of the exterior of the homes, explained the different floor plans and the parking spaces for each unit along with 75 parking spaces throughout the community, not counting the amenity building. He explained the club house layout with a leasing and management office with a manager on site, leasing person and two maintenance people. Any complaints would be addressed by the manager on site five days a week and someone else on the weekends. He said the rents will be somewhere from \$1,500 to \$1,600 for the 1,000 square foot 2 bedroom, and \$1,900 to \$2,000 for the 3 bedrooms and for the units with 2 car garages as much as \$2,100 to \$2,200. He stated he has renters by choice and could buy a home but choose to rent because of the maintenance free lifestyle of it. Mr. Chapman said the average age is 42, average occupant is 1.8 due to the design of the community and size of the units and said he appreciates the board's time.

OPPOSE: Matt Bogart, 574 Lakeview Drive, stated he moved here a year and a half ago from Florida. He stated he is not against the project itself but the traffic it will cause. He stated there is no left turn going north on Limestone Parkway into this development so you would need to go to Beverly Road and make a U-turn; however, there is traffic that feeds from Park Hill Drive and Quarry Street onto Lakeview Drive which feeds onto Beverly Road that will compete with making right turns onto Limestone Parkway while tenants are trying to make U-turns at the traffic light to come back to this development. He said it took him fifteen minutes to get to the meeting tonight during rush hour which is only about two miles away. He stated Lakeview Academy is right across the street from the development and last night on Quarry Street there was 15 to 20 kids jogging. He said there is no shoulder on that road and this development would put more traffic onto Jesse Jewell Parkway from Quarry Street. He stated there is already a new development under construction with 30 homes/rental units for the Norton Companies that will dump that traffic onto Lakeview Drive, right across from the middle school. He said there is another 250 multi-family units that are also approved for the construction site that is currently under progress which will dump back onto Limestone Parkway right at the traffic light at Kroger. He stated he doesn't think this will improve the traffic situation here in the city but will only make it worse. He stated when you come home from the shopping area up on John Morrow Parkway, everybody will go up Quarry Street which is a street that can't be widened and is very narrow. He said currently the speed limit on Lakeview Drive and others is 30 MPH, along with Fairview Drive which has speed humps to prevent speeders. Mr. Bogart said these are all issues that will create traffic that will be unbearable, and speaking on behalf of most neighbors attending, they have a petition of 50 or 60 signatures and will all be at the next meeting. He said they don't disagree this is needed in Gainesville but Mr. Chapman didn't mention that the project in Athens is 9 miles from downtown and the Dawsonville location is 6.4 miles, so none of them in the immediate city limits. He stated this project will be within 2 miles of downtown

Gainesville. He is very concerned with the traffic getting in and out and said people will start taking a shortcut through their neighborhood on a daily basis. Mr. Bogart said please consider these things, a different location would be great and gave examples of places for the project. He said these are some of the concerns and thanked the Board for their time and gave Chairman Carter copies of the petition of signatures.

Wendell Starke, 1750 Riverside Drive, stated he thinks it's a good project but a previous study asked for an improvement to the right turn from Beverly Road going onto Limestone Parkway and is hopeful that the same recommendation be implemented at this time for this project but seems to be ignored in this presentation. He suggested the right turn from Beverly Road onto Limestone Parkway be addressed by a traffic engineer.

Janet Cordery, 625 Robinhood Trail, stated her family has lived at the same location since 1963 when the neighborhood was built and before that her family has lived in the area for 250 years with great-grandparents who worked at the New Holland Mill. Ms. Cordery stated when she retired as a school teacher/professor/school psychologist who worked with disabled students in a college setting for 35 years, she moved back in 2017. She said it has changed a lot and agrees with everything Mr. Tate has pointed out but felt it was a lovely concept but is not needed and very disappointed with the request. Ms. Cordery stated she lives in a beautiful quiet neighborhood with wildlife and a creek and wants to improve the property. She would like to see the neighborhood remain quiet and peaceful, where the children play in the street. She has seen a lot of cars coming in and out, dead deer in the roads, very narrow roads, pollution, and speeders. She said she loves the city but does not want to see this project there on that beautiful ridge. She stated hundreds of trees have been lost, and it is a muddy mess with rain streaming down Lakeview Drive. Also, she said with 210/220 units times how many cars, school children, students practice running through the neighborhood all of which is very dangerous. She said she misses the owls, doesn't hear the frogs very much, a family of deer moved into the back and wants to stand up for the wildlife which Gainesville is known for its beautiful deer. She also felt the light pollution is getting very bad and does not want to see the concept here and is upsetting to a lot of the neighbors and thanked the Board for their time.

Meg McPeck, 1491 Robinhood Trail, stated she is part of the demographic that would probably rent one of these units but decided when she returned to Gainesville to purchase on Robinhood Trail in the home her family started. She wants to remind people that the neighborhood provides an interesting snapshot of Gainesville and its diversity with neighbors of different cultures, young families checking on each other, consoling one another when someone's spouse passes away and thinks it offers an unique opportunity to be an example of a great neighborhood. She asked the Board to take into consideration the infrastructure of the neighborhood being able to sustain a new development like this. She said there are the cottages being built by Norton and wants to thrive as a neighborhood with children playing in the front yard, they don't have the infrastructure to even handle traffic that is there and is the reason for a lot of the frustration. Adding more traffic could possibly limit what they have to offer as a neighborhood in town as an example of Gainesville's growth. She hopes it's taken into consideration that the infrastructure is not there whether from what people say or the emails shared with Mr. Tate.

REBUTTAL: **Mr. Chapman** said the gentleman that pointed out the right turn lane from Beverly Road onto Limestone Parkway as referred to in the traffic study. Mr. Chapman stated he is open to exploring that and figuring out if it's a condition that needs attention.

Planning and Appeals Board Comments: Mr. Tate stated to the Board there are six separate emails from the neighborhood voicing concerns and some have spoken but wanted them to be aware of it.

There was a motion to recommend denial the request to rezone the subject property for a 220-unit rental cottage community from General Business (G-B) to Planned Unit Development (P-U-D).

Motion made by Board Member Thompson

Motion seconded by Board Member Martin

Vote – 7 favor

Passed: _____

AN ORDINANCE

No. 2021-

AN ORDINANCE AMENDING THE ZONING MAP OF THE CITY OF GAINESVILLE, GEORGIA, BY CHANGING THE ZONING ON A 36.7± ACRES TRACT LOCATED ON THE SOUTHWEST SIDE OF THE INTERSECTION OF BEVERLY ROAD AND LIMESTONE PARKWAY, HAVING ROAD FRONTAGE ON THE EAST SIDE OF LAKEVIEW DRIVE AND OLD LAKEVIEW ROAD (A/K/A 0 BEVERLY ROAD, NE) FROM GENERAL BUSINESS (G-B) TO PLANNED UNIT DEVELOPMENT, WITH CONDITIONS (P-U-D-c); TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE FOR SEVERABILITY; TO PROVIDE FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

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

SECTION I

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

Conditions

- 1. The proposed development shall not exceed 210 residential units. The reduction of the 10 units may occur anywhere within the development to provide for additional passive green space or amenity space.**
- 2. The proposal shall be generally consistent with the concept plan and architectural elevations provided with this rezoning application. In addition to what is shown on the applicant's architectural renderings/photographs, all roofs shall be constructed with architectural shingles and all exterior walls shall be constructed with a minimum 3-foot tall watermark of brick or stone material.**
- 3. The proposed 50-foot wide vegetated buffer shall contain a mixture of existing and new evergreen trees where needed so as to provide for an effective buffer adjacent to the adjacent single-family residential properties. Evergreen buffer trees shall be planted around all proposed detention pond areas. The location, spacing, size and type of trees planted shall be subject to the approval of the Community and Economic Development Department Director.**
- 4. There shall be no vehicular access permitted on Lakeview Drive and Old Lakeview Road.**
- 5. All access point design for the subject property shall be submitted for review by the Gainesville Public Works Director and the Georgia Department of**

ORDINANCE NO. 2021 -

Transportation. The approval of said design shall be required prior to issuance of a land development permit. All required access/traffic/sidewalk improvements associated with the proposed development shall be at the full expense of the developer/property owner.

6. All streets within the development shall be privately maintained with a minimum pavement width of 24-feet. Minimum 5-foot wide sidewalks shall be provided on both sides of the street with a 2-foot grass beauty strip between the curb and the sidewalk.
7. 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 last occupied residential unit.

Legal Description

All that tract or parcel of land lying and being in Land Lots 124 and 132 of the City of Gainesville, Hall County, Georgia; being more particularly described as follows:

BEGINNING at a concrete monument found on the southerly right-of-way of Beverly Road (right-of-way varies) said monument being located North 61 degrees 33 minutes 55 seconds East a distance of 439.57 feet from the centerline intersection of said Beverly Road and Lakeview Drive; Thence continue along said right-of-way North 61 degrees 48 minutes 46 seconds East a distance of 128.75 feet to a point; Thence North 62 degrees 51 minutes 13 seconds East a distance of 107.51 feet to a concrete monument found; Thence North 64 degrees 13 minutes 30 seconds East a distance of 143.29 feet to a concrete monument found; Thence South 65 degrees 57 minutes 47 seconds East a distance of 78.10 feet to a concrete monument found; Thence North 65 degrees 50 minutes 32 seconds East a distance of 100.00 feet to a concrete monument found; Thence South 86 degrees 21 minutes 02 seconds East a distance of 198.58 feet to a concrete monument found; Thence North 64 degrees 11 minutes 33 seconds East a distance of 85.37 feet to a concrete monument found; Thence North 29 degrees 16 minutes 01 seconds East a distance of 119.04 feet to a concrete monument found; Thence 229.89 feet along the arc of a curve to the left having a radius of 858.51 feet and a chord of North 88 degrees 56 minutes 43 seconds East a distance of 229.21 feet to an iron pin found on the westerly right-of-way of Limestone Parkway; Thence continuing along said right-of-way South 34 degrees 41 minutes 40 seconds East a distance of 196.95 feet to a point; Thence South 25 degrees 36 minutes 46 seconds East a distance of 95.44 feet to a point; Thence South 16 degrees 33 minutes 32 seconds East a distance of 95.56 feet to a point; Thence South 12 degrees 00 minutes 28 seconds East a distance of 848.25 feet to a concrete monument found; Thence leaving said right-of-way South 60 degrees 17 minutes 44 seconds West a distance of 1026.15 feet to an iron pin found; Thence North 34 degrees 22 minutes 44 seconds West a distance of 238.20 feet to an iron pin found; Thence North 32 degrees 14 minutes 14 seconds West a distance of 127.28 feet to an iron pin found; Thence South 85 degrees 37 minutes 47 seconds West a distance of 156.02 feet to an iron pin found; Thence North 46 degrees 38 minutes 17 seconds West a distance of 75.57 feet to an iron pin found; Thence South 65 degrees 59 minutes 27 seconds West a distance of 175.87 feet to an iron pin found; Thence North 35 degrees 16 minutes 58 seconds West a distance of 50.09 feet to an iron pin found on the northeasterly right-of-way of the aforementioned Lakeview Drive; Thence North 65 degrees 59 minutes 32 seconds East a distance of 200.55 feet to an iron pin found; Thence North 21 degrees 44 minutes 26 seconds West a distance of 102.80 feet to an iron pin found; Thence North 18 degrees 21 minutes 40 seconds East a distance of 167.41 feet to an iron pin found; Thence South 72 degrees 19 minutes 38 seconds West a distance of 112.31

ORDINANCE NO. 2021 -

feet to a minutes x minutes set in concrete; Thence North 17 degrees 10 minutes 24 seconds West a distance of 40.00 feet to an iron pin found; Thence North 65 degrees 53 minutes 38 seconds East a distance of 98.10 feet to an iron pin found; Thence North 60 degrees 19 minutes 39 seconds East a distance of 125.26 feet to a scrape blade found; Thence North 36 degrees 30 minutes 28 seconds West a distance of 33.62 feet to an iron pin found; Thence North 15 degrees 49 minutes 16 seconds East a distance of 193.93 feet to an iron pin found; Thence North 30 degrees 57 minutes 47 seconds West a distance of 460.10 feet to the POINT OF BEGINNING.

Said tract contains 36.698± acres.

SECTION II

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

SECTION III

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

SECTION IV

This Ordinance is enacted as an amendment to the Code of the City of Gainesville, Georgia, and is to be codified as a part of Section 9-1-1-5.

SECTION V

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

C. Danny Dunagan, Jr., Mayor

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

ATTEST:

Denise O. Jordan, City Clerk



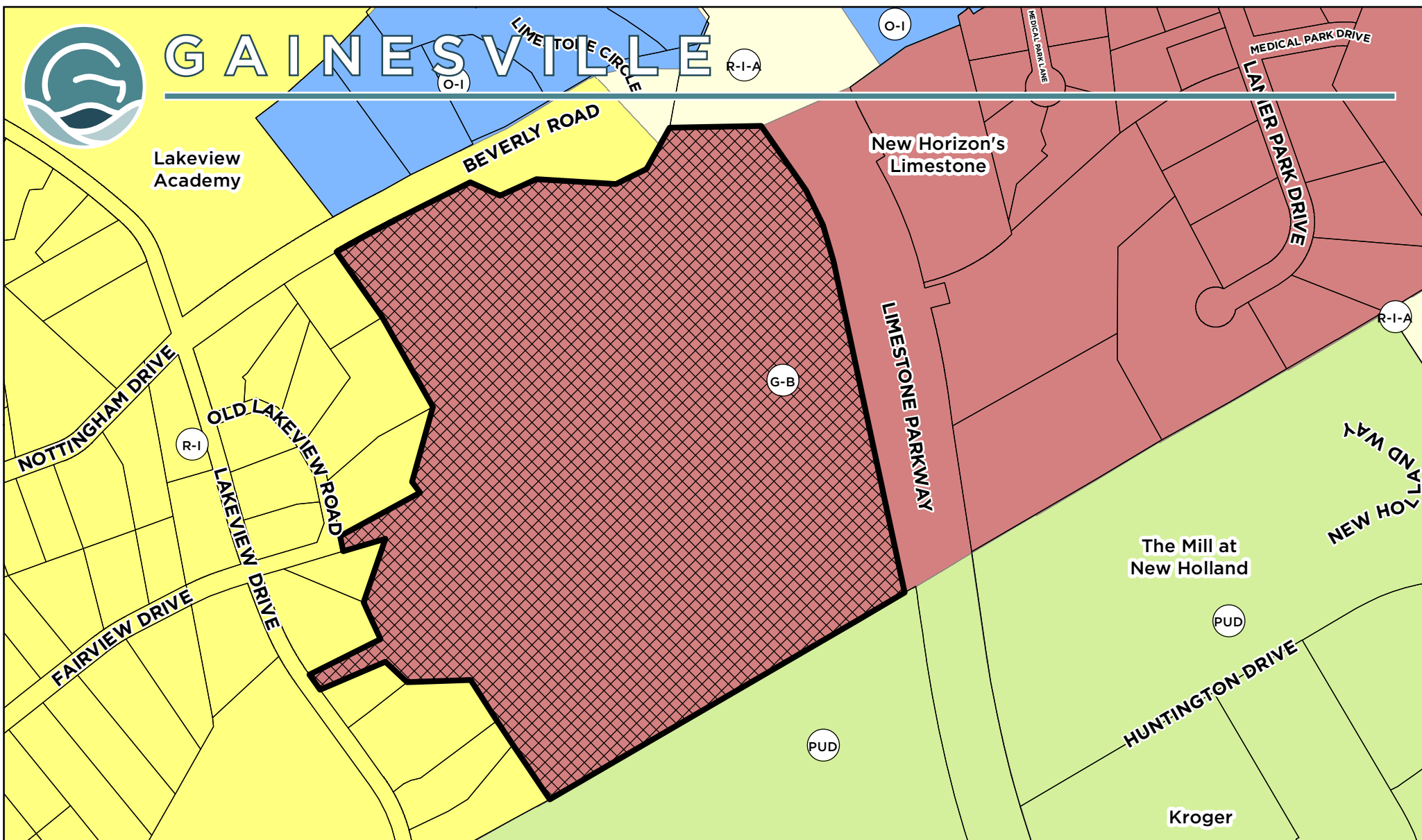
GAINESVILLE

Lakeview Academy

New Horizon's Limestone

The Mill at New Holland

Kroger



Applicant: **JIM CHAPMAN COMMUNITIES**

REZONING REQUEST

Subject Property Address:

0 Beverly Road, NE

Tax Parcel:

01-083-002-003A

Request:

Rezone a 36.7+/- acres tract from General Business (G-B) to Planned Unit Development (P-U-D) for a 220-unit rental cottage community



Subject Property



Meeting Date: 04/13/2021

Map Prepared: 03/18/2021

0 190 380 Feet
Page 217 of 470

SCALE: 1" = 333'



GAINESVILLE

Lakeview Academy

New Horizon's Limestone

The Mill at New Holland

Kroger

Hall County GIS

Applicant: **JIM CHAPMAN COMMUNITIES**

REZONING REQUEST

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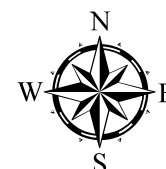
Request:

Rezone a 36.7+/- acres tract from General Business (G-B) to Planned Unit Development (P-U-D) for a 220-unit rental cottage community



Subject Property

Aerial from 2018



Meeting Date: 04/13/2021

Map Prepared: 03/18/2021

0 190 380 Feet
Page 218 of 470

SCALE: 1" = 333'



Build to Rent Communities

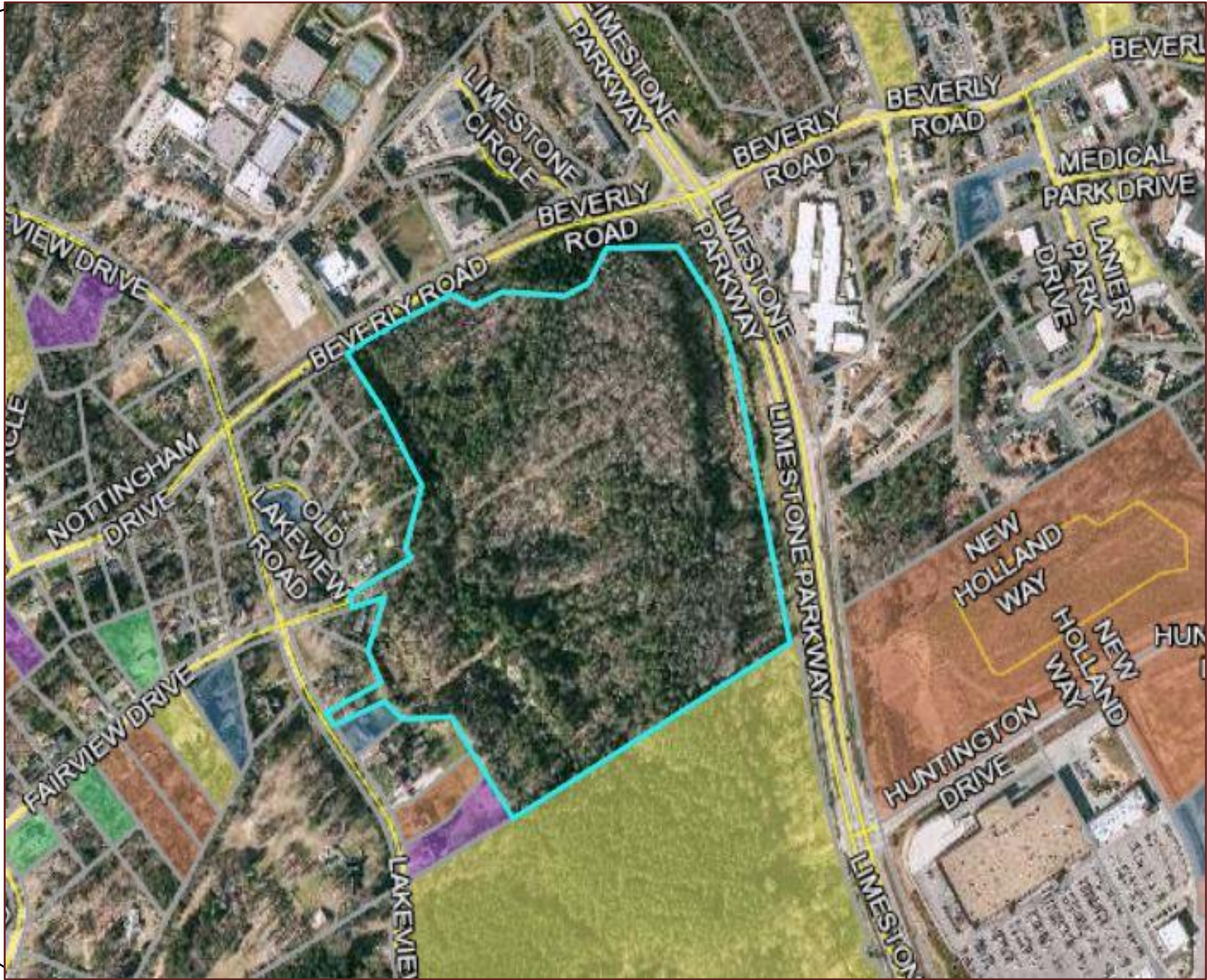
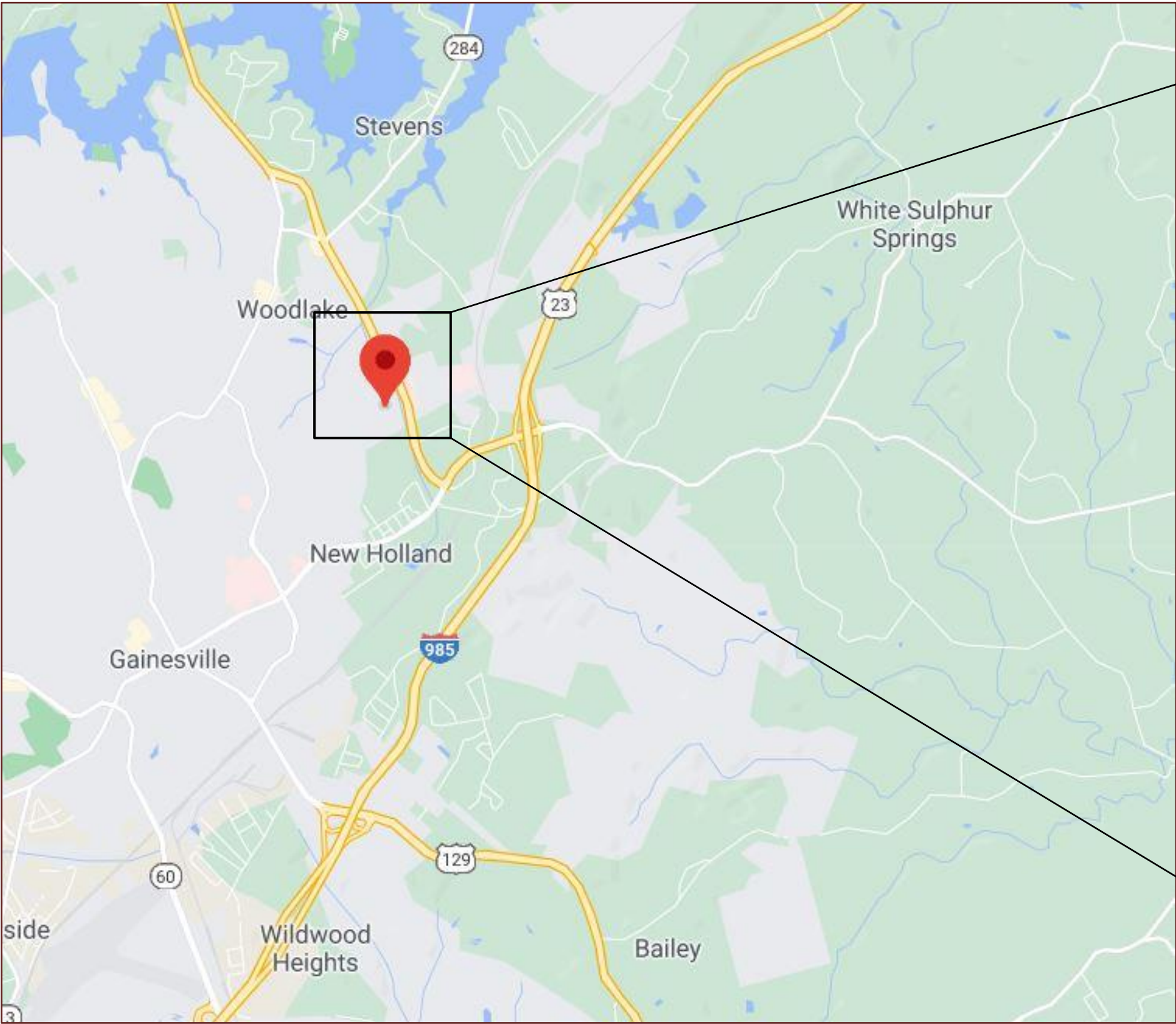
— JIM —
CHAPMAN
— COMMUNITIES —

Cottages at Limestone Pkwy

37 acres – 220 Units

— JIM —
CHAPMAN
— COMMUNITIES —

LOCATION: Cottages at Limestone Pkwy





OVERVIEW: Cottages at Limestone Pkwy

- **Size:** 37.0 acres
- **Units:** 220 units (5.9 units per acre)
- **Population:** 65,632 (5 mi. radius)
- **Median Income:** \$48,981 (5 mi. radius)
- **2 BR Rents:** \$1,400 - \$1,600 per month
- **3 BR Rents:** \$1,800 - \$2,000 per month
- **Unit Mix:** 70% 2 BR ; 30% 3 BR
- **Amenities:** Pool, clubhouse, fitness center, dog park, gated community

JIM CHAPMAN COMMUNITIES

Jim Chapman, an Atlanta native and graduate of The Westminster Schools, is a home building veteran who started his own custom home building firm, Jim Chapman Fine Homes, in 1998 after earning an MBA from Kenan-Flagler Business School at the University of North Carolina – Chapel Hill in 1996.

From 1998 through 2005, his firm primarily built custom homes in Buckhead, Alpharetta and Highlands, North Carolina. In 2005, he began to also build and develop an active adult portfolio under the brand of Jim Chapman Communities, which has now become synonymous with high quality, maintenance-free, age-restricted communities throughout metropolitan Atlanta. The private, often gated, communities offer a variety of architectural styles and are set in prime locations in the North Atlanta metropolitan area.

In 2017, Jim leveraged his active adult experience and began a Build to Rent Community line of business targeting the high-level workforce and active adult / senior demographic that desires to rent rather than own.

As a builder and developer, Jim is deeply committed to the success of the U.S. home building industry and dedicates a large portion of his limited free time to a variety of local, regional and national housing industry organizations.

Jim remains very active in his church, Northside Methodist. He and his wife Katherine and two children make their home in Atlanta.



“Our experience with Jim Chapman Communities, their builders and sales staff have far exceeded our expectations.”

Tom and Dot Richardson

— JIM —
CHAPMAN
— COMMUNITIES —

JIM'S LEADERSHIP

GREATER ATLANTA HOME BUILDERS ASSOCIATION

- Board Member
- 2018 - President
- Member, Atlanta Professional Women in Building Council
- Member, Atlanta 55+ Housing Industry Council; Chair in 2011
- Certified Professional Home Builder; Licensed in State of Georgia since 2008 (Georgia started licensure in 2008)

HOME BUILDERS ASSOCIATION OF GEORGIA

- 2020-21 – President
- 2019-20 – Vice President
- 2019-20 - Chairman, Government Affairs Committee
- 2018-19 – Chairman, Regulatory Affairs Committee
- 2015 to present, Member, Government Affairs Committee
- 2015 to present, Member, Regulatory Affairs Committee
- 2014 to present, Founding Chairman of the ALL Home Program a voluntary statewide certification created by the Home Builders Association of Georgia (HBAG) to promote accessibility and universal design

NATIONAL ASSOCIATION OF HOME BUILDERS

- 2021 – Chair, Single Family Builders Committee
- 2021 – First Vice Chair, Build PAC
- 2021 – Budget / Finance Committee Member
- 2019 - Chairman, Land Development Committee
- 2016 – Chairman, NAHB's 55+ Housing Industry Council
- 2016 to present - Georgia BUILD-PAC Trustee

“Jim Chapman Communities has led the industry in innovative design and achieving excellence.

They have not only succeeded in achieving the company's goals and moving forward during tough economic times, but they have contributed to the greater community.”

Steve Moore, chair of the *Best of 55+ Housing Awards* and Senior Partner of BSB Design, Inc. in Des Moines, Iowa.

— JIM —
CHAPMAN
— COMMUNITIES —

JIM CHAPMAN COMMUNITIES AWARDS

2020 GREATER ATLANTA HBA OBIE AWARDS:

- Community of the Year, Active Adult – Nestledown Farm

2019 GREATER ATLANTA HBA OBIE AWARDS:

- Builder of the Year
- Community of the Year, Attached Homes – The Overlook at Old Atlanta

2018 NAHB 55+ HOUSING COUNCIL AWARDS:

- Gold Award – Builder of the Year
- Gold Award – Sweet Briar Farms – For Sale up to 200 homes
- Silver Award – Overlook at Old Atlanta, Ansley Model
- Silver Award – Sweet Briar Farms, Brighton Model

2018 GREATER ATLANTA HBA OBIE AWARDS:

- Community of the Year, Detached Homes – Sweet Briar Farms

2017 GREATER ATLANTA HBA OBIE AWARDS:

- HomeAid Builder of the Year

2017 HBA OF GEORGIA:

- BEAM Award, Builder's Encouraging Associate Members

2015 GREATER ATLANTA HBA OBIE AWARDS:

- Single Family Builder, Detached, 50+ Homes a Year, \$700,000+ - One River Place

2014 GREATER ATLANTA HBA OBIE AWARDS:

- Single Family Attached, \$400,000 to \$499,000 – One River Place
- Single Family Attached, \$300,000 to \$399,000 – Brookhaven at Johns Creek
- Single Family Detached, 1-50 a year, \$350,000-\$424,000 – Brookhaven at Johns Creek

"They are a fantastic builder with a very approachable staff. They are very professional and I would highly recommend them."

Haresh and Rachna Lalwani

2009 NAHB 50+ HOUSING COUNCIL:

- Silver Award – Active Adult Housing, Overall Community Up to 500 Homes for Brookhaven of East Cobb

2009 GREATER ATLANTA HBA OBIE AWARDS:

- Community of the Year, Attached Homes – Brookhaven of East Cobb

2008 GREATER ATLANTA HBA OBIE AWARDS:

- Community of the Year, Attached Homes – Brookhaven at Sugarloaf
- Community of the Year, 50+ Housing - Brookhaven at Sugarloaf
- Gold Award - Amenity Package, Less than 499 Units – Brookhaven of East Cobb

2008 NAHB 50+ HOUSING COUNCIL AWARDS:

- Gold Award – Active Adult Clubhouse, Small for Brookhaven of East Cobb
- Silver Award – Active Adult, Attached Home Design For Sale 1701 to 2400sf – Brookhaven of East Cobb

— JIM —
CHAPMAN
— COMMUNITIES —

Build to Rent Communities

In 2016, Jim Chapman initiated concept and product design for high quality, one level living, “Build to Rent” communities not presently available in Metro Atlanta. Jim’s experience with age restricted and age targeted communities provided the insight to capture a market segment not currently being served – homeowners that are shrugging off the stigma associated with a rental product and want one level maintenance free living. CBS Marketwatch reported findings from RentCafe supporting Jim’s initiative:

- Renters older than 60 jumped 43 percent in the past decade
- By 2035, seniors will account for nearly one-third of the U.S. rental market, compared with 18% in 2007
- By comparison, renters between 35 to 59 years old are likely to remain stable through 2035, at about 43 percent of the rental market. Americans under 34 will drop to 27 percent of the rental market compared with 34 percent in 2017.
- Older people aren't as enthusiastic about owning a home as their children age and leave, pushing the move to rent, RentCafe said, citing its own earlier studies.
- In 1981, the median age of the US homebuyer was 31. By 2000 it was 39, it rose to 42 in 2013, and currently sits at 47 years old. It’s becoming increasingly difficult for even high end work force individuals to own a home, which is why we have set out to create a home and community that millions of Americans can afford.
- “Since 2005, Americans in their 50s and 60s have accounted for the largest portion of the country’s increase in renters.” – Lynnette Khalfani-Cox, AARP

https://www.cbsnews.com/news/senior-citizens-are-the-fastest-growing-group-of-renters-not-millennials/?ftag=CNM-00-10aab6i&linkId=64640456&fbclid=IwAR3YNsyQeHmLyAkelKRkYKS5zsXEtgjYMUtbnOa3D6Ok_lzsxka1J51Kwps

JIM
CHAPMAN
COMMUNITIES

Economics of Build-to-Rent Housing

- **Affordability:** Millennials still believe the American dream means owning a home, but they struggle to do so. A number of financial factors — including student debt and stagnant wage growth that make it difficult to save for a down payment — hold them back from purchasing, so they keep renting.
- **Low Inventory, High Home Values:** For-sale inventory continues to remain at historic lows, with fewer homes on the market than there were in 2018 — slightly less than 1.5 million homes, which is the lowest level on record since at least 2013. At the same time, high interest rates and growing home values make affordability a bigger challenge for many buyers.
- **Delayed Life Events:** Millennials are the biggest wave of potential home buyers on the horizon, but many from this generation are delaying major life events like getting married and having children, which keeps them more interested in renting and less in being tied to a mortgage.
- **Lifestyles:** Many renters simply prefer that housing choice. Often it comes down to being free from exterior maintenance chores and the potentially expensive upkeep that homeownership entails. Renting also appeals to those who like a mobile lifestyle and the option to move whenever they want to.
- **Target Demographics:** The primary customers in the build-to-rent trend are downsizing baby boomers hit by the recession and millennials battling debt and lacking the funds for a down payment. It's probably no coincidence that these two cohorts comprise 65% of today's single-family home renters.
- **Baby Boomers:** More than any other generation, boomers consider a new construction home that's within their initial budget and has a spare bedroom and ample storage as very or extremely important. And while some boomers might be downsizing for financial reasons, they still have the money to rent the home they want.
- **Millennials:** Nearly 1 in 3 millennials (32%) who currently rent say they plan to continue doing so because they're saving for a down payment. But there's a same share of millennials who plan to continue renting because they want to be able to move easily as their lives change. Build-to-rent might serve both types of millennial renters. Nearly half (45%) of all buyers considered renting, as did 59% of millennial new construction buyers. That's a significant pool of home shoppers who are on the fence about their housing options. The build-to-rent trend isn't likely to disappear soon, and these rentals could serve as gateway homes to new construction when the time is right.

Jim Chapman Communities – Attached Rental Cottages

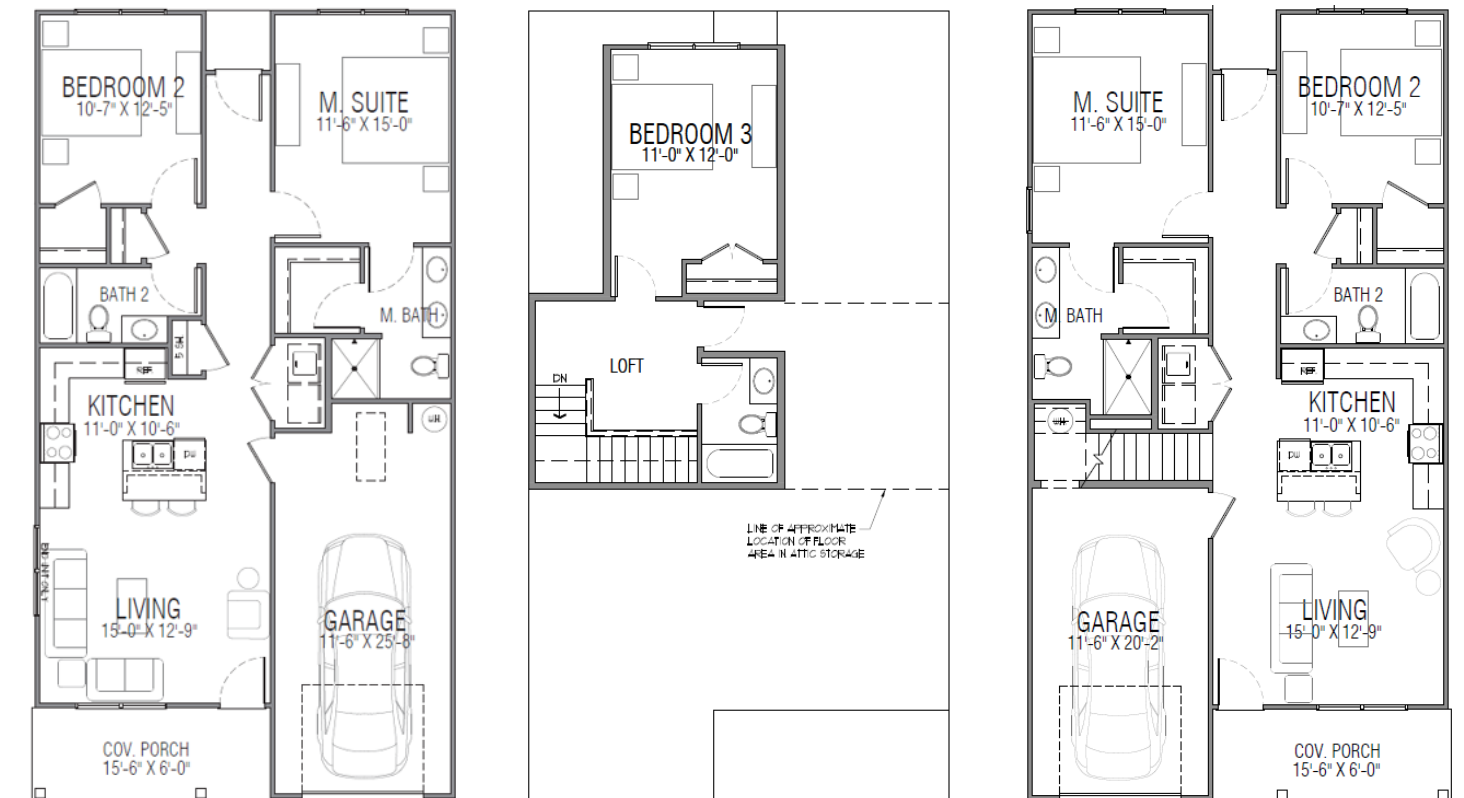


The attached, one and one half story ranch cottages feature light-filled, spacious floor plans, a one-car garage, covered front and/or rear porches with individual driveways. Because all exterior maintenance is professionally managed, owners can enjoy a “lock and leave” lifestyle to pursue hobbies, traveling, family time and more.

Active Adult | Seniors | High Level Workforce

The Cottages at Ridge Pointe

- First JCC For Rent community: 216 unit, age targeted, in Athens, Georgia.
- Phase I – 117 units are completed and leased. Phase 2 – 99 Units are under construction with 1Q2021 completion.
- Two and three-bedroom plans available.
- One level living built to the ALL program standards.
- Units have one car attached garage and attic storage.
- Amenity includes clubhouse, pool, and a dog park.
- Range Water is the onsite leasing and management firm



- For Phase 1 there are 117 units complete – 116 units occupied or leased – 1 furnished model. Among the 99 units under construction in Phase 2, 70 are preleased (71%).



The Cottages at Ridge Pointe - Rents

2 Bedrooms

- 1,004 to 1,016 SF
- Base Rent: \$1,450 to \$1,550 per month (\$1.43 to \$1.54 PSF)
- Total Rent: \$1,492 to \$1,627 per month (\$1.47 to \$1.62 PSF)

3 Bedrooms

- 1,346 to 1,426 SF
- Base Rent: \$1,835 to \$2,050 per month (\$1.35 to \$1.44 PSF)
- Total Rent: \$1,880 to \$2,092 per month (\$1.32 to \$1.55 PSF)

The Cottages at Ridge Pointe - Demographics

- Occupants 50+ Years Old: 39.7% - 127 of 320 Occupants
- Occupants 19-49 Years Old: 53.1% - 170 of 320 Occupants
- Occupants 18 Years or Younger: 7.2% - 23 of 320 Occupants
- Average Occupants per Unit: 1.82
- Average Age: 42.3 Years Old
- Average Income: \$109,821

Gated Entrances



Clubhouse Pictures



— JIM —
CHAPMAN
— COMMUNITIES —





— JIM —
CHAPMAN
— COMMUNITIES —





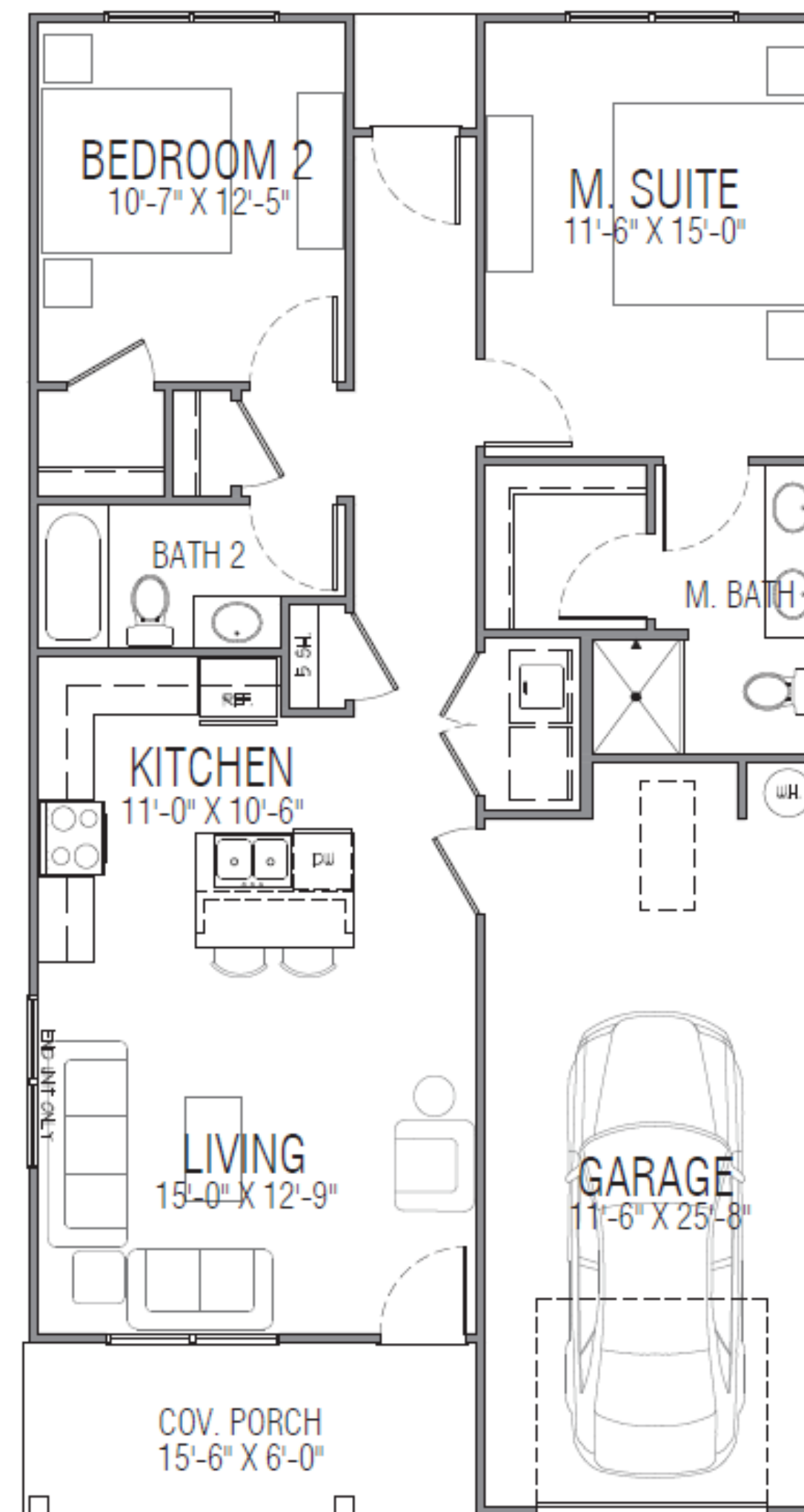
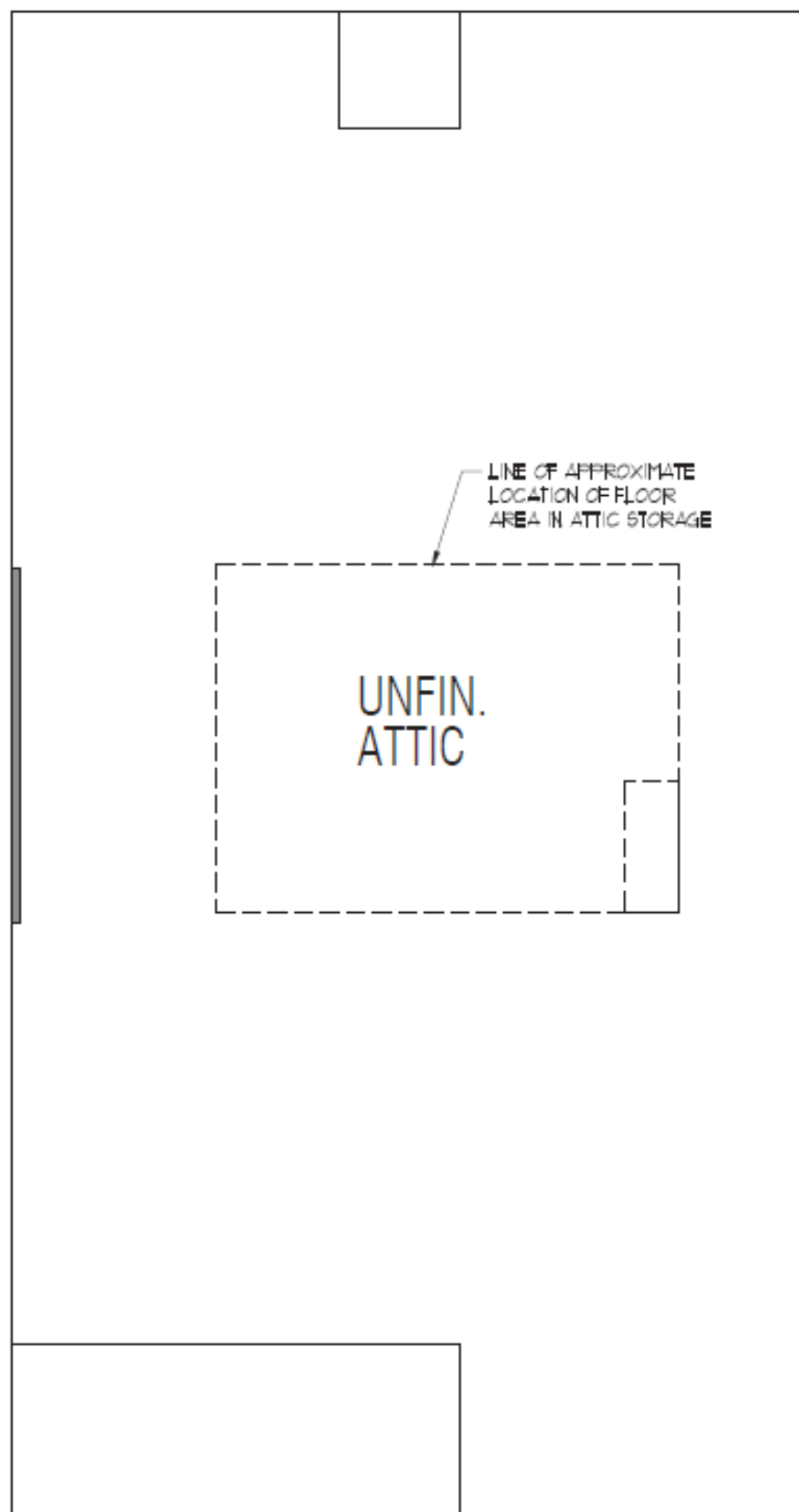
The Frisco

Single Family Attached Villa

1,025 Square Feet

2 Bedrooms, 2 Baths

1 Car Garage



Due to the evolutionary nature of our design improvement process, there may be actual versus design variations in room dimensions, door swings and window and door locations. These floor plans and any dimensions and square footages shown herein are only approximations. Any homeowner who is concerned about any representations regarding the floor plans should do his or her own investigation as to the dimensions, measurements and square footage of his/her home. We reserve the right to substitute materials of comparable quality. These plans are the sole and absolute property of Jim Chapman Communities, Inc. Use or copying of these plans, without the express written consent of Jim Chapman Communities, Inc., is illegal. 5-14-19

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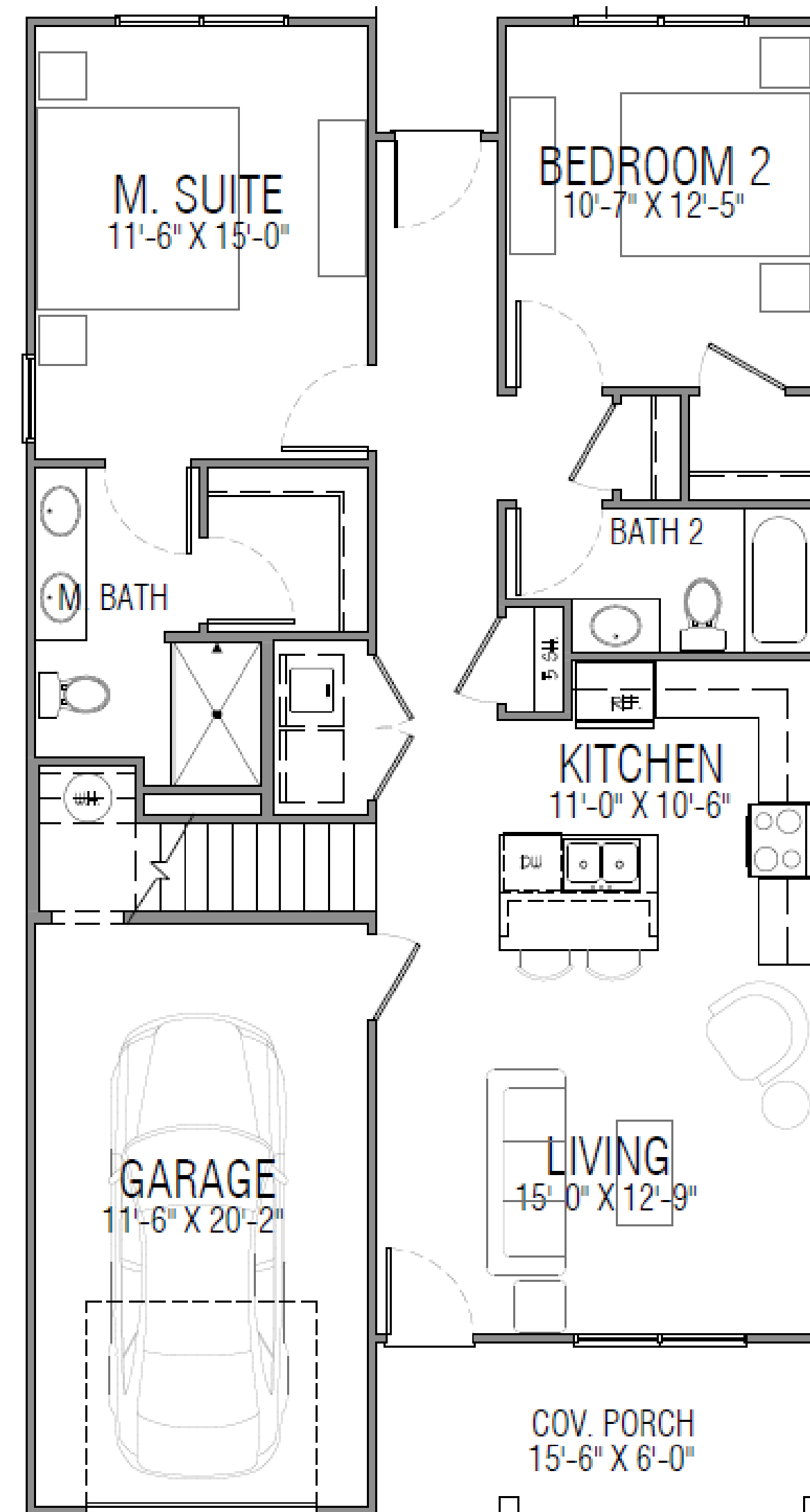
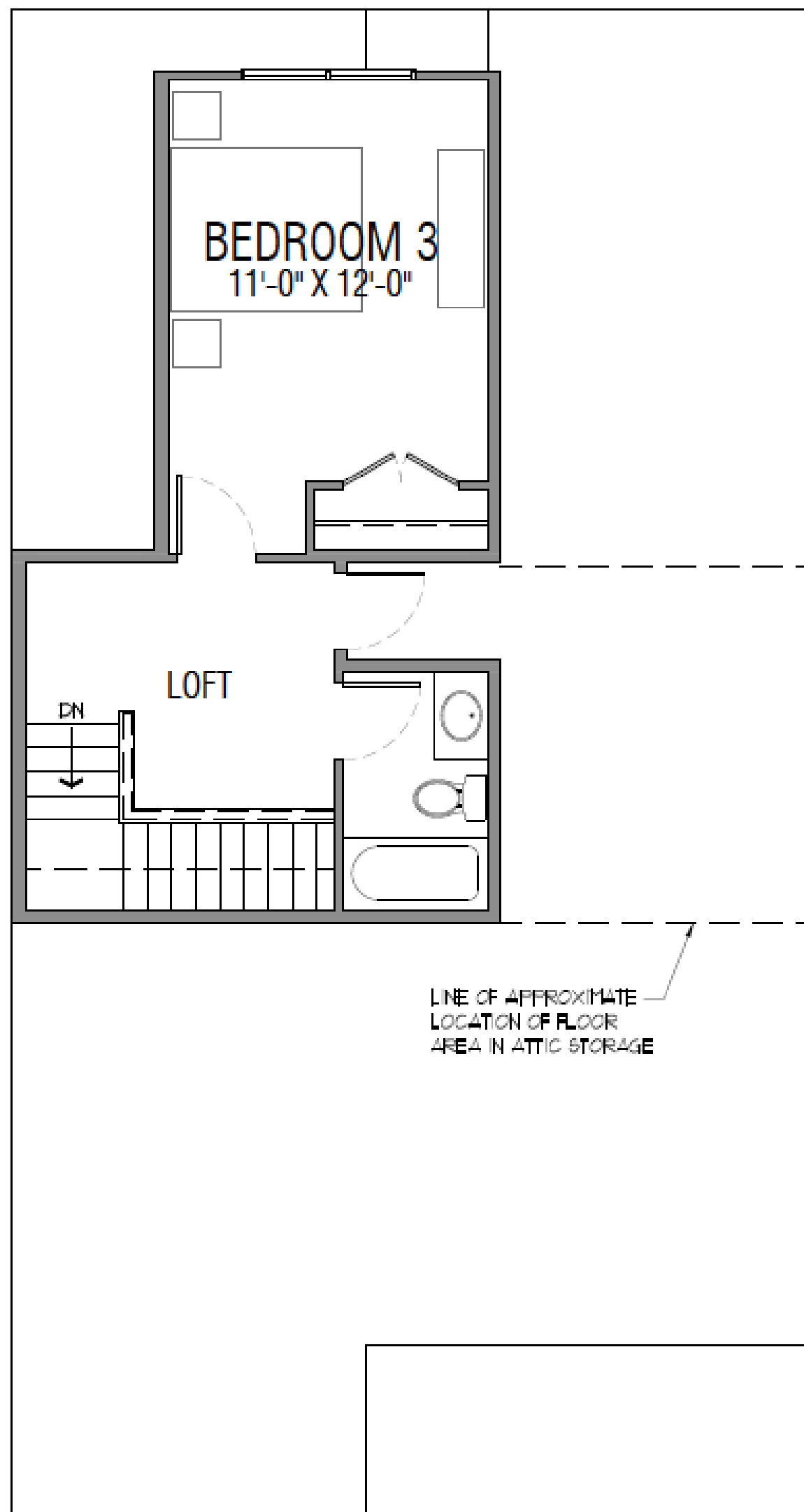
The Fresno

Single Family Attached Villa

1,423 Square Feet

3 Bedrooms, 3 Baths

1 Car Garage



Due to the evolutionary nature of our design improvement process, there may be actual versus design variations in room dimensions, door swings and window and door locations. These floor plans and any dimensions and square footages shown herein are only approximations. Any homeowner who is concerned about any representations regarding the floor plans should do his or her own investigation as to the dimensions, measurements and square footage of his/her home. We reserve the right to substitute materials of comparable quality. These plans are the sole and absolute property of Jim Chapman Communities, Inc. Use or copying of these plans, without the express written consent of Jim Chapman Communities, Inc., is illegal. 5-14-19

**JIM
CHAPMAN**
COMMUNITIES

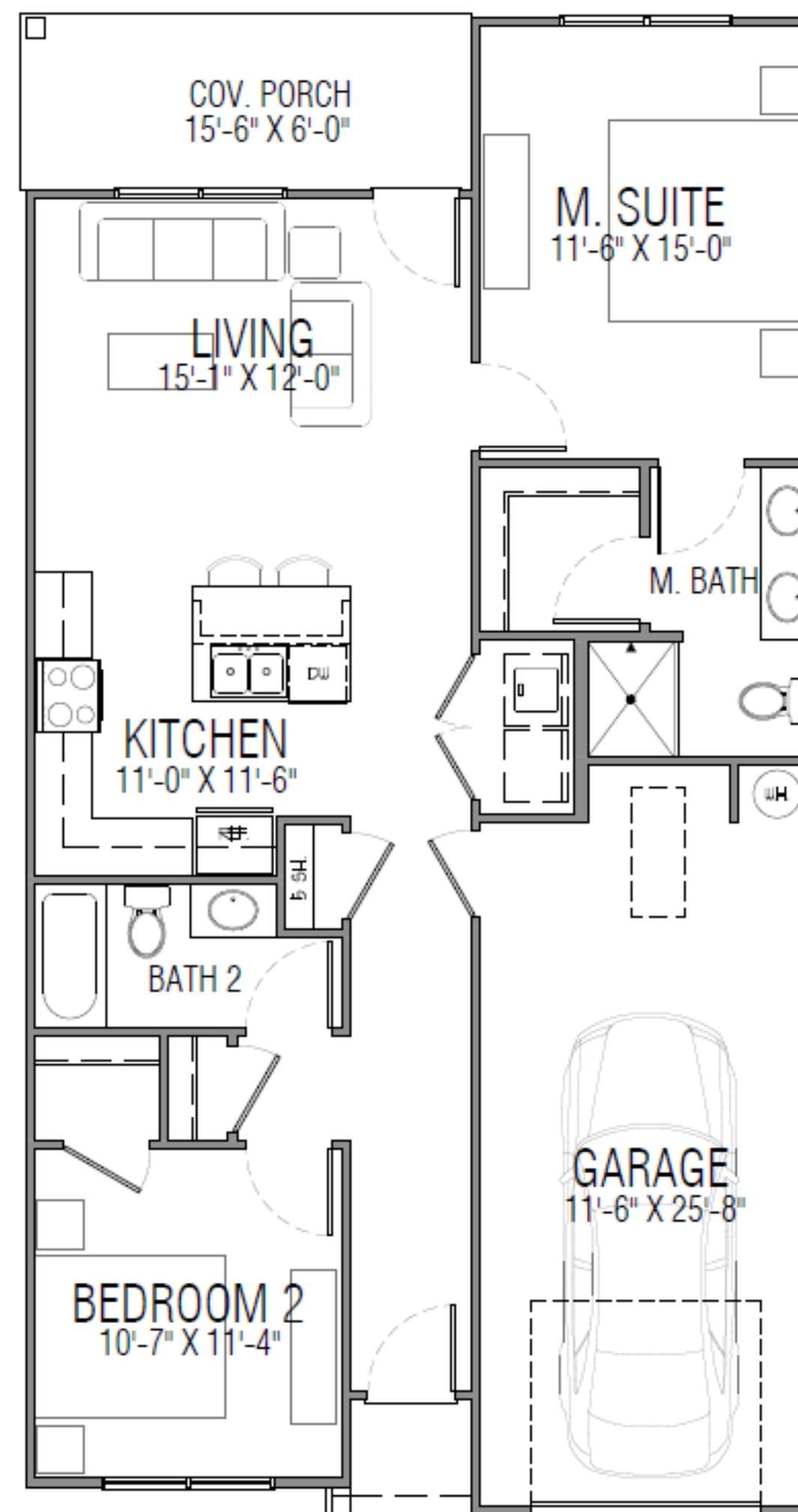
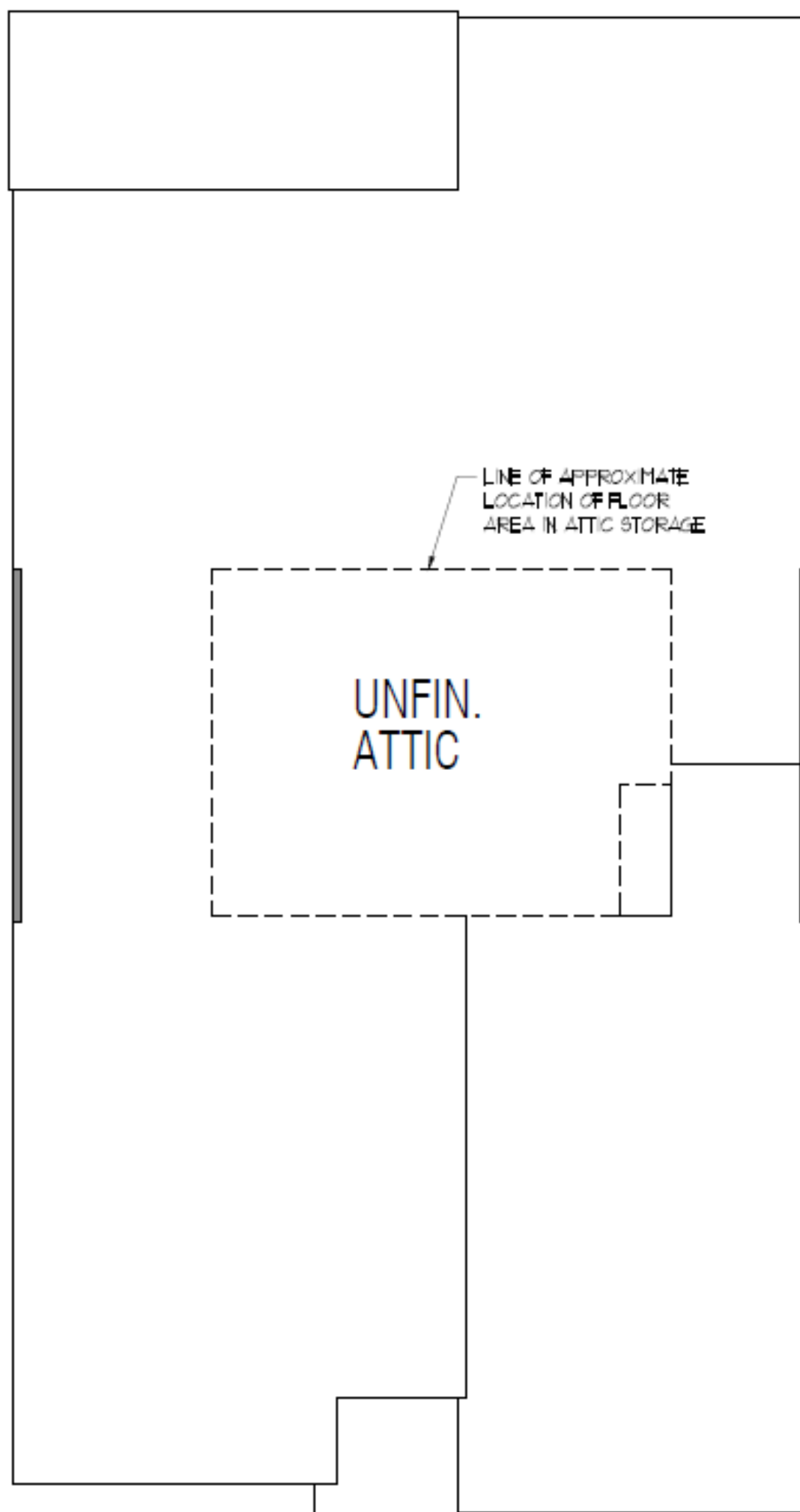
The Richmond

Single Family Attached Villa

1,015 Square Feet

2 Bedrooms, 2 Baths

1 Car Garage



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CHAPMAN
COMMUNITIES

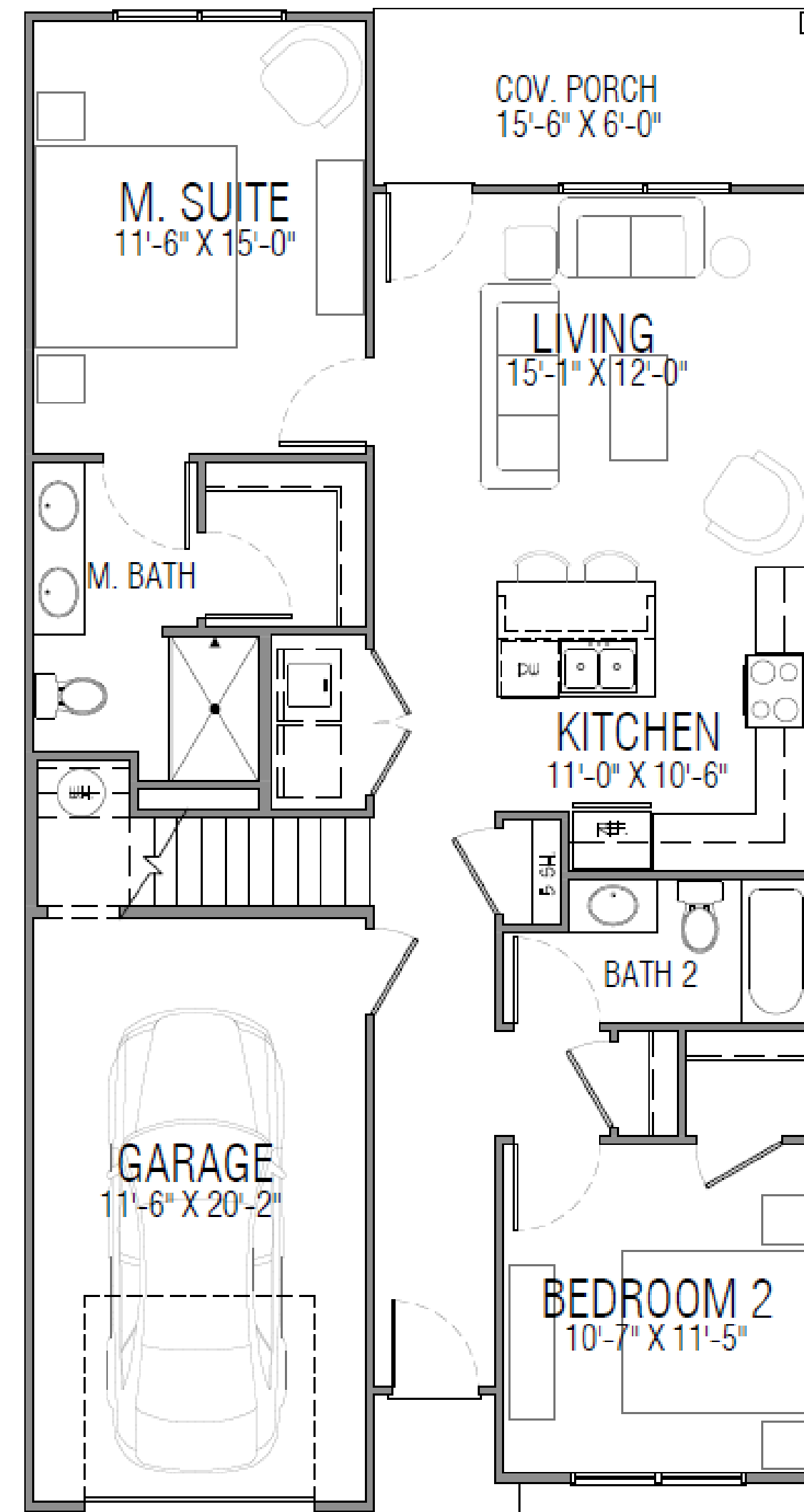
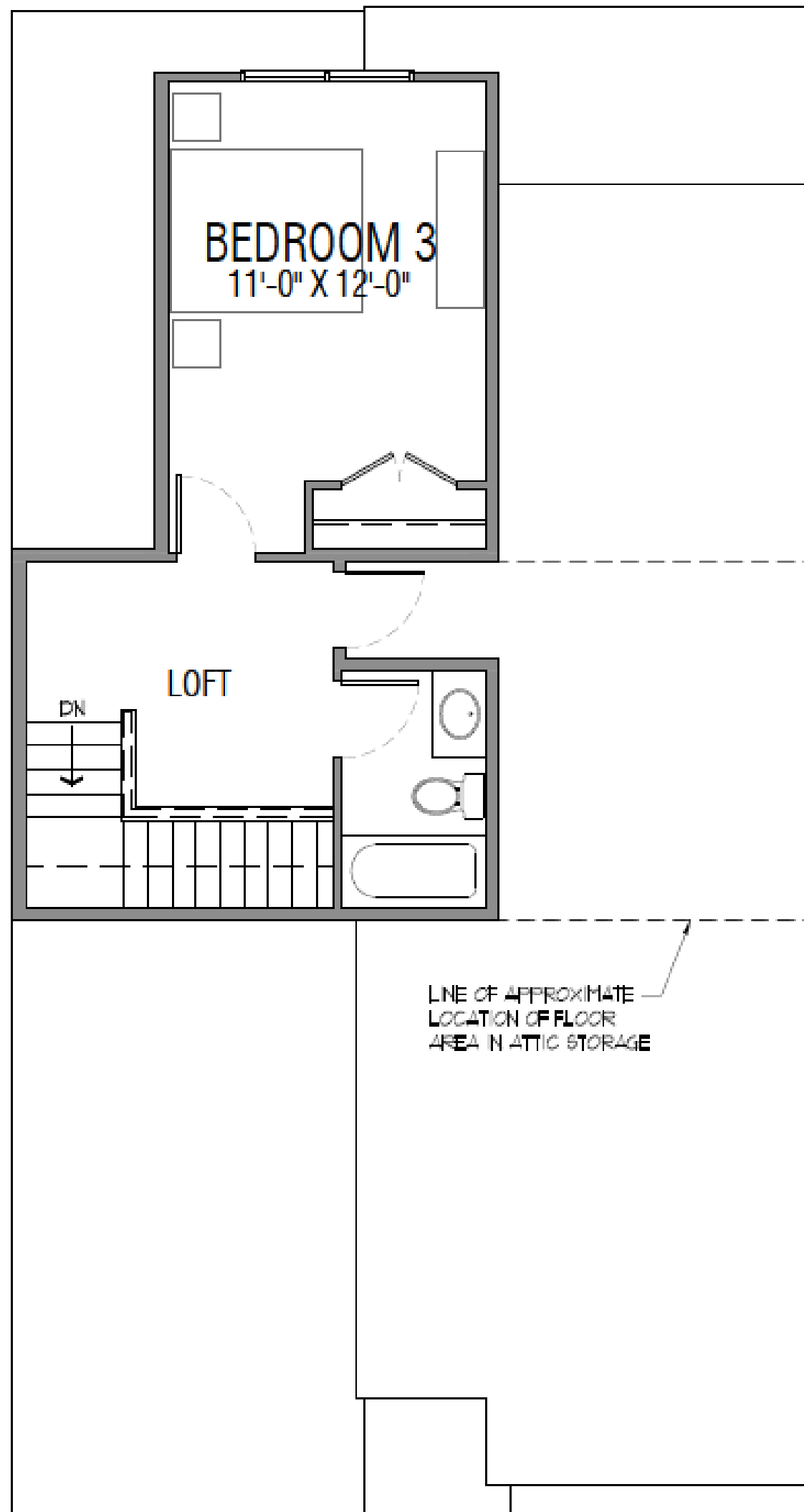
The Reno

Single Family Attached Villa

1,411 Square Feet

3 Bedrooms, 3 Baths

1 Car Garage



Due to the evolutionary nature of our design improvement process, there may be actual versus design variations in room dimensions, door swings and window and door locations. These floor plans and any dimensions and square footages shown herein are only approximations. Any homeowner who is concerned about any representations regarding the floor plans should do his or her own investigation as to the dimensions, measurements and square footage of his/her home. We reserve the right to substitute materials of comparable quality. These plans are the sole and absolute property of Jim Chapman Communities, Inc. Use or copying of these plans, without the express written consent of Jim Chapman Communities, Inc., is illegal. 5-14-19

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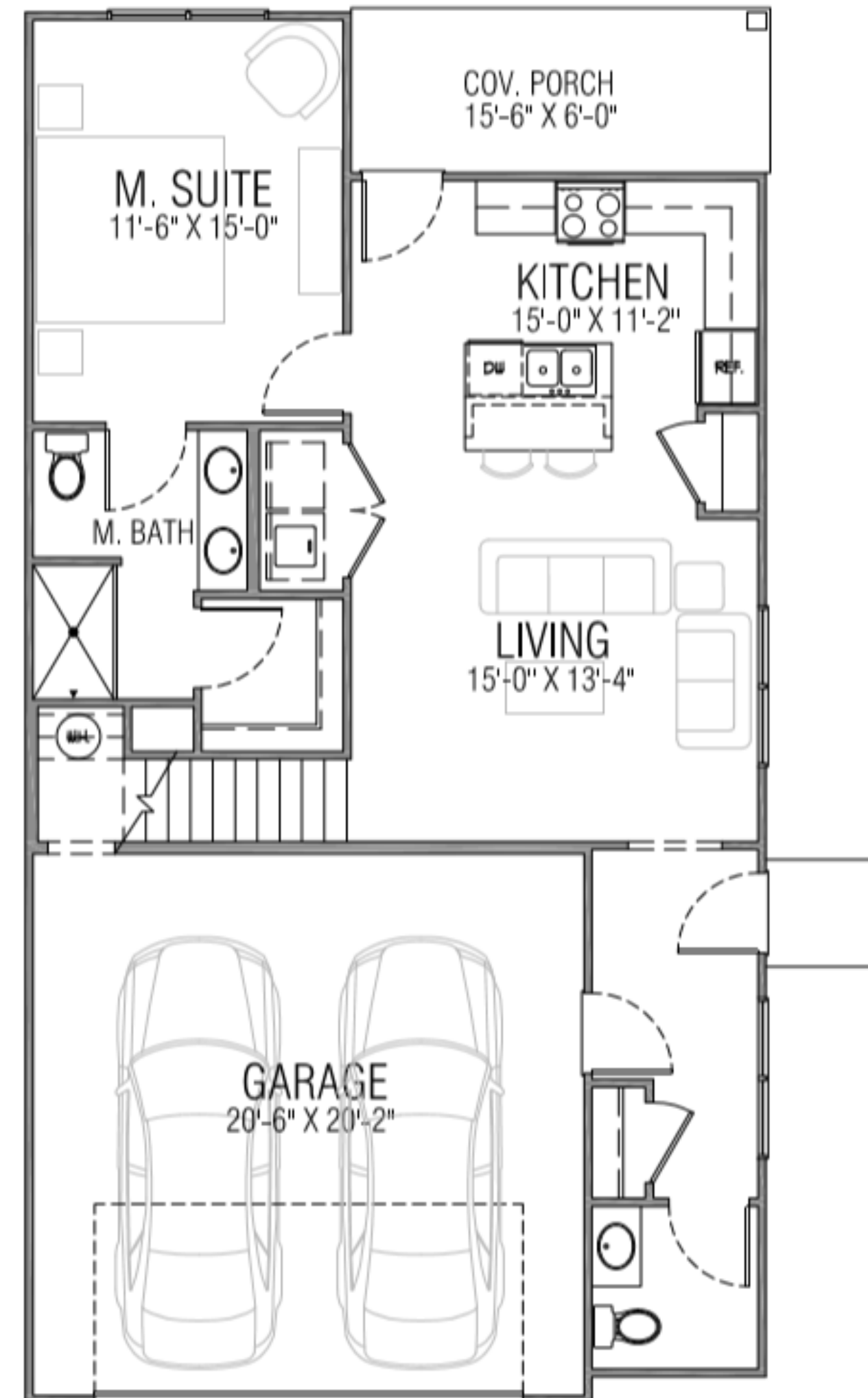
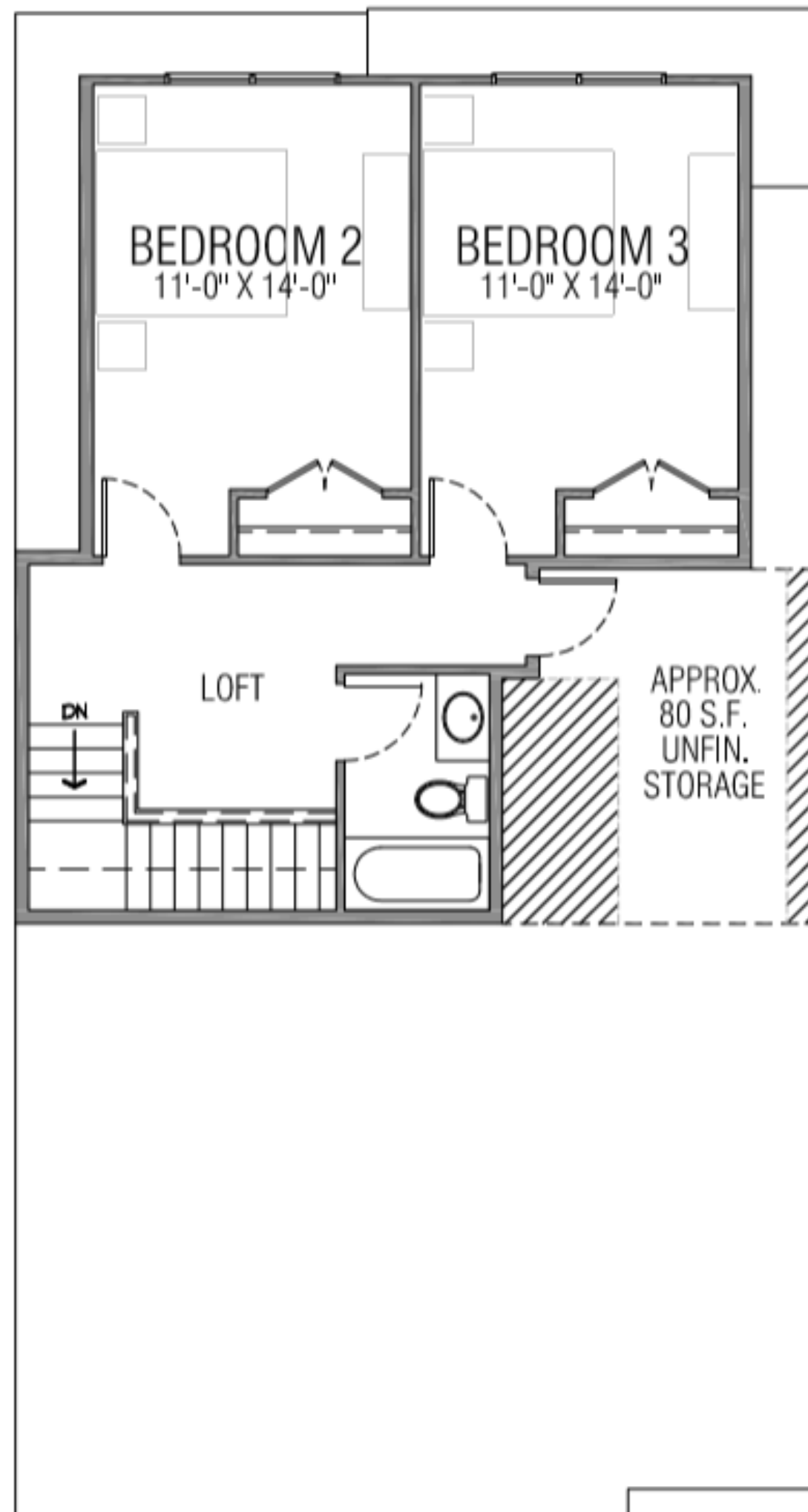
The Tucson

Single Family Attached Villa

1,466 Square Feet

3 Bedrooms, 2.5 Baths

2 Car Garage



Due to the evolutionary nature of our design improvement process, there may be actual versus design variations in room dimensions, door swings and window and door locations. These floor plans and any dimensions and square footages shown herein are only approximations. Any homeowner who is concerned about any representations regarding the floor plans should do his or her own investigation as to the dimensions, measurements and square footage of his/her home. We reserve the right to substitute materials of comparable quality. These plans are the sole and absolute property of Jim Chapman Communities, Inc. Use or copying of these plans, without the express written consent of Jim Chapman Communities, Inc., is illegal. 5-14-19

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CHAPMAN
— COMMUNITIES —

NOTES:

THIS PROPERTY IS NOT LOCATED
WITHIN A FLOOD HAZARD AREA.

EQUIPMENT USED: TOPCON GTS 2

THIS PLAT IS SUBJECT TO ALL
EASEMENTS.

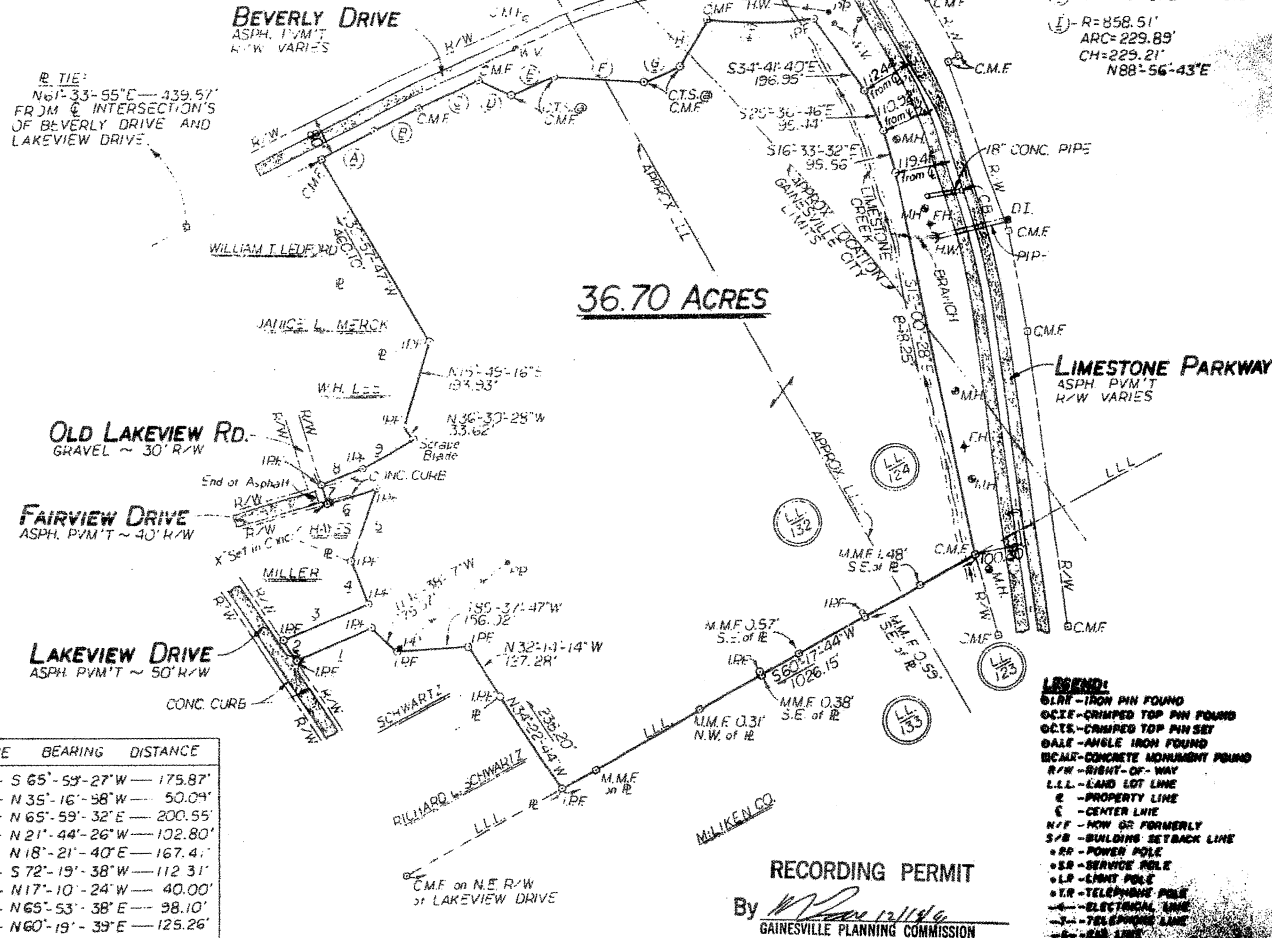
THIS PLAT HAS BEEN CALCULATED
FOR CLOSURE AND WAS FOUND TO
BE ACCURATE WITHIN ONE FOOT
IN 1,343,763.2 FEET.



ALONG R/W BEVERLY DRIVE

- | BEARING | DISTANCE |
|---------------------|----------|
| (A) - N61°-48'-46"E | 128.75' |
| (B) - N62°-51'-13"E | 107.51' |
| (C) - N64°-13'-30"E | 143.29' |
| (D) - S65°-57'-47"E | 78.10' |
| (E) - N65°-50'-32"E | 100.00' |
| (F) - S86°-21'-32"E | 198.58' |
| (G) - N64°-11'-33"E | 85.37' |
| (H) - N29°-16'-01"E | 119.04' |
| (I) - R=858.51' | |
| ARC=229.89' | |
| CH=225.21' | |
| N88°-56'-43"E | |

RE TIE:
N61°-33'-55"E - 439.57'
FROM E INTERSECTION'S
OF BEVERLY DRIVE AND
LAKEVIEW DRIVE.



- LEGEND:**
- BLK - IRON PIN FOUND
 - CRK - CRIMPED TOP PIN FOUND
 - CTIS - CRIMPED TOP PIN SET
 - DAK - DAKE IRON FOUND
 - SCALE - CONCRETE MONUMENT FOUND
 - R/W - RIGHT-OF-WAY
 - L.L. - LAND LOT LINE
 - E - PROPERTY LINE
 - C - CENTER LINE
 - R/F - ROW OR FORMERLY
 - S/B - BUILDING SETBACK LINE
 - PP - POWER POLE
 - SR - SERVICE POLE
 - LP - LIGHT POLE
 - TR - TELEPHONE POLE
 - EL - ELECTRICAL LINE
 - TL - TELEPHONE LINE
 - BL - BELL LINE
 - HW - HEADWALL
 - DI - DROP INLET
 - MMF - METAL MONUMENT FOUND

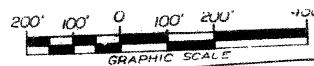
Georgia, Hall County, Clerk Superior Court
Filed in office this 18 day of May
19 91 at Recorded in Slide 102
Page 1129
Dwight S. Wood
Dwight S. Wood, Clerk

SURVEY FOR:

RUBY WALDREP

LOCATED IN:
LAND LOTS - 124 & 132
9TH LAND DISTRICT
CITY OF GAINESVILLE
HALL COUNTY, GEORGIA

SCALE: 1"=200'
DATE: 12-10-1991
JN.91-507

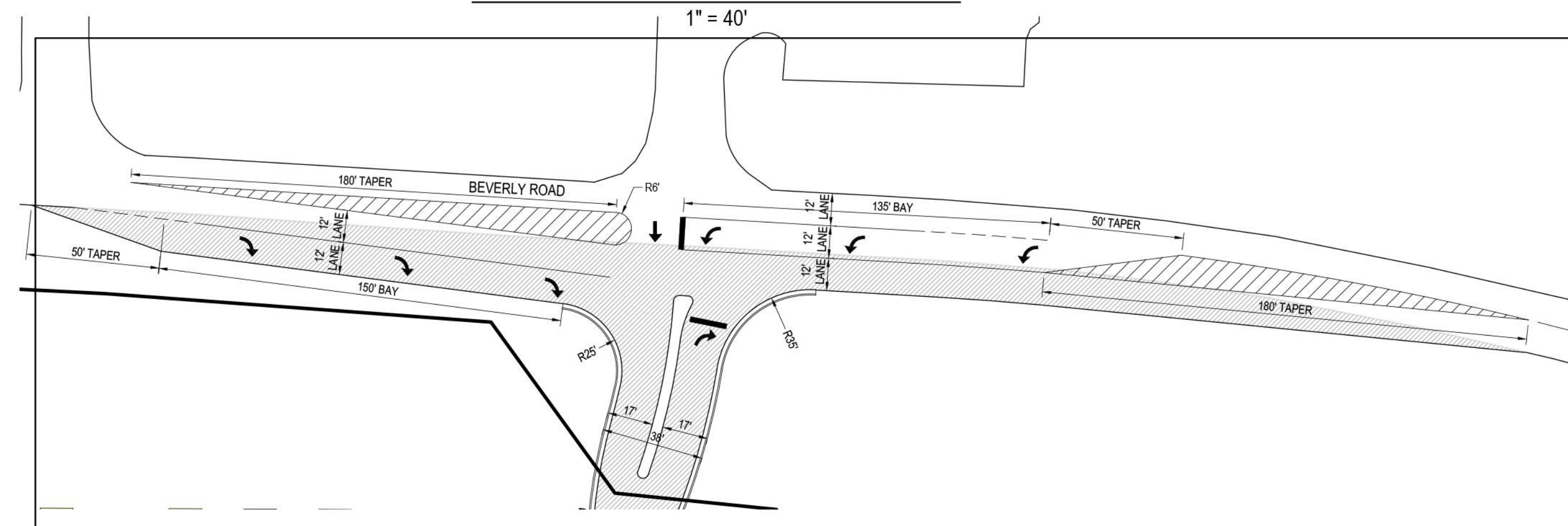


PREPARED BY:
PATTON - PATTON
SURVEYORS
GAINESVILLE, FLORIDA

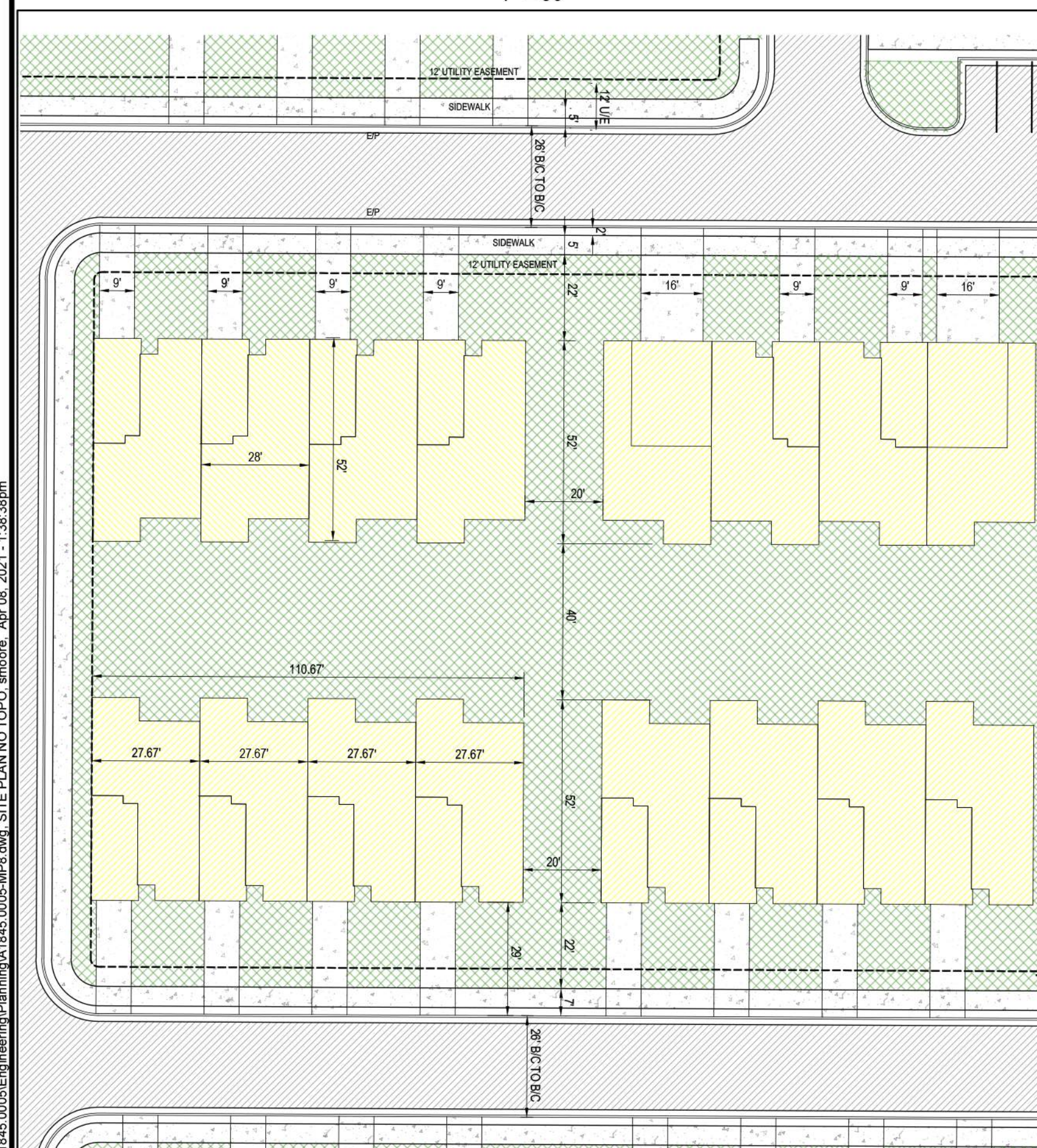
SITE DATA

1	PROPERTY TAX ID # :	01083 002003A
2	CURRENT ZONING:	GB (GENERAL BUSINESS)
3	PROPOSED ZONING:	PUD
4	SITE AREA:	36.60 AC
5	NUMBER OF UNITS:	
	1 CAR GARAGE	204 UNITS
	2 CAR GARAGE	16 UNITS
	TOTAL PROPOSED UNITS:	220 UNITS
6	PARKING PROVIDED:	75 SPACES

BEVERLY DRIVE ENTRANCE DETAIL



BUILDING LAYOUT DETAIL
1" = 30'



**Amended Concept Plan
04.09.2021**

RESIDENTIAL DEVELOPMENT LIMESTONE PARKWAY and BEVERLY ROAD

DATE:

March 25, 2021

Revised March 31, 2021

LOCATION:

Gainesville, Hall County, Georgia

PREPARED FOR:

Jim Chapman Communities

.

PREPARED BY:

Randall Parker PTP PTOE PE

NV5 Engineers and Consultants, Inc.

1255 Canton Street, Suite G Roswell, GA 30075

678.795.3600 770.316.1452



A. Executive Summary

A new residential townhomes community in Gainesville, Hall County, Georgia is planned for the vacant parcel in the southwest quadrant of the intersection of Limestone Parkway (SR 11) and Beverly Road. The development will consist of 220 townhomes. Vehicular access will be via two new intersections; a right in/out only driveway on Limestone Parkway and at a new restricted crossover intersection (RCUT) on Beverly Road. The development is to be complete by 2024

The new development is expected to generate approximately 1,622 new vehicular trips daily. During the peak volume weekday hours, approximately 23 new entering and 78 exiting trips are expected in the morning with 75 entering and 44 exiting trips in the evening.

In 2024, most of the intersections in both peak hours are expected to operate adequately with the estimated future volumes, with or without the new project traffic, except at Jesse Jewel Pkwy and Limestone Pkwy as indicated for the existing volumes analyses and at Beverly Rd at the Limestone Pkwy and at Lakeview Dr.

As noted for existing conditions, the addition of third westbound through and southbound left turn lanes, plus creating a shared southbound through and right turn lane at the intersection of Jesse Jewel Pkwy and Limestone Pkwy would be likely to provide adequate operations (with optimized signal timing).

Providing an eastbound dedicated left turn lane on eastbound Beverly Road approaching Limestone Parkway and a southbound dedicated turn lane on Lakeview Dr approaching Beverly Road would provide adequate operations for the 2024 volumes without the project traffic (No Build) and with (Build) expected peak hour volumes at these intersections.

Both site driveways will operated adequately with project trips during weekday peak periods.

The new project traffic is expected to have little impact on the existing roadway network.

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NV5 2021012

A. Introduction

A new residential townhomes community in Gainesville, Hall County, Georgia is planned for the vacant parcel in the southwest quadrant of the intersection of Limestone Parkway (SR 11) and Beverly Road. The zoning is changing from GB to PUD. The development will consist of 220 or less townhomes. Vehicular access will be via two new intersections; a right in/out only driveway on Limestone Parkway and at a new restricted crossover intersection (RCUT) on Beverly Road.

The development is expected to be complete by 2024.

The purpose of this study is to identify the traffic impacts associated with the development – both existing traffic and future traffic when the project is completed. to assess if any mitigation is needed. The traffic impact study analyzes the levels of service at the development access point. Figures 1 and 2 show the site location.

This report summarizes the data collected, projected traffic at the study locations, analysis of traffic impacts including level of service (LOS), turn lane analysis, and conclusions from the analysis.

Figure 1: Vicinity Map

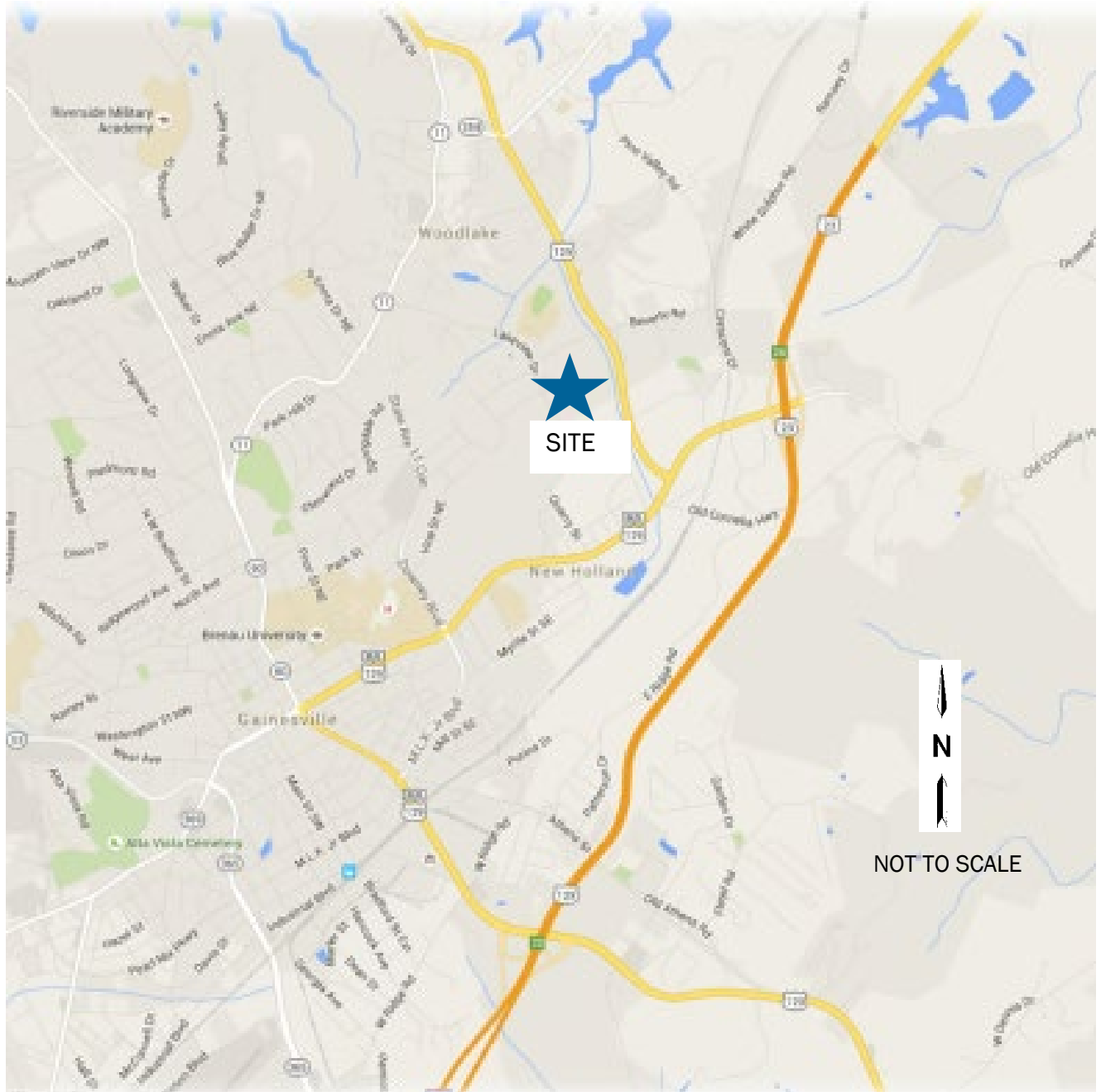
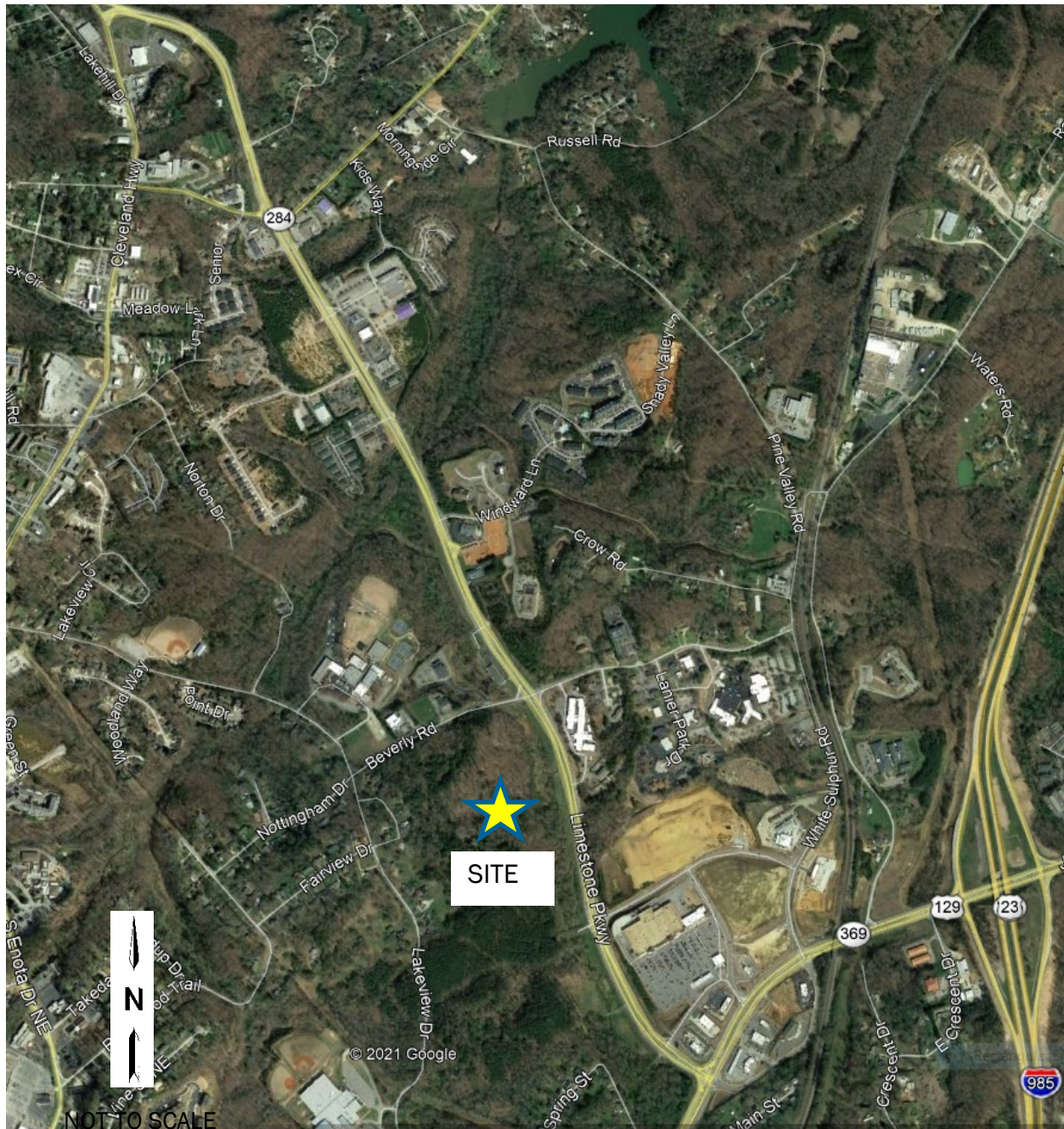


Figure 2. Site Location Aerial



B. Existing Conditions

B.1 Transportation Facilities

The development is to be completed by 2024.

B.2 Transportation Facilities

Limestone Parkway (SR 11/US 129) is a north-south four-lane with median 50 MPH posted roadway from Jesse Jewell Parkway north to Cleveland Highway (SR 11). Dedicated left and right turn lanes are provided at nearby signalized intersections. The full movement intersections on Limestone Parkway are signal controlled. In 2019 the Georgia Department of Transportation (Georgia DOT) recorded an Annual Average Daily Traffic (AADT) Volume of 20,200 vehicles per day (vpd) on Limestone Parkway south of Beverly Road

Beverly Road is an east-west two-lane local street with a posted speed limit of 30 MPH beginning at White Sulphur Road, to the east. Beverly Road has a signalized intersection with Limestone Parkway, then continues west to Lakeview Drive, where its name changes to Nottingham Drive and continues a short distance to its terminus at Robinhood Trail providing access to South Enota Road. The intersection of Beverly Road and Lakeview Drive is all-way stop sign controlled. The terrain along Beverly Road is gently rolling. The 2019 Georgia DOT AADT on Beverly Road east of Lakeview Drive was 5,640 vpd.

Lakeview Drive is a north-south residential street that begins to the northwest at Park Hill Drive and continues south past the development, changing names to Quarry Street, providing access to Jesse Jewel Pkwy at a side street stop sign controlled intersection. The posted speed limit is 30 mph on Lakeview Drive, south of Beverly Road, with a 20 mph school zone just north of Beverly Road. Lakeview Drive had an AADT of 3,130 vpd north of Beverly Road in 2016.

Jesse Jewell Parkway (SR 369/US 129 Business) is an east-west four-lane with median 45 MPH posted roadway from downtown Gainesville east to I-395 and beyond with dedicated turn lanes at signalized intersections and some unsignalized locations.

B.3. Traffic Volumes

On Wednesday, November 1, 2017, (when schools were in session) the morning and evening peak hour vehicular turning movements were counted at the study intersections.

In February 2019, 22,175 vehicles were counted in both directions during a 24-hour period on Limestone Parkway and 5,573 on Beverly Road adjacent to the site.

C.1. Background Data Collection

The counted volumes were increased by 3% annually (based Georgia Department of Transportation data collected before 2020) for two (2) years to estimate existing volumes and by six (6) years to approximate the volumes expected in 2024 from additional development outside the study area. In addition, the new trips expected to be generated by the Limestone Greenway development under construction south of the development from the March 29, 2018 Traffic Impact Study provided by Marc R. Acampora, PE were also included. The 2024 No Build (background) volumes are shown in Figure 3.

C.2. Project Trip Generation

Table 1 summarizes the project trip generation calculated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition, 2017.

Table 1: Project Trip Generation

Land Use (ITE LUC) Density		Total	In	Out
Multifamily Housing-(Low Rise) (220) 220 Townhomes	Daily	1,622	811	811
	AM Peak	101	23	78
	PM Peak	119	75	44

C.3. Trip Distribution and Assignment

The new project trips were assigned to the study intersections using the same general directional distribution percentages provided for the residential use in the Limestone Greenway Traffic Impact Study.

Approximately 40% of the new trips will originate and terminate east of the site, 20% west of the site, 10% north of the site, and 30% south and east of the site.

The new project trips are shown in Figure 4 and were added to the 2024 No Build (background) volumes. The future 2024 Build traffic volumes are shown in Figure 5.

Figure 3: No Build (background) Traffic Volumes

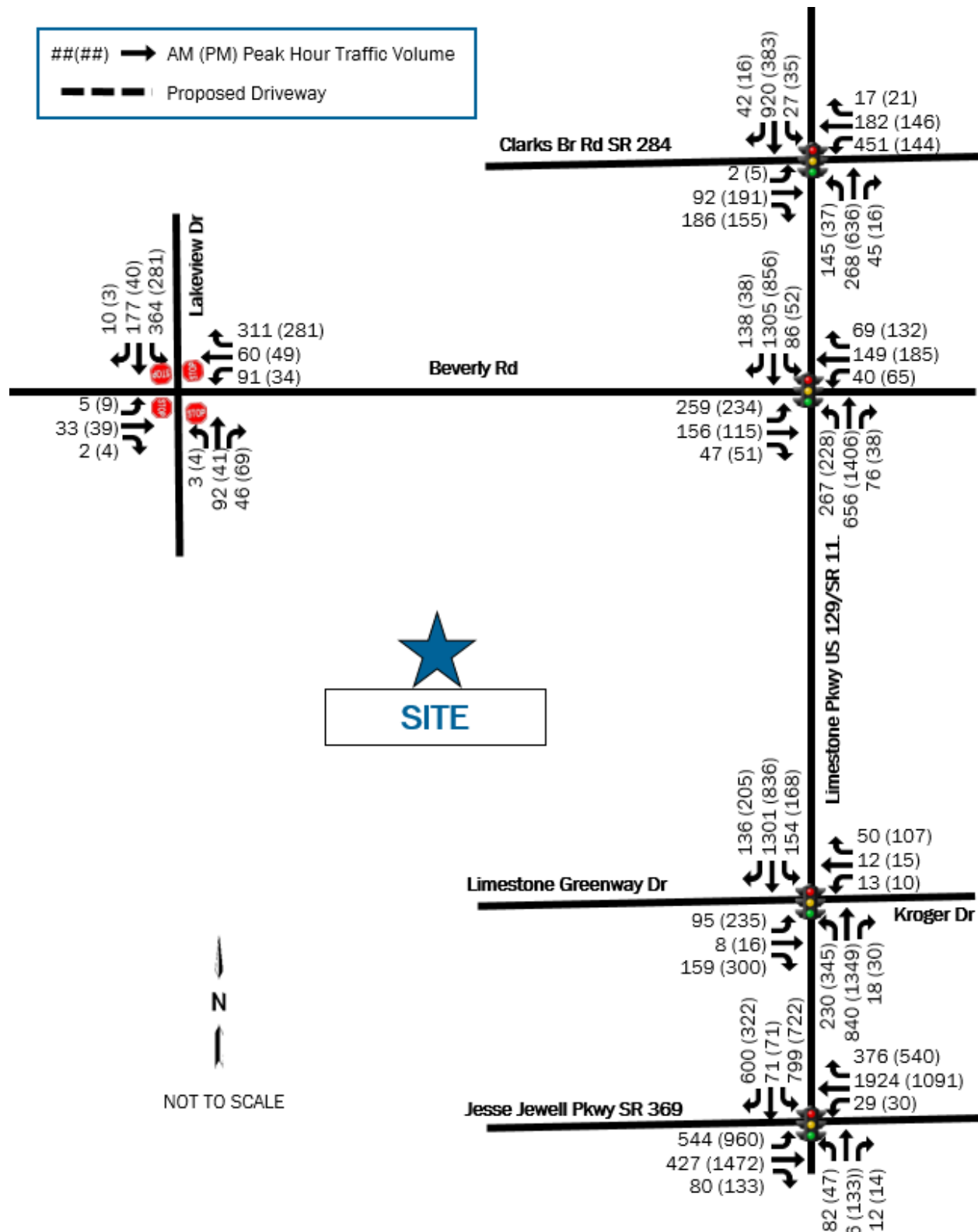


Figure 4: Project Trips

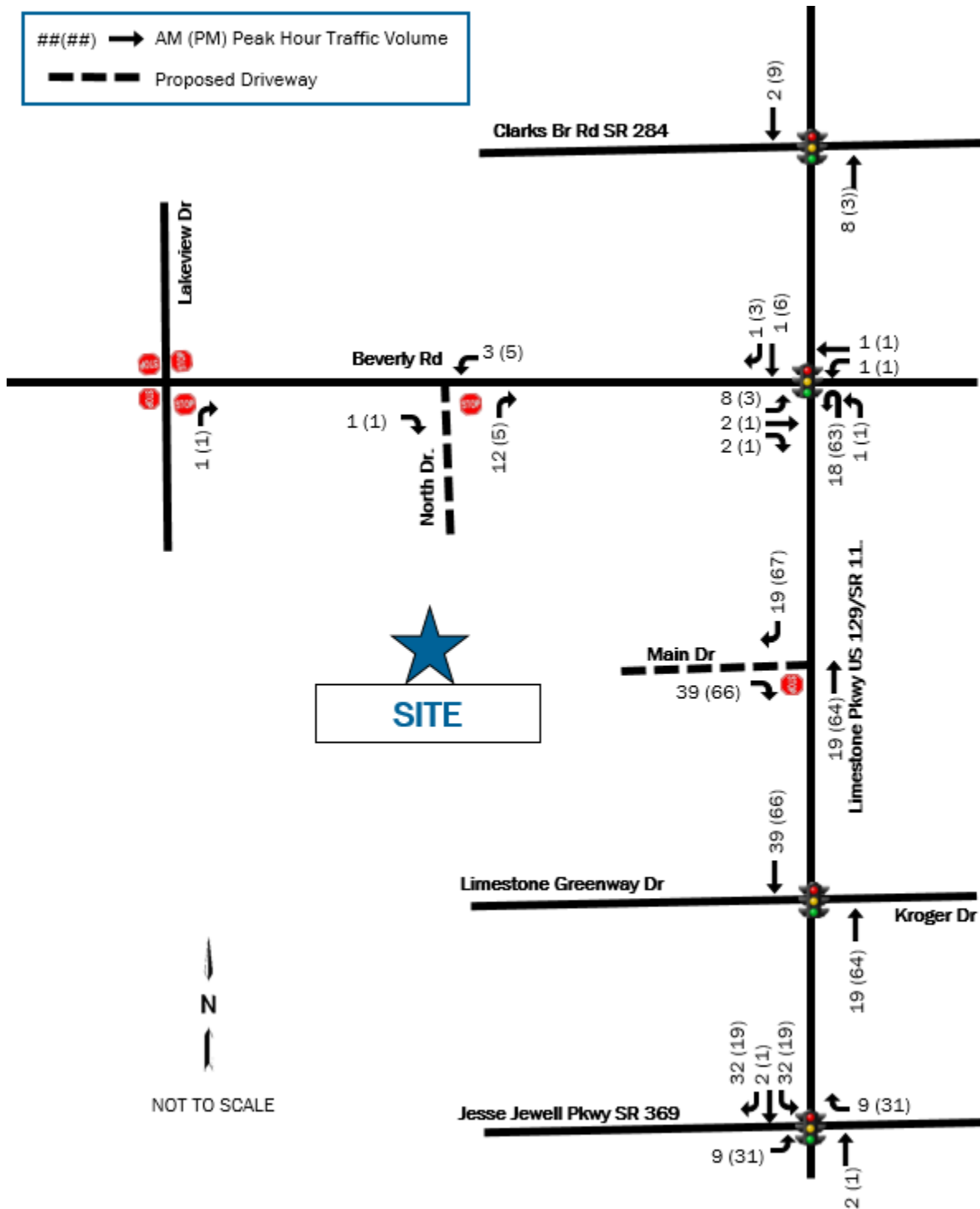
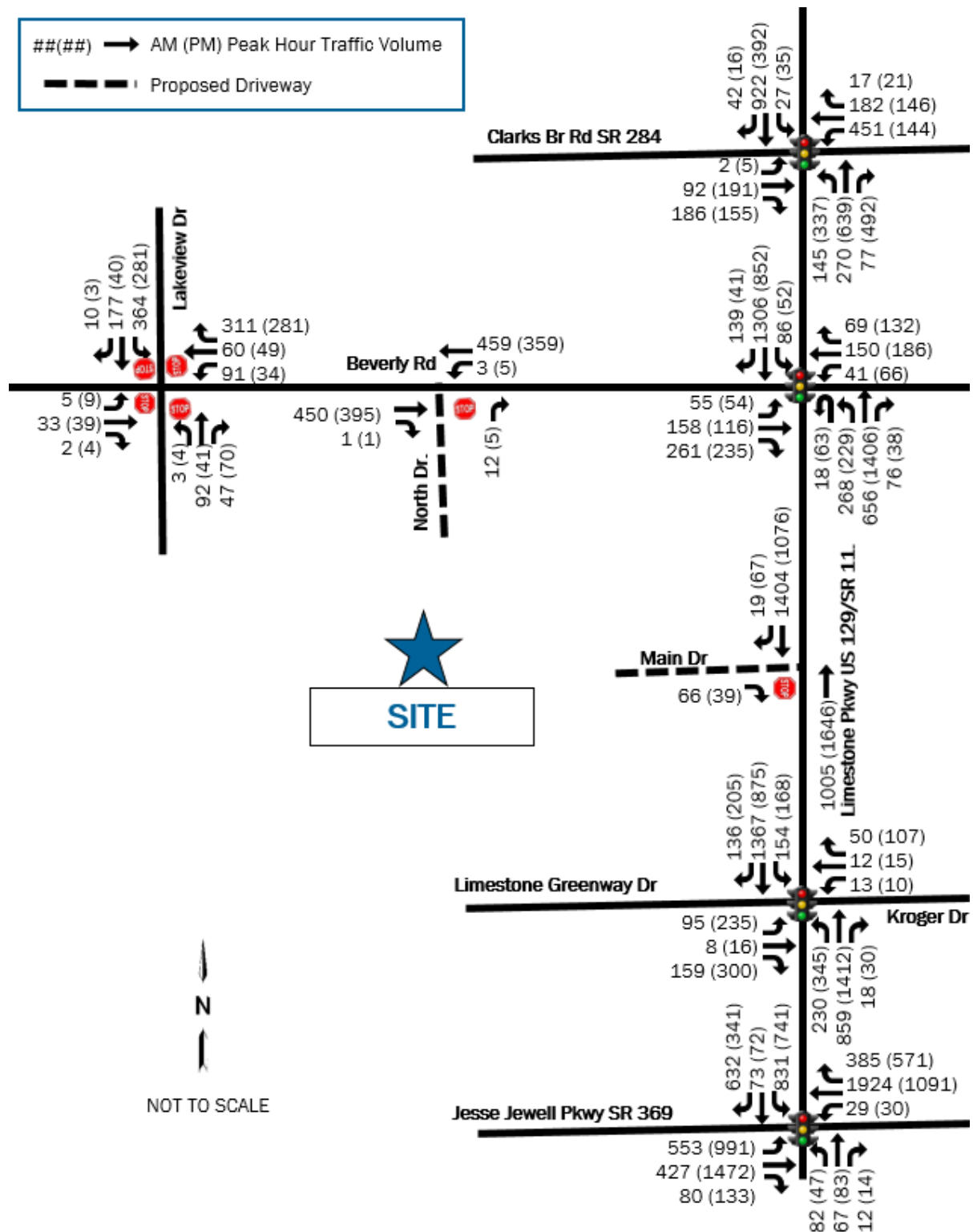


Figure 5: Build (with project trips) Traffic Volumes



Traffic Impact Study for
Residential at Limestone Pkwy and Beverly Rd
Gainesville, GA

C. Traffic Impact Analyses

The analysis was performed using the traffic analysis software Synchro® 10. Average vehicular delays are calculated and reported as Levels of Service (LOS) as defined by the Highway Capacity Manual (HCM). Worksheets are included in the Appendix.

D.1. Existing Capacity Analysis

The results of the Existing Traffic Volumes' capacity analysis are shown in Table 2.

Table 2: Existing Capacity Analysis

Intersection	Control	Movement	AM		PM	
			Delay	LOS	Delay	LOS
Beverly Rd at SR 11/US 129	Signal	Overall	13.5	B	10.1	B
Kroger Dr at SR 11/US 129	Signal	Overall	2.8	A	4.7	A
SR 369 at SR 11/US 129	Signal	Overall	74.0	E	54.5	D
Beverly Rd at Lakeview Dr	AWSC	Overall	24.1	C	10.3	B
SR 284 at SR 11/US 129	Signal	Overall	12.7	B	8.9	A

Most of the intersections in both peak hours operates adequately with the estimated existing volumes except at Jesse Jewel Pkwy (SR 369) and Limestone Pkwy (SR 11/US 29)

During the morning peak hour. The addition of third westbound through and southbound left turn lanes would provide adequate operations.

D.3 Build Conditions Capacity Analysis

The No Build and Build conditions intersection capacity analysis are shown in Tables 3 & 4. The analyses worksheets are included in the appendix.

Table 3: No Build & Build Capacity Analysis

Intersection	Control	Movement	No Build (Background)				Build (with Project Trips)			
			AM		PM		AM		PM	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Beverly Rd at SR 11/US 129	Signal	Overall	29.4	C	18.5	B	35.2	D	31.1	C
Kroger Dr at SR 11/US 129	Signal	Overall	8.8	A	33.1	A	20.2	C	39.3	D
SR 369 at SR 11/US 129	Signal	Overall	130.2	F	12.5	B	140.1	F	81.3	F
Beverly Rd at Lakeview Dr	AWSC	Overall	67.2	F	10.3	B	67.3	F	12.5	B
SR 284 at SR 11/US 129	Signal	Overall	54.4	D	10.9	B	31.8	C	11.3	E

In 2024, most of the intersections in both peak hours are expected to operate adequately overall with the estimated future volumes, with or without the new project traffic, except at Jesse Jewel Pkwy and Limestone Pkwy as indicated for the existing volumes analyses and at Beverly Rd at the Limestone Pkwy and at Lakeview Dr.

As noted for existing conditions, the addition of third westbound through and southbound left turn lanes, plus creating a shared southbound through and right turn lane at the intersection of Jesse Jewel Pkwy and Limestone Pkwy would be likely to provide adequate operations (with optimized signal timing).

Providing an eastbound dedicated left turn lane on eastbound Beverly Road approaching Limestone Parkway and a southbound dedicated turn lane on Lakeview Dr approaching Beverly Road would provide adequate operations for the 2024 volumes without the project traffic (No Build) and with (Build) expected peak hour volumes at these intersections.

Both site driveways will operated adequately during both weekday peak periods.

The forty (40) left-turning vehicles (LTV) per day at the Beverly Road site driveway do not exceed the GDOT 200 LTV per day requirement for a dedicated left-turn storage lane on a two-lane 35 MPH (or less) roadway with less than 6,000 vehicles per day.

D. Recommendations and Conclusions

A new residential townhomes community in Gainesville, Hall County, Georgia is planned for the vacant parcel in the southwest quadrant of the intersection of Limestone Parkway (SR 11) and Beverly Road. The development will consist of approximately 220 townhomes. Vehicular access will be via two new intersections; a right in/out only driveway on Limestone Parkway and at a new restricted crossover intersection (RCUT) allowing right turns in **and out of the development and left turns in only** on Beverly Road. The development is expected to be complete by 2024

The new development is expected to generate approximately 1,622 new vehicular trips daily. During the peak volume weekday hours, approximately 23 new entering and 78 exiting trips are expected in the morning with 75 entering and 44 exiting trips in the evening.

In 2024, most of the intersections in both peak hours are expected to operate adequately with the estimated future volumes, with or without the new project traffic, except at Jesse Jewel Pkwy and Limestone Pkwy as indicated for the existing volumes analyses and at Beverly Rd at the Limestone Pkwy and at Lakeview Dr.

As noted for existing conditions, the addition of third westbound through and southbound left turn lanes, plus creating a shared southbound through and right turn lane at the intersection of Jesse Jewel Pkwy and Limestone Pkwy would be likely to provide adequate operations (with optimized signal timing).

Providing an eastbound dedicated left turn lane on eastbound Beverly Road approaching Limestone Parkway and a southbound dedicated turn lane on Lakeview Dr approaching Beverly Road would provide adequate operations for the 2024 volumes without the project traffic (No Build) and with (Build) expected peak hour volumes at these intersections.

Both site driveways will operated adequately with the project trips during both weekday peak periods.

Approximately half of the daily trips originating north of the site using Limestone Pkwy to Beverly Road are expected to turn left into the site from westbound Beverly Road. These forty (40) left-turning vehicles (LTV) per day do not exceed the Georgia Department of Transportation (GDOT) 200 LTV per day requirement for a dedicated left-turn storage lane on a two-lane 35 MPH (or less) roadway with less than 6,000 vehicles per day.

The new project traffic is expected to have little impact on the existing roadway network.

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APPENDIX

Reliable Traffic Data Services

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TMC Data
Limestone Pkwy @ Clarks Bridge Rd
7-9am | 4:30-6:30pm

File Name : 41500010
Site Code : 41480010
Start Date : 11/1/2017
Page No : 1

Groups Printed- Cars, Trucks, Buses

	Limestone Pkwy Northbound					Limestone Pkwy Southbound					Clarks Bridge Rd Eastbound					Clarks Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	17	34	14	0	65	4	128	1	0	133	1	8	18	0	27	47	33	1	0	81	306
07:15 AM	27	45	12	0	84	7	159	9	0	175	0	16	41	0	57	64	35	2	0	101	417
07:30 AM	31	40	17	0	88	5	176	23	0	204	1	23	48	0	72	95	36	3	0	134	498
07:45 AM	22	66	18	0	106	8	210	0	0	218	0	25	28	0	53	118	49	5	0	172	549
Total	97	185	61	0	343	24	673	33	0	730	2	72	135	0	209	324	153	11	0	488	1770
08:00 AM	38	56	9	0	103	2	187	2	0	191	1	11	34	0	46	80	28	4	0	112	452
08:15 AM	32	50	19	0	101	3	137	0	0	140	2	14	31	0	47	63	20	4	0	87	375
08:30 AM	23	49	17	0	89	2	119	1	0	122	0	11	20	0	31	49	27	4	0	80	322
08:45 AM	23	63	21	0	107	4	115	1	0	120	0	14	25	0	39	42	30	3	0	75	341
Total	116	218	66	0	400	11	558	4	0	573	3	50	110	0	163	234	105	15	0	354	1490
*** BREAK ***																					
04:30 PM	50	135	73	0	258	8	86	1	0	95	1	37	41	0	79	23	23	6	0	52	484
04:45 PM	53	128	81	0	262	9	69	1	0	79	2	28	28	0	58	20	17	6	0	43	442
Total	103	263	154	0	520	17	155	2	0	174	3	65	69	0	137	43	40	12	0	95	926
05:00 PM	74	116	124	0	314	4	66	2	0	72	2	53	42	0	97	22	31	5	0	58	541
05:15 PM	76	117	104	0	297	7	80	4	0	91	0	43	29	0	72	32	25	2	0	59	519
05:30 PM	71	135	79	0	285	8	73	6	0	87	0	32	27	0	59	31	46	4	0	81	512
05:45 PM	39	104	55	0	198	8	70	0	0	78	0	32	31	0	63	37	24	12	0	73	412
Total	260	472	362	0	1094	27	289	12	0	328	2	160	129	0	291	122	126	23	0	271	1984
06:00 PM	40	98	48	0	186	6	61	0	0	67	0	30	21	0	51	24	19	5	0	48	352
06:15 PM	28	119	39	0	186	3	59	0	0	62	1	16	22	0	39	14	26	3	0	43	330
Grand Total	644	1355	730	0	2729	88	1795	51	0	1934	11	393	486	0	890	761	469	69	0	1299	6852
Apprch %	23.6	49.7	26.7	0		4.6	92.8	2.6	0		1.2	44.2	54.6	0		58.6	36.1	5.3	0		
Total %	9.4	19.8	10.7	0	39.8	1.3	26.2	0.7	0	28.2	0.2	5.7	7.1	0	13	11.1	6.8	1	0	19	

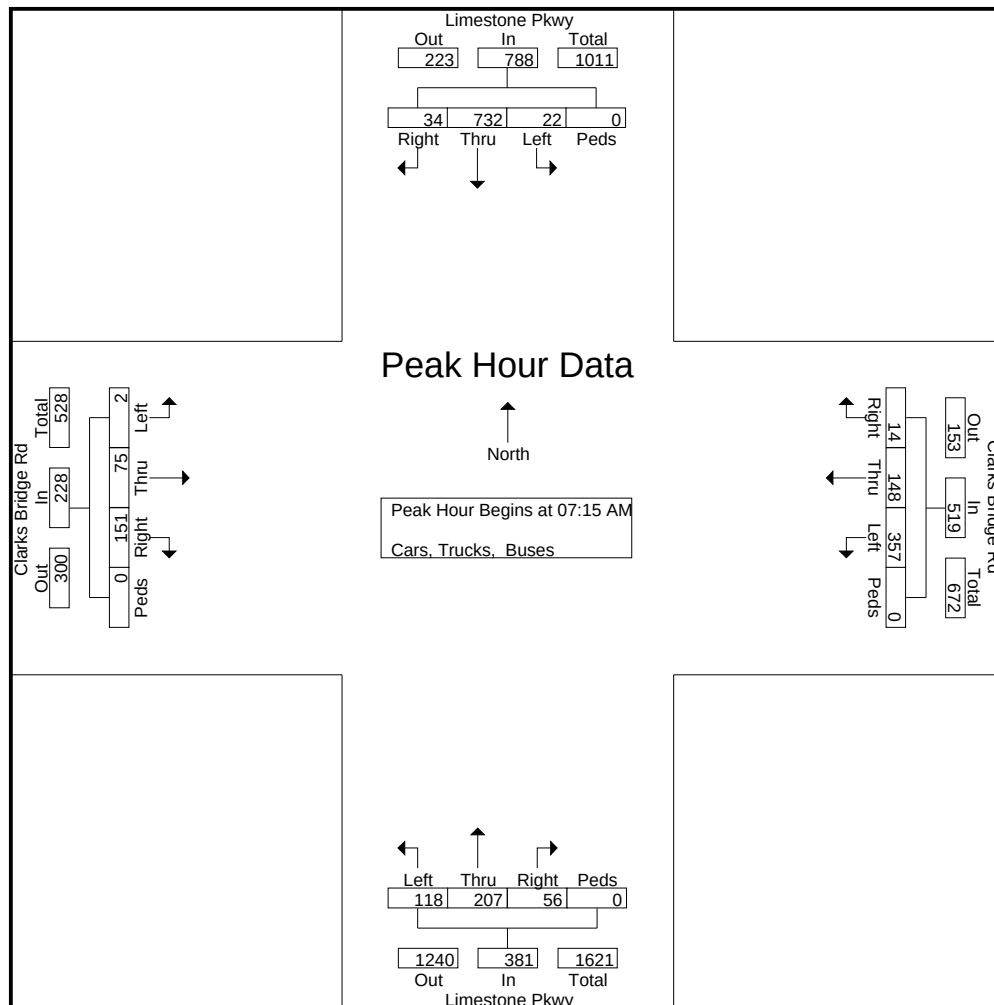
Reliable Traffic Data Services

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TMC Data
Limestone Pkwy @ Clarks Bridge Rd
7-9am | 4:30-6:30pm

File Name : 41500010
Site Code : 41480010
Start Date : 11/1/2017
Page No : 2

	Limestone Pkwy Northbound					Limestone Pkwy Southbound					Clarks Bridge Rd Eastbound					Clarks Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	27	45	12	0	84	7	159	9	0	175	0	16	41	0	57	64	35	2	0	101	417
07:30 AM	31	40	17	0	88	5	176	23	0	204	1	23	48	0	72	95	36	3	0	134	498
07:45 AM	22	66	18	0	106	8	210	0	0	218	0	25	28	0	53	118	49	5	0	172	549
08:00 AM	38	56	9	0	103	2	187	2	0	191	1	11	34	0	46	80	28	4	0	112	452
Total Volume	118	207	56	0	381	22	732	34	0	788	2	75	151	0	228	357	148	14	0	519	1916
% App. Total	31	54.3	14.7	0		2.8	92.9	4.3	0		0.9	32.9	66.2	0		68.8	28.5	2.7	0		
PHF	.776	.784	.778	.000	.899	.688	.871	.370	.000	.904	.500	.750	.786	.000	.792	.756	.755	.700	.000	.754	.872



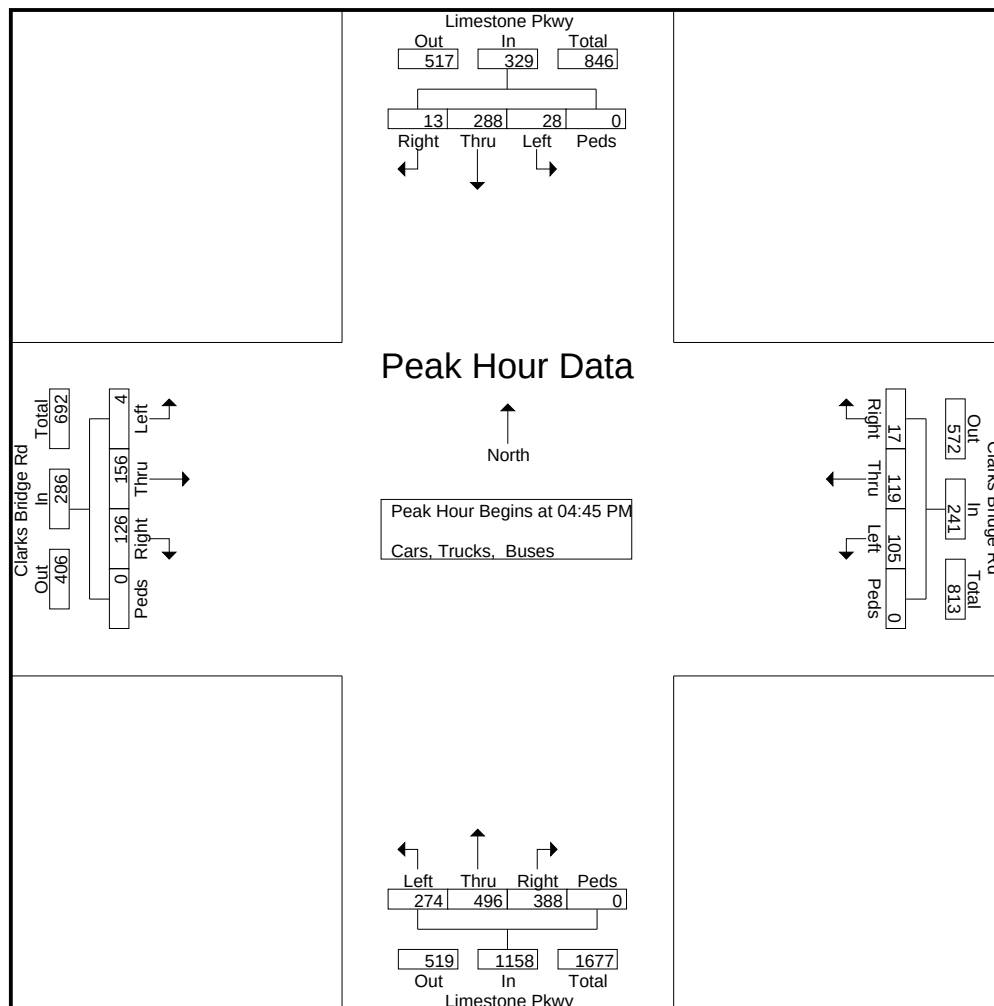
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TMC Data
Limestone Pkwy @ Clarks Bridge Rd
7-9am | 4:30-6:30pm

File Name : 41500010
Site Code : 41480010
Start Date : 11/1/2017
Page No : 3

	Limestone Pkwy Northbound					Limestone Pkwy Southbound					Clarks Bridge Rd Eastbound					Clarks Bridge Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	53	128	81	0	262	9	69	1	0	79	2	28	28	0	58	20	17	6	0	43	442
05:00 PM	74	116	124	0	314	4	66	2	0	72	2	53	42	0	97	22	31	5	0	58	541
05:15 PM	76	117	104	0	297	7	80	4	0	91	0	43	29	0	72	32	25	2	0	59	519
05:30 PM	71	135	79	0	285	8	73	6	0	87	0	32	27	0	59	31	46	4	0	81	512
Total Volume	274	496	388	0	1158	28	288	13	0	329	4	156	126	0	286	105	119	17	0	241	2014
% App. Total	23.7	42.8	33.5	0		8.5	87.5	4	0		1.4	54.5	44.1	0		43.6	49.4	7.1	0		
PHF	.901	.919	.782	.000	.922	.778	.900	.542	.000	.904	.500	.736	.750	.000	.737	.820	.647	.708	.000	.744	.931



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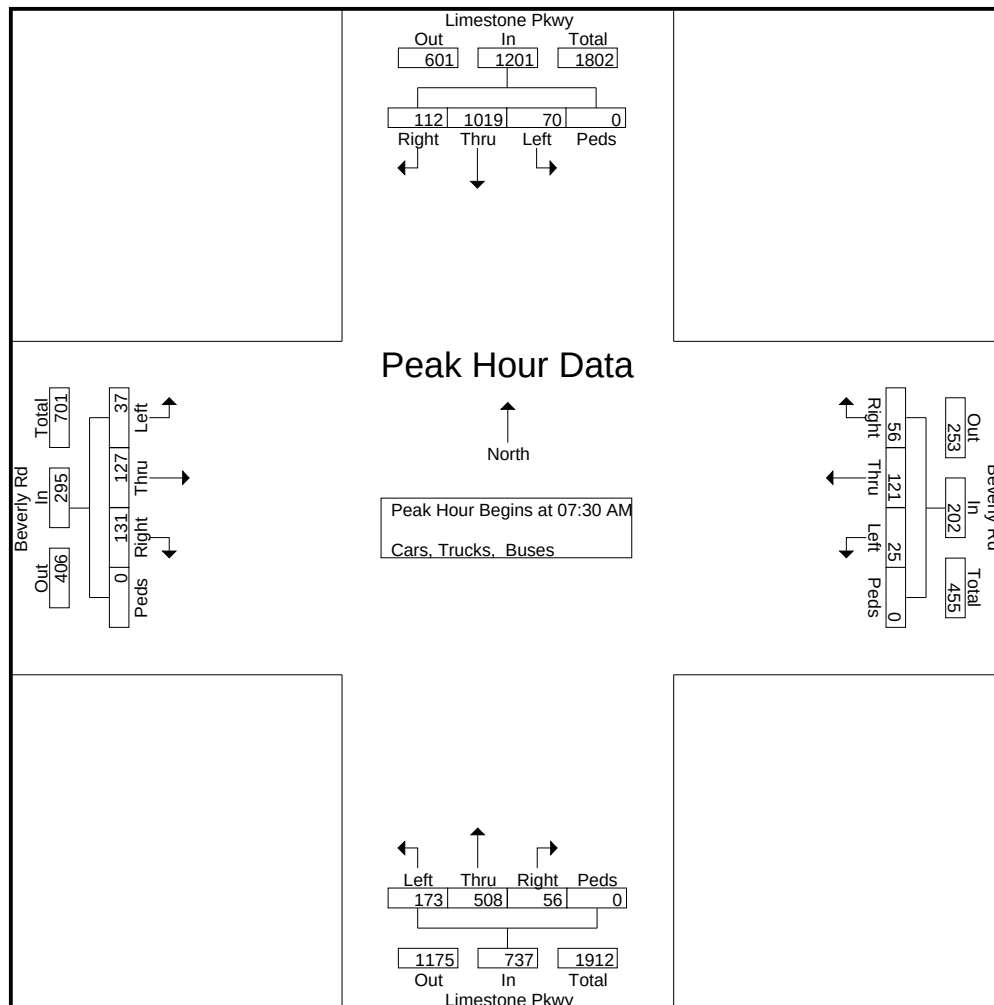
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TMC Data
Limestone Pkwy @ Beverly Rd

7-9am | 4:30-6:30pm

File Name : 41500009
Site Code : 41480009
Start Date : 11/1/2017
Page No : 2

	Limestone Pkwy Northbound					Limestone Pkwy Southbound					Beverly Rd Eastbound					Beverly Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	30	102	13	0	145	16	288	18	0	322	6	22	30	0	58	3	17	12	0	32	557
07:45 AM	46	137	10	0	193	16	302	36	0	354	10	36	26	0	72	7	32	13	0	52	671
08:00 AM	32	136	23	0	191	23	232	36	0	291	13	35	34	0	82	11	38	11	0	60	624
08:15 AM	65	133	10	0	208	15	197	22	0	234	8	34	41	0	83	4	34	20	0	58	583
Total Volume	173	508	56	0	737	70	1019	112	0	1201	37	127	131	0	295	25	121	56	0	202	2435
% App. Total	23.5	68.9	7.6	0		5.8	84.8	9.3	0		12.5	43.1	44.4	0		12.4	59.9	27.7	0		
PHF	.665	.927	.609	.000	.886	.761	.844	.778	.000	.848	.712	.882	.799	.000	.889	.568	.796	.700	.000	.842	.907



Reliable Traffic Data Services

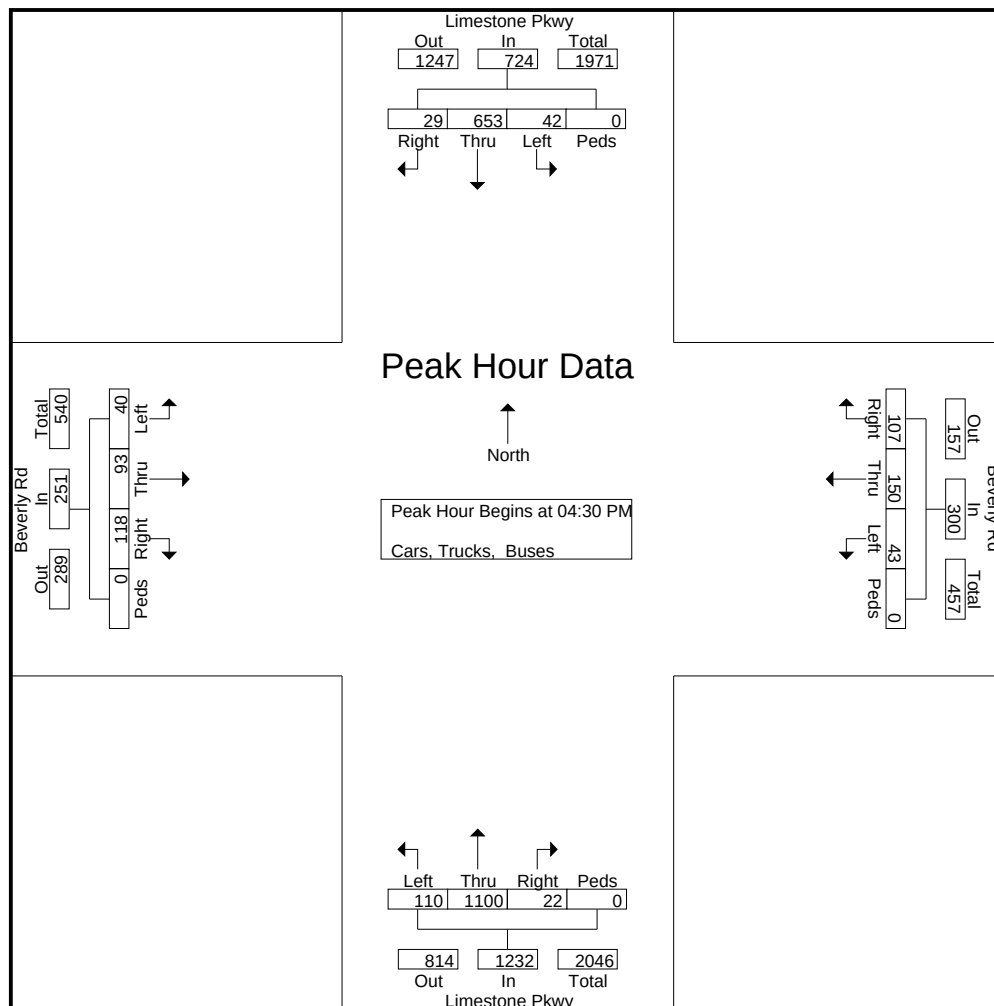
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TMC Data
Limestone Pkwy @ Beverly Rd

7-9am | 4:30-6:30pm

File Name : 41500009
Site Code : 41480009
Start Date : 11/1/2017
Page No : 3

	Limestone Pkwy Northbound					Limestone Pkwy Southbound					Beverly Rd Eastbound					Beverly Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	21	246	6	0	273	9	173	5	0	187	10	21	30	0	61	8	32	27	0	67	588
04:45 PM	31	247	3	0	281	8	157	6	0	171	9	24	29	0	62	9	29	18	0	56	570
05:00 PM	26	298	3	0	327	16	180	10	0	206	8	24	32	0	64	14	47	38	0	99	696
05:15 PM	32	309	10	0	351	9	143	8	0	160	13	24	27	0	64	12	42	24	0	78	653
Total Volume	110	1100	22	0	1232	42	653	29	0	724	40	93	118	0	251	43	150	107	0	300	2507
% App. Total	8.9	89.3	1.8	0		5.8	90.2	4	0		15.9	37.1	47	0		14.3	50	35.7	0		
PHF	.859	.890	.550	.000	.877	.656	.907	.725	.000	.879	.769	.969	.922	.000	.980	.768	.798	.704	.000	.758	.901



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TMC Data
Limestone Pkwy @ Beverly Rd

7-9am | 4:30-6:30pm

File Name : 41500009
Site Code : 41480009
Start Date : 11/1/2017
Page No : 1

Groups Printed- Cars, Trucks, Buses

	Limestone Pkwy Northbound					Limestone Pkwy Southbound					Beverly Rd Eastbound					Beverly Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	14	76	2	0	92	11	193	5	0	209	4	18	15	0	37	4	12	5	0	21	359
07:15 AM	15	102	8	0	125	17	225	8	0	250	4	26	17	0	47	5	10	9	0	24	446
07:30 AM	30	102	13	0	145	16	288	18	0	322	6	22	30	0	58	3	17	12	0	32	557
07:45 AM	46	137	10	0	193	16	302	36	0	354	10	36	26	0	72	7	32	13	0	52	671
Total	105	417	33	0	555	60	1008	67	0	1135	24	102	88	0	214	19	71	39	0	129	2033
08:00 AM	32	136	23	0	191	23	232	36	0	291	13	35	34	0	82	11	38	11	0	60	624
08:15 AM	65	133	10	0	208	15	197	22	0	234	8	34	41	0	83	4	34	20	0	58	583
08:30 AM	34	125	10	0	169	16	180	8	0	204	6	25	15	0	46	9	30	14	0	53	472
08:45 AM	15	133	13	0	161	14	142	8	0	164	3	20	13	0	36	7	10	10	0	27	388
Total	146	527	56	0	729	68	751	74	0	893	30	114	103	0	247	31	112	55	0	198	2067
*** BREAK ***																					
04:30 PM	21	246	6	0	273	9	173	5	0	187	10	21	30	0	61	8	32	27	0	67	588
04:45 PM	31	247	3	0	281	8	157	6	0	171	9	24	29	0	62	9	29	18	0	56	570
Total	52	493	9	0	554	17	330	11	0	358	19	45	59	0	123	17	61	45	0	123	1158
05:00 PM	26	298	3	0	327	16	180	10	0	206	8	24	32	0	64	14	47	38	0	99	696
05:15 PM	32	309	10	0	351	9	143	8	0	160	13	24	27	0	64	12	42	24	0	78	653
05:30 PM	24	271	2	0	297	12	140	13	0	165	4	25	19	0	48	6	30	20	0	56	566
05:45 PM	32	206	6	0	244	3	149	9	0	161	8	19	29	0	56	8	20	10	0	38	499
Total	114	1084	21	0	1219	40	612	40	0	692	33	92	107	0	232	40	139	92	0	271	2414
06:00 PM	25	193	2	0	220	4	148	6	0	158	7	13	19	0	39	1	12	8	0	21	438
06:15 PM	15	171	3	0	189	7	101	5	0	113	4	9	12	0	25	5	9	3	0	17	344
Grand Total	457	2885	124	0	3466	196	2950	203	0	3349	117	375	388	0	880	113	404	242	0	759	8454
Apprch %	13.2	83.2	3.6	0		5.9	88.1	6.1	0		13.3	42.6	44.1	0		14.9	53.2	31.9	0		
Total %	5.4	34.1	1.5	0	41	2.3	34.9	2.4	0	39.6	1.4	4.4	4.6	0	10.4	1.3	4.8	2.9	0	9	

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TMC Data
Limestone Pkwy @ Kroger Drwy

7-9am | 4:30-6:30pm

File Name : 41480008
Site Code : 41480008
Start Date : 11/1/2017
Page No : 1

Groups Printed- Cars, Trucks, Buses

	Limestone Pkwy Northbound					Limestone Pkwy Southbound					Eastbound					Kroger Drwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	2	112	1	0	115	22	217	0	0	239	0	0	0	0	0	0	0	2	0	2	356
07:15 AM	3	128	1	0	132	34	242	0	0	276	0	0	0	0	0	1	0	4	0	5	413
07:30 AM	7	148	0	0	155	35	281	0	0	316	0	0	0	0	0	1	0	7	0	8	479
07:45 AM	12	182	3	0	197	27	313	0	0	340	0	0	0	0	0	4	0	9	0	13	550
Total	24	570	5	0	599	118	1053	0	0	1171	0	0	0	0	0	6	0	22	0	28	1798
08:00 AM	9	184	4	0	197	30	255	0	0	285	0	0	0	0	0	2	0	5	0	7	489
08:15 AM	5	177	5	0	187	33	221	0	0	254	0	0	0	0	0	2	0	19	0	21	462
08:30 AM	5	174	1	0	180	30	180	0	0	210	0	0	0	0	0	1	0	7	0	8	398
08:45 AM	7	168	5	0	180	24	158	0	0	182	0	0	0	0	0	0	0	8	0	8	370
Total	26	703	15	0	744	117	814	0	0	931	0	0	0	0	0	5	0	39	0	44	1719
*** BREAK ***																					
04:30 PM	3	257	7	0	267	34	175	0	0	209	0	0	0	0	0	2	0	28	0	30	506
04:45 PM	4	257	7	0	268	41	161	0	0	202	0	0	0	0	0	2	0	18	0	20	490
Total	7	514	14	0	535	75	336	0	0	411	0	0	0	0	0	4	0	46	0	50	996
05:00 PM	5	323	4	0	332	32	224	0	0	256	0	0	0	0	0	0	0	19	0	19	607
05:15 PM	9	322	6	0	337	29	162	0	0	191	0	0	0	0	0	2	0	22	0	24	552
05:30 PM	7	272	3	0	282	35	147	0	0	182	0	0	0	0	0	2	0	25	0	27	491
05:45 PM	8	216	2	0	226	35	147	0	0	182	0	0	0	0	0	3	0	24	0	27	435
Total	29	1133	15	0	1177	131	680	0	0	811	0	0	0	0	0	7	0	90	0	97	2085
06:00 PM	8	208	3	0	219	39	129	0	0	168	0	0	0	0	0	1	0	25	0	26	413
06:15 PM	5	163	5	0	173	26	107	0	0	133	0	0	0	0	0	1	0	19	0	20	326
Grand Total	99	3291	57	0	3447	506	3119	0	0	3625	0	0	0	0	0	24	0	241	0	265	7337
Apprch %	2.9	95.5	1.7	0		14	86	0	0		0	0	0	0		9.1	0	90.9	0		
Total %	1.3	44.9	0.8	0	47	6.9	42.5	0	0	49.4	0	0	0	0	0	0.3	0	3.3	0	3.6	

Reliable Traffic Data Services

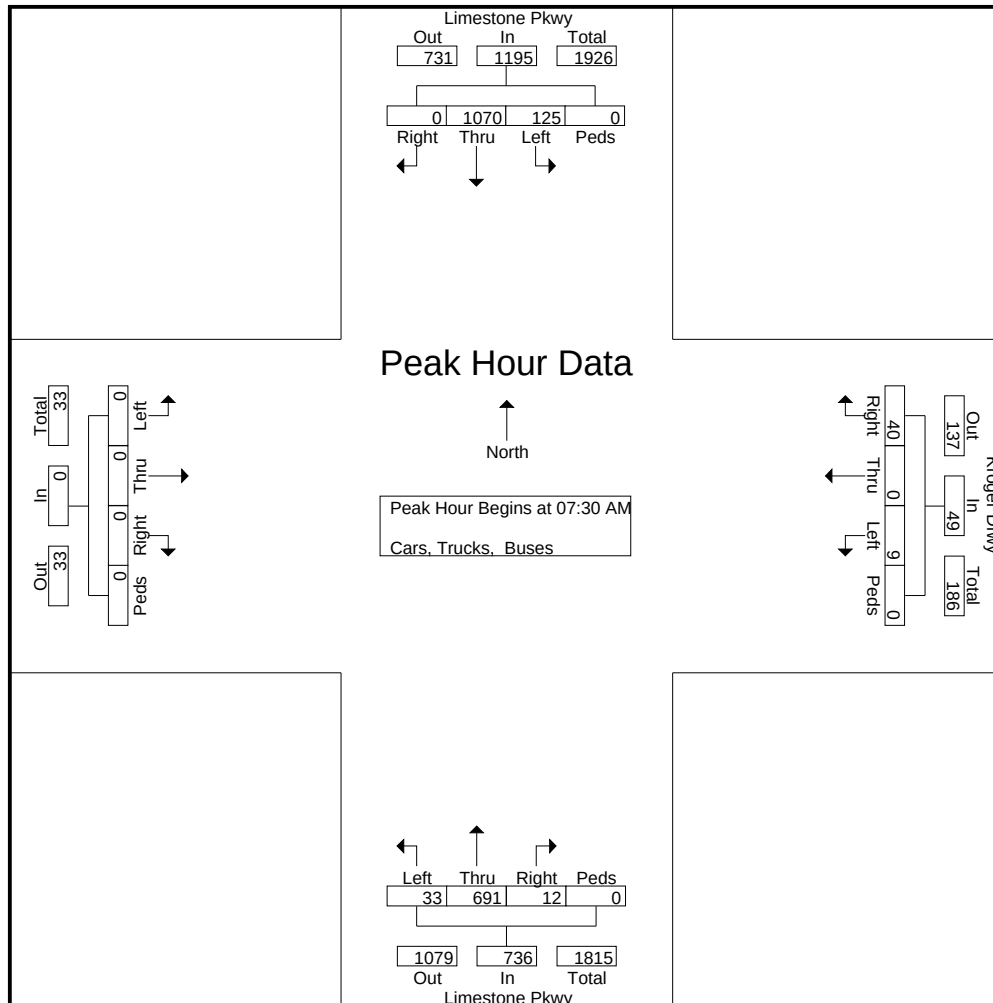
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TMC Data
Limestone Pkwy @ Kroger Drwy

7-9am | 4:30-6:30pm

File Name : 41480008
Site Code : 41480008
Start Date : 11/1/2017
Page No : 2

	Limestone Pkwy Northbound					Limestone Pkwy Southbound					Eastbound					Kroger Drwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	7	148	0	0	155	35	281	0	0	316	0	0	0	0	0	1	0	7	0	8	479
07:45 AM	12	182	3	0	197	27	313	0	0	340	0	0	0	0	0	4	0	9	0	13	550
08:00 AM	9	184	4	0	197	30	255	0	0	285	0	0	0	0	0	2	0	5	0	7	489
08:15 AM	5	177	5	0	187	33	221	0	0	254	0	0	0	0	0	2	0	19	0	21	462
Total Volume	33	691	12	0	736	125	1070	0	0	1195	0	0	0	0	0	9	0	40	0	49	1980
% App. Total	4.5	93.9	1.6	0		10.5	89.5	0	0		0	0	0	0		18.4	0	81.6	0		
PHF	.688	.939	.600	.000	.934	.893	.855	.000	.000	.879	.000	.000	.000	.000	.000	.563	.000	.526	.000	.583	.900



Reliable Traffic Data Services

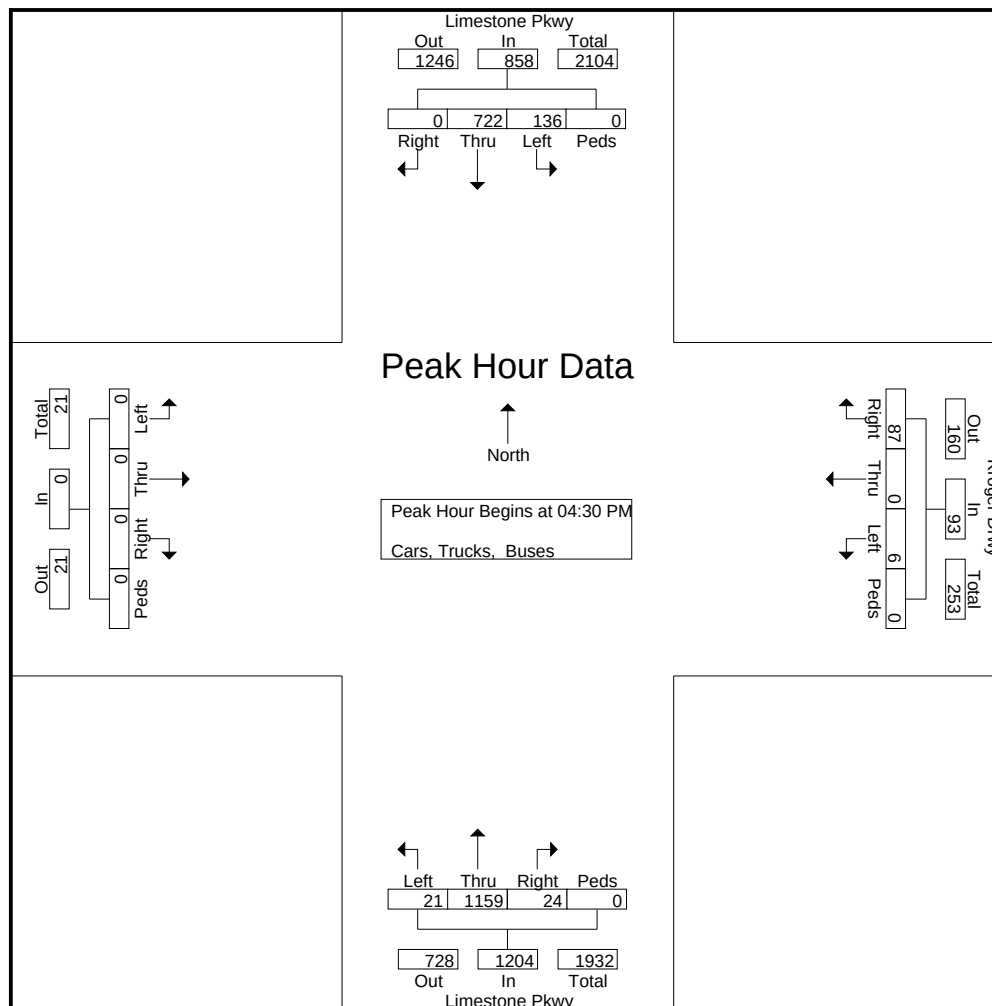
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TMC Data
Limestone Pkwy @ Kroger Drwy

7-9am | 4:30-6:30pm

File Name : 41480008
Site Code : 41480008
Start Date : 11/1/2017
Page No : 3

	Limestone Pkwy Northbound					Limestone Pkwy Southbound					Eastbound					Kroger Drwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	3	257	7	0	267	34	175	0	0	209	0	0	0	0	0	2	0	28	0	30	506
04:45 PM	4	257	7	0	268	41	161	0	0	202	0	0	0	0	0	2	0	18	0	20	490
05:00 PM	5	323	4	0	332	32	224	0	0	256	0	0	0	0	0	0	0	19	0	19	607
05:15 PM	9	322	6	0	337	29	162	0	0	191	0	0	0	0	0	2	0	22	0	24	552
Total Volume	21	1159	24	0	1204	136	722	0	0	858	0	0	0	0	0	6	0	87	0	93	2155
% App. Total	1.7	96.3	2	0		15.9	84.1	0	0		0	0	0	0		6.5	0	93.5	0		
PHF	.583	.897	.857	.000	.893	.829	.806	.000	.000	.838	.000	.000	.000	.000	.000	.750	.000	.777	.000	.775	.888



Reliable Traffic Data Services

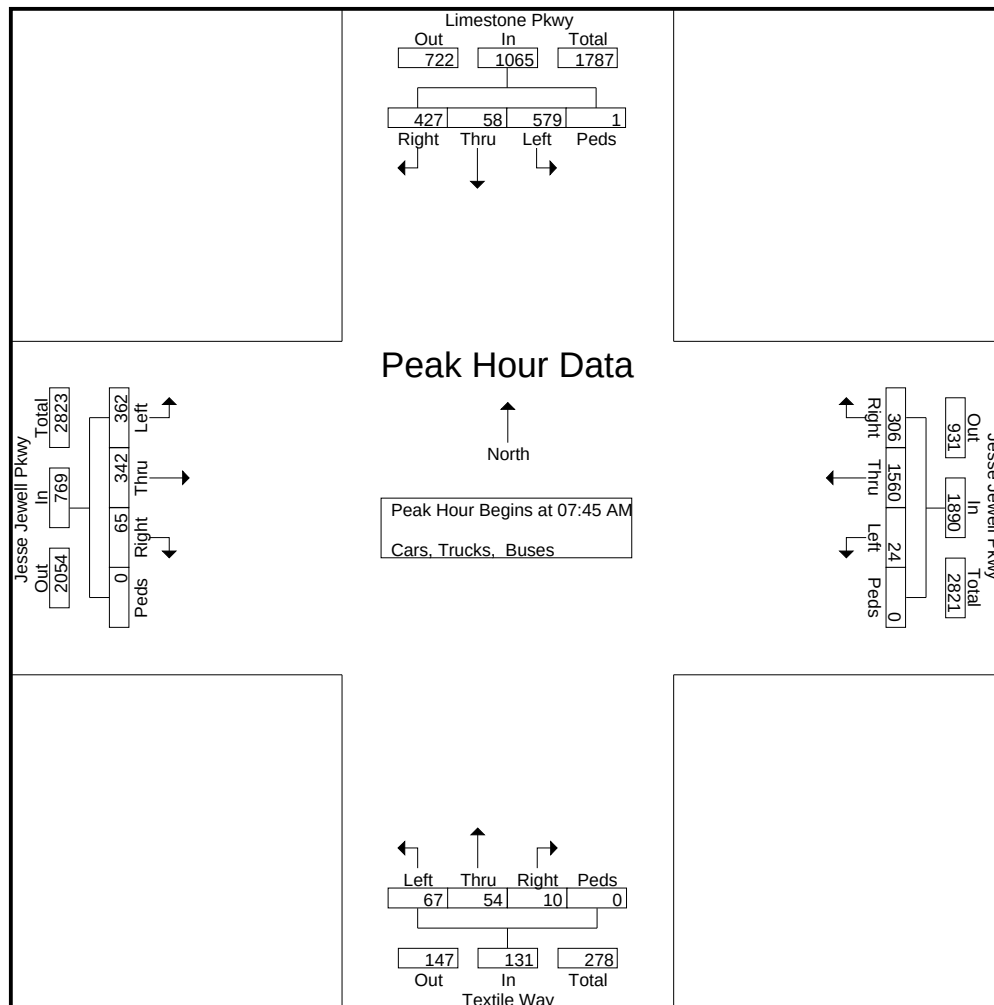
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TMC Data
Jesse Jewell Pkwy @ Limestone Pkwy

7-9am | 4:30-6:30pm

File Name : 41480004
Site Code : 41480004
Start Date : 11/1/2017
Page No : 2

	Textile Way Northbound					Limestone Pkwy Southbound					Jesse Jewell Pkwy Eastbound					Jesse Jewell Pkwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	21	16	5	0	42	188	18	139	0	345	89	49	18	0	156	4	304	92	0	400	943
08:00 AM	10	17	2	0	29	165	17	96	1	279	89	99	14	0	202	8	433	66	0	507	1017
08:15 AM	18	15	1	0	34	117	8	120	0	245	92	86	19	0	197	7	425	74	0	506	982
08:30 AM	18	6	2	0	26	109	15	72	0	196	92	108	14	0	214	5	398	74	0	477	913
Total Volume	67	54	10	0	131	579	58	427	1	1065	362	342	65	0	769	24	1560	306	0	1890	3855
% App. Total	51.1	41.2	7.6	0		54.4	5.4	40.1	0.1		47.1	44.5	8.5	0		1.3	82.5	16.2	0		
PHF	.798	.794	.500	.000	.780	.770	.806	.768	.250	.772	.984	.792	.855	.000	.898	.750	.901	.832	.000	.932	.948



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TMC Data

Jesse Jewell Pkwy @ Limestone Pkwy

7-9am | 4:30-6:30pm

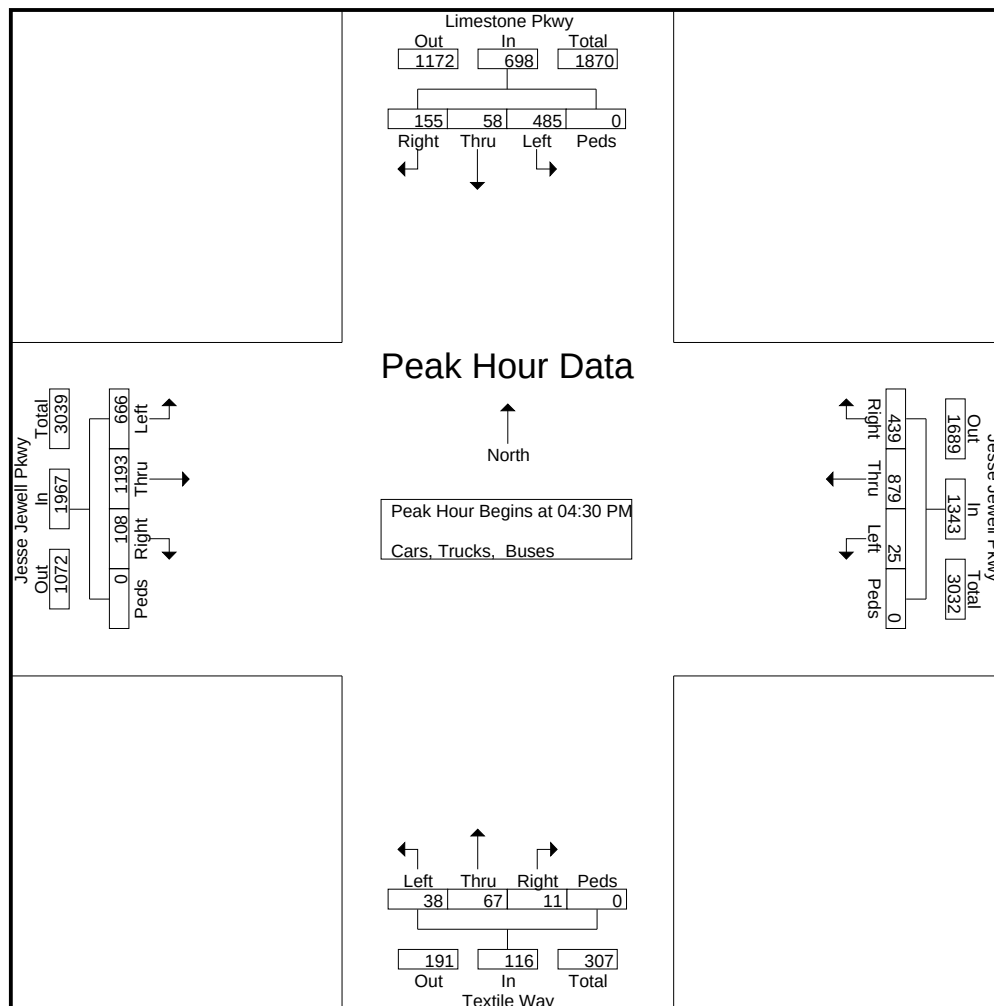
File Name : 41480004

Site Code : 41480004

Start Date : 11/1/2017

Page No : 3

	Textile Way Northbound					Limestone Pkwy Southbound					Jesse Jewell Pkwy Eastbound					Jesse Jewell Pkwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	11	29	4	0	44	128	12	56	0	196	176	242	33	0	451	8	183	84	0	275	966
04:45 PM	10	14	1	0	25	139	19	33	0	191	195	282	30	0	507	7	169	149	0	325	1048
05:00 PM	8	7	3	0	18	110	20	35	0	165	129	357	16	0	502	4	267	107	0	378	1063
05:15 PM	9	17	3	0	29	108	7	31	0	146	166	312	29	0	507	6	260	99	0	365	1047
Total Volume	38	67	11	0	116	485	58	155	0	698	666	1193	108	0	1967	25	879	439	0	1343	4124
% App. Total	32.8	57.8	9.5	0		69.5	8.3	22.2	0		33.9	60.7	5.5	0		1.9	65.5	32.7	0		
PHF	.864	.578	.688	.000	.659	.872	.725	.692	.000	.890	.854	.835	.818	.000	.970	.781	.823	.737	.000	.888	.970



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TMC Data
Jesse Jewell Pkwy @ Limestone Pkwy

7-9am | 4:30-6:30pm

File Name : 41480004
Site Code : 41480004
Start Date : 11/1/2017
Page No : 1

Groups Printed- Cars, Trucks, Buses

	Textile Way Northbound					Limestone Pkwy Southbound					Jesse Jewell Pkwy Eastbound					Jesse Jewell Pkwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	12	5	5	0	22	122	14	80	0	216	39	101	14	0	154	9	161	60	0	230	622
07:15 AM	14	6	1	0	21	191	8	97	0	296	60	101	12	0	173	14	191	79	0	284	774
07:30 AM	16	7	1	0	24	183	19	113	0	315	58	59	20	0	137	12	249	85	0	346	822
07:45 AM	21	16	5	0	42	188	18	139	0	345	89	49	18	0	156	4	304	92	0	400	943
Total	63	34	12	0	109	684	59	429	0	1172	246	310	64	0	620	39	905	316	0	1260	3161
08:00 AM	10	17	2	0	29	165	17	96	1	279	89	99	14	0	202	8	433	66	0	507	1017
08:15 AM	18	15	1	0	34	117	8	120	0	245	92	86	19	0	197	7	425	74	0	506	982
08:30 AM	18	6	2	0	26	109	15	72	0	196	92	108	14	0	214	5	398	74	0	477	913
08:45 AM	11	12	2	0	25	101	10	60	0	171	91	83	12	0	186	5	330	80	0	415	797
Total	57	50	7	0	114	492	50	348	1	891	364	376	59	0	799	25	1586	294	0	1905	3709
*** BREAK ***																					
04:30 PM	11	29	4	0	44	128	12	56	0	196	176	242	33	0	451	8	183	84	0	275	966
04:45 PM	10	14	1	0	25	139	19	33	0	191	195	282	30	0	507	7	169	149	0	325	1048
Total	21	43	5	0	69	267	31	89	0	387	371	524	63	0	958	15	352	233	0	600	2014
05:00 PM	8	7	3	0	18	110	20	35	0	165	129	357	16	0	502	4	267	107	0	378	1063
05:15 PM	9	17	3	0	29	108	7	31	0	146	166	312	29	0	507	6	260	99	0	365	1047
05:30 PM	8	7	2	0	17	109	19	28	0	156	122	268	15	0	405	6	254	95	0	355	933
05:45 PM	9	10	5	0	24	122	6	32	0	160	130	183	23	0	336	5	239	72	0	316	836
Total	34	41	13	0	88	449	52	126	0	627	547	1120	83	0	1750	21	1020	373	0	1414	3879
06:00 PM	4	12	0	0	16	110	12	18	0	140	115	126	22	0	263	4	186	78	0	268	687
06:15 PM	6	7	1	0	14	96	9	38	0	143	104	152	15	0	271	5	163	83	0	251	679
Grand Total	185	187	38	0	410	2098	213	1048	1	3360	1747	2608	306	0	4661	109	4212	1377	0	5698	14129
Apprch %	45.1	45.6	9.3	0		62.4	6.3	31.2	0		37.5	56	6.6	0		1.9	73.9	24.2	0		
Total %	1.3	1.3	0.3	0	2.9	14.8	1.5	7.4	0	23.8	12.4	18.5	2.2	0	33	0.8	29.8	9.7	0	40.3	

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TMC Data
Beverly Rd @ Lakeview Dr

7-9am | 4:30-6:30pm

File Name : 41500014
Site Code : 41480014
Start Date : 11/1/2017
Page No : 1

Groups Printed- Cars, Trucks, Buses

	Lakeview Dr Northbound					Lakeview Dr Southbound					Nottingham Dr Eastbound					Beverly Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	4	3	0	7	35	9	2	0	46	2	0	0	0	2	4	2	26	0	32	87
07:15 AM	0	4	4	0	8	41	8	0	0	49	1	1	0	0	2	6	0	21	0	27	86
07:30 AM	0	15	6	0	21	46	24	0	0	70	2	8	0	0	10	10	9	40	0	59	160
07:45 AM	1	11	7	0	19	60	27	2	0	89	1	3	1	0	5	24	16	60	0	100	213
Total	1	34	20	0	55	182	68	4	0	254	6	12	1	0	19	44	27	147	0	218	546
08:00 AM	0	22	4	0	26	71	56	2	0	129	0	4	1	0	5	21	6	77	0	104	264
08:15 AM	1	24	9	0	34	69	36	4	0	109	1	6	0	0	7	18	14	76	0	108	258
08:30 AM	0	6	4	0	10	39	9	2	0	50	1	4	0	0	5	8	11	43	0	62	127
08:45 AM	0	3	7	0	10	24	3	3	0	30	1	2	0	0	3	4	7	21	0	32	75
Total	1	55	24	0	80	203	104	11	0	318	3	16	1	0	20	51	38	217	0	306	724
*** BREAK ***																					
04:30 PM	0	5	5	0	10	40	7	1	0	48	0	4	0	0	4	6	6	47	0	59	121
04:45 PM	1	13	9	0	23	49	6	0	0	55	4	9	1	0	14	7	11	47	0	65	157
Total	1	18	14	0	33	89	13	1	0	103	4	13	1	0	18	13	17	94	0	124	278
05:00 PM	2	6	20	0	28	42	9	2	0	53	3	6	1	0	10	7	8	60	0	75	166
05:15 PM	0	8	21	0	29	33	8	0	0	41	0	6	1	0	7	6	6	75	0	87	164
05:30 PM	0	8	12	0	20	29	4	1	0	34	0	3	0	0	3	3	8	52	0	63	120
05:45 PM	2	7	6	0	15	44	9	2	0	55	2	3	0	0	5	7	7	50	0	64	139
Total	4	29	59	0	92	148	30	5	0	183	5	18	2	0	25	23	29	237	0	289	589
06:00 PM	0	8	4	0	12	28	6	3	0	37	1	5	1	0	7	4	3	32	0	39	95
06:15 PM	0	7	2	0	9	21	2	1	0	24	1	2	0	0	3	2	2	24	0	28	64
Grand Total	7	151	123	0	281	671	223	25	0	919	20	66	6	0	92	137	116	751	0	1004	2296
Apprch %	2.5	53.7	43.8	0		73	24.3	2.7	0		21.7	71.7	6.5	0		13.6	11.6	74.8	0		
Total %	0.3	6.6	5.4	0	12.2	29.2	9.7	1.1	0	40	0.9	2.9	0.3	0	4	6	5.1	32.7	0	43.7	

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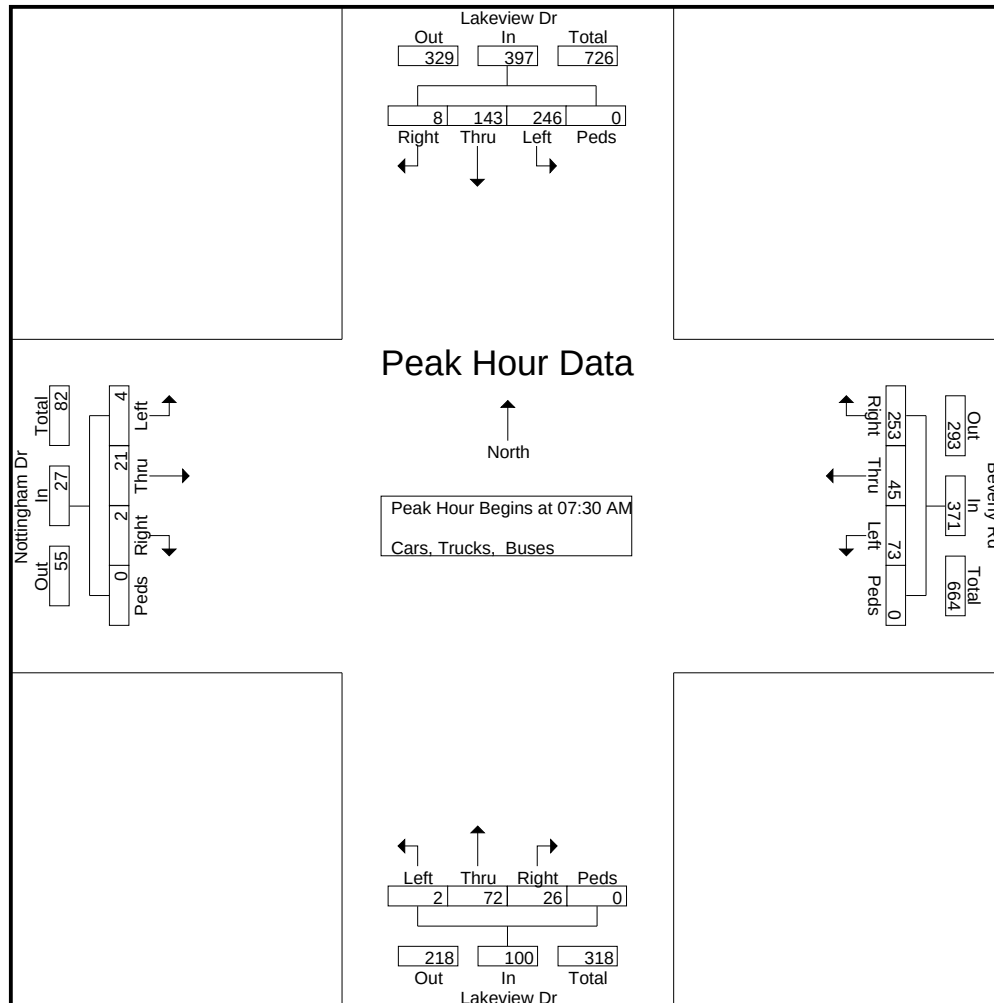
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TMC Data
Beverly Rd @ Lakeview Dr

7-9am | 4:30-6:30pm

File Name : 41500014
Site Code : 41480014
Start Date : 11/1/2017
Page No : 2

	Lakeview Dr Northbound					Lakeview Dr Southbound					Nottingham Dr Eastbound					Beverly Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	15	6	0	21	46	24	0	0	70	2	8	0	0	10	10	9	40	0	59	160
07:45 AM	1	11	7	0	19	60	27	2	0	89	1	3	1	0	5	24	16	60	0	100	213
08:00 AM	0	22	4	0	26	71	56	2	0	129	0	4	1	0	5	21	6	77	0	104	264
08:15 AM	1	24	9	0	34	69	36	4	0	109	1	6	0	0	7	18	14	76	0	108	258
Total Volume	2	72	26	0	100	246	143	8	0	397	4	21	2	0	27	73	45	253	0	371	895
% App. Total	2	72	26	0		62	36	2	0		14.8	77.8	7.4	0		19.7	12.1	68.2	0		
PHF	.500	.750	.722	.000	.735	.866	.638	.500	.000	.769	.500	.656	.500	.000	.675	.760	.703	.821	.000	.859	.848



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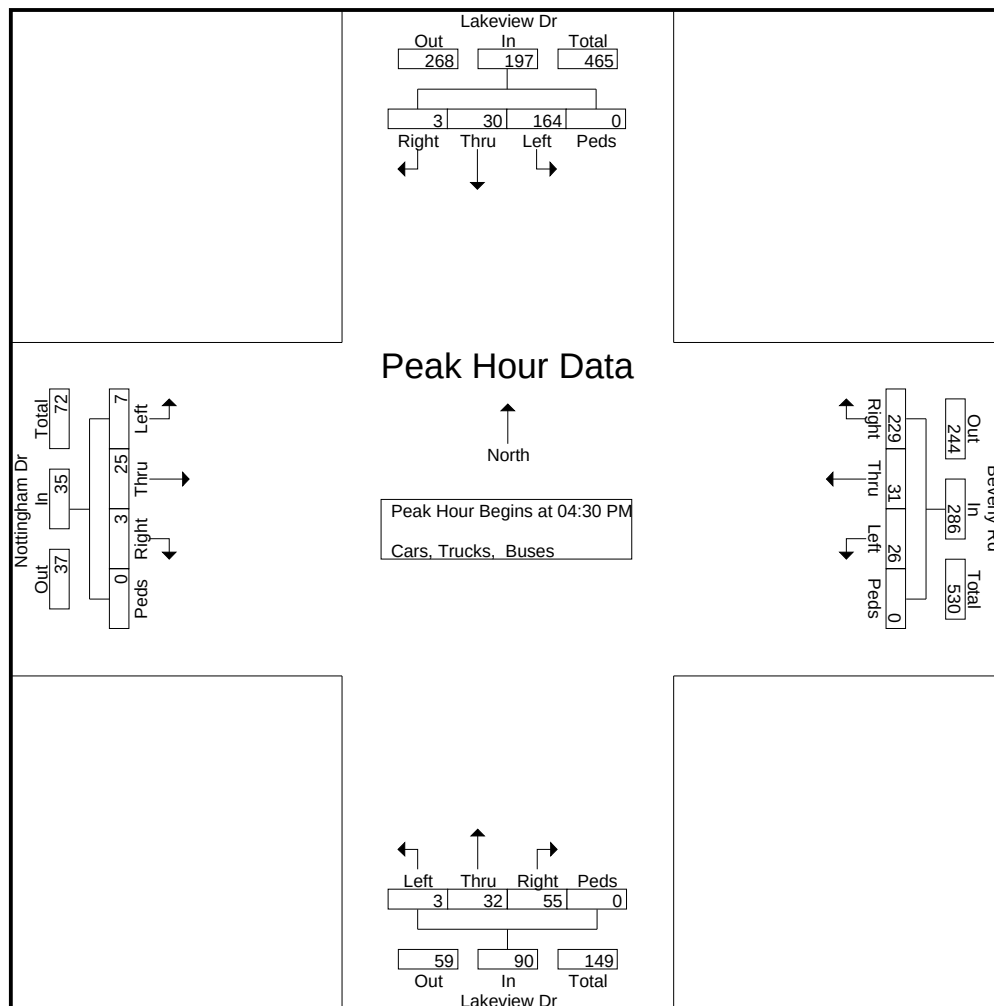
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TMC Data
Beverly Rd @ Lakeview Dr

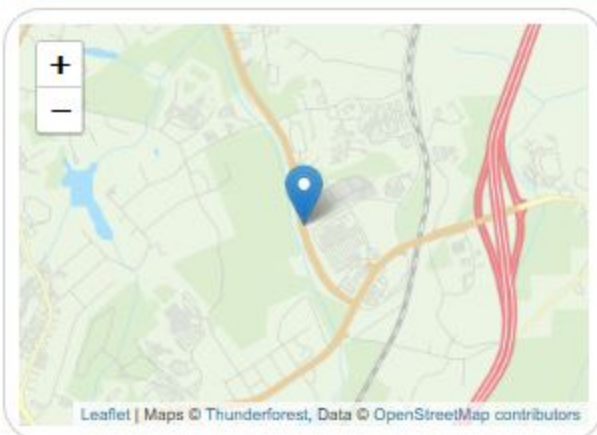
7-9am | 4:30-6:30pm

File Name : 41500014
Site Code : 41480014
Start Date : 11/1/2017
Page No : 3

	Lakeview Dr Northbound					Lakeview Dr Southbound					Nottingham Dr Eastbound					Beverly Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	5	5	0	10	40	7	1	0	48	0	4	0	0	4	6	6	47	0	59	121
04:45 PM	1	13	9	0	23	49	6	0	0	55	4	9	1	0	14	7	11	47	0	65	157
05:00 PM	2	6	20	0	28	42	9	2	0	53	3	6	1	0	10	7	8	60	0	75	166
05:15 PM	0	8	21	0	29	33	8	0	0	41	0	6	1	0	7	6	6	75	0	87	164
Total Volume	3	32	55	0	90	164	30	3	0	197	7	25	3	0	35	26	31	229	0	286	608
% App. Total	3.3	35.6	61.1	0		83.2	15.2	1.5	0		20	71.4	8.6	0		9.1	10.8	80.1	0		
PHF	.375	.615	.655	.000	.776	.837	.833	.375	.000	.895	.438	.694	.750	.000	.625	.929	.705	.763	.000	.822	.916



Coordinates: 34.3157716608189, -83.7998190466214



Year	Month	Count type	Duration	Count
2019	February	Class	48 hours	22175
2015	June	Class	37 hours	20852
2013	June	Class	48 hours	17942
2011	May	Volume	48 hours	18319

Data Item	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Statistics type	-	-	-	-	-	Estimated	Estimated	Estimated	Estimated	Actual
AADT	14700	16300	16100	17000	17000	17600	18100	18200	18100	20200
K-Factor	-	-	-	0.090	0.090	0.090	0.090	-	-	0.102
D-Factor	-	-	-	0.600	0.600	0.600	0.600	-	-	0.790
Future AADT	-	-	-	-	-	-	20600	20900	26500	28600

0000139_0202 - 139-0202

Description: CS 092207 BEG AT

County: Hall

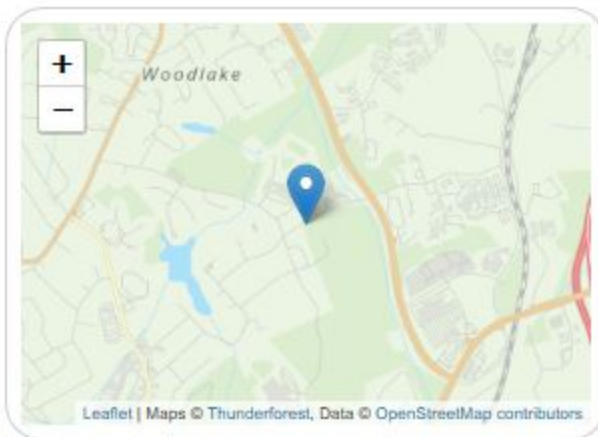
Route number: 00093307

LRS section: 1393093307

Functional class: 6U - Minor Collector (Urban)

Coordinates: 34.3194114741027, -83.805315601368

Site Data



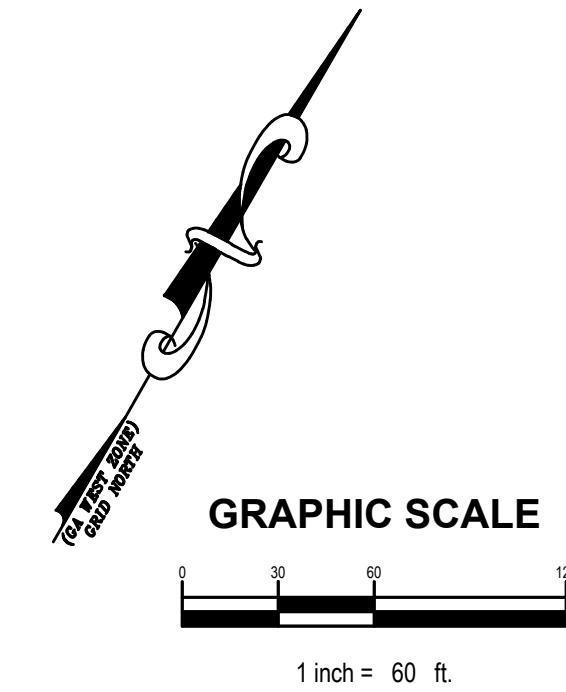
Count History

Year	Month	Count type	Duration	Count
2019	February	Class	48 hours	5773
2015	June	Volume	48 hours	3507
2011	September	Volume	48 hours	3451

Annual Statistics

Data Item	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Statistics type	-	-	-	-	-	Actual	Estimated	Estimated	Estimated	Actual
AADT	3580	3040	3030	3100	3100	3080	3150	3210	3260	5640
K-Factor	-	-	-	-	-	0.103	0.103	-	-	0.126
D-Factor	-	-	-	-	-	0.500	0.500	-	-	0.500
Future AADT	-	-	-	-	-	-	3580	4050	4100	4100

1	PROPERTY TAX ID # :	01083 002003A
2	CURRENT ZONING:	GB (GENERAL BUSINESS)
3	PROPOSED ZONING:	PUD
4	SITE AREA:	36.60 AC
5	NUMBER OF UNITS:	
	1 CAR GARAGE	106 UNITS
	2 CAR GARAGE	114 UNITS
	<u>TOTAL PROPOSED UNITS:</u>	<u>220 UNITS</u>
6	PARKING PROVIDED:	
	1/2 SPACE PER UNIT	110 SPACES



SHEET
1.0

Multifamily Housing (Low-Rise) (220)

Based upon methodology from ITE's Trip Generation, 10th Edition (2017)

Project Land Use	Project Density	Project Trips			E Coef	Variable	Equation Used ¹	In/Out Distribution	
		Total	Inbound	Outbound					
Multifamily Housing (Low-Rise)	220 DU/GA	1,622	811	811	220	DU	$T = 7.56 (X) - 40.86$	50%	50%
Daily									
AM Peak Hour		101	23	78			$\ln(T) = 0.95 \ln(X) - 0.51$	23%	77%
PM Peak Hour		119	75	44			$\ln(T) = 0.89 \ln(X) - 0.02$	63%	37%

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

1: Limestone Pkwy SR 11 US 129 & Beverly Rd

AM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	139	143	27	132	61	189	555	61	76	1113	122
Future Volume (veh/h)	40	139	143	27	132	61	189	555	61	76	1113	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	153	157	30	145	67	208	610	67	84	1223	134
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	88	178	166	96	354	362	294	2335	1042	550	2335	1042
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	131	778	725	157	1550	1585	401	3554	1585	762	3554	1585
Grp Volume(v), veh/h	354	0	0	175	0	67	208	610	67	84	1223	134
Grp Sat Flow(s),veh/h/ln	1634	0	0	1707	0	1585	401	1777	1585	762	1777	1585
Q Serve(g_s), s	9.4	0.0	0.0	0.0	0.0	2.4	33.4	5.0	1.1	3.6	12.6	2.2
Cycle Q Clear(g_c), s	14.9	0.0	0.0	5.6	0.0	2.4	46.0	5.0	1.1	8.6	12.6	2.2
Prop In Lane	0.12		0.44	0.17		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	431	0	0	450	0	362	294	2335	1042	550	2335	1042
V/C Ratio(X)	0.82	0.00	0.00	0.39	0.00	0.18	0.71	0.26	0.06	0.15	0.52	0.13
Avail Cap(c_a), veh/h	431	0	0	450	0	362	294	2335	1042	550	2335	1042
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	0.0	0.0	23.0	0.0	21.7	19.6	5.0	4.3	6.7	6.3	4.5
Incr Delay (d2), s/veh	12.0	0.0	0.0	0.5	0.0	0.2	13.4	0.3	0.1	0.6	0.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	0.0	0.0	2.4	0.0	0.9	3.9	1.2	0.2	0.6	3.8	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	0.0	0.0	23.5	0.0	22.0	33.0	5.2	4.4	7.3	7.1	4.7
LnGrp LOS	D	A	A	C	A	C	C	A	A	A	A	A
Approach Vol, veh/h		354			242			885			1441	
Approach Delay, s/veh		38.5			23.1			11.7			6.9	
Approach LOS		D			C			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.0		20.0		50.0		20.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		46.0		16.0		46.0		16.0				
Max Q Clear Time (g_c+l1), s		48.0		16.9		14.6		7.6				
Green Ext Time (p_c), s		0.0		0.0		12.9		0.7				
Intersection Summary												
HCM 6th Ctrl Delay			13.5									
HCM 6th LOS			B									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

1: Limestone Pkwy SR 11 US 129 & Beverly Rd
AM Existing

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy US 129 SR 11 & Beverly Rd

PM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	102	129	47	164	117	120	1202	24	46	714	32
Future Volume (veh/h)	44	102	129	47	164	117	120	1202	24	46	714	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	113	143	52	182	130	133	1336	27	51	793	36
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	160	172	146	371	398	455	2116	944	279	2116	944
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	139	639	687	244	1477	1585	661	3554	1585	399	3554	1585
Grp Volume(v), veh/h	305	0	0	234	0	130	133	1336	27	51	793	36
Grp Sat Flow(s),veh/h/ln	1466	0	0	1721	0	1585	661	1777	1585	399	1777	1585
Q Serve(g_s), s	4.7	0.0	0.0	0.0	0.0	3.5	6.8	12.7	0.4	4.9	6.0	0.5
Cycle Q Clear(g_c), s	10.4	0.0	0.0	5.8	0.0	3.5	12.9	12.7	0.4	17.6	6.0	0.5
Prop In Lane	0.16		0.47	0.22		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	448	0	0	516	0	398	455	2116	944	279	2116	944
V/C Ratio(X)	0.68	0.00	0.00	0.45	0.00	0.33	0.29	0.63	0.03	0.18	0.37	0.04
Avail Cap(c_a), veh/h	536	0	0	608	0	487	455	2116	944	279	2116	944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.4	0.0	0.0	16.7	0.0	15.9	8.8	6.8	4.3	12.5	5.5	4.4
Incr Delay (d2), s/veh	2.7	0.0	0.0	0.6	0.0	0.5	1.6	1.4	0.1	1.4	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	0.0	2.2	0.0	1.2	0.9	2.9	0.1	0.5	1.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.1	0.0	0.0	17.3	0.0	16.4	10.5	8.3	4.4	14.0	6.0	4.4
LnGrp LOS	C	A	A	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		305			364			1496			880	
Approach Delay, s/veh		21.1			17.0			8.4			6.4	
Approach LOS		C			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		17.1		35.0		17.1				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		31.0		16.0		31.0		16.0				
Max Q Clear Time (g_c+l1), s		14.9		12.4		19.6		7.8				
Green Ext Time (p_c), s		9.2		0.6		4.8		1.2				
Intersection Summary												
HCM 6th Ctrl Delay				10.1								
HCM 6th LOS				B								

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy US 129 SR 11 & Beverly Rd
PM Existing

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

2: Limestone Pkwy SR11 US129/Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	10	0	44	36	755	13	137	1169	0
Future Volume (veh/h)	0	0	0	10	0	44	36	755	13	137	1169	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	11	0	49	40	839	14	152	1299	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	201	94	80	272	0	80	442	2581	1151	616	2581	1151
Arrive On Green	0.00	0.00	0.00	0.05	0.00	0.05	0.73	0.73	0.73	0.73	0.73	0.00
Sat Flow, veh/h	1356	1870	1585	1418	0	1585	424	3554	1585	647	3554	1585
Grp Volume(v), veh/h	0	0	0	11	0	49	40	839	14	152	1299	0
Grp Sat Flow(s),veh/h/ln	1356	1870	1585	1418	0	1585	424	1777	1585	647	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.3	0.0	1.1	1.6	3.0	0.1	3.9	5.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.3	0.0	1.1	7.3	3.0	0.1	7.0	5.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	201	94	80	272	0	80	442	2581	1151	616	2581	1151
V/C Ratio(X)	0.00	0.00	0.00	0.04	0.00	0.62	0.09	0.33	0.01	0.25	0.50	0.00
Avail Cap(c_a), veh/h	739	836	708	835	0	708	442	2581	1151	616	2581	1151
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	16.3	0.0	16.7	3.7	1.8	1.4	3.0	2.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	7.5	0.4	0.3	0.0	0.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.1	0.0	0.5	0.1	0.1	0.0	0.2	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	16.3	0.0	24.2	4.1	2.1	1.4	3.2	2.3	0.0
LnGrp LOS	A	A	A	B	A	C	A	A	A	A	A	A
Approach Vol, veh/h		0			60			893			1451	
Approach Delay, s/veh		0.0			22.7			2.2			2.4	
Approach LOS					C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.0		5.8		30.0		5.8				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		26.0		16.0		26.0		16.0				
Max Q Clear Time (g_c+l1), s		9.3		0.0		9.0		3.1				
Green Ext Time (p_c), s		6.1		0.0		10.1		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			2.8									
HCM 6th LOS			A									

Beverly Rd at Limestone Pkwy NV5 2021012 Limestone Pkwy SR11 US129/Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway
NV5 AM Existing

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

2: Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway

PM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	7	0	95	23	1266	26	149	789	0
Future Volume (veh/h)	0	0	0	7	0	95	23	1266	26	149	789	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	8	0	107	26	1422	29	167	887	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	89	161	137	211	0	137	561	2896	1292	343	2896	1292
Arrive On Green	0.00	0.00	0.00	0.09	0.00	0.09	0.82	0.82	0.82	0.82	0.82	0.00
Sat Flow, veh/h	1287	1870	1585	1418	0	1585	627	3554	1585	367	3554	1585
Grp Volume(v), veh/h	0	0	0	8	0	107	26	1422	29	167	887	0
Grp Sat Flow(s),veh/h/ln	1287	1870	1585	1418	0	1585	627	1777	1585	367	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.4	0.0	5.4	0.9	10.0	0.3	20.9	5.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.4	0.0	5.4	5.8	10.0	0.3	30.9	5.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	89	161	137	211	0	137	561	2896	1292	343	2896	1292
V/C Ratio(X)	0.00	0.00	0.00	0.04	0.00	0.78	0.05	0.49	0.02	0.49	0.31	0.00
Avail Cap(c_a), veh/h	232	370	313	369	0	313	561	2896	1292	343	2896	1292
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	34.0	0.0	36.3	2.6	2.3	1.4	7.1	1.8	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	9.4	0.2	0.6	0.0	1.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.1	0.0	2.4	0.1	1.7	0.0	1.3	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	34.1	0.0	45.7	2.7	2.9	1.4	8.1	1.9	0.0
LnGrp LOS	A	A	A	C	A	D	A	A	A	A	A	A
Approach Vol, veh/h		0			115			1477			1054	
Approach Delay, s/veh		0.0			44.8			2.9			2.9	
Approach LOS					D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.0		11.0		70.0		11.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		66.0		16.0		66.0		16.0				
Max Q Clear Time (g_c+l1), s		12.0		0.0		32.9		7.4				
Green Ext Time (p_c), s		17.6		0.0		12.0		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			4.7									
HCM 6th LOS			A									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

2: Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway
PM Existing

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR11 US129

AM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	396	374	71	26	1705	334	73	59	11	633	63	467
Future Volume (veh/h)	396	374	71	26	1705	334	73	59	11	633	63	467
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	417	394	75	27	1795	352	77	62	12	666	66	492
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	395	2208	985	494	1701	759	149	214	181	617	601	509
Arrive On Green	0.11	0.62	0.62	0.48	0.48	0.48	0.11	0.11	0.11	0.18	0.32	0.32
Sat Flow, veh/h	3456	3554	1585	924	3554	1585	851	1870	1585	3456	1870	1585
Grp Volume(v), veh/h	417	394	75	27	1795	352	77	62	12	666	66	492
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	924	1777	1585	851	1870	1585	1728	1870	1585
Q Serve(g_s), s	16.0	6.6	2.6	2.2	67.0	20.8	12.3	4.3	0.9	25.0	3.5	42.8
Cycle Q Clear(g_c), s	16.0	6.6	2.6	2.2	67.0	20.8	12.3	4.3	0.9	25.0	3.5	42.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	395	2208	985	494	1701	759	149	214	181	617	601	509
V/C Ratio(X)	1.06	0.18	0.08	0.05	1.06	0.46	0.52	0.29	0.07	1.08	0.11	0.97
Avail Cap(c_a), veh/h	395	2208	985	494	1701	759	149	214	181	617	601	509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.0	11.3	10.5	19.6	36.5	24.5	60.4	56.8	55.3	57.5	33.4	46.7
Incr Delay (d2), s/veh	60.8	0.0	0.0	0.0	38.1	0.4	12.3	3.4	0.7	59.5	0.1	31.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	2.5	0.9	0.5	36.2	7.7	3.1	2.2	0.4	15.8	1.6	20.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	122.8	11.3	10.6	19.7	74.6	24.9	72.7	60.2	56.0	117.0	33.5	77.9
LnGrp LOS	F	B	B	B	F	C	E	E	E	F	C	E
Approach Vol, veh/h		886			2174			151			1224	
Approach Delay, s/veh		63.7			65.9			66.2			96.8	
Approach LOS		E			E			E			F	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	29.0	20.0		91.0		49.0	20.0	71.0				
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s	25.0	16.0		87.0		45.0	16.0	67.0				
Max Q Clear Time (g_c+I1), s	27.0	14.3		8.6		44.8	18.0	69.0				
Green Ext Time (p_c), s	0.0	0.1		2.8		0.1	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			74.0									
HCM 6th LOS			E									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR11 US129
AM Existing

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR 11 US 129

PM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	728	1304	118	27	961	480	42	73	12	530	63	169
Future Volume (veh/h)	728	1304	118	27	961	480	42	73	12	530	63	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	751	1344	122	28	991	495	43	75	12	546	65	174
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	730	1895	845	170	987	440	283	333	282	538	707	599
Arrive On Green	0.21	0.53	0.53	0.28	0.28	0.28	0.18	0.18	0.18	0.16	0.38	0.38
Sat Flow, veh/h	3456	3554	1585	362	3554	1585	1141	1870	1585	3456	1870	1585
Grp Volume(v), veh/h	751	1344	122	28	991	495	43	75	12	546	65	174
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	362	1777	1585	1141	1870	1585	1728	1870	1585
Q Serve(g_s), s	19.0	25.5	3.5	5.7	25.0	25.0	2.9	3.1	0.6	14.0	2.0	6.9
Cycle Q Clear(g_c), s	19.0	25.5	3.5	8.2	25.0	25.0	2.9	3.1	0.6	14.0	2.0	6.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	730	1895	845	170	987	440	283	333	282	538	707	599
V/C Ratio(X)	1.03	0.71	0.14	0.16	1.00	1.12	0.15	0.23	0.04	1.02	0.09	0.29
Avail Cap(c_a), veh/h	730	1895	845	170	987	440	283	333	282	538	707	599
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.5	15.8	10.6	27.5	32.5	32.5	31.6	31.7	30.7	38.0	18.0	19.6
Incr Delay (d2), s/veh	41.1	1.2	0.1	0.4	29.6	81.3	1.1	1.6	0.3	42.8	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.6	9.1	1.1	0.5	13.9	18.8	0.8	1.5	0.2	8.8	0.8	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.6	17.0	10.7	27.9	62.1	113.8	32.8	33.3	30.9	80.8	18.1	19.8
LnGrp LOS	F	B	B	C	F	F	C	C	C	F	B	B
Approach Vol, veh/h		2217			1514			130			785	
Approach Delay, s/veh		36.8			78.4			32.9			62.1	
Approach LOS		D			E			C			E	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	18.0	20.0		52.0		38.0	23.0	29.0				
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s	14.0	16.0		48.0		34.0	19.0	25.0				
Max Q Clear Time (g_c+l1), s	16.0	5.1		27.5		8.9	21.0	27.0				
Green Ext Time (p_c), s	0.0	0.3		9.9		0.8	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			54.5									
HCM 6th LOS			D									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR 11 US 129
PM Existing

HCM 6th AWSC
4: Lakeview Dr & Beverly Rd

Beverly Rd at Limestone Pkwy NV5 2021012

AM Existing

Intersection

Intersection Delay, s/veh 24.1

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	23	2	80	49	276	2	79	39	269	156	9
Future Vol, veh/h	4	23	2	80	49	276	2	79	39	269	156	9
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	27	2	94	58	325	2	93	46	316	184	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	10.5			22.3			11.3			30.3		
HCM LOS	B			C			B			D		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	14%	20%	62%
Vol Thru, %	66%	79%	12%	36%
Vol Right, %	33%	7%	68%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	120	29	405	434
LT Vol	2	4	80	269
Through Vol	79	23	49	156
RT Vol	39	2	276	9
Lane Flow Rate	141	34	476	511
Geometry Grp	1	1	1	1
Degree of Util (X)	0.246	0.066	0.731	0.822
Departure Headway (Hd)	6.274	6.957	5.523	5.797
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	576	517	648	618
Service Time	4.276	4.966	3.61	3.879
HCM Lane V/C Ratio	0.245	0.066	0.735	0.827
HCM Control Delay	11.3	10.5	22.3	30.3
HCM Lane LOS	B	B	C	D
HCM 95th-tile Q	1	0.2	6.3	8.5

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

4: Lakeview Dr & Beverly Rd
AM Existing

HCM 6th AWSC
4: Lakeview Dr & Beverly Rd

Beverly Rd at Limestone Pkwy NV5 2021012

PM Existing

Intersection

Intersection Delay, s/veh 10.3

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	27	3	28	34	250	3	35	60	179	33	3
Future Vol, veh/h	8	27	3	28	34	250	3	35	60	179	33	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	30	3	31	38	278	3	39	67	199	37	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	8.6			10.7			8.7			10.8		
HCM LOS	A			B			A			B		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	21%	9%	83%
Vol Thru, %	36%	71%	11%	15%
Vol Right, %	61%	8%	80%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	98	38	312	215
LT Vol	3	8	28	179
Through Vol	35	27	34	33
RT Vol	60	3	250	3
Lane Flow Rate	109	42	347	239
Geometry Grp	1	1	1	1
Degree of Util (X)	0.145	0.061	0.423	0.339
Departure Headway (Hd)	4.779	5.221	4.396	5.106
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	742	679	815	698
Service Time	2.862	3.305	2.449	3.18
HCM Lane V/C Ratio	0.147	0.062	0.426	0.342
HCM Control Delay	8.7	8.6	10.7	10.8
HCM Lane LOS	A	A	B	B
HCM 95th-tile Q	0.5	0.2	2.1	1.5

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

4: Lakeview Dr & Beverly Rd
PM Existing

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

5: SR 284 Clarks Br Rd & Limestone Pkwy US 129 SR 11

AM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	82	165	390	162	15	129	226	61	24	800	37
Future Volume (veh/h)	2	82	165	390	162	15	129	226	61	24	800	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	94	190	448	186	17	148	260	70	28	920	43
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	574	748	634	583	748	634	291	1421	634	550	1421	634
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1179	1870	1585	1095	1870	1585	583	3554	1585	1050	3554	1585
Grp Volume(v), veh/h	2	94	190	448	186	17	148	260	70	28	920	43
Grp Sat Flow(s),veh/h/ln	1179	1870	1585	1095	1870	1585	583	1777	1585	1050	1777	1585
Q Serve(g_s), s	0.0	1.3	3.3	14.7	2.7	0.3	7.6	1.9	1.1	0.7	8.4	0.7
Cycle Q Clear(g_c), s	2.7	1.3	3.3	16.0	2.7	0.3	16.0	1.9	1.1	2.6	8.4	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	574	748	634	583	748	634	291	1421	634	550	1421	634
V/C Ratio(X)	0.00	0.13	0.30	0.77	0.25	0.03	0.51	0.18	0.11	0.05	0.65	0.07
Avail Cap(c_a), veh/h	574	748	634	583	748	634	291	1421	634	550	1421	634
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.9	7.6	8.2	13.4	8.0	7.3	17.1	7.8	7.5	8.6	9.7	7.4
Incr Delay (d2), s/veh	0.0	0.1	0.3	6.1	0.2	0.0	6.2	0.3	0.4	0.2	2.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.7	3.6	0.7	0.1	1.6	0.5	0.3	0.1	2.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.9	7.7	8.4	19.5	8.2	7.3	23.4	8.1	7.9	8.8	12.0	7.6
LnGrp LOS	A	A	A	B	A	A	C	A	A	A	B	A
Approach Vol, veh/h		286			651			478			991	
Approach Delay, s/veh		8.2			16.0			12.8			11.7	
Approach LOS		A			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.0		20.0		20.0		20.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0				
Max Q Clear Time (g_c+l1), s		18.0		5.3		10.4		18.0				
Green Ext Time (p_c), s		0.0		0.8		2.8		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				12.7								
HCM 6th LOS				B								

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

5: SR 284 Clarks Br Rd & Limestone Pkwy US 129 SR 11
AM Existing

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

5: Limestone Pkwy US 129 SR 11 & SR 284 Clarks Br Rd

PM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	170	138	115	130	19	299	542	424	31	315	14
Future Volume (veh/h)	4	170	138	115	130	19	299	542	424	31	315	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	183	148	124	140	20	322	583	456	33	339	15
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	390	466	395	335	466	395	702	2040	910	425	2040	910
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	1226	1870	1585	1049	1870	1585	1027	3554	1585	543	3554	1585
Grp Volume(v), veh/h	4	183	148	124	140	20	322	583	456	33	339	15
Grp Sat Flow(s),veh/h/ln	1226	1870	1585	1049	1870	1585	1027	1777	1585	543	1777	1585
Q Serve(g_s), s	0.1	3.7	3.5	5.1	2.8	0.4	9.7	3.8	7.8	1.5	2.0	0.2
Cycle Q Clear(g_c), s	2.9	3.7	3.5	8.7	2.8	0.4	11.8	3.8	7.8	5.3	2.0	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	390	466	395	335	466	395	702	2040	910	425	2040	910
V/C Ratio(X)	0.01	0.39	0.37	0.37	0.30	0.05	0.46	0.29	0.50	0.08	0.17	0.02
Avail Cap(c_a), veh/h	518	661	560	444	661	560	702	2040	910	425	2040	910
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	14.1	14.1	17.8	13.8	12.9	7.3	4.9	5.8	6.3	4.5	4.1
Incr Delay (d2), s/veh	0.0	0.5	0.6	0.7	0.4	0.1	2.2	0.4	2.0	0.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.3	1.0	1.0	0.9	0.1	1.5	0.7	1.7	0.1	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.0	14.7	14.7	18.5	14.1	13.0	9.5	5.3	7.7	6.6	4.7	4.2
LnGrp LOS	B	B	B	B	B	B	A	A	A	A	A	A
Approach Vol, veh/h		335			284			1361			387	
Approach Delay, s/veh		14.7			15.9			7.1			4.9	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.0		15.3		30.0		15.3				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		26.0		16.0		26.0		16.0				
Max Q Clear Time (g_c+l1), s		13.8		5.7		7.3		10.7				
Green Ext Time (p_c), s		5.5		1.0		2.2		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			8.9									
HCM 6th LOS			A									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

5: Limestone Pkwy US 129 SR 11 & SR 284 Clarks Br Rd
PM Existing

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

1: Limestone Pkwy SR 11 US 129 & Beverly Rd

AM Existing with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	139	143	27	132	61	189	555	61	76	1113	122
Future Volume (veh/h)	40	139	143	27	132	61	189	555	61	76	1113	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	153	157	30	145	67	208	610	67	84	1223	134
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	88	178	166	96	354	362	294	2335	1042	550	2335	1042
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	131	778	725	157	1550	1585	401	3554	1585	762	3554	1585
Grp Volume(v), veh/h	354	0	0	175	0	67	208	610	67	84	1223	134
Grp Sat Flow(s),veh/h/ln	1634	0	0	1707	0	1585	401	1777	1585	762	1777	1585
Q Serve(g_s), s	9.4	0.0	0.0	0.0	0.0	2.4	33.4	5.0	1.1	3.6	12.6	2.2
Cycle Q Clear(g_c), s	14.9	0.0	0.0	5.6	0.0	2.4	46.0	5.0	1.1	8.6	12.6	2.2
Prop In Lane	0.12		0.44	0.17		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	431	0	0	450	0	362	294	2335	1042	550	2335	1042
V/C Ratio(X)	0.82	0.00	0.00	0.39	0.00	0.18	0.71	0.26	0.06	0.15	0.52	0.13
Avail Cap(c_a), veh/h	431	0	0	450	0	362	294	2335	1042	550	2335	1042
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	0.0	0.0	23.0	0.0	21.7	19.6	5.0	4.3	6.7	6.3	4.5
Incr Delay (d2), s/veh	12.0	0.0	0.0	0.5	0.0	0.2	13.4	0.3	0.1	0.6	0.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	0.0	0.0	2.4	0.0	0.9	3.9	1.2	0.2	0.6	3.8	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.5	0.0	0.0	23.5	0.0	22.0	33.0	5.2	4.4	7.3	7.1	4.7
LnGrp LOS	D	A	A	C	A	C	C	A	A	A	A	A
Approach Vol, veh/h		354			242			885			1441	
Approach Delay, s/veh		38.5			23.1			11.7			6.9	
Approach LOS		D			C			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.0		20.0		50.0		20.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		46.0		16.0		46.0		16.0				
Max Q Clear Time (g_c+l1), s		48.0		16.9		14.6		7.6				
Green Ext Time (p_c), s		0.0		0.0		12.9		0.7				
Intersection Summary												
HCM 6th Ctrl Delay			13.5									
HCM 6th LOS			B									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

1: Limestone Pkwy SR 11 US 129 & Beverly Rd
AM Existing with improvements

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy & Beverly Rd

PM Existing with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	102	129	47	164	117	120	1202	24	46	714	32
Future Volume (veh/h)	44	102	129	47	164	117	120	1202	24	46	714	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	113	143	52	182	130	133	1336	27	51	793	36
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	160	172	146	371	398	455	2116	944	279	2116	944
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	139	639	687	244	1477	1585	661	3554	1585	399	3554	1585
Grp Volume(v), veh/h	305	0	0	234	0	130	133	1336	27	51	793	36
Grp Sat Flow(s),veh/h/ln	1466	0	0	1721	0	1585	661	1777	1585	399	1777	1585
Q Serve(g_s), s	4.7	0.0	0.0	0.0	0.0	3.5	6.8	12.7	0.4	4.9	6.0	0.5
Cycle Q Clear(g_c), s	10.4	0.0	0.0	5.8	0.0	3.5	12.9	12.7	0.4	17.6	6.0	0.5
Prop In Lane	0.16		0.47	0.22		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	448	0	0	516	0	398	455	2116	944	279	2116	944
V/C Ratio(X)	0.68	0.00	0.00	0.45	0.00	0.33	0.29	0.63	0.03	0.18	0.37	0.04
Avail Cap(c_a), veh/h	536	0	0	608	0	487	455	2116	944	279	2116	944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.4	0.0	0.0	16.7	0.0	15.9	8.8	6.8	4.3	12.5	5.5	4.4
Incr Delay (d2), s/veh	2.7	0.0	0.0	0.6	0.0	0.5	1.6	1.4	0.1	1.4	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	0.0	2.2	0.0	1.2	0.9	2.9	0.1	0.5	1.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.1	0.0	0.0	17.3	0.0	16.4	10.5	8.3	4.4	14.0	6.0	4.4
LnGrp LOS	C	A	A	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		305			364			1496			880	
Approach Delay, s/veh		21.1			17.0			8.4			6.4	
Approach LOS		C			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		17.1		35.0		17.1				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		31.0		16.0		31.0		16.0				
Max Q Clear Time (g_c+I1), s		14.9		12.4		19.6		7.8				
Green Ext Time (p_c), s		9.2		0.6		4.8		1.2				
Intersection Summary												
HCM 6th Ctrl Delay				10.1								
HCM 6th LOS				B								

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy & Beverly Rd
PM Existing with improvements

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

2: Limestone Pkwy SR11 US129/Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	10	0	44	36	755	13	137	1169	0
Future Volume (veh/h)	0	0	0	10	0	44	36	755	13	137	1169	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	11	0	49	40	839	14	152	1299	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	201	94	80	272	0	80	442	2581	1151	616	2581	1151
Arrive On Green	0.00	0.00	0.00	0.05	0.00	0.05	0.73	0.73	0.73	0.73	0.73	0.00
Sat Flow, veh/h	1356	1870	1585	1418	0	1585	424	3554	1585	647	3554	1585
Grp Volume(v), veh/h	0	0	0	11	0	49	40	839	14	152	1299	0
Grp Sat Flow(s),veh/h/ln	1356	1870	1585	1418	0	1585	424	1777	1585	647	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.3	0.0	1.1	1.6	3.0	0.1	3.9	5.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.3	0.0	1.1	7.3	3.0	0.1	7.0	5.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	201	94	80	272	0	80	442	2581	1151	616	2581	1151
V/C Ratio(X)	0.00	0.00	0.00	0.04	0.00	0.62	0.09	0.33	0.01	0.25	0.50	0.00
Avail Cap(c_a), veh/h	739	836	708	835	0	708	442	2581	1151	616	2581	1151
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	16.3	0.0	16.7	3.7	1.8	1.4	3.0	2.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	7.5	0.4	0.3	0.0	0.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.1	0.0	0.5	0.1	0.1	0.0	0.2	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	16.3	0.0	24.2	4.1	2.1	1.4	3.2	2.3	0.0
LnGrp LOS	A	A	A	B	A	C	A	A	A	A	A	A
Approach Vol, veh/h		0			60			893			1451	
Approach Delay, s/veh		0.0			22.7			2.2			2.4	
Approach LOS					C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.0		5.8		30.0		5.8				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		26.0		16.0		26.0		16.0				
Max Q Clear Time (g_c+I1), s		9.3		0.0		9.0		3.1				
Green Ext Time (p_c), s		6.1		0.0		10.1		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			2.8									
HCM 6th LOS			A									

Beverly Rd at Limestone Pkwy NV5 2021012 Limestone Pkwy SR11 US129/Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway
NV5 AM Existing with improvements

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

2: Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway

PM Existing with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	7	0	95	23	1266	26	149	789	0
Future Volume (veh/h)	0	0	0	7	0	95	23	1266	26	149	789	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	8	0	107	26	1422	29	167	887	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	89	161	137	211	0	137	561	2896	1292	343	2896	1292
Arrive On Green	0.00	0.00	0.00	0.09	0.00	0.09	0.82	0.82	0.82	0.82	0.82	0.00
Sat Flow, veh/h	1287	1870	1585	1418	0	1585	627	3554	1585	367	3554	1585
Grp Volume(v), veh/h	0	0	0	8	0	107	26	1422	29	167	887	0
Grp Sat Flow(s),veh/h/ln	1287	1870	1585	1418	0	1585	627	1777	1585	367	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.4	0.0	5.4	0.9	10.0	0.3	20.9	5.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.4	0.0	5.4	5.8	10.0	0.3	30.9	5.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	89	161	137	211	0	137	561	2896	1292	343	2896	1292
V/C Ratio(X)	0.00	0.00	0.00	0.04	0.00	0.78	0.05	0.49	0.02	0.49	0.31	0.00
Avail Cap(c_a), veh/h	232	370	313	369	0	313	561	2896	1292	343	2896	1292
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	34.0	0.0	36.3	2.6	2.3	1.4	7.1	1.8	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	9.4	0.2	0.6	0.0	1.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.1	0.0	2.4	0.1	1.7	0.0	1.3	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	34.1	0.0	45.7	2.7	2.9	1.4	8.1	1.9	0.0
LnGrp LOS	A	A	A	C	A	D	A	A	A	A	A	A
Approach Vol, veh/h		0			115			1477			1054	
Approach Delay, s/veh		0.0			44.8			2.9			2.9	
Approach LOS					D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.0		11.0		70.0		11.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		66.0		16.0		66.0		16.0				
Max Q Clear Time (g_c+l1), s		12.0		0.0		32.9		7.4				
Green Ext Time (p_c), s		17.6		0.0		12.0		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			4.7									
HCM 6th LOS			A									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

2: Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway
PM Existing with improvements

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR11 US129

AM Existing with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	396	374	71	26	1705	334	73	59	11	633	63	467
Future Volume (veh/h)	396	374	71	26	1705	334	73	59	11	633	63	467
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	417	394	75	27	1795	352	77	62	12	666	66	492
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	422	1856	828	409	1815	564	250	374	317	726	727	616
Arrive On Green	0.12	0.52	0.52	0.36	0.36	0.36	0.20	0.20	0.20	0.14	0.39	0.39
Sat Flow, veh/h	3456	3554	1585	924	5106	1585	851	1870	1585	5023	1870	1585
Grp Volume(v), veh/h	417	394	75	27	1795	352	77	62	12	666	66	492
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	924	1702	1585	851	1870	1585	1674	1870	1585
Q Serve(g_s), s	10.8	5.4	2.1	1.7	31.4	16.6	7.2	2.5	0.5	11.8	2.0	24.8
Cycle Q Clear(g_c), s	10.8	5.4	2.1	1.7	31.4	16.6	7.2	2.5	0.5	11.8	2.0	24.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	422	1856	828	409	1815	564	250	374	317	726	727	616
V/C Ratio(X)	0.99	0.21	0.09	0.07	0.99	0.62	0.31	0.17	0.04	0.92	0.09	0.80
Avail Cap(c_a), veh/h	422	1856	828	409	1815	564	250	374	317	726	727	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	11.6	10.8	19.3	28.8	24.0	31.7	29.8	29.0	38.0	17.4	24.4
Incr Delay (d2), s/veh	40.3	0.1	0.0	0.1	18.4	2.2	3.2	1.0	0.2	16.7	0.1	7.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	1.9	0.7	0.4	14.7	6.0	1.6	1.2	0.2	5.6	0.8	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.7	11.6	10.8	19.3	47.3	26.2	34.8	30.7	29.2	54.6	17.5	31.7
LnGrp LOS	E	B	B	B	D	C	C	C	C	D	B	C
Approach Vol, veh/h		886			2174			151			1224	
Approach Delay, s/veh		43.6			43.5			32.7			43.4	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	17.0	22.0		51.0		39.0	15.0	36.0				
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s	13.0	18.0		47.0		35.0	11.0	32.0				
Max Q Clear Time (g_c+I1), s	13.8	9.2		7.4		26.8	12.8	33.4				
Green Ext Time (p_c), s	0.0	0.4		2.7		1.4	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			43.1									
HCM 6th LOS			D									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR11 US129
AM Existing with improvements

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR 11 US 129

PM Existing with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	728	1304	118	27	961	480	42	73	12	530	63	169
Future Volume (veh/h)	728	1304	118	27	961	480	42	73	12	530	63	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	751	1344	122	28	991	495	43	75	12	546	65	174
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	826	1798	802	170	1091	339	340	400	339	604	724	614
Arrive On Green	0.24	0.51	0.51	0.21	0.21	0.21	0.21	0.21	0.21	0.12	0.39	0.39
Sat Flow, veh/h	3456	3554	1585	362	5106	1585	1141	1870	1585	5023	1870	1585
Grp Volume(v), veh/h	751	1344	122	28	991	495	43	75	12	546	65	174
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	362	1702	1585	1141	1870	1585	1674	1870	1585
Q Serve(g_s), s	15.8	22.5	3.1	5.0	14.2	16.0	2.3	2.5	0.4	8.0	1.7	5.7
Cycle Q Clear(g_c), s	15.8	22.5	3.1	5.6	14.2	16.0	2.3	2.5	0.4	8.0	1.7	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	826	1798	802	170	1091	339	340	400	339	604	724	614
V/C Ratio(X)	0.91	0.75	0.15	0.16	0.91	1.46	0.13	0.19	0.04	0.90	0.09	0.28
Avail Cap(c_a), veh/h	831	1803	804	170	1091	339	340	400	339	604	724	614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	14.7	9.9	25.6	28.7	29.4	24.1	24.1	23.3	32.5	14.6	15.8
Incr Delay (d2), s/veh	13.9	1.8	0.1	0.4	11.1	223.4	0.8	1.0	0.2	17.2	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	7.7	0.9	0.4	6.4	26.5	0.6	1.1	0.2	4.0	0.6	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.6	16.5	10.0	26.1	39.8	252.9	24.8	25.2	23.5	49.7	14.6	16.0
LnGrp LOS	D	B	A	C	D	F	C	C	C	D	B	B
Approach Vol, veh/h		2217			1514			130			785	
Approach Delay, s/veh		24.6			109.2			24.9			39.3	
Approach LOS		C			F			C			D	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	13.0	20.0		41.9		33.0	21.9	20.0				
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s	9.0	16.0		38.0		29.0	18.0	16.0				
Max Q Clear Time (g_c+l1), s	10.0	4.5		24.5		7.7	17.8	18.0				
Green Ext Time (p_c), s	0.0	0.3		7.7		0.8	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			54.7									
HCM 6th LOS			D									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR 11 US 129
PM Existing with improvements

HCM 6th AWSC
4: Lakeview Dr & Beverly Rd

Beverly Rd at Limestone Pkwy NV5 2021012
AM Existing with improvements

Intersection

Intersection Delay, s/veh 24.1

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	23	2	80	49	276	2	79	39	269	156	9
Future Vol, veh/h	4	23	2	80	49	276	2	79	39	269	156	9
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	27	2	94	58	325	2	93	46	316	184	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	10.5			22.3			11.3			30.3		
HCM LOS	B			C			B			D		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	14%	20%	62%
Vol Thru, %	66%	79%	12%	36%
Vol Right, %	33%	7%	68%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	120	29	405	434
LT Vol	2	4	80	269
Through Vol	79	23	49	156
RT Vol	39	2	276	9
Lane Flow Rate	141	34	476	511
Geometry Grp	1	1	1	1
Degree of Util (X)	0.246	0.066	0.731	0.822
Departure Headway (Hd)	6.274	6.957	5.523	5.797
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	576	517	648	618
Service Time	4.276	4.966	3.61	3.879
HCM Lane V/C Ratio	0.245	0.066	0.735	0.827
HCM Control Delay	11.3	10.5	22.3	30.3
HCM Lane LOS	B	B	C	D
HCM 95th-tile Q	1	0.2	6.3	8.5

HCM 6th AWSC
4: Lakeview Dr & Beverly Rd

Beverly Rd at Limestone Pkwy NV5 2021012

PM Existing with improvements

Intersection

Intersection Delay, s/veh 10.3

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	27	3	28	34	250	3	35	60	179	33	3
Future Vol, veh/h	8	27	3	28	34	250	3	35	60	179	33	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	30	3	31	38	278	3	39	67	199	37	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	8.6			10.7			8.7			10.8		
HCM LOS	A			B			A			B		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	21%	9%	83%
Vol Thru, %	36%	71%	11%	15%
Vol Right, %	61%	8%	80%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	98	38	312	215
LT Vol	3	8	28	179
Through Vol	35	27	34	33
RT Vol	60	3	250	3
Lane Flow Rate	109	42	347	239
Geometry Grp	1	1	1	1
Degree of Util (X)	0.145	0.061	0.423	0.339
Departure Headway (Hd)	4.779	5.221	4.396	5.106
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	742	679	815	698
Service Time	2.862	3.305	2.449	3.18
HCM Lane V/C Ratio	0.147	0.062	0.426	0.342
HCM Control Delay	8.7	8.6	10.7	10.8
HCM Lane LOS	A	A	B	B
HCM 95th-tile Q	0.5	0.2	2.1	1.5

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

4: Lakeview Dr & Beverly Rd
PM Existing with improvements

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

5: SR 284 Clarks Br Rd & Limestone Pkwy US 129 SR 11

AM Existing with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	82	165	390	162	15	129	226	61	24	800	37
Future Volume (veh/h)	2	82	165	390	162	15	129	226	61	24	800	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	94	190	448	186	17	148	260	70	28	920	43
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	574	748	634	583	748	634	291	1421	634	550	1421	634
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1179	1870	1585	1095	1870	1585	583	3554	1585	1050	3554	1585
Grp Volume(v), veh/h	2	94	190	448	186	17	148	260	70	28	920	43
Grp Sat Flow(s),veh/h/ln	1179	1870	1585	1095	1870	1585	583	1777	1585	1050	1777	1585
Q Serve(g_s), s	0.0	1.3	3.3	14.7	2.7	0.3	7.6	1.9	1.1	0.7	8.4	0.7
Cycle Q Clear(g_c), s	2.7	1.3	3.3	16.0	2.7	0.3	16.0	1.9	1.1	2.6	8.4	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	574	748	634	583	748	634	291	1421	634	550	1421	634
V/C Ratio(X)	0.00	0.13	0.30	0.77	0.25	0.03	0.51	0.18	0.11	0.05	0.65	0.07
Avail Cap(c_a), veh/h	574	748	634	583	748	634	291	1421	634	550	1421	634
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.9	7.6	8.2	13.4	8.0	7.3	17.1	7.8	7.5	8.6	9.7	7.4
Incr Delay (d2), s/veh	0.0	0.1	0.3	6.1	0.2	0.0	6.2	0.3	0.4	0.2	2.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.7	3.6	0.7	0.1	1.6	0.5	0.3	0.1	2.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.9	7.7	8.4	19.5	8.2	7.3	23.4	8.1	7.9	8.8	12.0	7.6
LnGrp LOS	A	A	A	B	A	A	C	A	A	A	B	A
Approach Vol, veh/h		286			651			478			991	
Approach Delay, s/veh		8.2			16.0			12.8			11.7	
Approach LOS		A			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.0		20.0		20.0		20.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0				
Max Q Clear Time (g_c+l1), s		18.0		5.3		10.4		18.0				
Green Ext Time (p_c), s		0.0		0.8		2.8		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				12.7								
HCM 6th LOS				B								

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

5: SR 284 Clarks Br Rd & Limestone Pkwy US 129 SR 11
AM Existing with improvements

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

5: Limestone Pkwy/US 129 SR 11 & SR 284 Clarks Br Rd

PM Existing with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	170	138	115	130	19	299	542	424	31	315	14
Future Volume (veh/h)	4	170	138	115	130	19	299	542	424	31	315	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	183	148	124	140	20	322	583	456	33	339	15
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	390	466	395	335	466	395	702	2040	910	425	2040	910
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	1226	1870	1585	1049	1870	1585	1027	3554	1585	543	3554	1585
Grp Volume(v), veh/h	4	183	148	124	140	20	322	583	456	33	339	15
Grp Sat Flow(s),veh/h/ln	1226	1870	1585	1049	1870	1585	1027	1777	1585	543	1777	1585
Q Serve(g_s), s	0.1	3.7	3.5	5.1	2.8	0.4	9.7	3.8	7.8	1.5	2.0	0.2
Cycle Q Clear(g_c), s	2.9	3.7	3.5	8.7	2.8	0.4	11.8	3.8	7.8	5.3	2.0	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	390	466	395	335	466	395	702	2040	910	425	2040	910
V/C Ratio(X)	0.01	0.39	0.37	0.37	0.30	0.05	0.46	0.29	0.50	0.08	0.17	0.02
Avail Cap(c_a), veh/h	518	661	560	444	661	560	702	2040	910	425	2040	910
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	14.1	14.1	17.8	13.8	12.9	7.3	4.9	5.8	6.3	4.5	4.1
Incr Delay (d2), s/veh	0.0	0.5	0.6	0.7	0.4	0.1	2.2	0.4	2.0	0.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.3	1.0	1.0	0.9	0.1	1.5	0.7	1.7	0.1	0.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.0	14.7	14.7	18.5	14.1	13.0	9.5	5.3	7.7	6.6	4.7	4.2
LnGrp LOS	B	B	B	B	B	B	A	A	A	A	A	A
Approach Vol, veh/h		335			284			1361			387	
Approach Delay, s/veh		14.7			15.9			7.1			4.9	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.0		15.3		30.0		15.3				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		26.0		16.0		26.0		16.0				
Max Q Clear Time (g_c+l1), s		13.8		5.7		7.3		10.7				
Green Ext Time (p_c), s		5.5		1.0		2.2		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			8.9									
HCM 6th LOS			A									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

5: Limestone Pkwy/US 129 SR 11 & SR 284 Clarks Br Rd
PM Existing with improvements

Beverly Rd at Limestone Pkwy NV5 2021012

1: Limestone Pkwy SR 11 US 129 & Beverly Rd

AM No Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	156	259	40	149	69	267	656	76	86	1305	138
Future Volume (veh/h)	47	156	259	40	149	69	267	656	76	86	1305	138
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	171	285	44	164	76	293	721	84	95	1434	152
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	111	165	275	67	174	415	326	2187	975	413	1585	707
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.11	0.62	0.62	0.45	0.45	0.45
Sat Flow, veh/h	1140	630	1051	0	665	1585	1781	3554	1585	677	3554	1585
Grp Volume(v), veh/h	52	0	456	208	0	76	293	721	84	95	1434	152
Grp Sat Flow(s),veh/h/ln	1140	0	1681	665	0	1585	1781	1777	1585	677	1777	1585
Q Serve(g_s), s	0.0	0.0	17.0	0.0	0.0	2.4	5.6	6.4	1.4	5.9	24.4	3.8
Cycle Q Clear(g_c), s	17.0	0.0	17.0	17.0	0.0	2.4	5.6	6.4	1.4	5.9	24.4	3.8
Prop In Lane	1.00		0.63	0.21		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	111	0	440	241	0	415	326	2187	975	413	1585	707
V/C Ratio(X)	0.47	0.00	1.04	0.86	0.00	0.18	0.90	0.33	0.09	0.23	0.90	0.21
Avail Cap(c_a), veh/h	111	0	440	241	0	415	326	2187	975	413	1585	707
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	0.0	24.0	20.9	0.0	18.6	14.6	6.0	5.1	11.6	16.7	11.0
Incr Delay (d2), s/veh	3.1	0.0	52.8	25.9	0.0	0.2	26.4	0.4	0.2	1.3	8.9	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	12.7	4.2	0.0	0.9	3.8	1.6	0.3	0.8	9.4	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.6	0.0	76.8	46.8	0.0	18.8	41.0	6.4	5.3	12.9	25.6	11.7
LnGrp LOS	D	A	F	D	A	B	D	A	A	B	C	B
Approach Vol, veh/h		508			284			1098			1681	
Approach Delay, s/veh		72.6			39.3			15.6			23.6	
Approach LOS		E			D			B			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		44.0		21.0	11.0	33.0		21.0				
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s		40.0		17.0	7.0	29.0		17.0				
Max Q Clear Time (g_c+l1), s		8.4		19.0	7.6	26.4		19.0				
Green Ext Time (p_c), s		5.1		0.0	0.0	2.1		0.0				

HCM 6th Ctrl Delay 29.4
 HCM 6th LOS C

User approved pedestrian interval to be less than phase max green.

Beverly Rd at Limestone Pkwy NV5 2021012
 NV5

1: Limestone Pkwy SR 11 US 129 & Beverly Rd
 AM No Build

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy US 129 SR 11 & Beverly Rd

PM No Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	115	234	65	185	132	228	1406	38	52	856	38
Future Volume (veh/h)	51	115	234	65	185	132	228	1406	38	52	856	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	128	260	72	206	147	253	1562	42	58	951	42
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	101	129	220	153	345	461	360	2003	893	201	2003	893
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	94	444	757	242	1187	1585	567	3554	1585	317	3554	1585
Grp Volume(v), veh/h	445	0	0	278	0	147	253	1562	42	58	951	42
Grp Sat Flow(s),veh/h/ln	1295	0	0	1429	0	1585	567	1777	1585	317	1777	1585
Q Serve(g_s), s	7.6	0.0	0.0	0.0	0.0	4.0	22.2	18.8	0.7	9.6	8.8	0.7
Cycle Q Clear(g_c), s	16.0	0.0	0.0	8.4	0.0	4.0	31.0	18.8	0.7	28.4	8.8	0.7
Prop In Lane	0.13		0.58	0.26		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	451	0	0	498	0	461	360	2003	893	201	2003	893
V/C Ratio(X)	0.99	0.00	0.00	0.56	0.00	0.32	0.70	0.78	0.05	0.29	0.47	0.05
Avail Cap(c_a), veh/h	451	0	0	498	0	461	360	2003	893	201	2003	893
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.8	0.0	0.0	16.5	0.0	15.2	17.4	9.3	5.4	20.4	7.1	5.4
Incr Delay (d2), s/veh	39.1	0.0	0.0	1.4	0.0	0.4	10.9	3.1	0.1	3.6	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.3	0.0	0.0	2.8	0.0	1.3	3.6	5.2	0.2	0.8	2.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.9	0.0	0.0	17.8	0.0	15.6	28.3	12.4	5.5	24.0	8.0	5.5
LnGrp LOS	E	A	A	B	A	B	C	B	A	C	A	A
Approach Vol, veh/h		445			425			1857			1051	
Approach Delay, s/veh		59.9			17.1			14.4			8.7	
Approach LOS		E			B			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		20.0		35.0		20.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		31.0		16.0		31.0		16.0				
Max Q Clear Time (g_c+l1), s		33.0		18.0		30.4		10.4				
Green Ext Time (p_c), s		0.0		0.0		0.4		1.1				
Intersection Summary												
HCM 6th Ctrl Delay				18.5								
HCM 6th LOS				B								

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy US 129 SR 11 & Beverly Rd
PM No Build

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

2: Limestone Pkwy SR11 US129/Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	8	159	13	12	50	230	840	18	154	1301	136
Future Volume (veh/h)	95	8	159	13	12	50	230	840	18	154	1301	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	106	9	177	14	13	56	256	933	20	171	1446	151
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	476	347	294	284	193	294	317	1930	861	468	1930	861
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1332	1870	1585	530	1042	1585	319	3554	1585	589	3554	1585
Grp Volume(v), veh/h	106	9	177	27	0	56	256	933	20	171	1446	151
Grp Sat Flow(s),veh/h/ln	1332	1870	1585	1572	0	1585	319	1777	1585	589	1777	1585
Q Serve(g_s), s	2.1	0.1	3.0	0.0	0.0	0.9	6.8	4.8	0.2	7.5	9.2	1.4
Cycle Q Clear(g_c), s	2.5	0.1	3.0	0.4	0.0	0.9	16.0	4.8	0.2	12.3	9.2	1.4
Prop In Lane	1.00		1.00	0.52		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	476	347	294	477	0	294	317	1930	861	468	1930	861
V/C Ratio(X)	0.22	0.03	0.60	0.06	0.00	0.19	0.81	0.48	0.02	0.37	0.75	0.18
Avail Cap(c_a), veh/h	952	1016	861	995	0	861	317	1930	861	468	1930	861
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.9	9.8	11.0	9.9	0.0	10.1	13.8	4.2	3.1	8.0	5.2	3.4
Incr Delay (d2), s/veh	0.2	0.0	2.0	0.0	0.0	0.3	19.3	0.9	0.0	0.5	1.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.9	0.1	0.0	0.2	3.1	0.8	0.0	0.6	1.5	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.2	9.9	13.0	10.0	0.0	10.4	33.1	5.0	3.2	8.5	6.9	3.5
LnGrp LOS	B	A	B	A	A	B	C	A	A	A	A	A
Approach Vol, veh/h		292			83			1209			1768	
Approach Delay, s/veh		12.2			10.3			11.0			6.7	
Approach LOS		B			B			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.0		9.5		20.0		9.5				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0				
Max Q Clear Time (g_c+I1), s		18.0		5.0		14.3		2.9				
Green Ext Time (p_c), s		0.0		0.7		1.5		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			8.8									
HCM 6th LOS			A									

Beverly Rd at Limestone Pkwy NV5 2021012 Limestone Pkwy SR11 US129/Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway
NV5 AM No Build

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

2: Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway

PM No Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	16	300	10	15	107	345	1349	30	168	836	205
Future Volume (veh/h)	235	16	300	10	15	107	345	1349	30	168	836	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	264	18	337	11	17	120	388	1516	34	189	939	230
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	340	288	131	184	288	379	2649	1182	251	2649	1182
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.75	0.75	0.75	0.75	0.75	0.75
Sat Flow, veh/h	1252	1870	1585	470	1014	1585	480	3554	1585	333	3554	1585
Grp Volume(v), veh/h	264	18	337	28	0	120	388	1516	34	189	939	230
Grp Sat Flow(s),veh/h/ln	1252	1870	1585	1484	0	1585	480	1777	1585	333	1777	1585
Q Serve(g_s), s	18.6	0.9	20.0	0.0	0.0	7.4	71.9	20.8	0.6	61.2	10.1	4.8
Cycle Q Clear(g_c), s	20.0	0.9	20.0	1.4	0.0	7.4	82.0	20.8	0.6	82.0	10.1	4.8
Prop In Lane	1.00		1.00	0.39		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	340	288	315	0	288	379	2649	1182	251	2649	1182
V/C Ratio(X)	0.95	0.05	1.17	0.09	0.00	0.42	1.02	0.57	0.03	0.75	0.35	0.19
Avail Cap(c_a), veh/h	278	340	288	315	0	288	379	2649	1182	251	2649	1182
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.5	37.2	45.0	37.4	0.0	39.8	25.2	6.2	3.6	25.0	4.8	4.2
Incr Delay (d2), s/veh	40.8	0.1	106.9	0.1	0.0	1.0	52.1	0.9	0.0	12.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	0.4	16.3	0.6	0.0	2.9	16.0	6.8	0.2	5.5	3.1	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.3	37.2	151.9	37.5	0.0	40.8	77.3	7.1	3.7	37.1	4.9	4.2
LnGrp LOS	F	D	F	D	A	D	F	A	A	D	A	A
Approach Vol, veh/h		619			148			1938			1358	
Approach Delay, s/veh		121.5			40.2			21.1			9.3	
Approach LOS		F			D			C			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		86.0		24.0		86.0		24.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		82.0		20.0		82.0		20.0				
Max Q Clear Time (g_c+l1), s		84.0		22.0		84.0		9.4				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.3				
Intersection Summary												
HCM 6th Ctrl Delay			33.1									
HCM 6th LOS			C									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

2: Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway
PM No Build

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR11 US129

AM No Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	544	427	80	29	1924	376	82	66	12	799	71	600
Future Volume (veh/h)	544	427	80	29	1924	376	82	66	12	799	71	600
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	573	449	84	31	2025	396	86	69	13	841	75	632
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	438	2180	972	449	1635	729	132	212	180	668	623	528
Arrive On Green	0.13	0.61	0.61	0.46	0.46	0.46	0.11	0.11	0.11	0.19	0.33	0.33
Sat Flow, veh/h	3456	3554	1585	871	3554	1585	741	1870	1585	3456	1870	1585
Grp Volume(v), veh/h	573	449	84	31	2025	396	86	69	13	841	75	632
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	871	1777	1585	741	1870	1585	1728	1870	1585
Q Serve(g_s), s	19.0	8.4	3.2	3.0	69.0	27.0	17.0	5.1	1.1	29.0	4.2	50.0
Cycle Q Clear(g_c), s	19.0	8.4	3.2	3.0	69.0	27.0	17.0	5.1	1.1	29.0	4.2	50.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	438	2180	972	449	1635	729	132	212	180	668	623	528
V/C Ratio(X)	1.31	0.21	0.09	0.07	1.24	0.54	0.65	0.33	0.07	1.26	0.12	1.20
Avail Cap(c_a), veh/h	438	2180	972	449	1635	729	132	212	180	668	623	528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.5	12.8	11.8	22.7	40.5	29.2	66.7	61.2	59.5	60.5	34.7	50.0
Incr Delay (d2), s/veh	154.7	0.0	0.0	0.1	112.9	0.8	22.3	4.0	0.8	128.3	0.1	105.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.6	3.2	1.1	0.6	54.3	10.2	4.1	2.6	0.5	24.4	1.9	34.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	220.2	12.9	11.9	22.7	153.4	30.0	89.0	65.3	60.2	188.8	34.8	155.6
LnGrp LOS	F	B	B	C	F	C	F	E	E	F	C	F
Approach Vol, veh/h		1106			2452			168			1548	
Approach Delay, s/veh		120.2			131.8			77.0			167.8	
Approach LOS		F			F			E			F	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	33.0	21.0		96.0		54.0	23.0	73.0				
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s	29.0	17.0		92.0		50.0	19.0	69.0				
Max Q Clear Time (g_c+l1), s	31.0	19.0		10.4		52.0	21.0	71.0				
Green Ext Time (p_c), s	0.0	0.0		3.2		0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			138.2									
HCM 6th LOS			F									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR11 US129
AM No Build

Beverly Rd at Limestone Pkwy NV5 2021012

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR 11 US 129

PM No Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	960	1472	133	30	1091	540	47	82	14	722	71	322
Future Volume (veh/h)	960	1472	133	30	1091	540	47	82	14	722	71	322
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	990	1518	137	31	1125	557	48	85	14	744	73	332
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	945	1958	874	40	1066	476	159	212	180	714	648	549
Arrive On Green	0.27	0.55	0.55	0.02	0.30	0.30	0.11	0.11	0.11	0.21	0.35	0.35
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	980	1870	1585	3456	1870	1585
Grp Volume(v), veh/h	990	1518	137	31	1125	557	48	85	14	744	73	332
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	980	1870	1585	1728	1870	1585
Q Serve(g_s), s	41.0	50.2	6.4	2.6	45.0	45.0	6.8	6.3	1.2	31.0	4.0	26.0
Cycle Q Clear(g_c), s	41.0	50.2	6.4	2.6	45.0	45.0	6.8	6.3	1.2	31.0	4.0	26.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	945	1958	874	40	1066	476	159	212	180	714	648	549
V/C Ratio(X)	1.05	0.78	0.16	0.78	1.06	1.17	0.30	0.40	0.08	1.04	0.11	0.60
Avail Cap(c_a), veh/h	945	1958	874	71	1066	476	159	212	180	714	648	549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	26.4	16.5	73.0	52.5	52.5	62.0	61.8	59.5	59.5	33.3	40.5
Incr Delay (d2), s/veh	42.7	2.0	0.1	27.5	43.4	97.6	4.8	5.6	0.8	45.0	0.1	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.9	20.6	2.3	1.5	25.9	30.3	1.9	3.3	0.5	17.7	1.8	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.2	28.4	16.6	100.5	95.9	150.1	66.8	67.3	60.3	104.5	33.4	42.4
LnGrp LOS	F	C	B	F	F	F	E	E	E	F	C	D
Approach Vol, veh/h		2645			1713			147			1149	
Approach Delay, s/veh		53.5			113.6			66.5			82.0	
Approach LOS		D			F			E			F	
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	35.0	21.0	7.3	86.7		56.0	45.0	49.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s	31.0	17.0	6.0	80.0		52.0	41.0	45.0				
Max Q Clear Time (g_c+l1), s	33.0	8.8	4.6	52.2		28.0	43.0	47.0				
Green Ext Time (p_c), s	0.0	0.3	0.0	13.5		1.5	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			77.9									
HCM 6th LOS			E									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR 11 US 129
PM No Build

HCM 6th AWSC
4: Lakeview Dr & Beverly Rd

Beverly Rd at Limestone Pkwy NV5 2021012
AM No Build

Intersection

Intersection Delay, s/veh 67.2

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	33	2	91	60	311	3	92	46	364	177	10
Future Vol, veh/h	5	33	2	91	60	311	3	92	46	364	177	10
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	39	2	107	71	366	4	108	54	428	208	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	12.1			42.6			13.5			105.5		
HCM LOS	B			E			B			F		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	12%	20%	66%
Vol Thru, %	65%	82%	13%	32%
Vol Right, %	33%	5%	67%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	141	40	462	551
LT Vol	3	5	91	364
Through Vol	92	33	60	177
RT Vol	46	2	311	10
Lane Flow Rate	166	47	544	648
Geometry Grp	1	1	1	1
Degree of Util (X)	0.315	0.1	0.902	1.138
Departure Headway (Hd)	7.183	8.163	6.342	6.32
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	504	442	576	570
Service Time	5.183	6.163	4.342	4.388
HCM Lane V/C Ratio	0.329	0.106	0.944	1.137
HCM Control Delay	13.5	12.1	42.6	105.5
HCM Lane LOS	B	B	E	F
HCM 95th-tile Q	1.3	0.3	10.8	21.1

HCM 6th AWSC
4: Lakeview Dr & Beverly Rd

Beverly Rd at Limestone Pkwy NV5 2021012
PM No Build

Intersection

Intersection Delay, s/veh 12.5

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	39	4	34	49	281	4	41	69	281	40	3
Future Vol, veh/h	9	39	4	34	49	281	4	41	69	281	40	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	43	4	38	54	312	4	46	77	312	44	3
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			2			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			2			1			1		
HCM Control Delay	9.6			14			9.9			12.1		
HCM LOS	A			B			A			B		

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	4%	17%	9%	100%	74%
Vol Thru, %	36%	75%	13%	0%	24%
Vol Right, %	61%	8%	77%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	114	52	364	160	164
LT Vol	4	9	34	160	121
Through Vol	41	39	49	0	40
RT Vol	69	4	281	0	3
Lane Flow Rate	127	58	404	178	182
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.193	0.095	0.556	0.319	0.319
Departure Headway (Hd)	5.496	5.916	4.949	6.445	6.299
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	651	604	732	557	570
Service Time	3.546	3.97	2.949	4.186	4.04
HCM Lane V/C Ratio	0.195	0.096	0.552	0.32	0.319
HCM Control Delay	9.9	9.6	14	12.2	12
HCM Lane LOS	A	A	B	B	B
HCM 95th-tile Q	0.7	0.3	3.5	1.4	1.4

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

4: Lakeview Dr & Beverly Rd
PM No Build

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

5: SR 284 Clarks Br Rd & Limestone Pkwy US 129 SR 11

AM No Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	92	186	451	182	17	145	268	77	27	920	42
Future Volume (veh/h)	2	92	186	451	182	17	145	268	77	27	920	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	106	214	518	209	20	167	308	89	31	1057	48
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	779	660	432	133	660	231	1599	713	513	1599	713
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1152	1870	1585	790	319	1585	510	3554	1585	987	3554	1585
Grp Volume(v), veh/h	2	106	214	727	0	20	167	308	89	31	1057	48
Grp Sat Flow(s),veh/h/ln	1152	1870	1585	1109	0	1585	510	1777	1585	987	1777	1585
Q Serve(g_s), s	0.0	2.1	5.5	22.9	0.0	0.4	13.0	3.1	2.0	1.2	14.0	1.0
Cycle Q Clear(g_c), s	25.0	2.1	5.5	25.0	0.0	0.4	27.0	3.1	2.0	4.3	14.0	1.0
Prop In Lane	1.00		1.00	0.71		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	120	779	660	565	0	660	231	1599	713	513	1599	713
V/C Ratio(X)	0.02	0.14	0.32	1.29	0.00	0.03	0.72	0.19	0.12	0.06	0.66	0.07
Avail Cap(c_a), veh/h	120	779	660	565	0	660	231	1599	713	513	1599	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	10.8	11.8	20.6	0.0	10.3	25.7	9.9	9.6	11.2	12.9	9.4
Incr Delay (d2), s/veh	0.1	0.1	0.3	142.3	0.0	0.0	17.9	0.3	0.4	0.2	2.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	1.6	29.5	0.0	0.1	3.3	1.0	0.6	0.2	4.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	10.9	12.1	162.9	0.0	10.4	43.5	10.2	10.0	11.5	15.1	9.5
LnGrp LOS	C	B	B	F	A	B	D	B	A	B	B	A
Approach Vol, veh/h		322			747			564			1136	
Approach Delay, s/veh		11.8			158.8			20.0			14.7	
Approach LOS		B			F			C			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.0		29.0		31.0		29.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		27.0		25.0		27.0		25.0				
Max Q Clear Time (g_c+l1), s		29.0		27.0		16.0		27.0				
Green Ext Time (p_c), s		0.0		0.0		5.3		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			54.4									
HCM 6th LOS			D									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

5: SR 284 Clarks Br Rd & Limestone Pkwy US 129 SR 11
AM No Build

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

5: Limestone Pkwy US 129 SR 11 & SR 284 Clarks Br Rd

PM No Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	191	155	144	146	21	337	636	492	35	383	16
Future Volume (veh/h)	5	191	155	144	146	21	337	636	492	35	383	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	205	167	155	157	23	362	684	529	38	412	17
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	387	518	439	323	518	439	631	2042	911	351	2042	911
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	1204	1870	1585	1010	1870	1585	959	3554	1585	460	3554	1585
Grp Volume(v), veh/h	5	205	167	155	157	23	362	684	529	38	412	17
Grp Sat Flow(s),veh/h/ln	1204	1870	1585	1010	1870	1585	959	1777	1585	460	1777	1585
Q Serve(g_s), s	0.2	4.8	4.6	7.9	3.6	0.6	15.7	5.5	11.5	2.6	3.0	0.2
Cycle Q Clear(g_c), s	3.8	4.8	4.6	12.7	3.6	0.6	18.8	5.5	11.5	8.0	3.0	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	387	518	439	323	518	439	631	2042	911	351	2042	911
V/C Ratio(X)	0.01	0.40	0.38	0.48	0.30	0.05	0.57	0.33	0.58	0.11	0.20	0.02
Avail Cap(c_a), veh/h	411	555	470	343	555	470	631	2042	911	351	2042	911
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.9	15.8	15.8	21.0	15.4	14.3	10.0	6.0	7.3	8.2	5.5	4.9
Incr Delay (d2), s/veh	0.0	0.5	0.5	1.1	0.3	0.0	3.8	0.4	2.7	0.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.7	1.4	1.7	1.3	0.2	2.8	1.3	2.9	0.2	0.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.9	16.3	16.3	22.1	15.7	14.4	13.8	6.5	10.0	8.8	5.7	5.0
LnGrp LOS	B	B	B	C	B	B	B	A	B	A	A	A
Approach Vol, veh/h		377			335			1575			467	
Approach Delay, s/veh		16.3			18.6			9.4			6.0	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		18.9		35.0		18.9				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		31.0		16.0		31.0		16.0				
Max Q Clear Time (g_c+l1), s		20.8		6.8		10.0		14.7				
Green Ext Time (p_c), s		5.8		1.1		2.9		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				10.9								
HCM 6th LOS				B								

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

5: Limestone Pkwy US 129 SR 11 & SR 284 Clarks Br Rd
PM No Build

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

1: Limestone Pkwy SR 11 US 129 & Beverly Rd

AM No Build with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	156	259	40	149	69	267	656	76	86	1305	138
Future Volume (veh/h)	47	156	259	40	149	69	267	656	76	86	1305	138
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	171	285	44	164	76	293	721	84	95	1434	152
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	111	165	275	67	174	415	326	2187	975	413	1585	707
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.11	0.62	0.62	0.45	0.45	0.45
Sat Flow, veh/h	1140	630	1051	0	665	1585	1781	3554	1585	677	3554	1585
Grp Volume(v), veh/h	52	0	456	208	0	76	293	721	84	95	1434	152
Grp Sat Flow(s),veh/h/ln	1140	0	1681	665	0	1585	1781	1777	1585	677	1777	1585
Q Serve(g_s), s	0.0	0.0	17.0	0.0	0.0	2.4	5.6	6.4	1.4	5.9	24.4	3.8
Cycle Q Clear(g_c), s	17.0	0.0	17.0	17.0	0.0	2.4	5.6	6.4	1.4	5.9	24.4	3.8
Prop In Lane	1.00		0.63	0.21		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	111	0	440	241	0	415	326	2187	975	413	1585	707
V/C Ratio(X)	0.47	0.00	1.04	0.86	0.00	0.18	0.90	0.33	0.09	0.23	0.90	0.21
Avail Cap(c_a), veh/h	111	0	440	241	0	415	326	2187	975	413	1585	707
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	0.0	24.0	20.9	0.0	18.6	14.6	6.0	5.1	11.6	16.7	11.0
Incr Delay (d2), s/veh	3.1	0.0	52.8	25.9	0.0	0.2	26.4	0.4	0.2	1.3	8.9	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	12.7	4.2	0.0	0.9	3.8	1.6	0.3	0.8	9.4	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.6	0.0	76.8	46.8	0.0	18.8	41.0	6.4	5.3	12.9	25.6	11.7
LnGrp LOS	D	A	F	D	A	B	D	A	A	B	C	B
Approach Vol, veh/h		508			284			1098			1681	
Approach Delay, s/veh		72.6			39.3			15.6			23.6	
Approach LOS		E			D			B			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		44.0		21.0	11.0	33.0		21.0				
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s		40.0		17.0	7.0	29.0		17.0				
Max Q Clear Time (g_c+l1), s		8.4		19.0	7.6	26.4		19.0				
Green Ext Time (p_c), s		5.1		0.0	0.0	2.1		0.0				

Intersection Summary

HCM 6th Ctrl Delay 29.4
HCM 6th LOS C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy & Beverly Rd

PM No Build with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	115	234	65	185	132	228	1406	38	52	856	38
Future Volume (veh/h)	51	115	234	65	185	132	228	1406	38	52	856	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	128	260	72	206	147	253	1562	42	58	951	42
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	160	325	112	230	461	360	2003	893	201	2003	893
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	1028	551	1118	103	789	1585	567	3554	1585	317	3554	1585
Grp Volume(v), veh/h	57	0	388	278	0	147	253	1562	42	58	951	42
Grp Sat Flow(s),veh/h/ln	1028	0	1669	892	0	1585	567	1777	1585	317	1777	1585
Q Serve(g_s), s	0.0	0.0	11.8	4.2	0.0	4.0	22.2	18.8	0.7	9.6	8.8	0.7
Cycle Q Clear(g_c), s	16.0	0.0	11.8	16.0	0.0	4.0	31.0	18.8	0.7	28.4	8.8	0.7
Prop In Lane	1.00		0.67	0.26		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	131	0	486	342	0	461	360	2003	893	201	2003	893
V/C Ratio(X)	0.44	0.00	0.80	0.81	0.00	0.32	0.70	0.78	0.05	0.29	0.47	0.05
Avail Cap(c_a), veh/h	131	0	486	342	0	461	360	2003	893	201	2003	893
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	0.0	18.0	19.5	0.0	15.2	17.4	9.3	5.4	20.4	7.1	5.4
Incr Delay (d2), s/veh	2.3	0.0	9.2	13.9	0.0	0.4	10.9	3.1	0.1	3.6	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	5.2	4.6	0.0	1.3	3.6	5.2	0.2	0.8	2.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.8	0.0	27.2	33.3	0.0	15.6	28.3	12.4	5.5	24.0	8.0	5.5
LnGrp LOS	C	A	C	C	A	B	C	B	A	C	A	A
Approach Vol, veh/h		445			425			1857			1051	
Approach Delay, s/veh		27.5			27.2			14.4			8.7	
Approach LOS		C			C			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		20.0		35.0		20.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		31.0		16.0		31.0		16.0				
Max Q Clear Time (g_c+I1), s		33.0		18.0		30.4		18.0				
Green Ext Time (p_c), s		0.0		0.0		0.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			15.8									
HCM 6th LOS			B									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy & Beverly Rd
PM No Build with improvements

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

2: Limestone Pkwy SR11 US129/Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	8	159	13	12	50	230	840	18	154	1301	136
Future Volume (veh/h)	95	8	159	13	12	50	230	840	18	154	1301	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	106	9	177	14	13	56	256	933	20	171	1446	151
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	476	347	294	284	193	294	317	1930	861	468	1930	861
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1332	1870	1585	530	1042	1585	319	3554	1585	589	3554	1585
Grp Volume(v), veh/h	106	9	177	27	0	56	256	933	20	171	1446	151
Grp Sat Flow(s),veh/h/ln	1332	1870	1585	1572	0	1585	319	1777	1585	589	1777	1585
Q Serve(g_s), s	2.1	0.1	3.0	0.0	0.0	0.9	6.8	4.8	0.2	7.5	9.2	1.4
Cycle Q Clear(g_c), s	2.5	0.1	3.0	0.4	0.0	0.9	16.0	4.8	0.2	12.3	9.2	1.4
Prop In Lane	1.00		1.00	0.52		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	476	347	294	477	0	294	317	1930	861	468	1930	861
V/C Ratio(X)	0.22	0.03	0.60	0.06	0.00	0.19	0.81	0.48	0.02	0.37	0.75	0.18
Avail Cap(c_a), veh/h	952	1016	861	995	0	861	317	1930	861	468	1930	861
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.9	9.8	11.0	9.9	0.0	10.1	13.8	4.2	3.1	8.0	5.2	3.4
Incr Delay (d2), s/veh	0.2	0.0	2.0	0.0	0.0	0.3	19.3	0.9	0.0	0.5	1.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.9	0.1	0.0	0.2	3.1	0.8	0.0	0.6	1.5	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.2	9.9	13.0	10.0	0.0	10.4	33.1	5.0	3.2	8.5	6.9	3.5
LnGrp LOS	B	A	B	A	A	B	C	A	A	A	A	A
Approach Vol, veh/h		292			83			1209			1768	
Approach Delay, s/veh		12.2			10.3			11.0			6.7	
Approach LOS		B			B			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.0		9.5		20.0		9.5				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		16.0		16.0		16.0		16.0				
Max Q Clear Time (g_c+I1), s		18.0		5.0		14.3		2.9				
Green Ext Time (p_c), s		0.0		0.7		1.5		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			8.8									
HCM 6th LOS			A									

Beverly Rd at Limestone Pkwy NV5 2021012 Limestone Pkwy SR11 US129/Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway
 NV5 AM No Build with improvements

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

2: Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway

PM No Build with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	16	300	10	15	107	345	1349	30	168	836	205
Future Volume (veh/h)	235	16	300	10	15	107	345	1349	30	168	836	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	264	18	337	11	17	120	388	1516	34	189	939	230
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	340	288	131	184	288	379	2649	1182	251	2649	1182
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.75	0.75	0.75	0.75	0.75	0.75
Sat Flow, veh/h	1252	1870	1585	470	1014	1585	480	3554	1585	333	3554	1585
Grp Volume(v), veh/h	264	18	337	28	0	120	388	1516	34	189	939	230
Grp Sat Flow(s),veh/h/ln	1252	1870	1585	1484	0	1585	480	1777	1585	333	1777	1585
Q Serve(g_s), s	18.6	0.9	20.0	0.0	0.0	7.4	71.9	20.8	0.6	61.2	10.1	4.8
Cycle Q Clear(g_c), s	20.0	0.9	20.0	1.4	0.0	7.4	82.0	20.8	0.6	82.0	10.1	4.8
Prop In Lane	1.00		1.00	0.39		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	340	288	315	0	288	379	2649	1182	251	2649	1182
V/C Ratio(X)	0.95	0.05	1.17	0.09	0.00	0.42	1.02	0.57	0.03	0.75	0.35	0.19
Avail Cap(c_a), veh/h	278	340	288	315	0	288	379	2649	1182	251	2649	1182
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.5	37.2	45.0	37.4	0.0	39.8	25.2	6.2	3.6	25.0	4.8	4.2
Incr Delay (d2), s/veh	40.8	0.1	106.9	0.1	0.0	1.0	52.1	0.9	0.0	12.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	0.4	16.3	0.6	0.0	2.9	16.0	6.8	0.2	5.5	3.1	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.3	37.2	151.9	37.5	0.0	40.8	77.3	7.1	3.7	37.1	4.9	4.2
LnGrp LOS	F	D	F	D	A	D	F	A	A	D	A	A
Approach Vol, veh/h		619			148			1938			1358	
Approach Delay, s/veh		121.5			40.2			21.1			9.3	
Approach LOS		F			D			C			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		86.0		24.0		86.0		24.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		82.0		20.0		82.0		20.0				
Max Q Clear Time (g_c+I1), s		84.0		22.0		84.0		9.4				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.3				
Intersection Summary												
HCM 6th Ctrl Delay			33.1									
HCM 6th LOS			C									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

2: Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway
PM No Build with improvements

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR11 US129

AM No Build with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	544	427	80	29	1924	376	82	66	12	799	71	600
Future Volume (veh/h)	544	427	80	29	1924	376	82	66	12	799	71	600
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	573	449	84	31	2025	396	86	69	13	841	0	682
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	565	2068	922	398	1950	865	257	272	231	874	0	1354
Arrive On Green	0.16	0.58	0.58	0.38	0.38	0.38	0.05	0.15	0.15	0.16	0.00	0.26
Sat Flow, veh/h	3456	3554	1585	871	5106	1585	1781	1870	1585	5344	0	3170
Grp Volume(v), veh/h	573	449	84	31	2025	396	86	69	13	841	0	682
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	871	1702	1585	1781	1870	1585	1781	0	1585
Q Serve(g_s), s	18.0	6.7	2.6	2.5	42.0	16.7	4.5	3.6	0.8	17.2	0.0	17.3
Cycle Q Clear(g_c), s	18.0	6.7	2.6	2.5	42.0	16.7	4.5	3.6	0.8	17.2	0.0	17.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	565	2068	922	398	1950	865	257	272	231	874	0	1354
V/C Ratio(X)	1.01	0.22	0.09	0.08	1.04	0.46	0.33	0.25	0.06	0.96	0.00	0.50
Avail Cap(c_a), veh/h	565	2068	922	398	1950	865	257	272	231	874	0	1354
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.0	11.0	10.2	21.8	34.0	15.1	37.8	41.7	40.5	45.7	0.0	23.0
Incr Delay (d2), s/veh	41.2	0.1	0.0	0.1	31.2	0.4	0.8	2.2	0.5	21.6	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.7	2.4	0.8	0.5	21.7	5.5	2.0	1.8	0.3	9.1	0.0	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.2	11.1	10.2	21.9	65.2	15.5	38.6	43.9	41.0	67.2	0.0	23.3
LnGrp LOS	F	B	B	C	F	B	D	D	D	E	A	C
Approach Vol, veh/h		1106			2452			168			1523	
Approach Delay, s/veh		50.4			56.7			41.0			47.6	
Approach LOS		D			E			D			D	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	20.0		68.0	9.0	33.0	22.0	46.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	18.0	16.0		64.0	5.0	29.0	18.0	42.0				
Max Q Clear Time (g_c+l1), s	19.2	5.6		8.7	6.5	19.3	20.0	44.0				
Green Ext Time (p_c), s	0.0	0.2		3.2	0.0	2.1	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay 52.2
 HCM 6th LOS D

Notes

User approved pedestrian interval to be less than phase max green.
 User approved volume balancing among the lanes for turning movement.

Beverly Rd at Limestone Pkwy NV5 2021012
 NV5

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR11 US129
 AM No Build with improvements

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR 11 US 129

PM No Build with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	960	1472	133	30	1091	540	47	82	14	722	71	322
Future Volume (veh/h)	960	1472	133	30	1091	540	47	82	14	722	71	322
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	990	1518	137	31	1125	557	48	85	14	744	0	381
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	960	1895	845	136	1078	564	269	353	299	772	0	2078
Arrive On Green	0.28	0.53	0.53	0.21	0.21	0.21	0.19	0.19	0.19	0.14	0.00	0.38
Sat Flow, veh/h	3456	3554	1585	301	5106	1585	1002	1870	1585	5344	0	3170
Grp Volume(v), veh/h	990	1518	137	31	1125	557	48	85	14	744	0	381
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	301	1702	1585	1002	1870	1585	1781	0	1585
Q Serve(g_s), s	25.0	31.3	4.0	8.4	19.0	19.0	3.7	3.5	0.7	12.5	0.0	4.2
Cycle Q Clear(g_c), s	25.0	31.3	4.0	10.7	19.0	19.0	3.7	3.5	0.7	12.5	0.0	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	960	1895	845	136	1078	564	269	353	299	772	0	2078
V/C Ratio(X)	1.03	0.80	0.16	0.23	1.04	0.99	0.18	0.24	0.05	0.96	0.00	0.18
Avail Cap(c_a), veh/h	960	1895	845	136	1078	564	269	353	299	772	0	2078
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.5	17.1	10.7	33.3	35.5	28.8	31.1	31.0	29.9	38.3	0.0	6.1
Incr Delay (d2), s/veh	37.4	2.6	0.1	0.8	39.5	34.8	1.4	1.6	0.3	23.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.6	11.4	1.2	0.6	11.3	16.2	1.0	1.6	0.3	6.8	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.9	19.7	10.8	34.1	75.0	63.6	32.5	32.6	30.2	62.1	0.0	6.1
LnGrp LOS	F	B	B	C	F	E	C	C	C	E	A	A
Approach Vol, veh/h		2645			1713			147			1125	
Approach Delay, s/veh		38.0			70.6			32.4			43.1	
Approach LOS		D			E			C			D	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	17.0	21.0		52.0		38.0	29.0	23.0				
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s	13.0	17.0		48.0		34.0	25.0	19.0				
Max Q Clear Time (g_c+l1), s	14.5	5.7		33.3		6.2	27.0	21.0				
Green Ext Time (p_c), s	0.0	0.4		9.2		1.5	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay 48.8
 HCM 6th LOS D

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th AWSC
4: Lakeview Dr & Beverly Rd

Beverly Rd at Limestone Pkwy NV5 2021012
AM No Build with improvements

Intersection

Intersection Delay, s/veh 31.5

Intersection LOS D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	33	2	91	60	311	3	92	46	364	177	10
Future Vol, veh/h	5	33	2	91	60	311	3	92	46	364	177	10
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	39	2	107	71	366	4	108	54	428	208	12
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			2			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			2			1			1		
HCM Control Delay	11.5			37.6			13.2			32.5		
HCM LOS	B			E			B			D		

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	2%	12%	20%	100%	0%
Vol Thru, %	65%	82%	13%	0%	95%
Vol Right, %	33%	5%	67%	0%	5%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	141	40	462	364	187
LT Vol	3	5	91	364	0
Through Vol	92	33	60	0	177
RT Vol	46	2	311	0	10
Lane Flow Rate	166	47	544	428	220
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.32	0.099	0.881	0.871	0.414
Departure Headway (Hd)	6.941	7.591	5.947	7.324	6.775
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	519	473	614	497	535
Service Time	4.958	5.626	3.947	5.024	4.475
HCM Lane V/C Ratio	0.32	0.099	0.886	0.861	0.411
HCM Control Delay	13.2	11.5	37.6	41.9	14.2
HCM Lane LOS	B	B	E	E	B
HCM 95th-tile Q	1.4	0.3	10.3	9.3	2

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

4: Lakeview Dr & Beverly Rd
AM No Build with improvements

HCM 6th AWSC
4: Lakeview Dr & Beverly Rd

Beverly Rd at Limestone Pkwy NV5 2021012
PM No Build with improvements

Intersection

Intersection Delay, s/veh 12.5

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	39	4	34	49	281	4	41	69	281	40	3
Future Vol, veh/h	9	39	4	34	49	281	4	41	69	281	40	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	43	4	38	54	312	4	46	77	312	44	3
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			2			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			2			1			1		
HCM Control Delay	9.6			14			9.9			12.1		
HCM LOS	A			B			A			B		

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	4%	17%	9%	100%	74%
Vol Thru, %	36%	75%	13%	0%	24%
Vol Right, %	61%	8%	77%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	114	52	364	160	164
LT Vol	4	9	34	160	121
Through Vol	41	39	49	0	40
RT Vol	69	4	281	0	3
Lane Flow Rate	127	58	404	178	182
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.193	0.095	0.556	0.319	0.319
Departure Headway (Hd)	5.496	5.916	4.949	6.445	6.299
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	651	604	732	557	570
Service Time	3.546	3.97	2.949	4.186	4.04
HCM Lane V/C Ratio	0.195	0.096	0.552	0.32	0.319
HCM Control Delay	9.9	9.6	14	12.2	12
HCM Lane LOS	A	A	B	B	B
HCM 95th-tile Q	0.7	0.3	3.5	1.4	1.4

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

5: SR 284 Clarks Br Rd & Limestone Pkwy US 129 SR 11

AM No Build with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	92	186	451	182	17	145	268	77	27	920	42
Future Volume (veh/h)	2	92	186	451	182	17	145	268	77	27	920	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	106	214	518	209	20	167	308	89	31	1057	48
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	120	779	660	432	133	660	231	1599	713	513	1599	713
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1152	1870	1585	790	319	1585	510	3554	1585	987	3554	1585
Grp Volume(v), veh/h	2	106	214	727	0	20	167	308	89	31	1057	48
Grp Sat Flow(s),veh/h/ln	1152	1870	1585	1109	0	1585	510	1777	1585	987	1777	1585
Q Serve(g_s), s	0.0	2.1	5.5	22.9	0.0	0.4	13.0	3.1	2.0	1.2	14.0	1.0
Cycle Q Clear(g_c), s	25.0	2.1	5.5	25.0	0.0	0.4	27.0	3.1	2.0	4.3	14.0	1.0
Prop In Lane	1.00		1.00	0.71		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	120	779	660	565	0	660	231	1599	713	513	1599	713
V/C Ratio(X)	0.02	0.14	0.32	1.29	0.00	0.03	0.72	0.19	0.12	0.06	0.66	0.07
Avail Cap(c_a), veh/h	120	779	660	565	0	660	231	1599	713	513	1599	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	10.8	11.8	20.6	0.0	10.3	25.7	9.9	9.6	11.2	12.9	9.4
Incr Delay (d2), s/veh	0.1	0.1	0.3	142.3	0.0	0.0	17.9	0.3	0.4	0.2	2.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	1.6	29.5	0.0	0.1	3.3	1.0	0.6	0.2	4.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	10.9	12.1	162.9	0.0	10.4	43.5	10.2	10.0	11.5	15.1	9.5
LnGrp LOS	C	B	B	F	A	B	D	B	A	B	B	A
Approach Vol, veh/h		322			747			564			1136	
Approach Delay, s/veh		11.8			158.8			20.0			14.7	
Approach LOS		B			F			C			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.0		29.0		31.0		29.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		27.0		25.0		27.0		25.0				
Max Q Clear Time (g_c+l1), s		29.0		27.0		16.0		27.0				
Green Ext Time (p_c), s		0.0		0.0		5.3		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			54.4									
HCM 6th LOS			D									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

5: SR 284 Clarks Br Rd & Limestone Pkwy US 129 SR 11
AM No Build with improvements

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

5: Limestone Pkwy/SR 11 US 129 & SR 284 Clarks Br Rd

PM No Build with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	191	155	144	146	21	337	636	492	35	383	16
Future Volume (veh/h)	5	191	155	144	146	21	337	636	492	35	383	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	205	167	155	157	23	362	684	529	38	412	17
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	387	518	439	323	518	439	631	2042	911	351	2042	911
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	1204	1870	1585	1010	1870	1585	959	3554	1585	460	3554	1585
Grp Volume(v), veh/h	5	205	167	155	157	23	362	684	529	38	412	17
Grp Sat Flow(s),veh/h/ln	1204	1870	1585	1010	1870	1585	959	1777	1585	460	1777	1585
Q Serve(g_s), s	0.2	4.8	4.6	7.9	3.6	0.6	15.7	5.5	11.5	2.6	3.0	0.2
Cycle Q Clear(g_c), s	3.8	4.8	4.6	12.7	3.6	0.6	18.8	5.5	11.5	8.0	3.0	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	387	518	439	323	518	439	631	2042	911	351	2042	911
V/C Ratio(X)	0.01	0.40	0.38	0.48	0.30	0.05	0.57	0.33	0.58	0.11	0.20	0.02
Avail Cap(c_a), veh/h	411	555	470	343	555	470	631	2042	911	351	2042	911
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.9	15.8	15.8	21.0	15.4	14.3	10.0	6.0	7.3	8.2	5.5	4.9
Incr Delay (d2), s/veh	0.0	0.5	0.5	1.1	0.3	0.0	3.8	0.4	2.7	0.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.7	1.4	1.7	1.3	0.2	2.8	1.3	2.9	0.2	0.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.9	16.3	16.3	22.1	15.7	14.4	13.8	6.5	10.0	8.8	5.7	5.0
LnGrp LOS	B	B	B	C	B	B	B	A	B	A	A	A
Approach Vol, veh/h		377			335			1575			467	
Approach Delay, s/veh		16.3			18.6			9.4			6.0	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		18.9		35.0		18.9				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		31.0		16.0		31.0		16.0				
Max Q Clear Time (g_c+l1), s		20.8		6.8		10.0		14.7				
Green Ext Time (p_c), s		5.8		1.1		2.9		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				10.9								
HCM 6th LOS				B								

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

5: Limestone Pkwy/SR 11 US 129 & SR 284 Clarks Br Rd
PM No Build with improvements

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy US 129 SR 11 & Beverly Rd

AM Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	55	158	261	41	150	69	18	268	656	76	86	1306
Future Volume (veh/h)	55	158	261	41	150	69	18	268	656	76	86	1306
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	174	287	45	165	76		295	721	84	95	1435
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91		0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2	2	2
Cap, veh/h	131	216	316	169	520	557		197	1670	745	388	1670
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35		0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	117	616	900	202	1482	1585		321	3554	1585	677	3554
Grp Volume(v), veh/h	521	0	0	210	0	76		295	721	84	95	1435
Grp Sat Flow(s),veh/h/ln	1633	0	0	1683	0	1585		321	1777	1585	677	1777
Q Serve(g_s), s	7.8	0.0	0.0	0.0	0.0	1.5		5.0	6.0	1.3	4.9	16.0
Cycle Q Clear(g_c), s	13.5	0.0	0.0	3.7	0.0	1.5		21.0	6.0	1.3	10.9	16.0
Prop In Lane	0.12		0.55	0.21		1.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	663	0	0	689	0	557		197	1670	745	388	1670
V/C Ratio(X)	0.79	0.00	0.00	0.30	0.00	0.14		1.50	0.43	0.11	0.25	0.86
Avail Cap(c_a), veh/h	674	0	0	699	0	567		197	1670	745	388	1670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00		1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	0.0	0.0	10.6	0.0	9.9		21.9	7.9	6.6	11.5	10.5
Incr Delay (d2), s/veh	6.0	0.0	0.0	0.2	0.0	0.1		249.7	0.8	0.3	1.5	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	0.0	1.3	0.0	0.4		15.4	1.6	0.3	0.8	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.7	0.0	0.0	10.8	0.0	10.0		271.6	8.7	6.9	13.0	16.6
LnGrp LOS	B	A	A	B	A	A		F	A	A	B	B
Approach Vol, veh/h		521			286				1100			1683
Approach Delay, s/veh		19.7			10.6				79.1			15.5
Approach LOS		B			B				E			B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		25.0		19.7		25.0		19.7				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		21.0		16.0		21.0		16.0				
Max Q Clear Time (g_c+l1), s		23.0		15.5		18.0		5.7				
Green Ext Time (p_c), s		0.0		0.2		2.5		1.1				

Intersection Summary

HCM 6th Ctrl Delay 35.2
HCM 6th LOS D

Notes

User approved ignoring U-Turning movement.

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy US 129 SR 11 & Beverly Rd
AM Build

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy US 129 SR 11 & Beverly Rd

AM Build

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	139
Future Volume (veh/h)	139
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1870
Adj Flow Rate, veh/h	153
Peak Hour Factor	0.91
Percent Heavy Veh, %	2
Cap, veh/h	745
Arrive On Green	0.47
Sat Flow, veh/h	1585
Grp Volume(v), veh/h	153
Grp Sat Flow(s),veh/h/ln	1585
Q Serve(g_s), s	2.5
Cycle Q Clear(g_c), s	2.5
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	745
V/C Ratio(X)	0.21
Avail Cap(c_a), veh/h	745
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	7.0
Incr Delay (d2), s/veh	0.6
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.8
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	7.6
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Beverly Rd at Limestone Pkwy NV5 2021012

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy US 129 SR 11 & Beverly Rd

PM Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	54	116	235	66	186	132	63	229	1406	38	52	862
Future Volume (veh/h)	54	116	235	66	186	132	63	229	1406	38	52	862
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No				No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	129	261	73	207	147		254	1562	42	58	958
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2	2	2
Cap, veh/h	88	99	164	142	307	423		374	2132	951	211	2132
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27		0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	74	371	615	249	1151	1585		561	3554	1585	317	3554
Grp Volume(v), veh/h	450	0	0	280	0	147		254	1562	42	58	958
Grp Sat Flow(s),veh/h/ln	1059	0	0	1401	0	1585		561	1777	1585	317	1777
Q Serve(g_s), s	5.8	0.0	0.0	0.0	0.0	4.5		27.1	18.8	0.7	9.6	8.9
Cycle Q Clear(g_c), s	16.0	0.0	0.0	10.2	0.0	4.5		36.0	18.8	0.7	28.4	8.9
Prop In Lane	0.13		0.58	0.26		1.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	351	0	0	449	0	423		374	2132	951	211	2132
V/C Ratio(X)	1.28	0.00	0.00	0.62	0.00	0.35		0.68	0.73	0.04	0.28	0.45
Avail Cap(c_a), veh/h	351	0	0	449	0	423		374	2132	951	211	2132
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00		1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	0.0	0.0	19.4	0.0	17.8		16.4	8.6	4.9	18.7	6.6
Incr Delay (d2), s/veh	147.8	0.0	0.0	2.7	0.0	0.5		9.6	2.3	0.1	3.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.2	0.0	0.0	3.5	0.0	1.6		3.6	5.0	0.2	0.8	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	171.3	0.0	0.0	22.1	0.0	18.3		26.0	10.8	5.0	21.9	7.3
LnGrp LOS	F	A	A	C	A	B		C	B	A	C	A
Approach Vol, veh/h		450			427				1858			1062
Approach Delay, s/veh		171.3			20.8				12.8			8.0
Approach LOS		F			C				B			A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		20.0		40.0		20.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		36.0		16.0		36.0		16.0				
Max Q Clear Time (g_c+l1), s		38.0		18.0		30.4		12.2				
Green Ext Time (p_c), s		0.0		0.0		3.4		0.8				

HCM 6th Ctrl Delay

31.1

HCM 6th LOS

C

User approved ignoring U-Turning movement.

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy US 129 SR 11 & Beverly Rd
PM Build

Beverly Rd at Limestone Pkwy NV5 2021012

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy US 129 SR 11 & Beverly Rd

PM Build

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	41
Future Volume (veh/h)	41
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1870
Adj Flow Rate, veh/h	46
Peak Hour Factor	0.90
Percent Heavy Veh, %	2
Cap, veh/h	951
Arrive On Green	0.60
Sat Flow, veh/h	1585
Grp Volume(v), veh/h	46
Grp Sat Flow(s),veh/h/ln	1585
Q Serve(g_s), s	0.7
Cycle Q Clear(g_c), s	0.7
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	951
V/C Ratio(X)	0.05
Avail Cap(c_a), veh/h	951
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	4.9
Incr Delay (d2), s/veh	0.1
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.2
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	5.0
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Beverly Rd at Limestone Pkwy NV5 2021012

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy & Beverly Rd

AM Build with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	55	158	261	41	150	69	18	268	656	76	86	1306
Future Volume (veh/h)	55	158	261	41	150	69	18	268	656	76	86	1306
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	174	287	45	165	76		295	721	84	95	1435
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91		0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2	2	2
Cap, veh/h	131	216	316	169	520	557		197	1670	745	388	1670
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35		0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	117	616	900	202	1482	1585		321	3554	1585	677	3554
Grp Volume(v), veh/h	521	0	0	210	0	76		295	721	84	95	1435
Grp Sat Flow(s),veh/h/ln	1633	0	0	1683	0	1585		321	1777	1585	677	1777
Q Serve(g_s), s	7.8	0.0	0.0	0.0	0.0	1.5		5.0	6.0	1.3	4.9	16.0
Cycle Q Clear(g_c), s	13.5	0.0	0.0	3.7	0.0	1.5		21.0	6.0	1.3	10.9	16.0
Prop In Lane	0.12		0.55	0.21		1.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	663	0	0	689	0	557		197	1670	745	388	1670
V/C Ratio(X)	0.79	0.00	0.00	0.30	0.00	0.14		1.50	0.43	0.11	0.25	0.86
Avail Cap(c_a), veh/h	674	0	0	699	0	567		197	1670	745	388	1670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00		1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.7	0.0	0.0	10.6	0.0	9.9		21.9	7.9	6.6	11.5	10.5
Incr Delay (d2), s/veh	6.0	0.0	0.0	0.2	0.0	0.1		249.7	0.8	0.3	1.5	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	0.0	1.3	0.0	0.4		15.4	1.6	0.3	0.8	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.7	0.0	0.0	10.8	0.0	10.0		271.6	8.7	6.9	13.0	16.6
LnGrp LOS	B	A	A	B	A	A		F	A	A	B	B
Approach Vol, veh/h		521			286				1100			1683
Approach Delay, s/veh		19.7			10.6				79.1			15.5
Approach LOS		B			B				E			B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		25.0		19.7		25.0		19.7				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		21.0		16.0		21.0		16.0				
Max Q Clear Time (g_c+I1), s		23.0		15.5		18.0		5.7				
Green Ext Time (p_c), s		0.0		0.2		2.5		1.1				

HCM 6th Ctrl Delay 35.2
 HCM 6th LOS D

User approved ignoring U-Turning movement.

Beverly Rd at Limestone Pkwy NV5 2021012
 NV5

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy & Beverly Rd
 AM Build with improvements

Beverly Rd at Limestone Pkwy NV5 2021012

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy & Beverly Rd

AM Build with improvements

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	139
Future Volume (veh/h)	139
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1870
Adj Flow Rate, veh/h	153
Peak Hour Factor	0.91
Percent Heavy Veh, %	2
Cap, veh/h	745
Arrive On Green	0.47
Sat Flow, veh/h	1585
Grp Volume(v), veh/h	153
Grp Sat Flow(s),veh/h/ln	1585
Q Serve(g_s), s	2.5
Cycle Q Clear(g_c), s	2.5
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	745
V/C Ratio(X)	0.21
Avail Cap(c_a), veh/h	745
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	7.0
Incr Delay (d2), s/veh	0.6
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.8
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	7.6
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy & Beverly Rd

PM Build with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	54	116	235	66	186	132	63	229	1406	38	52	862
Future Volume (veh/h)	54	116	235	66	186	132	63	229	1406	38	52	862
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	129	261	73	207	147		254	1562	42	58	958
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2	2	2
Cap, veh/h	120	147	298	93	167	423		374	2132	951	211	2132
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27		0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	1027	552	1117	64	626	1585		561	3554	1585	317	3554
Grp Volume(v), veh/h	60	0	390	280	0	147		254	1562	42	58	958
Grp Sat Flow(s),veh/h/ln	1027	0	1669	690	0	1585		561	1777	1585	317	1777
Q Serve(g_s), s	0.0	0.0	13.4	2.6	0.0	4.5		27.1	18.8	0.7	9.6	8.9
Cycle Q Clear(g_c), s	16.0	0.0	13.4	16.0	0.0	4.5		36.0	18.8	0.7	28.4	8.9
Prop In Lane	1.00		0.67	0.26		1.00		1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	120	0	445	260	0	423		374	2132	951	211	2132
V/C Ratio(X)	0.50	0.00	0.88	1.08	0.00	0.35		0.68	0.73	0.04	0.28	0.45
Avail Cap(c_a), veh/h	120	0	445	260	0	423		374	2132	951	211	2132
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	0.0	21.1	23.2	0.0	17.8		16.4	8.6	4.9	18.7	6.6
Incr Delay (d2), s/veh	3.2	0.0	17.5	78.4	0.0	0.5		9.6	2.3	0.1	3.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	6.9	9.2	0.0	1.6		3.6	5.0	0.2	0.8	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.2	0.0	38.6	101.6	0.0	18.3		26.0	10.8	5.0	21.9	7.3
LnGrp LOS	C	A	D	F	A	B		C	B	A	C	A
Approach Vol, veh/h		450			427				1858			1062
Approach Delay, s/veh		37.9			72.9				12.8			8.0
Approach LOS		D			E				B			A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		20.0		40.0		20.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		36.0		16.0		36.0		16.0				
Max Q Clear Time (g_c+I1), s		38.0		18.0		30.4		18.0				
Green Ext Time (p_c), s		0.0		0.0		3.4		0.0				

Intersection Summary

HCM 6th Ctrl Delay 21.2
HCM 6th LOS C

Notes

User approved ignoring U-Turning movement.

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy & Beverly Rd
PM Build with improvements

Beverly Rd at Limestone Pkwy NV5 2021012

1: Limestone Pkwy SR 11 US 129/Limestone Pkwy & Beverly Rd

PM Build with improvements

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	41
Future Volume (veh/h)	41
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1870
Adj Flow Rate, veh/h	46
Peak Hour Factor	0.90
Percent Heavy Veh, %	2
Cap, veh/h	951
Arrive On Green	0.60
Sat Flow, veh/h	1585
Grp Volume(v), veh/h	46
Grp Sat Flow(s),veh/h/ln	1585
Q Serve(g_s), s	0.7
Cycle Q Clear(g_c), s	0.7
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	951
V/C Ratio(X)	0.05
Avail Cap(c_a), veh/h	951
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	4.9
Incr Delay (d2), s/veh	0.1
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.2
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	5.0
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

2: Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway

AM Build



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	8	159	13	12	50	230	859	18	154	1367	136
Future Volume (veh/h)	95	8	159	13	12	50	230	859	18	154	1367	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	106	9	177	14	13	56	256	954	20	171	1519	151
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	172	200	169	107	89	169	262	2985	1331	499	2985	1331
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.84	0.84	0.84	0.84	0.84	0.84
Sat Flow, veh/h	1332	1870	1585	664	833	1585	297	3554	1585	577	3554	1585
Grp Volume(v), veh/h	106	9	177	27	0	56	256	954	20	171	1519	151
Grp Sat Flow(s),veh/h/ln	1332	1870	1585	1497	0	1585	297	1777	1585	577	1777	1585
Q Serve(g_s), s	11.8	0.6	16.0	0.1	0.0	4.9	108.1	8.8	0.3	13.8	17.9	2.5
Cycle Q Clear(g_c), s	13.8	0.6	16.0	2.0	0.0	4.9	126.0	8.8	0.3	22.6	17.9	2.5
Prop In Lane	1.00		1.00	0.52		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	172	200	169	196	0	169	262	2985	1331	499	2985	1331
V/C Ratio(X)	0.62	0.05	1.05	0.14	0.00	0.33	0.98	0.32	0.02	0.34	0.51	0.11
Avail Cap(c_a), veh/h	172	200	169	196	0	169	262	2985	1331	499	2985	1331
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.0	60.1	67.0	60.7	0.0	62.0	29.8	2.6	1.9	5.1	3.4	2.1
Incr Delay (d2), s/veh	6.4	0.1	82.2	0.3	0.0	1.1	50.1	0.3	0.0	0.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.3	10.4	1.0	0.0	2.0	13.6	2.6	0.1	1.6	5.1	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.4	60.2	149.2	61.0	0.0	63.2	79.9	2.9	2.0	5.5	3.5	2.2
LnGrp LOS	E	E	F	E	A	E	E	A	A	A	A	A
Approach Vol, veh/h		292			83			1230			1841	
Approach Delay, s/veh		118.9			62.5			18.9			3.6	
Approach LOS		F			E			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		130.0		20.0		130.0		20.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		126.0		16.0		126.0		16.0				
Max Q Clear Time (g_c+I1), s		128.0		18.0		24.6		6.9				
Green Ext Time (p_c), s		0.0		0.0		29.2		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			20.2									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

2: Limestone Pkwy SR 11 US 129 & Greenway Dr/Kroger Driveway

PM Build



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	16	300	10	15	107	345	1412	30	168	875	205
Future Volume (veh/h)	235	16	300	10	15	107	345	1412	30	168	875	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	264	18	337	11	17	120	388	1587	34	189	983	230
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	253	312	264	120	169	264	372	2724	1215	240	2724	1215
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.77	0.77	0.77	0.77	0.77	0.77
Sat Flow, veh/h	1252	1870	1585	470	1014	1585	460	3554	1585	311	3554	1585
Grp Volume(v), veh/h	264	18	337	28	0	120	388	1587	34	189	983	230
Grp Sat Flow(s),veh/h/ln	1252	1870	1585	1484	0	1585	460	1777	1585	311	1777	1585
Q Serve(g_s), s	18.5	1.0	20.0	0.0	0.0	8.2	81.3	22.6	0.6	69.4	10.7	4.8
Cycle Q Clear(g_c), s	20.0	1.0	20.0	1.5	0.0	8.2	92.0	22.6	0.6	92.0	10.7	4.8
Prop In Lane	1.00		1.00	0.39		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	253	312	264	289	0	264	372	2724	1215	240	2724	1215
V/C Ratio(X)	1.04	0.06	1.28	0.10	0.00	0.45	1.04	0.58	0.03	0.79	0.36	0.19
Avail Cap(c_a), veh/h	253	312	264	289	0	264	372	2724	1215	240	2724	1215
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.0	42.1	50.0	42.3	0.0	45.1	25.9	5.9	3.3	26.9	4.5	3.8
Incr Delay (d2), s/veh	68.6	0.1	150.1	0.1	0.0	1.2	58.4	0.9	0.0	15.9	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.5	18.9	0.7	0.0	3.3	17.3	7.4	0.2	6.4	3.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	121.6	42.1	200.1	42.4	0.0	46.3	84.3	6.8	3.4	42.8	4.6	3.9
LnGrp LOS	F	D	F	D	A	D	F	A	A	D	A	A
Approach Vol, veh/h	619			148			2009			1402		
Approach Delay, s/veh	162.0			45.6			21.7			9.6		
Approach LOS	F			D			C			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	96.0			24.0			96.0			24.0		
Change Period (Y+Rc), s	4.0			4.0			4.0			4.0		
Max Green Setting (Gmax), s	92.0			20.0			92.0			20.0		
Max Q Clear Time (g_c+l1), s	94.0			22.0			94.0			10.2		
Green Ext Time (p_c), s	0.0			0.0			0.0			0.3		

Intersection Summary

HCM 6th Ctrl Delay 39.3
 HCM 6th LOS D

Beverly Rd at Limestone Pkwy NV5 2021012

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR 11 US 129

AM Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	553	427	80	29	1924	385	82	67	12	831	73	632
Future Volume (veh/h)	553	427	80	29	1924	385	82	67	12	831	73	632
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	582	449	84	31	2025	405	86	71	13	875	77	665
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	461	1992	889	472	1587	1004	210	237	231	645	511	645
Arrive On Green	0.13	0.56	0.56	0.02	0.45	0.45	0.04	0.13	0.13	0.19	0.27	0.27
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	1781	1870	1585	3456	1870	1585
Grp Volume(v), veh/h	582	449	84	31	2025	405	86	71	13	875	77	665
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1781	1870	1585	1728	1870	1585
Q Serve(g_s), s	20.0	9.5	3.7	1.4	67.0	18.9	6.0	5.2	1.1	28.0	4.7	41.0
Cycle Q Clear(g_c), s	20.0	9.5	3.7	1.4	67.0	18.9	6.0	5.2	1.1	28.0	4.7	41.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	461	1992	889	472	1587	1004	210	237	231	645	511	645
V/C Ratio(X)	1.26	0.23	0.09	0.07	1.28	0.40	0.41	0.30	0.06	1.36	0.15	1.03
Avail Cap(c_a), veh/h	461	1992	889	485	1587	1004	210	237	231	645	511	645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.0	16.6	15.3	21.8	41.5	13.5	54.7	59.5	55.2	61.0	41.3	44.5
Incr Delay (d2), s/veh	134.9	0.1	0.0	0.1	129.1	0.3	1.3	3.2	0.5	170.4	0.1	43.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	3.8	1.3	0.6	56.4	6.4	2.9	2.6	0.4	27.3	2.2	30.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	199.9	16.6	15.3	21.8	170.6	13.8	56.0	62.7	55.6	231.4	41.4	88.3
LnGrp LOS	F	B	B	C	F	B	E	E	E	F	D	F
Approach Vol, veh/h		1115			2461			170			1617	
Approach Delay, s/veh		112.2			142.9			58.8			163.5	
Approach LOS		F			F			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.0	23.0	6.9	88.1	10.0	45.0	24.0	71.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	28.0	19.0	4.0	83.0	6.0	41.0	20.0	67.0				
Max Q Clear Time (g_c+Q_c), s	30.0	7.2	3.4	11.5	8.0	43.0	22.0	69.0				
Green Ext Time (p_c), s	0.0	0.2	0.0	3.2	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			140.1									
HCM 6th LOS			F									

Beverly Rd at Limestone Pkwy NV5 2021012
NV5

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR 11 US 129
AM Build

Beverly Rd at Limestone Pkwy NV5 2021012

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR 11 US 129

PM Build

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	991	1472	133	30	1091	571	47	83	14	741	72	341
Future Volume (veh/h)	991	1472	133	30	1091	571	47	83	14	741	72	341
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1022	1518	137	31	1125	589	48	86	14	764	74	352
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	968	2156	962	138	1066	476	208	200	169	714	526	446
Arrive On Green	0.28	0.61	0.61	0.30	0.30	0.30	0.03	0.11	0.11	0.21	0.28	0.28
Sat Flow, veh/h	3456	3554	1585	301	3554	1585	1781	1870	1585	3456	1870	1585
Grp Volume(v), veh/h	1022	1518	137	31	1125	589	48	86	14	764	74	352
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	301	1777	1585	1781	1870	1585	1728	1870	1585
Q Serve(g_s), s	42.0	44.0	5.6	12.0	45.0	45.0	3.6	6.5	1.2	31.0	4.4	30.8
Cycle Q Clear(g_c), s	42.0	44.0	5.6	12.0	45.0	45.0	3.6	6.5	1.2	31.0	4.4	30.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	968	2156	962	138	1066	476	208	200	169	714	526	446
V/C Ratio(X)	1.06	0.70	0.14	0.22	1.06	1.24	0.23	0.43	0.08	1.07	0.14	0.79
Avail Cap(c_a), veh/h	968	2156	962	138	1066	476	210	200	169	714	526	446
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.0	20.3	12.7	41.0	52.5	52.5	57.2	62.7	60.4	59.5	40.3	49.8
Incr Delay (d2), s/veh	45.0	1.1	0.1	0.8	43.4	124.4	0.6	6.7	1.0	53.9	0.1	9.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	23.8	17.3	1.9	0.9	25.9	33.8	1.6	3.4	0.5	18.6	2.1	13.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.0	21.3	12.8	41.8	95.9	176.9	57.7	69.4	61.3	113.4	40.5	59.1
LnGrp LOS	F	C	B	D	F	F	E	E	E	F	D	E
Approach Vol, veh/h	2677			1745			148			1190		
Approach Delay, s/veh	50.5			122.2			64.9			92.8		
Approach LOS	D			F			E			F		
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	35.0	20.0		95.0	8.8	46.2	46.0	49.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	16.0	16.0		91.0	5.0	42.0	42.0	45.0				
Max Q Clear Time (g_c+Q), s	8.5	8.5		46.0	5.6	32.8	44.0	47.0				
Green Ext Time (p_c), s	0.0	0.2		16.3	0.0	1.1	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay 81.3
 HCM 6th LOS F

Beverly Rd at Limestone Pkwy NV5 2021012

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR 11 US 129

AM Build with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	553	427	80	29	1924	385	82	67	12	831	73	632
Future Volume (veh/h)	553	427	80	29	1924	385	82	67	12	831	73	632
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	582	449	84	31	2025	405	86	71	13	875	0	716
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	534	2003	893	390	1903	850	186	306	259	874	0	1643
Arrive On Green	0.15	0.56	0.56	0.37	0.37	0.37	0.16	0.16	0.16	0.16	0.00	0.36
Sat Flow, veh/h	3456	3554	1585	871	5106	1585	735	1870	1585	5344	0	3170
Grp Volume(v), veh/h	582	449	84	31	2025	405	86	71	13	875	0	716
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	871	1702	1585	735	1870	1585	1781	0	1585
Q Serve(g_s), s	17.0	6.9	2.7	2.5	41.0	17.5	12.2	3.6	0.8	18.0	0.0	15.5
Cycle Q Clear(g_c), s	17.0	6.9	2.7	2.5	41.0	17.5	12.2	3.6	0.8	18.0	0.0	15.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	534	2003	893	390	1903	850	186	306	259	874	0	1643
V/C Ratio(X)	1.09	0.22	0.09	0.08	1.06	0.48	0.46	0.23	0.05	1.00	0.00	0.44
Avail Cap(c_a), veh/h	534	2003	893	390	1903	850	186	306	259	874	0	1643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.5	12.0	11.1	22.4	34.5	15.9	43.6	40.0	38.8	46.0	0.0	16.5
Incr Delay (d2), s/veh	65.6	0.1	0.0	0.1	40.1	0.4	8.1	1.8	0.4	30.6	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.5	0.9	0.5	22.8	5.9	2.6	1.8	0.3	10.1	0.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	112.1	12.0	11.1	22.5	74.6	16.3	51.7	41.8	39.2	76.6	0.0	16.7
LnGrp LOS	F	B	B	C	F	B	D	D	D	F	A	B
Approach Vol, veh/h		1115			2461			170			1591	
Approach Delay, s/veh		64.2			64.3			46.6			49.6	
Approach LOS		E			E			D			D	
Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	22.0	22.0		66.0		44.0	21.0	45.0				
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s	18.0	18.0		62.0		40.0	17.0	41.0				
Max Q Clear Time (g_c+Q_c), s	14.2	14.2		8.9		17.5	19.0	43.0				
Green Ext Time (p_c), s	0.0	0.3		3.2		3.0	0.0	0.0				

HCM 6th Ctrl Delay 59.4

HCM 6th LOS E

User approved volume balancing among the lanes for turning movement.

Beverly Rd at Limestone Pkwy NV5 2021012

3: Jesse Jewel Pkwy SR 369 & Limestone Pkwy SR 11 US 129

PM Build with improvements

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	991	1472	133	30	1091	571	47	83	14	741	72	341
Future Volume (veh/h)	991	1472	133	30	1091	571	47	83	14	741	72	341
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1022	1518	137	31	1125	589	48	86	14	764	0	401
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	960	1895	845	136	1078	581	310	333	282	831	0	1839
Arrive On Green	0.28	0.53	0.53	0.21	0.21	0.21	0.03	0.18	0.18	0.16	0.00	0.30
Sat Flow, veh/h	3456	3554	1585	301	5106	1585	1781	1870	1585	5344	0	3170
Grp Volume(v), veh/h	1022	1518	137	31	1125	589	48	86	14	764	0	401
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	301	1702	1585	1781	1870	1585	1781	0	1585
Q Serve(g_s), s	25.0	31.3	4.0	8.4	19.0	19.0	2.0	3.6	0.7	12.7	0.0	5.5
Cycle Q Clear(g_c), s	25.0	31.3	4.0	10.7	19.0	19.0	2.0	3.6	0.7	12.7	0.0	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	960	1895	845	136	1078	581	310	333	282	831	0	1839
V/C Ratio(X)	1.06	0.80	0.16	0.23	1.04	1.01	0.15	0.26	0.05	0.92	0.00	0.22
Avail Cap(c_a), veh/h	960	1895	845	136	1078	581	334	333	282	831	0	1839
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.5	17.1	10.7	33.3	35.5	28.5	28.9	31.9	30.7	37.4	0.0	9.1
Incr Delay (d2), s/veh	47.9	2.6	0.1	0.8	39.5	40.7	0.2	1.9	0.3	15.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	116.0	11.4	1.2	0.6	11.3	17.8	0.8	1.7	0.3	6.4	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.4	19.7	10.8	34.1	75.0	69.2	29.2	33.8	31.0	52.6	0.0	9.1
LnGrp LOS	F	B	B	C	F	F	C	C	C	D	A	A
Approach Vol, veh/h		2677			1745			148			1165	
Approach Delay, s/veh		42.4			72.3			32.0			37.6	
Approach LOS		D			E			C			D	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.0	20.0		52.0	6.8	31.2	29.0	23.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	16.0	16.0		48.0	4.0	26.0	25.0	19.0				
Max Q Clear Time (g_c+1/4), s	5.6	5.6		33.3	4.0	7.5	27.0	21.0				
Green Ext Time (p_c), s	0.0	0.2		9.2	0.0	1.5	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay 50.3
 HCM 6th LOS D

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th AWSC
4: Lakeview Dr & Beverly Rd

Beverly Rd at Limestone Pkwy NV5 2021012
AM Build

Intersection
Intersection Delay, s/veh67.3
Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	33	2	91	60	311	3	92	47	364	177	10
Future Vol, veh/h	5	33	2	91	60	311	3	92	47	364	177	10
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	39	2	107	71	366	4	108	55	428	208	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	12.1			42.6			13.5			105.9		
HCM LOS	B			E			B			F		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	12%	20%	66%
Vol Thru, %	65%	82%	13%	32%
Vol Right, %	33%	5%	67%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	142	40	462	551
LT Vol	3	5	91	364
Through Vol	92	33	60	177
RT Vol	47	2	311	10
Lane Flow Rate	167	47	544	648
Geometry Grp	1	1	1	1
Degree of Util (X)	0.317	0.1	0.902	1.139
Departure Headway (Hd)	7.181	8.171	6.347	6.323
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	505	441	576	570
Service Time	5.181	6.171	4.347	4.39
HCM Lane V/C Ratio	0.331	0.107	0.944	1.137
HCM Control Delay	13.5	12.1	42.6	105.9
HCM Lane LOS	B	B	E	F
HCM 95th-tile Q	1.3	0.3	10.8	21.2

HCM 6th AWSC
4: Lakeview Dr & Beverly Rd

Beverly Rd at Limestone Pkwy NV5 2021012
PM Build

Intersection
Intersection Delay, s/veh 12.5
Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	39	4	34	49	281	4	41	70	281	40	3
Future Vol, veh/h	9	39	4	34	49	281	4	41	70	281	40	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	43	4	38	54	312	4	46	78	312	44	3
Number of Lanes	0	1	0	0	1	0	0	1	0	1	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			2			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			2			1			1		
HCM Control Delay	9.6			14			9.9			12.1		
HCM LOS	A			B			A			B		

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	3%	17%	9%	100%	74%
Vol Thru, %	36%	75%	13%	0%	24%
Vol Right, %	61%	8%	77%	0%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	115	52	364	160	164
LT Vol	4	9	34	160	121
Through Vol	41	39	49	0	40
RT Vol	70	4	281	0	3
Lane Flow Rate	128	58	404	178	182
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.195	0.095	0.556	0.319	0.319
Departure Headway (Hd)	5.494	5.92	4.953	6.447	6.301
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	652	603	732	557	570
Service Time	3.543	3.974	2.953	4.188	4.042
HCM Lane V/C Ratio	0.196	0.096	0.552	0.32	0.319
HCM Control Delay	9.9	9.6	14	12.2	12
HCM Lane LOS	A	A	B	B	B
HCM 95th-tile Q	0.7	0.3	3.5	1.4	1.4

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

5: Limestone Pkwy US 129 SR 11 & SR 284 Clarks Br Rd

AM Build



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	92	186	451	182	17	145	276	77	27	922	42
Future Volume (veh/h)	2	92	186	451	182	17	145	276	77	27	922	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	106	214	518	209	20	167	317	89	31	1060	48
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	464	748	634	476	748	634	236	1777	793	532	1777	793
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	1152	1870	1585	1060	1870	1585	509	3554	1585	979	3554	1585
Grp Volume(v), veh/h	2	106	214	518	209	20	167	317	89	31	1060	48
Grp Sat Flow(s),veh/h/ln	1152	1870	1585	1060	1870	1585	509	1777	1585	979	1777	1585
Q Serve(g_s), s	0.1	2.9	7.5	29.1	6.0	0.6	23.0	3.9	2.4	1.4	17.0	1.2
Cycle Q Clear(g_c), s	6.1	2.9	7.5	32.0	6.0	0.6	40.0	3.9	2.4	5.4	17.0	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	464	748	634	476	748	634	236	1777	793	532	1777	793
V/C Ratio(X)	0.00	0.14	0.34	1.09	0.28	0.03	0.71	0.18	0.11	0.06	0.60	0.06
Avail Cap(c_a), veh/h	464	748	634	476	748	634	236	1777	793	532	1777	793
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	15.3	16.6	28.2	16.2	14.6	29.9	11.0	10.6	12.4	14.3	10.3
Incr Delay (d2), s/veh	0.0	0.1	0.3	67.5	0.2	0.0	16.4	0.2	0.3	0.2	1.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.1	2.5	17.8	2.3	0.2	4.1	1.4	0.8	0.3	6.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	15.4	17.0	95.7	16.4	14.6	46.3	11.2	10.9	12.7	15.7	10.5
LnGrp LOS	B	B	B	F	B	B	D	B	B	B	B	B
Approach Vol, veh/h		322			747			573			1139	
Approach Delay, s/veh		16.4			71.3			21.4			15.4	
Approach LOS		B			E			C			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		44.0		36.0		44.0		36.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		40.0		32.0		40.0		32.0				
Max Q Clear Time (g_c+I1), s		42.0		9.5		19.0		34.0				
Green Ext Time (p_c), s		0.0		1.2		7.5		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			31.8									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

Beverly Rd at Limestone Pkwy NV5 2021012

5: Limestone Pkwy US 129 SR 11 & SR 284 Clarks Br Rd

PM Build



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	191	155	144	146	21	337	639	492	35	392	16
Future Volume (veh/h)	5	191	155	144	146	21	337	639	492	35	392	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	205	167	155	157	23	362	687	529	38	422	17
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	360	499	423	298	499	423	639	2132	951	351	2132	951
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	1204	1870	1585	1010	1870	1585	950	3554	1585	459	3554	1585
Grp Volume(v), veh/h	5	205	167	155	157	23	362	687	529	38	422	17
Grp Sat Flow(s),veh/h/ln	1204	1870	1585	1010	1870	1585	950	1777	1585	459	1777	1585
Q Serve(g_s), s	0.2	5.4	5.2	9.0	4.0	0.6	16.8	5.8	12.0	2.7	3.2	0.3
Cycle Q Clear(g_c), s	4.2	5.4	5.2	14.4	4.0	0.6	20.0	5.8	12.0	8.4	3.2	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	360	499	423	298	499	423	639	2132	951	351	2132	951
V/C Ratio(X)	0.01	0.41	0.40	0.52	0.31	0.05	0.57	0.32	0.56	0.11	0.20	0.02
Avail Cap(c_a), veh/h	360	499	423	298	499	423	639	2132	951	351	2132	951
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	18.1	18.0	24.0	17.6	16.4	10.0	6.0	7.2	8.0	5.4	4.9
Incr Delay (d2), s/veh	0.0	0.5	0.6	1.6	0.4	0.1	3.6	0.4	2.3	0.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	2.1	1.7	2.0	1.5	0.2	3.0	1.4	3.1	0.3	0.8	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.3	18.7	18.6	25.6	18.0	16.4	13.6	6.4	9.5	8.7	5.7	4.9
LnGrp LOS	B	B	B	C	B	B	B	A	A	A	A	A
Approach Vol, veh/h		377			335			1578			477	
Approach Delay, s/veh		18.7			21.4			9.1			5.9	
Approach LOS		B			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		20.0		40.0		20.0				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		36.0		16.0		36.0		16.0				
Max Q Clear Time (g_c+I1), s		22.0		7.4		10.4		16.4				
Green Ext Time (p_c), s		7.1		1.0		3.2		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			11.3									
HCM 6th LOS			B									

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	66	0	1005	1404	19
Future Vol, veh/h	0	66	0	1005	1404	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	72	0	1092	1526	21

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	763	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	347	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	347	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 347	-	-
HCM Lane V/C Ratio	- 0.207	-	-
HCM Control Delay (s)	- 18.1	-	-
HCM Lane LOS	- C	-	-
HCM 95th %tile Q(veh)	- 0.8	-	-

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	39	0	1646	1076	67
Future Vol, veh/h	0	39	0	1646	1076	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	42	0	1789	1170	73

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	585	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-
Pot Cap-1 Maneuver	0	454	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	454	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 454	-	-
HCM Lane V/C Ratio	- 0.093	-	-
HCM Control Delay (s)	- 13.7	-	-
HCM Lane LOS	- B	-	-
HCM 95th %tile Q(veh)	- 0.3	-	-

HCM 6th TWSC
8: North Site Access & Beverly Rd

Beverly Rd at Limestone Pkwy NV5 2021012
AM Build

Intersection

Int Delay, s/veh 0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	450	1	3	459	0	12
Future Vol, veh/h	450	1	3	459	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	489	1	3	499	0	13

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	490	0	- 490
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	- 6.22
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	- 3.318
Pot Cap-1 Maneuver	-	-	1073	-	0 578
Stage 1	-	-	-	-	0 -
Stage 2	-	-	-	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1073	-	- 578
Mov Cap-2 Maneuver	-	-	-	-	- -
Stage 1	-	-	-	-	- -
Stage 2	-	-	-	-	- -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	578	-	-	1073	-
HCM Lane V/C Ratio	0.023	-	-	0.003	-
HCM Control Delay (s)	11.4	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th TWSC
8: North Site Access & Beverly Rd

Beverly Rd at Limestone Pkwy NV5 2021012
PM Build

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	395	1	5	359	0	5
Future Vol, veh/h	395	1	5	359	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	429	1	5	390	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	430	0	-	430
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	-	1129	-	0	625
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1129	-	-	625
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB		WB		NB
HCM Control Delay, s	0		0.1		10.8
HCM LOS					B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	625	-	-	1129	-
HCM Lane V/C Ratio	0.009	-	-	0.005	-
HCM Control Delay (s)	10.8	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Date Submitted: 4/20/2021

Presenter: Abb Hayes

Item of Business: **Public Hearing Item: May 4, 2012 Council Meeting**
Request from **Tidal Wave Auto Spa** to amend the existing Planned Unit Development (P-U-D) zoning on a 7.76± acres tract located northeast of the intersection of Browns Bridge Road and McEver Road (a/k/a **1440 McEver Road, SW**). **Ward Number: Four.** Tax Parcel Number(s): 08-016-002-041. **Request: Express car wash facility.**

Meeting Date: 4/29/2021

Purpose of Request:

To provide an overview of the following zoning request as presented at the April 13, 2021 Planning and Appeals Board Meeting:

The applicant is proposing to amend an existing Planned Unit Development (P-U-D) for the purpose of constructing a car wash. The property is currently approved for retail strip center and does not permit a car wash. Presently, the property contains an internal access drive and detention pond shared with the neighboring RaceTrac gas station/convenience store. The proposal includes a 3,500 square foot tunnel car wash. Parking and outdoor vacuum cleaners are to be located at the rear of the tunnel wash and access is proposed from the existing shared internal driveway.

The property is located within the Gateway Corridor Overlay Zone and is adjacent to a RaceTrac gas station/convenience store, Cresswind Neighborhood, Gainesville Church of God, Recro Pharmaceutical, Walmart Neighborhood Market and Lake Lanier.

History/Background:

Facts & Issues for Consideration:

Department Recommendation:

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

SAMPLE MOTIONS

Approval of Ordinance 2021- :

I move to approve the ordinance to amend the existing Planned Unit Development (P-U-D) for the subject property for an express car wash facility as presented.

Denial of the Request:

I move to deny this request.

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
	Legal Ad	Legal Ad
	PAB Recommendation Report	Report
	Proposed Zoning Amendment Ordinance	Ordinance
	Location Maps	Backup Material
	Narrative	Backup Material
	Site Plan	Backup Material
	Architectural Elevations	Backup Material
	Traffic Impact Study	Backup Material

Notice they are addressing. ENVIRONMENTAL CERTIFICATION Hall County certifies to the Georgia Department of Community Affairs that Richard Higgins in his capacity as Chairman of the Hall County Board of Commissioners consents to accept the jurisdiction of the Federal Courts if an action is brought to enforce responsibilities in relation to the environmental review process and that these responsibilities have been satisfied. The Georgia Department of Community Affairs' approval of the certification satisfies its responsibilities under NEPA and related laws and authorities and allows Hall County to use Program funds. OBJECTION TO RELEASE OF FUNDS The Georgia Department of Community Affairs will accept objections to its release of funds and Hall County's certification for a period of fifteen days following the anticipated submission date or its actual receipt of the request (whichever is later) only if they are on one of the following bases: (a) the certification was not executed by the Certifying Officer of Hall County; (b) Hall County has omitted a step or failed to make a decision or finding required by HUD regulations at 24 CFR part 58; (c) the grant recipient or other participants in the development process have committed funds, incurred costs, or undertaken activities not authorized by 24CFR Part 58 before approval of a release of funds by the Georgia Department of Community Affairs; or (d) another Federal agency acting pursuant to 40 CFR Part 1504 has submitted a written finding that the project is unsatisfactory from the standpoint of environmental quality. Objections must be prepared and submitted in accordance with the required procedures (24 CFR Part 58, Sec. 58.76) and shall be addressed to Georgia Department of Community Affairs, 60 Executive Park South, NE, Atlanta, GA 30329. Potential objectors should contact the Georgia Department of Community Affairs to verify the actual last day of the objection period. Richard Higgins, Chairman Hall County Board of Commissioners 97424 3/24

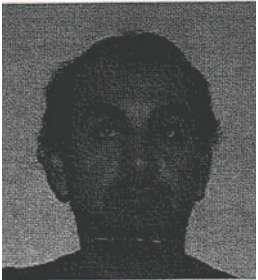
NOTICE OF TOWN OF BRASELTON C O M M U N I T Y I M P R O V E M E N T DISTRICT ELECTION NOTICE IS HEREBY GIVEN as provided in the TOWN OF BRASELTON C O M M U N I T Y I M P R O V E M E N T DISTRICT ACT (2007 GA H.B. 315) that a caucus of Electors of the Town of Braselton Community Improvement District (CID) shall be held on the 3rd day of May, 2021 at 3740 Village Way, Braselton, Georgia. The purpose of the caucus is to elect Board Members to Posts 2 and 4 on the Town of Braselton Community Improvement District Board. Registration for the election shall be held from 11:45 o'clock A.M. to 12:00 o'clock Noon. Voting will occur immediately after each Elector who has arrived at the registration table by 12:00 o'clock Noon has registered. A map of said District is on file with the Town of Braselton Clerk. All Electors as designated under the Act are invited to attend and cast their votes. 97377 3/24,31,4/7,14

Please take notice that the City of Buford's regularly scheduled Commission meeting for the month of April will take place on Monday, April 12, 2021 at 7:00 p.m. at Buford City Arena, 2795 Sawnee Avenue, Buford, Georgia 30518. 97281 3/17,24,31

The City of Buford Planning and Zoning Board will meet on Tuesday, April 13, 2021 at 7:00 p.m. at Buford City Arena, 2795 Sawnee Avenue and the Buford City Commission will meet on Monday, May 3, 2021 at 7:00 p.m.

at Buford City Arena, 2795 Sawnee Avenue, Buford, Georgia 30518 to consider a special use permit at 5002 B.U. Bowman Drive, Suite 102 for Absolute Green Landscaping, Inc. The special use permit requested is to allow repair, fabricate, and assemble fertilizer and weed control trucks and equipment 97378 3/24, 31, 4/7, 14, 21, 28

Miscellaneous



GEORGIA HALL COUNTY NOTICE OF CONVICTION PANDERING PURSUANT TO O.C.G.A.16-6-13(c) COURT: Hall County Superior/State Court NAME: David Marrero Ramirez ADDRESS: 2019 Dixie Dr Gainesville GA 30504 DISPOSITION: Nolo Contendre DATE, TIME AND PLACE OF ARREST: 12/20/2019 23:00 5020 Hulsey Ln Charles Baker, Clerk Hall County Superior and State Courts 97455 3/24



MUNICIPAL COURT CITY OF GAINESVILLE 701 QUEEN CITY PARKWAY G A I N E S V I L L E , GEORGIA 30501 770-531-2668 NOTICE OF CONVICTION DRIVING UNDER THE INFLUENCE NAME: MARI SOL MARTINES ADDRESS: 2844 PINECREST DR GAINESVILLE, GA 30504 DATE, TIME AND PLACE OF ARREST: 08/22/2020 @02:19AM MAIN ST / JESSE JEWELL PKWY DISPOSITION: 12MOS PROB/FINE OF \$2084/30DAYS HOUSE ARR W/ALC SENSOR /240HRS COM SRV-CAN BE FULFILLED BY COMPLETING OTHER COND/DUI SCHL/EVAL & TREAT/IGN INTRLOCK AFTER 120DAYS/PHOTO FEE FOLLOW ALL OTHER TERMS OF A 2ND/5 DUI CITATION#473340 GMC 014 5/26/04 97446 3/24

IN THE SUPERJIOR COURT OF HALL COUNTY STATE OF GEORGIA SUSAN D. SMITH, Plaintiff, v. JOSE ALBERTO ESPINDOLA LUGO, Defendant. CAFN: 2021CV285B NOTICE OF SUMMONS-SERVICE BY PUBLICATION To: JOSE ALBERTO ESPINDOLA LUGO, Defendant Named Above: You are hereby notified that the above-styled action seeking Petition for Quiet Title was filed against you in said court on February 24, 2021, and that by reason of an Order for Service of Summons by Publication entered by the Court on March 10, 2021 you are hereby commended and required to file with the clerk of said Court and serve upon the Plaintiff's counsel, whose address is Freeman, Mathis & Gary, LLP, 100 Galleria Parkway, Suite 1600, Atlanta, Georgia 30339 an answer to the complaint within sixty (60) days of the date of the order for service by publication. If you fail to do so, judgement by default will be taken against you for the relief demanded in the complaint. Witness the Honorable Kathleen F. Gosselin, Judge of said

Court. This 16th day of March, 2021; Charles Baker Clerk of Hall County. 97390 3/24,31,4/7,14

IN THE SUPERJIOR COURT OF HALL COUNTY STATE OF GEORGIA SUSAN D. SMITH, Plaintiff, v. MIGUEL ANGEL AVILA CERVANTES, Defendant. CAFN: 2021CV286B NOTICE OF SUMMONS-SERVICE BY PUBLICATION TO: MIGUEL ANGEL AVILA CERVANTES, You are hereby notified that the above-styled action seeking Petition for Quiet Title was filed against you in said court on February 24, 2021, and that by reason of an Order for Service of Summons by Publication entered by the Court on March 9, 2021 you are hereby commended and required to file with the clerk of said Court and serve upon the Plaintiff's counsel, whose address is Freeman, Mathis & Gary, LLP, 100 Galleria Parkway, Suite 1600, Atlanta, Georgia 30339 an answer to the complaint within sixty (60) days of the date of the order for service by publication. If you fail to do so, judgement by default will be taken against you for the relief demanded in the complaint. Witness the Honorable Bonnie Chessser Olive, Judge of said Court. This 16th day of March, 2021. CHARLES BAKER, Clerk, Hall County Superior Court 97391 3/24, 31, 4/7, 14



NEW SEX OFFENDER TO HALL COUNTY NAME: Edwin Rafael Estrella ADDRESS: 7725 Poole Circle, Alto, GA 30510 DATE OF OFFENSE: 09/01/2014 OFFENSE: Rape of a Child with Force / Indecent Assault and Battery on a Child COURT OF CONVICTION: Lawrence District Court, MA WEBSITE: https://gbi.georgia.gov/georgia-sex-offender-registry 97381 3/24



NEW SEX OFFENDER TO HALL COUNTY NAME: Ernest Andrews White ADDRESS: 5975 Lights Ferry Rd Lot 43 Flowery Branch Ga 30542 DATE OF OFFENSE: 09/03/2016 OFFENSE: Sexual Battery against a Child Under 16 COURT OF CONVICTION: Butts County WEBSITE: https://gbi.georgia.gov/georgia-sex-offender-registry 97428 3/24

NOTICE TO THE PUBLIC YOU ARE HEREBY NOTIFIED that on April 7, 2021, at 10:00 o'clock a.m. at the Hall County Courthouse, 225 Green Street SE, Gainesville, Georgia 30501, VIA ZOOM, a Presiding Judge of the Superior Court of Hall County will hear the case of STATE OF GEORGIA vs. GAINESVILLE AND HALL COUNTY DEVELOPMENT AUTHORITY and AGILE COLD ATL NE, LLC, Civil Action File No. 2021 CV416J in the Superior Court of Hall County, the same being a proceeding to confirm and validate a Taxable Industrial Development Revenue Bond (Agile Cold ATL NE, LLC Project), Series 2021 (the "Bond"), in a maximum principal amount of \$35,000,000, to be issued by the Gainesville and Hall County Development Authority (the "Issuer")

pursuant to the terms of a resolution adopted by the Issuer in order to promote industry, trade, commerce and employment opportunities within Hall County (the "County"). The Bond is to be issued for the purpose of acquiring land, one or more buildings and improvements to be constructed thereon or therein, and related building fixtures and building equipment to be installed thereat (the "Project") to be used at a cold storage distribution facility to be located in the County, which Project is to be owned by the Issuer and leased to Agile Cold ATL NE, LLC (the "Company"). In such proceeding, the Court will also (a) hear and determine the validity of instruments relating to and providing security for the Bond, and (b) hear and determine such other questions of law and fact pertaining to the right of the Issuer to issue the Bond and to provide the security therefor. The Bond shall be a special and limited obligation of the Issuer, payable from funds provided by the Company or its successors, shall not be payable from taxes or other public funds, and NO PERFORMANCE AUDIT OR PERFORMANCE REVIEW SHALL BE CONDUCTED WITH RESPECT TO SUCH BOND ISSUE. Any citizen of the State of Georgia residing in Hall County or any other person wherever residing who has a right to object, may intervene and become a party to these proceedings. The Zoom video conference may be accessed by: Visiting the following link: https://us02web.zoom.us/j/7702972333?pwd=bjc3WUNER3ExTyt4521hdHh3bXNEdz09 Or logging into the Zoom application and entering: Meeting ID: 770 297 2333, Password: 2333 This 17th day of March, 2021. s/Charles Baker Clerk, Superior Court, Hall County, Georgia 97416 3/24,31

STATE COURT OF HALL COUNTY STATE OF GEORGIA CIVIL ACTION NUMBER 2020SV253N Lopez, Leticia PLAINTIFF VS. Hernandez, Yovani Octavio, Hernandez DEFENDANTS SUMMONS TO: OCTAVIO, HERNANDEZ You are hereby summoned and required to file with the Clerk of said court and serve upon the Plaintiff's attorney, whose name and address is: Johnny Phillips Law Office of Johnny Phillips 12 Jackson ST NEWNAN, Georgia 30263

an answer to the complaint which is herewith served upon you, within 30 days after service of this summons upon you, exclusive of the day of service. If you fail to do so, judgment by default will be taken against you for the relief demanded in the complaint. This 20th day of March, 2020. Clerk of State Court CLERK OF STATE COURT HALL COUNTY, GEORGIA 2020SV253N JUDGE B E ROBERTS III MAR 20, 2020 10:49 PM 97291 3/17,24,31,4/7

TO: Russell Ash Defendant Named Above: You are hereby notified that the above-styled action was filed in said court on August 21, 2020, and that by reason of an order for service of summons by publication entered by the Court on February 24, 2021, you are hereby commanded and required to file with the clerk of said Court and serve upon Kristi S. Williams, Plaintiff's attorney, whose address is Lefkoff, Rubin, Gleason & Russo, P.C., 5555 Glenridge Connector, Suite 900, Atlanta, Georgia 30342, an answer within sixty (60) days of the date of the order for service by

publication and shall bear teste in the name of the Judge and shall be signed by the Clerk of Court. 97097 3/3, 10, 17, 24

Name Changes

INTHE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In re the Name Change of: Kyra Leigh Lynch Petitioner. Civil Action Case Number 2021CV228J NOTICE OF PETITION TO CHANGE NAME OF ADULT Kyra Leigh Lynch filed a petition in the Hall County Superior Court on 20 to change the name from: Kyra Leigh Lynch to Micah Hawthorn Lynch Any interested party has the right to appear in this case and file objections within 30 days after the Petition was filed. /s/ Kyra Leigh Lynch Petitioner Pro se 97054 3/3,10,17,24

INTHE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In re the Name Change of Children Makenzie Grace Wood Aleck Grant Turpin Alexa Adele Moody Civil Action File No: 21CV378C NOTICE OF PETITION TO CHANGE NAME(S) OF MINOR CHILD(REN) A petition was filed in the Superior Court of Hall County, Georgia, on the March 10 2021, to change the name of the following child(ren) from: Makenzie Grace Wood Proposed new Name Makenzie Grace Moody from: Aleck Grant Turpin Proposed new Name Aleck Grant Moody Any interested or affected party has the right to appear in this case and file objections within the time prescribed in OCGA sec 19-12-1(f)(2) and (3). Dated March 10, 2021 /s/ Alexa Adele Moody Petitioner Pro se 97314 3/17,24,31,4/7

INTHE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA INRENAME CHANGE OF MINOR CHILD: KATHERINE MCCALL, J E N N I F E R T.MCCALL, Petitioner, v. JOSHUA B. MCCALL, Respondent. CIVIL ACTION FILE NO.: 2020-CV1446-A NOTICE OF PETITION TO CHANGE NAME OF MINOR The Petitioner has filed a petition in the Superior Court of Hall County on September 16, 2020, to change her name from Mary Katherine McCall to Kate Lam McCall. Any interested party has the right to appear in this case and file objections within the time prescribed in O.C.G.A. §§ 19-12-1(f)(2) and (3). This 3rd day of March, 2021. Jennifer McCall, Attorney at Law, LLC GA Bar No. 561012 Petitioner 97224 3/10,17,24,31

INTHE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In re the Name Change of Rebecca Nicole Watkins Petitioner Civil Action Case Number 2021CV412B NOTICE OF PETITION TO CHANGE NAME OF ADULT Rebecca Nicole Watkins filed a petition in the Hall County Superior Court on March 15th 2021 to change name from Rebecca Nicole Watkins to Ryan James Watkins Any interested party has the right to appear in this case and file objections within 30 days after the petition was filed. Dated 3/15/2021 /s/Rebecca Nicole Watkins Petitioner Pro se 97382 3/24, 31, 4/7, 14

INTHE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In re the Narne Change of: Jabneel Hernandez Petitioner. Civil Action Case Number 2021CV398W NOTICE OF PETITION TO CHANGE NAME OF ADULT

Jabneel Hernandez filed a petition in the Hall County Superior Court on March 11 2021to change the name from Jabneel Hernandez to Jabneel Vargas Any interested party has the right to appear in this case and file objections within 30 days after the Petition was filed. Dated: 03/11/2021 Jabneel Hernandez Petitioner Pro se 97325 3/17,24,31,4/7

N THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA IN re the Name Change of: Leticia Ponce Petitioner. Civil Action Case Number: 2021CV415J NOTICE OF PETITION TO CHANGE NAME OF ADULT Leticia Ponce filed a petition in the Hall County Superior Court on March 15 2021 to change the name from Leticia Ponce to Leticia Rivas Morillon Any interested party has the right to appear in this case and file objections within 30 days after the Petition was filed. Dated: March 15.2021 /s/ Leticia Ponce Petitioner Pro se 97440 3/24,31,4/7,14

SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In re the Name Change of Child(ren): Christopher A Medina Reyna Ruiz Petitioner, v. Jose M Gonzalez Respondent. Civil Action FileNo.: 2021CV213J NOTICE OF FILING PETITION TO CHANGE NAME(S) OF MINOR CHILD(REN) A petition was filed in the Superior Court of Hall County on February 12,2021 to change the name of the following minor child(ren): From Christopher Alexander Gonzalez Proposed New Name Christopher Alexander Medina Any interested party has the right to appear in this case and file objections within the time prescribed in OCGA sec. 19-12-1(f)(2) and (3). Dated: Feb 11, 2021 /s/ Reyna Ruiz 97223 3/10,17,24,31

SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In re the Name Change of Makayha Marie Cobb-McAdams Petitioner Civil Action Case Number 2021CV350J NOTICE OF PETITION TO CHANGE NAME OF ADULT Makayha Marie Cobb-McAdams filed a petition in the Superior Court of HALL County on MArch 5 2021 to change the name from Makayha Marie Cobb-McAdams to Makayha Marie Cobb-McAdams Any interested party has the right to appear in this case and file objections within 30 days after the petition was filed. Dated 03/05/2021 /s/ Makayha Marie Cobb-McAdams Petitioner Pro se 97276 3/10, 17, 24, 31

SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In re the Name Change of Dujuana Monique Davenport Petitioner Civil Action File No 21CV109B NOTICE OF PETITION TO CHANGE NAME OF ADULT An action was filed in the Superior court of Hall County on 1/26/2021 to change the petitioner's name as follows Petitioner's Name Dujuana Monique Davenport Desired New Name Dujuana Monique Stringer Any interested party has the right to appear in this case and file objection before the final judgment is ordered in this case. Dated 1/26/2021 /s/ Dujuana Monique Davenport Petitioner Pro se 97098 3/10, 17,24, 31

SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In re the Name Change of Child(ren): Desteny Zitlaly Del Rio

Petitioner, Civil Action Case Number 2021CV306J v. Respondent. NOTICE OF PETITION TO CHANGE NAME(S) OF MINOR CIDLD(REN) Desteny Zitlaly Del Rio filed a petition in the Superior Court of Hall County on Feb 26,2021 to change the name(s) of the following minor child(ren) From Desteny Z Del Rio To Desteny Zitlaly Soriano Any interested party has the right to appear in this case and file objections within the time prescribed in OCGA §§19-12-1(f)(2) and (3). Dated:2/26/2021 Desteny Del Rio Petitioner, Prose 97201 3/10,17,24,31

SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In re the Name Change of Ian Surreal Worley Petitioner. Civil Action FileNo.:21CV382B NOTICE OF PETITION TO CHANGE NAME OF ADULT An action was filed in the Superior court of Hall County on _ to change the Petitioner's name as follows: Petitioner's name:

Ian Surreal Worley Desired new name: Ian Allen Kels Any interested party has the right to appear in this case and file objection before the final judgment is ordered in this case. Dated:3/7/2021 Ian Surreal Worley Petitioner Pro se 97379 3/24, 31,4/7,14

SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In re the Name Change of: Teresa C Cruz Petitioner. Civil Action Case Number 21CV392J NOTICE OF PETITION TO CHANGE NAME OF ADULT Teresa Consuelo Cruz filed a petition in the Superior Court of Hall County on, , 20_ to change the name from : T e r e s a Consuelo Cruz to Teresa Consuelo Castillo Any interested party has the right to appear in this case and file objections within 30 days after the Petition was filed. Dated 03/11/2021 /s/ Teresa Consuelo Cruz Petitioner Pro se 97324 3/17,24,31,4/7

SUPERIOR COURT OF HALL COUNTY STATEOFGEORGIA In re the Name Change of Child(ren): Bryanna V Benitez Vanessa Benitez Petitioner, Civil Action Case Number 2021CV307J V. Respondent. NOTICE OF PETITION TO CHANGE NAME(S) OF MINOR CHILD(REN) Vanessa Benitez filed a petition in the Superior Court of Hall County on Feb 26, 2021 to change the name(s) of the following minor child(ren) from Bryanna Vanessa Benitez to Bryanna Vanessa Soriano Any interested party has the right to appear in this case and file objections within the time prescribed in OCGA §§19-12-1(f)(2) and (3). Dated:02/26/2021 Vanessa Benitez Petitioner, Prose 97202 3/10,17,24,31

Public Hearings

NOTICE OF PLANNING AND APPEALS BOARD PUBLIC HEARING Notice is hereby given that the Gainesville Planning and Appeals Board will conduct a public hearing on Tuesday, April 13, 2021 at 5:30 p.m. in the Gainesville Justice Center (Municipal Courtroom at the Public Safety Complex), 701 Queen City Parkway in downtown Gainesville on the following request: 1)Request from Sanjuana Hernandez to vary the rear yard setback requirement on a 0.29± acre tract located on the south side of Lenox Drive,

north of Cannon Ridge Court (a/k/a 2584 Lenox Drive, SE), having a zoning classification of Planned Unit Development (P-U-D). Ward Number: Three Tax Parcel Number(s): 15-022G-000-057 Request: S t o r a g e building

2) Request from Jim Chapman Communities to rezone a 36.7± acres tract located on the southwest side of the intersection of Beverly Road and Limestone Parkway, having road frontage on the east side of Lakeview Drive and Old Lakeview Road (a/k/a 0 Beverly Road, NE) from General Business (G-B) to Planned Unit Development (P-U-D). Ward Number: Two Tax Parcel Number(s): 01-083-002-003A Request: 220-unit rental cottage community

3) Request from Tidal Wave Auto Spa to amend the existing Planned Unit Development (P-U-D) zoning on a 7.76± acres tract located northeast of the intersection of Browns Bridge Road and McEver Road (a/k/a 1440 McEver Road, SW). Ward Number: Four Tax Parcel Number(s): 08-016-002-041 Request: Express car wash facility NOTICE OF PUBLIC HEARING ON PROPOSED AMENDMENTS TO THE GAINESVILLE ZONING MAP

Notice is hereby given that the Gainesville City Council will conduct a public hearing on Tuesday, May 4, 2021 at 5:30 p.m. in the Gainesville Justice Center (Municipal Courtroom at the Public Safety Complex), 701 Queen City Parkway in midtown Gainesville on the following request:

1) Request from Jim Chapman Communities to rezone a 36.7± acres tract located on the southwest side of the intersection of Beverly Road and Limestone Parkway, having road frontage on the east side of Lakeview Drive and Old Lakeview Road (a/k/a 0 Beverly Road, NE) from General Business (G-B) to Planned Unit Development (P-U-D). Ward Number: Two Tax Parcel Number(s): 01-083-002-003A Request: 220-unit rental cottage community 2) Request from Tidal Wave Auto Spa to amend the existing Planned Unit Development (P-U-D) zoning on a 7.76± acres tract located northeast of the intersection of Browns Bridge Road and McEver Road (a/k/a 1440 McEver Road, SW). Ward Number: Four Tax Parcel Number(s): 08-016-002-041 Request: Express car wash facility Additional information is available from the Community and Economic Development Department, Planning Division, by calling 770-531-6570. 97417 3/24

NOTICE OF PUBLIC HEARING UPON APPLICATION FOR ANNEXATION AND REZONING Pursuant to O.C.G.A. § 36-36-1 et seq. and O.C.G.A. § 36-36-20 et seq., notice is hereby given that the City of Buford, a Georgia Municipal Corporation, will hold a public hearing to evaluate the applications of certain landowners, more fully set forth on Exhibit “A”, to annex and zone property to the corporate limits of the City of Buford as provided in O.C.G.A. § 36-36-20 which is contiguous to the existing limits. The property proposed for annexation and rezoning is contiguous to the present corporate limits of the City of Buford and is more particularly described in Exhibit “A” attached hereto. The City of Buford Planning Commission will hold a public hearing and make recommendations on such application for annexation and rezoning on Tuesday, March 9, 2021, at 7:00 pm, Buford City Hall, 2300 Buford Highway, Buford, Gwinnett County, Georgia 30518. The Buford City Commission will hold a public hearing to discuss and pass upon the proposed applications for annexation and

rezoning at Buford City Arena, 2795 Sawnee Avenue, Buford, Gwinnett County, Georgia 30518 on Monday, April 12, 2021 at 7:00 p.m. Please note that this is a change in both the meeting date and location from the regular monthly Commission meeting. This 4th day of March, 2021.

CHANDLER, BRITT & JAY, LLC City Attorneys EXHIBIT “A” OWNER/APPLICANT: Darryl Crow Holdings, LLC CURRENTLY ZONED: AR-III PROPOSED ZONING: M-1

All that tract or parcel of land lying and being in Land Lot 150, 8th District, Hall County, Georgia, said tract or parcel of land being more fully shown on a plat of survey prepared by Valentino & Associates, Inc. (Job #20-043; Drawing/File #20-043), bearing the seal of Glenn A. Valentino, Ga. Registered Land Surveyor #2528, and being more particularly described, with bearings relative to Grid North, Georgia West Zone, as follows: BEGINNING at a 1/2” iron pin set at the intersection of the southeasterly right-of-way line of McEver Road (80’ public r/w) and the northerly line of Land Lot 150 (said Land Lot line also being the common line with Land Lot 149), THENCE proceeding northeasterly along said southeasterly right-of-way line of McEver Road the following courses and distances: North 59 degrees 08 minutes 30 seconds East for a distance of 192.23 feet to a 1/2” iron pin set; THENCE North 59 degrees 31 minutes 51 seconds East for a distance of 138.36 feet to a disturbed 1/2” rebar found; THENCE departing said southeasterly right-of-way line of McEver Road South 30 degrees 15 minutes 31 seconds East for a distance of 871.02 feet to a 1/2” rebar found; THENCE South 59 degrees 25 minutes 34 seconds West for a distance of 200.12 feet to a 1/2” rebar found; THENCE South 30 degrees 13 minutes 50 seconds East for a distance of 477.95 feet to a 1” crimped top pipe found on the northwesterly right-of-way line of Norfolk Southern Railroad (400’ r/w) (said 1” crimped top pipe found being witnessed by a 1” crimped top pipe found 4.32 feet southeast thereof);

THENCE proceeding southwesterly along said northwesterly right-of-way line of Norfolk Southern Railroad South 36 degrees 20 minutes 56 seconds West for a distance of 1006.97 feet to a 3/4” crimped top pipe found; THENCE departing said northwesterly right-of-way line of Norfolk Southern Railroad North 30 degrees 13 minutes 33 seconds West for a distance of 1279.91 feet to a 1/2” iron pin set on the aforesaid southeasterly right-of-way line of McEver Road (said 1/2” iron pin set being witnessed by a disturbed 1” crimped top pipe found on line 6.18 feet southeast thereof); THENCE proceeding northeasterly along said northwesterly right-of-way line of McEver Road the following courses and distances: North 17 degrees 07 minutes 38 seconds East for a distance of 410.19 feet to a 1/2” iron pin set; THENCE along a curve to the right having a radius of 1587.00 feet for an arc distance of 111.26 feet (said arc being subtended by a chord of North 19 degrees 08 minutes 08 seconds East for a distance of 111.24 feet) to a 1/2” iron pin set; THENCE along a curve to the right having a radius of 1376.00 feet for an

arc distance of 150.93 feet (said arc being subtended by a chord of North 55 degrees 59 minutes 58 seconds East for a distance of 150.85 feet) to a 1/2” iron pin set at the intersection with the aforesaid northerly line of Land Lot 150, said 1/2” iron pin set being the POINT OF BEGINNING; Said tract or parcel of land contains 33.947 acres or 1,478,717 square feet and is intended to be the same tract or parcel of land as previously conveyed by Deed Book 3438, Page 507, Hall County, Georgia records. EXHIBIT “A” OWNER/APPLICANT: Robbie B. Pruett CURRENTLY ZONED: AR-III PROPOSED ZONING: RA-200

All those parcels of land lying in Land Lot 328 of the 7th district of Hall County, Georgia and being all of Tract 1 as shown on a plat for Elbert Pruett as recorded in Plat Book 386, Page 206A in the Hall County Clerk of Courts Office, and all that parcel shown on a plat for Cheryl P. Lacy by Thomas Wood & Associates, dated 05/17/2017, and being more particularly described as follows. Begin at a point being the northeast corner of Lot 22 of Madison Falls Subdivision - Unit Two and lying on the common line between Land Lots 328 and 331; thence run North 61 Degrees 52 Minutes 59 Seconds East for a distance of 611.12 feet to a point; thence run South 30 Degrees 01 Minutes 25 Seconds East for a distance of 858.61 feet to a point; thence run South 60 Degrees 19 Minutes 25 Seconds West for a distance of 369.48 feet to a point; thence run South 40 Degrees 40 Minutes 31 Seconds East for a distance of 1,105.49 feet to a point; thence run North 76 Degrees 21 Minutes 02 Seconds East for a distance of 331.96 feet to a point; thence run North 58 Degrees 24 Minutes 39 Seconds East for a distance of 330.28 feet to a point lying on the westerly right-of-way of New Bethany Road (60’ right-of-way); thence run South 24 Degrees 41 Minutes 03 Seconds East along said right-of-way for a distance of 241.18 feet to a point, said point lying on a non-tangent curve to the right, having a radius of 772.72 feet, a central angle of 24 Degrees 17 Minutes 10 Seconds, a chord bearing of South 13 Degrees 22 Minutes 59 Seconds East and a chord length of 325.09 feet; thence run along the arc of said curve and said right-of-way for a distance of 327.54 feet to a point; thence run South 02 Degrees 29 Minutes 24 Seconds East along said right-of-way for a distance of 210.40 feet to a point; thence run South 03 Degrees 31 Minutes 52 Seconds East along said right-of-way for a distance of 150.22 feet to a point; thence leaving said right-of-way, run South 76 Degrees 14 Minutes 03 Seconds West for a distance of 149.43 feet to a point; thence run North 19 Degrees 04 Minutes 58 Seconds East for a distance of 49.20 feet to a point; thence run North 71 Degrees 46 Minutes 32 Seconds West for a distance of 512.01 feet to a point; thence run North 66 Degrees 44 Minutes 44 Seconds West for a distance of 299.40 feet to a point; thence run North 53 Degrees 43 Minutes 44 Seconds West for a distance of 30.04 feet to a point; thence run North 53 Degrees 40 Minutes 05 Seconds West for a distance of 165.35 feet to a point; thence run North 54 Degrees 24 Minutes 42 Seconds West for a distance of 250.97 feet to a point; thence run North 56 Degrees 21 Minutes 03 Seconds West for a distance of 474.09 feet to a point; thence run North 21 Degrees 41 Minutes 04 Seconds West for a distance of 1,406.74 feet to the POINT OF BEGINNING. Said parcels containing a combined 1,640,521 Square Feet or 37.661 Acres and comprised of Tax Parcel No. 07328 002005 and Tax Parcel

No. 07328 002017. Said Legal Description is Based on the plats described above and not a new boundary survey. EXHIBIT “A” OWNER/APPLICANT: Marion Elbert Pruett Testamentary Trust CURRENTLY ZONED: AR-III PROPOSED ZONING: RA-200

A parcel of land lying in Land Lot 328 of the 7th District of Hall County, Georgia, being Tract 2 as shown on a plat for Elbert Pruett as recorded m Plat Book 386, Page 206A in the Hall County Clerk of Courts Office and being more particularly described as follows: Commence at a point being the northeast corner of Lot 22 of Madison Falls Subdivision - Unit Two and lying on the common line between Land Lot 328 and 331, thence run North 61 Degrees 52 Minutes 59 Seconds East for a distance of 611.12 feet to a point; thence run South 30 Degrees 01 Minutes 25 Seconds East for a distance of 858.61 feet to a point, said point being the POINT OF BEGINNING of the parcel herein described; thence run North 60 Degrees 19 Minutes 20 Seconds East for a distance of 545.92 feet to a point, said point lying on the easterly right-of-way of New Bethany Road (60’ right-of-way); thence run South 25 Degrees 03 Minutes 50 Seconds East along said right-of-way for a distance of 129.14 feet to a point, said point lying on a non-tangent curve to the left, having a radius of 5775.76 feet, a central angle of 02 Degrees 07 Minutes 47 Seconds, a chord bearing of South 26 Degrees 19 Minutes 34 Seconds East and a chord length of 214.69 feet; thence run along the arc of said curve and said right-of-way for a distance of 214.70 feet to a point; thence run South 27 Degrees 26 Minutes 33 Seconds East for a distance of 188.79 feet to a point, said point lying on a non-tangent curve to the left, having a radius of 7359.83 feet, a central angle of 01 Degrees 18 Minutes 10 Seconds, a chord bearing of South 27 Degrees 57 Minutes 15 Seconds East and a chord length of 167.64 feet; thence run along the arc of said curve and said right-of-way for a distance of 167.34 feet to a point; thence run South 28 Degrees 29 Minutes 47 Seconds East along said right-of-way for a distance of 237.93 feet to a point, said point lying on a non-tangent curve to the right, having a radius of 5188.23 feet, a central angle of 02 Degrees 32 Minutes 04 Seconds, a chord bearing of South 25 Degrees 54 Minutes 04 Seconds East and a chord length of 229.49 feet; thence run along the arc of said curve and said right-of-way for a distance of 229.51 feet to a point; thence leaving said right-of-way run South 58 Degrees 24 Minutes 39 Seconds West for a distance of 330.28 feet to a point; thence run South 76 Degrees 21 Minutes 02 Seconds West for a distance of 331.96 feet to a point; thence run North 40 Degrees 40 Minutes 31 Seconds West for a distance of 1105.49 feet to a point; thence run North 60 Degrees 19 Minutes 25 Seconds East for a distance of 369.48 feet to the POINT OF BEGINNING. Said parcel containing 891,787 Square Feet, or 20.473 Acres and is a portion of Tax Parcel No. 07328 002006. TOGETHER WITH:

A parcel of land lying in Land Lot 328 of the 7th District of Hall County, Georgia, being Tract 2A as shown on a plat for Elbert Pruett as recorded in Plat Book 386, Page 206A in the Hall County Clerk of Courts Office and being more particularly described as follows: Begin at a point being the intersection between the easterly right-of-way of New Bethany Road (60’ right-of-way) and the westerly right-of-way of Beards Road (50’ right-of-way), said point lying on a non-tangent curve to

the left, having a radius of 832.72 feet, a central angle of 03 Degrees 46 Minutes 46 Seconds, a chord bearing of North 23 Degrees 35 Minutes 54 Seconds West, and a chord length of 54.92 feet; thence run along the arc of said curve and the right-of-way of New Bethany Road for a distance of 54.93 feet to a point; thence run North 24 Degrees 41 Minutes 03 Seconds West along said right-of-way for a distance of 241.18 feet to a point, said point lying on a non-tangent curve to the left, having a radius of 5220.31 feet, a central angle of 02 Degrees 33 Minutes 46 Seconds, a chord bearing of North 25 Degrees 54 Minutes 34 Seconds West and a chord length of 233.49 feet; thence run along the arc of said curve and said right-of-way for a distance of 233.51 feet to a point; thence run North 28 Degrees 29 Minutes 47 Seconds West along said right-of-way for a distance of 111.10 feet to a point; thence leaving said right-of-way run North 60 Degrees 19 Minutes 20 Seconds East for a distance of 501.31 feet to a point lying on the westerly right-of-way of Beards Road; thence run along said right-of-way the following courses and distances: South 51 Degrees 39 Minutes 31 Seconds West for a distance of 8.71 feet to a point; South 30 Degrees 31 Minutes 35 Seconds West for a distance of 85.16 feet to a point; South 05 Degrees 48 Minutes 08 Seconds West for a distance of 81.72 feet to a point; South 03 Degrees 00 Minutes 28 Seconds East for a distance of 73.41 feet to a point; South 03 Degrees 33 Minutes 08 Seconds West for a distance of 72.66 feet to a point; South 22 Degrees 01 Minutes 14 Seconds West for a distance of 74.48 feet to a point; South 26 Degrees 11 Minutes 24 Seconds West for a distance of 79.16 feet to a point; South 18 Degrees 03 Minutes 05 Seconds West for a distance of 81.04 feet to a point; South 06 Degrees 41 Minutes 18 Seconds West for a distance of 81.76 feet to a point; South 00 Degrees 20 Minutes 31 Seconds West for a distance of 221.12 feet to the POINT OF BEGINNING. Said parcel containing 137,690 Square Feet, or 3,161 Acres and is a portion of Tax Parcel No. 07328 002006.

Said Legal Description is based on the plats described above and not a new boundary survey. 96874 2/17,24, 3/3, 10, 17,24, 31

PUBLIC NOTICE CITY OF OAKWOOD, GEORGIA Be advised pursuant to the City of Oakwood Code, Chapter 54 “Zoning”, a public hearing has been scheduled before the Oakwood City Council on the 12th day of April 2021 at 7:00 p.m., at the Oakwood City Hall, 4035 Walnut Circle, Oakwood, Georgia for the application of: The Ritchie Group for annexation and rezone of + 3.33 acres with zoning from Hall County I1 “Light Industrial” to Oakwood PRD “Planned Residential Development” on Tax Parcel No. 08044 001004 and further identified as 3640 Old Oakwood Rd according to the current street numbering system of Hall County, Georgia.

At said public hearing all persons, residents or owning property in the City of Oakwood or in the area proposed for rezoning may be heard on the question of zoning of such area by the City of Oakwood. City of Oakwood, 4035 Walnut Circle, Oakwood, Georgia. Peggy Funderburk, Permit Clerk 97442 3/24

Auction of General Household & Commercial Goods Lotta Space Storage 3825 Old Flowery Branch Rd Oakwood, GA 30566 Phone: 770-297-1708 March 24, 2021 12:00 Noon

A07 AMBERLEA CHARLES, A20 LAKISHA JACKSON, B11 KELLY FELLOWS, C14 DOUGLAS DAVISSON, D08 JAMES NORRIS, E02 MATHEW HOLLIS, F04 NATOSHA HARNED, H03 DANIEL PAVLIK, H04 DAVID ZENOR, I12 TYLER PARKS, I25 ANDREA MURRAY, J13 CHRIS HULSEY, J14 CHRIS HULSEY, J20 BEVERLY EMMONS, J 2 7 C H R I S T I N A STANDRIDGE, K14 SANTOS VELEZ, K21 MAGGIE HERRIN, K32 JULIA BROWN, K40 CHESTER WILLIS, K67 JASMINE DUNN, L02 BELINDA JOHNSON, L10 EMILY ORR, L22 SENANU AMOA, L 4 9 D E Q U E N T I N CRAWFORD, L68 STEVE ONEAL, L74 ADRIANA RIVAS, M03 EDWARD INGLE III, M14 AMY ORR, M15 SHELLY JOHNSON, M20 JESSICA BOWER, M31 FELECIA BROWN, M41 CHRISTINA REYES, M44 EMILY ORR, P19 DANIEL DIPONZIO Georgia Code, Article 5, Section 10-4-2010, et. seq. JMA AB2904, AU 3877 Terms of Sale: Cash, 15% Buyer Premium 97062 3/3,10,17,24

Auction of General Household & Commercial Goods North Lanier Storage 5335 Browns Bridge Rd Gainesville, GA 30504 Phone: 678-321-8000 10:00 AM, Wednesday March 24th, 2021 01 Rose Ingalsbe, 12 Ashley Wilkins, 14 Ronlad Saylor, 1 5 Mark Wease, 37 Curtis Bacon, 41 Robin Burdette, 61 Alexis Penner, 64 Cecilia Unger, 84B Edward Ingle, 94 Talasha Gasper, 98 Kailla Barritte, A16, A17, A18 Rose Ingalsbe, A20 Dewayne Robinson, A39 Brian Payne, B19 Carmen Mays, B28 Drew Beasley, B36 Marecka Harrison, B43 John Towns, B137 Chad Cross, C04 Janette Tozer, C05 Pia Hopkins, C22 Philippe Amy Jennings, D05 Virginia Blackwell, D58 Chad Cross, Georgia Code, Article 5, Section 10-4-2010, ET. Seq. JMA AB 2904, AU 3877 Terms of Sale: Cash, 15% Buyer Premium 97063 3/3,10,17,24

CITY OF GAINESVILLE ONLINE SURPLUS AUCTION The City of Gainesville surplus and s e i z e d / a b a n d o n e d items, etc., will be available for purchase on the Internet. Auction items can be viewed online APRIL 6, 2021 until APRIL 13, 2021. Visit www.govdeals.com to view assets and register to bid online. Contact GovDeals Help Desk at 800-613-0156 for help with bid registration. E-mail cbeck@ Gainesvillega.gov or bcarpio@gainesvillega.gov with questions. 97404 3/20, 24, 27, 31

NOTICE OF PUBLIC SALE Holiday Marina will sell at public auction the below described property on March 27, 2021 at 6900 Holiday Road, Buford, GA 30518 at 11:00 A.M. Notice is hereby given to Rosan Galzote that a 1985 Helms, 27’ boat, with all attachments, riggings, fixtures, equipment, personality, improvements and contents located at 6900 Holiday Road Buford Georgia in which he is listed as owner, has been abandoned. Notice is hereby given to Joseph Bissing that a 1978 Bertram, 38’ boat, with all attachments, riggings, fixtures, equipment, personality, improvements and contents located at 6900 Holiday Road Buford Georgia in which he is listed as owner, has been abandoned.

Notice is hereby given to Daniel Daum that a 1974 Catalina, 22’ boat, with all attachments, riggings, fixtures, equipment, personality, improvements and contents located at 6900 Holiday Road Buford Georgia in which he is listed as owner, has been abandoned. Notice is hereby given to Mark Rice that a 2001 Chapparral, 30’ boat, with all attachments, riggings, fixtures, equipment, personality, improvements and contents located at 6900 Holiday Road Buford

Georgia in which he is listed as owner, has been abandoned. Notice is hereby given to Eric Johnson that a 1967 Capri Houseboat, 43’ boat, with all attachments, riggings, fixtures, equipment, personality, improvements and contents located at 6900 Holiday Road Buford Georgia in which he is listed as owner, has been abandoned. Notice is hereby given to Shanna Edwards that a 1974 Stardust Houseboat, 53’ boat, with all attachments, riggings, fixtures, equipment, personality, improvements and contents located at 6900 Holiday Road Buford Georgia in which he is listed as owner, has been abandoned. If not redeemed within the prescribed time for all costs imposed on said vessels herein shall be disposed of by public sale outlined in Georgia Law, O.C.G.A. 11-1-201. They have ten days from the first posting of this notice to contact Holiday Marina who is in possession of said vessels. Proceeds will be used to satisfy debt created by account holders to Holiday Marina. All boats sold “as is”. Payment must be made by certified funds at time of purchase. For further information, please contact Jason Whitmire or Blake Wayne at 770-945-7201. 97334 3/17, 24

Probate Notices

IN THE PROBATE COURT OF HALL COUNTY STATE OF GEORGIA INRE: ESTATE OF MARY ANN ROSS, DECEASED ESTATE NO. E-20-324 NOTICE [NOTE: Strike the sentence in parenthesis below if not applicable.] TO: whom it may concern: LINDA KAYE ROSS has petitioned to Probate the Will of the above named Decedent in Sole1tu1 Form, of said County AND has also applied for grant of certain powers contained in O.C.G.A. § 53-12-261. All interested patties are hereby notified to show cause why said Petition should not be granted. All objections to the Petition must be in writing, setting forth the grounds of any such objections, and must be filed with the Court on or before 10:00 am on April 5, 2021 BE NOTIFIED FURTHER: All objections to the Petition must be in writing, setting forth the grounds of any such objections. All objections should be sworn to before a notary public or before a Probate Court Clerk, and filing fees must be tendered with your objections, unless you qualify to file as an indigent party. Contact Probate Court personnel for the required amount of filing fees. If any objections are filed, a hearing will be (scheduled at a later date). If no objections are filed, the Petition may be granted without a hearing. Patty Walters Laine Judge of the Probate Court By: Denise Garcia Clerk of the Probate Court 116 Spring St SE 1st Floor Gainesville GA 30501 770-531-6925 97103 3/3,10,17,24

IN THE PROBATE COURT OF HALL COUNTY STATE OF GEORGIA IN RE: ESTATE OF GEORGE PAUL STOUT, DECEASED ESTATE NO. E-21-020 PETITION FOR LETTERS OF ADMINISTRATION NOTICE [Note: Strike the sentence in parenthesis below if not applicable.] TO: whom it may concern: Carla Cambron Stout has petitioned to be appointed administrator of the estate of George Paul Stout deceased, of said county. (The petitioner has also applied for waiver of bond, waiver of reports, waiver of statements, and/or grant of certain powers contained in O.C.G.A. § 53-12-261.) All interested persons are hereby notified to show cause why said petition should not be granted. All objections

**GAINESVILLE PLANNING and APPEALS BOARD
RECOMMENDATION**

Applicant Tidal Wave Auto Spa
Property Owner Andalusia Properties, LLC
Location 1440 McEver Road, SW
Request Amend P-U-D zoning
Size 7.76± total acres
Ward Four
Proposed Use Express car wash facility
Planning Division Staff Recommendation **Approval, with conditions**
Planning & Appeals Board Recommendation **Approval, with conditions**
Date April 13, 2021

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

The applicant is proposing to amend an existing Planned Unit Development (P-U-D) for the purpose of constructing a car wash. The proposal includes a 3,357 square foot tunnel car wash. Parking and outdoor vacuum cleaners are to be located at the rear of the tunnel wash and access is proposed from three shared driveways which currently provide access to the subject property and the adjacent RaceTrac gas station/convenience store.

In 2005, the subject property was approved as part of a mixed-use PUD that included the adjacent Cresswind neighborhood and up to 80,000 square feet of retail/restaurant space. In 2008, a PUD amendment for the subject property was conditionally approved for the adjacent RaceTrac gas station/convenience store and additional retail/restaurant center not to exceed 40,000 square feet of building space. The property is located within the Gateway Corridor Overlay Zone and contains an internal access drive and detention pond.

The property is adjacent to the RaceTrac gas station/convenience store, Cresswind Neighborhood, Gainesville Church of God, Recro Pharmaceutical, Walmart Neighborhood Market and Lake Lanier.

▪ **Adjacent Land Use and Zoning**

Location	Use	Zoning
North	Lake Lanier, Recro Pharmaceutical	PUD- City
South	RaceTrac gas station/convenience store	PUD- City
East	Walmart Neighborhood Market	R-B- City
West	Cresswind Subdivision; Gainesville Church of God	PUD- City R-I- County

▪ **Traffic Impact Study Summary**

A Traffic Impact Study (TIS) was completed for the proposed application on April 1, 2021 for the AM and PM Peak Hours for the following intersections:

- McEver Road and Browns Bridge Road (Signalized)
- Browns Bridge Road and Existing Driveway #1 (Unsignalized - Right In/Out)
- Browns Bridge Road and Saint Charles Avenue (Unsignalized - Street Stop Controlled)
- McEver Road and Existing Driveway #2 (Unsignalized - Right In/Out)
- McEver Road and Existing Driveway #3 (RCUT - Right-In/Out and Left-In)

The proposed car wash is expected to generate approximately 1,512 (756 Enter / 756 Exit) new vehicular trips per day of which 60-70% are expected to be pass-by trips and not newly created trips. An estimated 28 new entering and 30 exiting trips are expected in the peak morning hour with 39 entering and 39 exiting trips in the peak evening hour. The total new trips are expected to be less than the retail shopping center approved for the site. The development traffic is expected to have minimal impact on the studied road network and intersections and therefore no improvement or additional mitigation is recommended at this time.

▪ **Other Departmental Comments**

Coordination will be required with the Georgia Department of Transportation for the proposed request.

There were no other department comments regarding this request.

▪ **Zoning History**

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

2020 – A request by Pamela Eager to annex a 0.15± acre tract located at 2834 Browns Bridge Road was approved with conditional General Business (G-B) zoning for a future commercial use.

2020 – A request by the Gainesville City Board of Education to annex with a special use on a 5.934± acres tract located at 2550 and 2560 Gould Drive and to rezone a 16.67± acres tract at 0 and 1263 McEver Road was approved with conditional Office and Institutional (O-I) zoning for a Middle School and existing rental home.

2018 – A request by McEver Extension Properties, LLC to amend a 3.32± acres tract located at 970 McEver Road zoned Planned Unit Development (P-U-D) was conditionally approved to allow a larger office building.

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

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

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

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

▪ **Staff Analysis**

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

The surrounding uses include a gas station/convenience store, church, shopping center, grocery store, package store, mini-warehouses, pharmaceutical company and single-family homes. These properties are zoned Planned Unit Development (P-U-D), Residential-I (R-I), Regional Business (R-B), General Business (G-B) and Office and Institutional (O-I). Based on the surrounding zonings, it appears the proposed express auto wash is compatible with the surrounding land use and zonings.

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

The proposed zoning amendment should not adversely affect the use or usability of the adjacent or nearby property. The proposed use would appear to compliment the adjacent RaceTrac gas station/convenience store and will have inter parcel access. As well, much of the property will remain undeveloped and will be separated from the adjacent Cresswind neighborhood by a distance of 900± feet. Access improvements are currently in place on McEver Road which appear to be sufficient for the proposed use.

(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 *Retail/Commercial* land use category. The *Retail/Commercial* land use category includes commercial service activities such as grocery stores, banks, restaurants, theatres, hotels, and automotive related businesses.

According to the Character Area map for the City of Gainesville, the subject property is located within the *Suburban Residential* Character Area. The *Suburban Residential* Character Area includes 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 property is zoned Planned Unit Development (P-U-D) which is a site-specific zoning. Modifications to the existing approved plan requires the zoning to be amended to allow for a car wash facility. The property is still suitable for retail purposes but given the sloping topography and two power line easements, the original proposed shopping center would most likely need to be reduced in size. While the proposed zoning amendment appears to deviate from the original scope planned development, the proposed use would still provide a service to the Cresswind Community and surrounding area.

(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 proposed zoning amendment request should not cause an excessive or burdensome use of public facilities or services above what is currently approved for the property.

City water, sewer, and public safety services are currently provided to the adjacent properties and have the capacity to serve the proposed car wash facility. Gainesville Fire Station #4 is located approximately 2.5± miles away off of Memorial Park Drive.

According to the traffic study performed for the proposed use, the studied intersections and road network will continue to operate at acceptable levels with the project with minimal impact. No improvement or additional mitigation is recommended at this time.

Adverse impacts to the school system are not anticipated as the development is for nonresidential purposes.

(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 Comprehensive Plan. The subject property is expected to remain commercial as it is located within the Gateway Corridor Overlay Zone and is in close proximity to the intersection of McEver Road and Browns Bridge Road.

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

Based on the Comprehensive Plan and the surrounding land uses, the proposed zoning amendment request 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.

▪ **Staff Recommendation**

The Planning Division staff is recommending **conditional approval** of this zoning amendment request based on the comprehensive plan and the adjacent uses.

Conditions

1. The proposal shall be generally consistent with the concept plan and architectural elevations provided with this zoning amendment application and shall adhere to the exterior building material requirements of the Gateway Corridor Overlay Zone.
2. All access point design for the subject property shall be submitted for review by the Gainesville Public Works Director and the Georgia Department of Transportation. The approval of said design shall be required prior to issuance of a land development permit. All required access/traffic/sidewalk improvements associated with the proposed development shall be at the full expense of the developer/property owner.
3. The subject property shall have a minimum 35-foot wide vegetated buffer adjacent to the Cresswind neighborhood property line. The buffer shall contain a mixture of

existing and new evergreen trees where needed so as to provide for an effective buffer. The location, spacing, size and type of trees planted shall be subject to the approval of the Community and Economic Development Department Director.

4. A minimum 8-foot tall opaque fence shall be provided along the edge of the rear parking lot and vacuum area. The fence shall consist of vinyl or composite material architecturally compatible with the proposed building.
5. The 10-foot wide frontage landscape area located along Browns Bridge Road and McEver Road shall contain a minimum 3-foot high landscaped berm subject to subject to the approval of the Community and Economic Development Department Director.
6. The signage for the proposed development shall be limited to one principal free-standing sign not to exceed 10-feet in height. All other standards shall meet the Neighborhood Business (N-B) zoning standards. An electronic message board sign shall not be permitted for the subject property.
7. The developer/property owner shall coordinate with the Cresswind Homeowner's Association (HOA) regarding the design, construction, security and maintenance of the connector trail to the adjacent residential development. Construction of the commercial portion of the trail shall commence no later than the completion of the trail within the adjacent Cresswind neighborhood.

Excerpts from the April 13, 2021 PAB Meeting Minutes

Applicant Presentation: Attorney Steve Gilliam, 301 Green Street, said he is representing the applicant and introduced two gentlemen Marty Murphy who is the in-house development coordinator for the applicant, and Thomas Wells development consultant for the applicant. He said Mr. Wells will speak about the project and company, knows more about it to answer questions and Mr. Murphy is also available. Attorney Gilliam said he will close with a discussion of conditions that the staff has recommended and the language in them.

Thomas Wells, 4335 South Lee Street, Buford, GA, said Tidal Wave is under contract to purchase the entire 7.76± acres property and the majority of it will remain green space and only developing an acre and half or quarter which is on the actual pad that has already been constructed there beside RaceTrac. He spoke about the history of Tidal Wave, one of the earliest to begin the express tunnel carwash business and began operation in 2004. He said Scott Blackstock, the founder and president of Tidal Wave was awarded the Small Business of the Year for the State of Georgia in 2009. He shared the objective of Tidal Wave is to be the most attractive business, run the cleanest facility, and have the best operations, in their words wants to be the "Chick-Fil-A" of the carwash industry. He said operations from 8 am to 8 pm, closing at sunset in the winter months. Tidal Wave uses recycled water, takes rinse water and recycling it using it in wash water, then goes through an underground treatment system and filtered out before it enters back into the sewer system and none of the water off the wash area will enter into the storm water system. He stated Tidal Wave is really big in the communities where located, for example partners with booster clubs, athletic teams, churches raising money for a fund raiser and basically give to an organization a \$20 wash ticket, sell it for \$10 and the organization gets half of the \$10 so a win/win for the organization and people supporting them. He said also the third Friday in September of every year 100 percent of the proceeds goes toward a to local charity, non-profit and because of some personal relationships of Mr. Blackstock focus on the charities serving those with special needs. Mr. Wells said the lot has been dormant growing weeds and collecting trash for the last thirteen years. He explained the entrance area and with no improvements on McEver Road or Highway 369, stated as you enter the tunnel will be on

the front, exit and leave or can go to the self-serve vacuums. He said with the express tunnel system a person never leaves their car, no worrying about their valuables, very big on lighting and keeping the tunnel itself open and not claustrophobic. He stated this is a very successful business model that others are using and then spoke about the exterior materials of the building. He said there is a condition of a 10 feet high monument sign and no issues with that.

Attorney Gilliam said they would like to make changes to conditions 4, 6, and 7. He stated condition 4 would like it to state subject to the approval of the CEDD director because the vinyl fencing may create issues of maintenance which is consistent with condition number three regarding the trees and keep the language consistent. Attorney Gilliam said condition 6 regarding building signage shall meet the Neighborhood Business (N-B) standards and wants to clarify it so they are able to have two building signs. He then stated that condition 7 be deleted because there will be no commercial property there other than the carwash and RaceTrac and doesn't make sense for them to build a way for a golf cart to come from Cresswind to come to Tidal Wave to get a golf cart washed, so they are asking for condition 7 to be deleted and will be glad to answer any questions.

FAVOR: None

OPPOSE: **Doug Geganto**, 3211 Black Gum Lane, Cresswind Community, had the following concerns: Businesses should provide a service to the community; would cause more problems than solutions; traffic issues including additional traffic with new middle school; signalization issues with left turns; potentially cause more accidents; inconvenience for Cresswind residents because of traffic bottleneck; and business saturation with 6 car washes within a 3 mile radius.

Frank Hunter, 950 McEver Road, manager at Lakeside Carwash, stated people are driving fast and using RaceTrac as a cut through, and with the new school, it will make it more dangerous. Mr. Hunter said they are a family owned business operating 15 years in Gainesville, 4 years under his ownership. He said within 5 miles there are 11 facilities to clean vehicles. He stated that three years ago, Wash Rocket opened next to Best Buy which took 50 percent of his business, and this will be 1.5 miles from his facility and would be difficult for his business to survive.

Louis McClure, 3917 Bloomfield Way, Cresswind resident, asked if he could show a presentation and Chairman Carter said there was only a few minutes remaining. Mr. McClure stated he isn't against having a car wash at the location but wanted to mention some concerns not addressed. He said in the drawings for the car wash it shows an access through RaceTrac parking lot to Browns Bridge Road and does not have use permits from GDOT and is concerned about increase use as a cut-through. Mr. McClure then stated there is a retention pond behind it which will have more run-off with the addition of asphalt and will go into the storm drain system. He said on his presentation he had photos of the pond overgrown, gate was open, trees and shrubs, and the smell of petroleum products. He said with the addition of the car wash it will increase the amount of storm runoff going into the retention pond. He stated the pond has an overflow, then goes 65 feet down the hill by the right-of-way for the power company then into Lake Lanier to Cresswind marina. Mr. McClure stated he did not see anything in the staff report about environmental protections. He was opposed due to the increased traffic, cut-through issue and not sure if we are protecting our environment as well.

Brent Garrett, 1447 Bluff Valley Circle, owner of Extreme Clean Auto Spa, stated he has been doing business with the City of Gainesville for a long time with great deals on car washes and does not make any profit on those. He said he washed over 4,000 cop cars last year for free. Mr. Garrett does not see a benefit for another car wash within 200 yards of his carwash which has an express wash/self-service and touch-free wash with monthly

memberships. He said he has two locations in town, rated over 4.4/4.5 on Google, and Facebook rated very well. He said they have been in business over 15 years in Gainesville with a location on Limestone Parkway which are kept very clean. He states we do not need a company that is not family owned, not taken care of and their reviews are not close to his car wash facility.

REBUTTAL: **Attorney Gilliam** stated this request is actually a down zoning from 80,000 square feet to 40,000 square feet of retail commercial which didn't work and so now they are proposing a car wash. He said there is nothing in rezoning or zoning laws/regulations with the COG or according to the State Supreme Court of Georgia that says over saturation of a business is a zoning consideration, it's not. Attorney Gilliam said the inter-parcel access was required by staff in the rezoning several years ago when RaceTrac came and is the position of staff now as we all want to see inter-parcel access and that is why it exists.

Thomas Wells stated the inter-parcel access was a previous requirement and is a standard recommendation to reduce the number of curb cuts onto the through roads. He said there is an existing easement across Tidal Wave property, if it's developed, for RaceTrac and vice versa for some of the Tidal Wave customers back over to Browns Bridge Road. Mr. Wells said when the PUD was originally approved in 2005, it was for 80,000 square feet of retail, and in 2008 it was RaceTrac and 40,000 square feet of retail and the traffic impact analysis done actually analyzed for about 23,000 square feet of retail so it compared the Tidal Wave versus 23,000 square feet of retail. He said the difference is Tidal Wave has about 65 percent of cars entering or exiting/passing by and are not destination trips whereas a retail center, 75 percent of those cars are new trips. He said when comparing new trips verses passing trips Tidal Wave will produce fewer new trips on the road than if it was developed as 23,000 square feet or 40,000 square feet as already approved in the rezoning. He stated when the retention pond was constructed as a master retention pond both the Tidal Wave and RaceTrac projects go into this one pond and cannot speak to the maintenance issue but will certainly address it. He said the staff as well as the State of Georgia requires a certain level of water quality standards and retention standards to be met and will be taken care of.

Planning and Appeals Board Comments: **Board Member Thompson** asked about the proposed conditions being revised before voting.

Deputy Director Tate referred to the PowerPoint there are proposed amendments to the conditions which have been reviewed and which do not appear to reduce the quality of the development in terms of buffer fencing and vacuum noise and staff is good with the proposed changes. Mr. Tate said condition 7 is a carryover from the previous zoning amendment regarding the trail connectivity. Regardless, the existing zoning condition is still required for the RaceTrac property if Cresswind HOA decides to construct a trail to connect to the commercial property. Mr. Tate said that it has been determined the topography is very challenging, it is his understanding that Cresswind HOA at this point in time has no desire to construct a trail. Deputy Director Tate stated he is okay with deleting condition 7 in its entirety.

Board Member Simmons asked about the property being zoned for a restaurant and what has changed. He also asked how much traffic would there be if there was a restaurant at the location instead of a car wash.

Deputy Director Tate stated from a retail shopping center standpoint, there are typically additional uses that have to be accounted for in addition to a restaurant. Restaurant uses are generally high traffic generators in the AM peak hour if serving breakfast and during lunch and dinner hours. The traffic study stated about 70 percent of the traffic is pass-by background traffic such as vehicles stopping at RaceTrac and getting a car wash while

there. He said in his professional opinion, the traffic calculations for a retail center that includes a restaurant would produce more traffic than a car wash.

There was a motion to recommend conditional approval of the zoning amendment request to allow for an express car wash facility with Planned Unit Development (P-U-D) zoning with the following revised conditions:

Conditions

- 1. The proposal shall be generally consistent with the concept plan and architectural elevations provided with this zoning amendment application and shall adhere to the exterior building material requirements of the Gateway Corridor Overlay Zone.**
- 2. All access point design for the subject property shall be submitted for review by the Gainesville Public Works Director and the Georgia Department of Transportation. The approval of said design shall be required prior to issuance of a land development permit. All required access/traffic/sidewalk improvements associated with the proposed development shall be at the full expense of the developer/property owner.**
- 3. The subject property shall have a minimum 35-foot wide vegetated buffer adjacent to the Cresswind neighborhood property line. The buffer shall contain a mixture of existing and new evergreen trees where needed so as to provide for an effective buffer. The location, spacing, size and type of trees planted shall be subject to the approval of the Community and Economic Development Department Director.**
- 4. A minimum 6-foot tall opaque fence or a row of evergreen trees shall be provided along the rear parking lot and vacuum area subject to the approval of the Community and Economic Development Department Director.**
- 5. The 10-foot wide frontage landscape area located along Browns Bridge Road and McEver Road shall contain a minimum 3-foot high landscaped berm subject to subject to the approval of the Community and Economic Development Department Director.**
- 6. The signage for the proposed development shall be limited to one principal free-standing sign not to exceed 10-feet in height and two building signs which shall meet the Neighborhood Business (N-B) zoning standards.**

Motion made by Board Member Martin

Motion seconded by Board Member White

Vote – 5 favor, 2 oppose (Fleming, Delgado)

Passed: _____

AN ORDINANCE

No. 2021-

AN ORDINANCE AMENDING THE EXISTING PLANNED UNIT DEVELOPMENT, WITH CONDITIONS (P-U-D-c) ZONING ON A 7.76± ACRES TRACT LOCATED NORTHEAST OF THE INTERSECTION OF BROWNS BRIDGE ROAD AND MCEVER ROAD (A/K/A 1440 MCEVER ROAD, SW); TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE FOR SEVERABILITY; TO PROVIDE FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

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

SECTION I

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

Conditions

- 1. The proposal shall be generally consistent with the concept plan and architectural elevations provided with this zoning amendment application and shall adhere to the exterior building material requirements of the Gateway Corridor Overlay Zone.**
- 2. All access point design for the subject property shall be submitted for review by the Gainesville Public Works Director and the Georgia Department of Transportation. The approval of said design shall be required prior to issuance of a land development permit. All required access/traffic/sidewalk improvements associated with the proposed development shall be at the full expense of the developer/property owner.**
- 3. The subject property shall have a minimum 35-foot wide vegetated buffer adjacent to the Cresswind neighborhood property line. The buffer shall contain a mixture of existing and new evergreen trees where needed so as to provide for an effective buffer. The location, spacing, size and type of trees planted shall be subject to the approval of the Community and Economic Development Department Director.**
- 4. A minimum 6-foot tall opaque fence or a row of evergreen trees shall be provided along the rear parking lot and vacuum area subject to the approval of the Community and Economic Development Department Director.**
- 5. The 10-foot wide frontage landscape area located along Browns Bridge Road and McEver Road shall contain a minimum 3-foot high landscaped berm subject to subject to the approval of the Community and Economic Development Department Director.**

ORDINANCE NO. 2021 -

6. The signage for the proposed development shall be limited to one principal free-standing sign not to exceed 10-feet in height and two building signs which shall meet the Neighborhood Business (N-B) zoning standards.

Legal Description

All of that tract or parcel of land lying and being in land lot 16, 8th land district Gainesville, Hall County, Georgia and being more particularly described as follows:

Commence at a 5/8" rebar set capped Isf #000051 at the mitered intersection of the northeasterly right-of-way line of Browns Bridge Road/Georgia State Route 369 (r/w varies) and the northwesterly right-of-way line of McEver Road/Georgia State Route 53 (r/w varies) and go north 53 degrees 39 minutes 50 seconds east along the northwesterly right-of-way line of McEver Road/Georgia State Route 53 for a distance of 230.82 feet to a mag hub set w/ plastic washer, said point being the point of beginning.

From said point of beginning leaving the northwesterly right-of-way line of McEver Road/Georgia State Route 53 go north 36 degrees 20 minutes 20 seconds west along a common property line with Andalusia Properties, Inc. for a distance of 271.52 feet to a 5/8" rebar set capped Isf #000051; thence go south 53 degrees 39 minutes 40 seconds west along a common property line with Andalusia Properties, Inc. for a distance of 356.99 feet to a 5/8" rebar set capped Isf #000051; thence go north 27 degrees 01 minutes 30 seconds east along a common property line with Church of God trustees property for a distance of 321.25 feet to a 3/4" open top pipe found; thence go north 81 degrees 08 minutes 03 seconds west along a common property line with Church of God trustees property for a distance of 229.03 feet to a 5/8" rebar set capped Isf #000051; thence go north 59 degrees 39 minutes 17 seconds east along a common property line with the Seasons At Lake Lanier Phase 1 property for a distance of 715.70 feet to a point located in the centerline of a stream; thence go along the meandering of said stream the following calls, south 70 degrees 14 minutes 30 seconds east for a distance of 56.84 feet to a point; thence go south 45 degrees 14 minutes 19 seconds east for a distance of 1.13 feet to a point; thence go south 82 degrees 17 minutes 53 seconds east for a distance of 22.70 feet to a point; thence go south 32 degrees 30 minutes 15 seconds east for a distance of 31.06 feet to a point; thence go south 50 degrees 23 minutes 55 seconds east for a distance of 28.17 feet to a point; thence go south 16 degrees 41 minutes 15 seconds east for a distance of 16.69 feet to a point; thence go south 21 degrees 05 minutes 29 seconds east for a distance of 29.39 feet to a point; thence go south 66 degrees 10 minutes 08 seconds east for a distance of 47.61 feet to a point; thence leaving said centerline of stream go south 53 degrees 48 minutes 39 seconds west along the northwesterly right-of-way line of mcever road/georgia state route 53 for a distance of 22.06 feet to a concrete right-of-way monument found; thence go south 36 degrees 19 minutes 55 seconds east along the northwesterly right-of-way line of McEver Road/Georgia State Route 53 for a distance of 117.93 feet to a concrete right-of-way monument found; thence go south 09 degrees 47 minutes 59 seconds west along the northwesterly right-of-way line of McEver Road/Georgia State Route 53 for a distance of 117.42 feet to a 5/8" rebar set capped Isf #000051; thence go south 53 degrees 39 minutes 45 seconds west along the northwesterly right-of-way line of McEver Road/Georgia State Route 53 for a distance of 484.78 feet to a mag nail set w/plastic washer and the point of beginning.

Said tract contains 7.764 acres (338,205 sq.ft.)

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SECTION II

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

SECTION III

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

SECTION IV

This Ordinance is enacted as an amendment to the Code of the City of Gainesville, Georgia, and is to be codified as a part of Section 9-1-1-5.

SECTION V

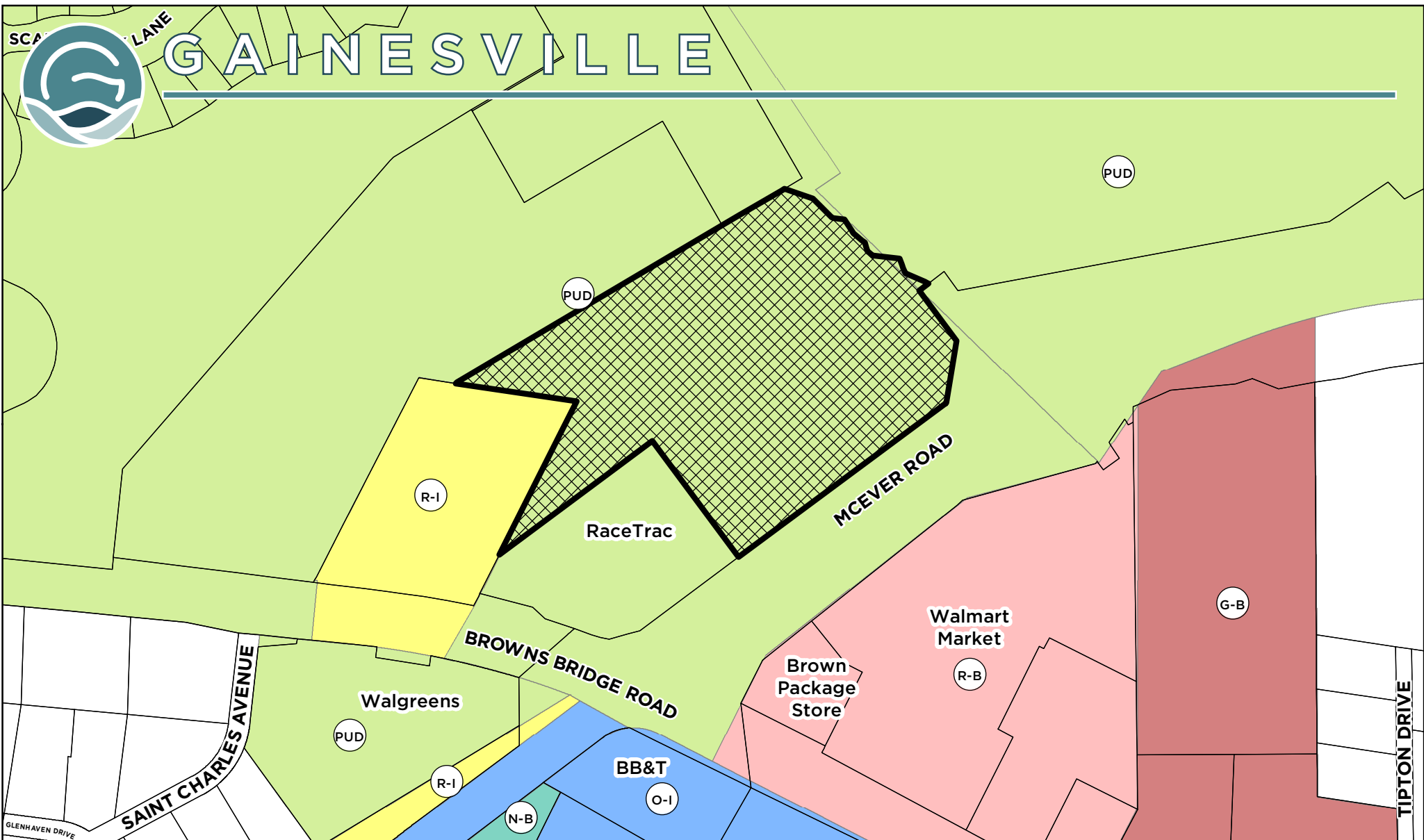
The effective date of this Ordinance shall be upon approval by the governing body of the City of Gainesville, Georgia.

C. Danny Dunagan, Jr., Mayor

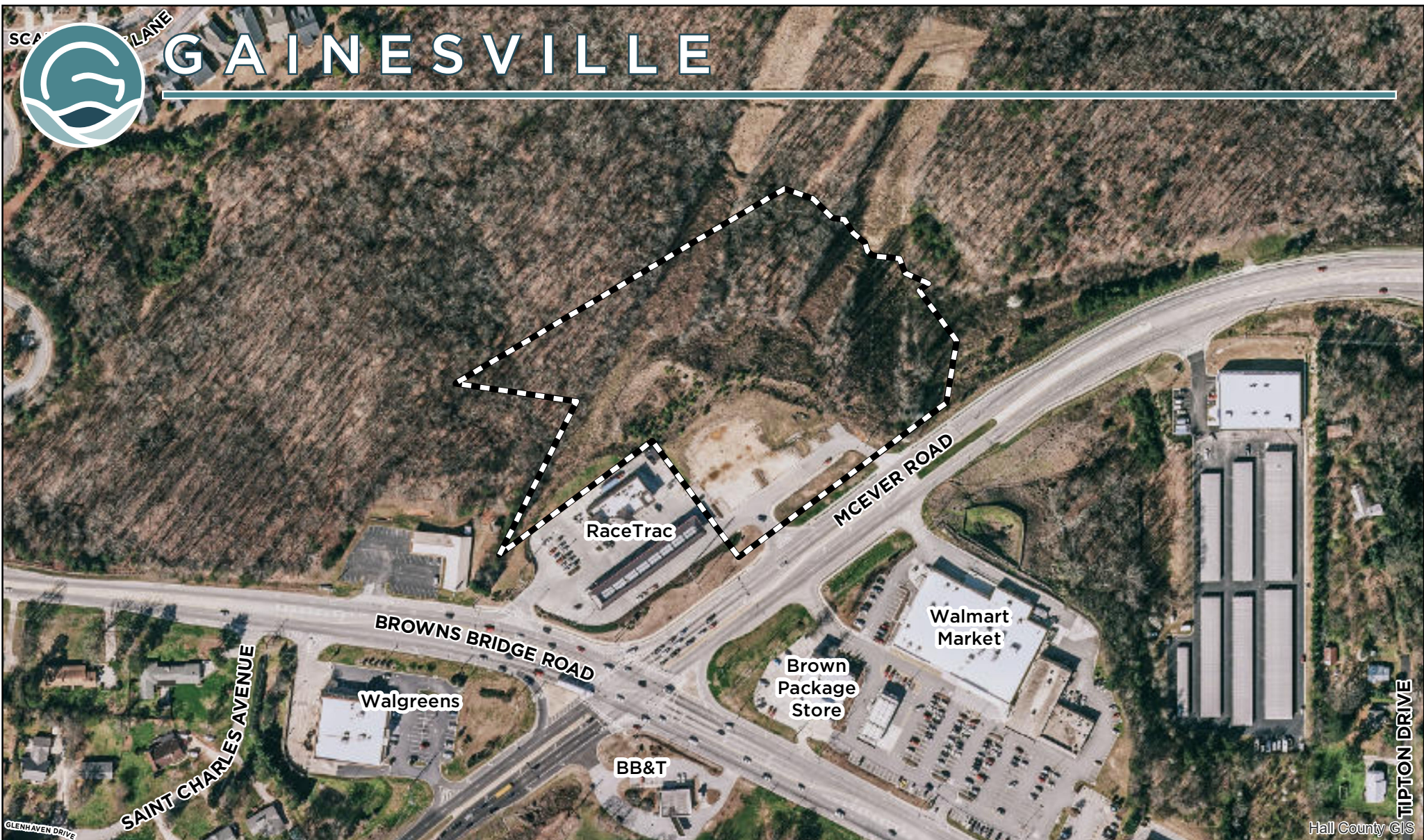
This is to certify that I am City Clerk of the City of Gainesville. As such, I keep its official records, including its minutes. In that capacity, my signature below certifies this Ordinance was adopted as stated and will be recorded in the official minutes.

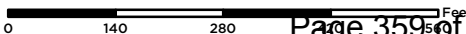
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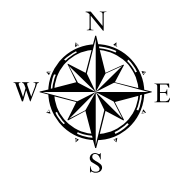
Denise O. Jordan, City Clerk



Applicant: TIDAL WAVE AUTO SPA		Request: Amend the existing Planned Unit Development (P-U-D) zoning on a 7.76+/- acres tract to allow an express car wash facility	
ZONING AMENDMENT REQUEST			
Subject Property Address: 1440 McEver Road, SW	Tax Parcel: 08-016-002-041	Subject Property	
Meeting Date: 04/13/2021	Map Prepared: 03/18/2021	Page 358 of 470 SCALE: 1" = 250'	



Applicant: TIDAL WAVE AUTO SPA		Request: Amend the existing Planned Unit Development (P-U-D) zoning on a 7.76+/- acres tract to allow an express car wash facility	
ZONING AMENDMENT REQUEST			
Subject Property Address: 1440 McEver Road, SW	Tax Parcel: 08-016-002-041	 Subject Property	Aerial from 2018
Meeting Date: 04/13/2021	Map Prepared: 03/18/2021		SCALE: 1" = 250'





1344 US Hwy 19 South
Suite A
Leesburg, GA 31763
Phone: (229) 435-6133
Fax: (229) 439-7979
www.emc-eng.com

Development Narrative

The purpose of this request is to amend an existing portion of a property zoned PUD in order to develop a 3,500 sf express tunnel carwash, Tidal Wave Auto Spa. The original PUD called for 80,000 Square feet of retail commercial space this proposed change will greatly reduce the previously approved property density while providing an attractive business that will complement the existing automotive use, Racetrack. The proposed development will be located closest to the R/W leaving a large natural buffer area between the development and the adjacent properties. The proposed Tidal Wave Auto Spa plans to exceed the design requirements of the existing zoning ordinance as they do with all of their site and provide additional landscaping and upgraded building façade to make their business the nicest looking development in the area.

Sincerely,

Alex Perry, PE
Project Manager
EMC Engineering Service

A photograph of a modern car wash building with a blue metal roof, stone walls, and large glass windows. A white car is being washed inside. A tree stands in front of the building. In the background, a sign for 'TIDAL WAVE AUTO SPA' with 'FREE VACUUM' is visible.

TIDAL WAVE

A U T O S P A
E S T A B L I S H E D 2 0 0 4



P.O. BOX 311
124 EAST THOMPSON STREET
THOMASTON, GA. 30286
706-647-0414
MARTIE@SHJCONSTRUCTIONGROUP.COM



A Design-Build Firm -- General Contractors



Tidal Wave Auto Spa first began washing cars in 2004 in Atlanta, Georgia. Since then, the company has expanded its footprint into South Carolina, North Carolina, Florida, Georgia, Missouri & Texas. Tidal Wave currently has 42 locations in operation.

Tidal Wave Auto Spa has been recognized for its fast, courteous service and sparkling clean cars. We strive to be good stewards and take care of our environment. At every location where it's possible, we capture and recycle water to prevent wasting natural resources. In addition, we have received numerous civic awards for the bright and beautiful appearance of our sites. Tidal Wave uses landscape features to make its locations both inviting and pleasant spaces to clean your vehicle.

All Tidal Wave Auto Spa locations are designed to be attractive additions to the community. Our buildings are 3500 sq. feet and are all one level. We take pride in creating an appealing look for our entire property, including not only the wash building but also the landscape features that are used to screen necessary elements such as the dump pad.

Each Tidal Wave Auto Spa provides employment for 8 to 15 people, offering both full and part-time positions. We have shifts for the workers and there are two to four team members on site to provide customers guidance onto the conveyor, and to keep the premises neat and clean. This feature of the Tidal Wave Auto Spa business model eliminates the potential for an "attractive nuisance" that some older, unstaffed self-serve washes can become. Our hours of operation are 8 a.m. and 8 p.m., with some occasional extended hours during the summer months. Tidal Wave is open seven days a week.

Tidal Wave Auto Spa is recognized as a leader in the Express Exterior car wash concept, which was created in 2002 and has become popular across the country. Customers remain in their vehicles while the vehicle is being washed. After the wash is complete, the customer has the option of vacuuming the interior themselves with free vacuum equipment which we provide. Each Tidal Wave facility is equipped with automated vending located in the vacuum area. These vending machines provide the customers with air fresheners and Armor All wipes.

We at Tidal Wave Auto Spa believe in giving back to the communities that we call home. On the 3rd Friday of September, each location donates 100% of all proceeds from all sales made that day to a charity or non-profit group, with a special emphasis on those that serve children and adults with special needs. With the generous support of our customers, over the past 11 years Tidal Wave has donated over \$500,000 to these charities. Among other honors and recognitions, we are proud to say that Tidal Wave Auto Spa CEO Scott Blackstock was selected by the United States Small Business Administration as the Small Businessperson of the Year for Georgia in 2009.

















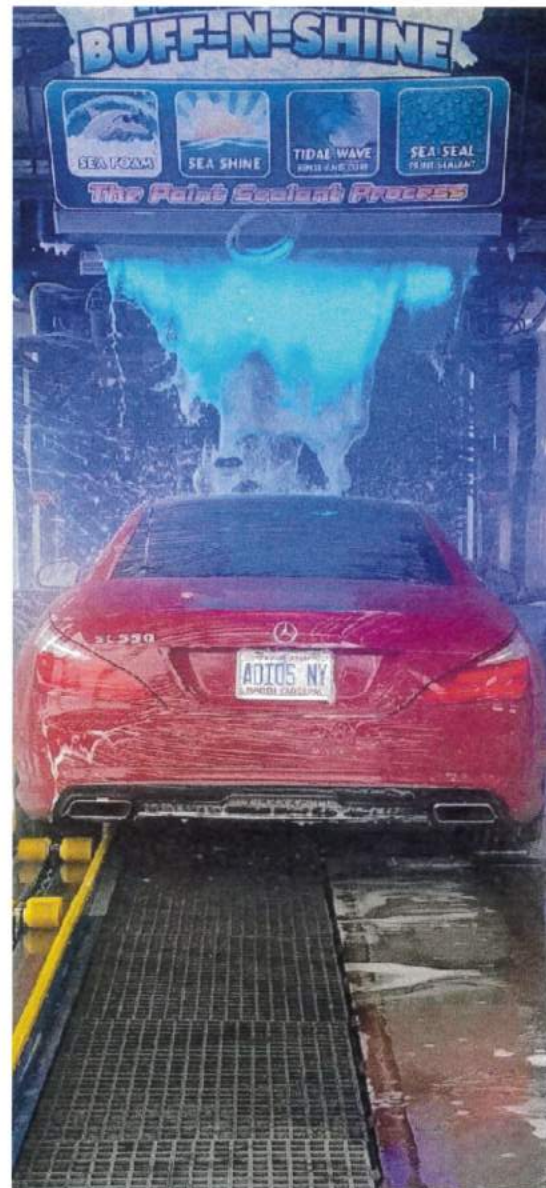






WE'RE GREEN!

AT EVERY LOCATION POSSIBLE, WE
USE BUILT-IN TECHNOLOGY TO
RE-CAPTURE WATER AND
RECYCLE IT TO AVOID WASTE.
WASHING THE AVERAGE CAR ON
YOUR DRIVEWAY USES 93
GALLONS OF WATER AND SENDS
DIRTY WATER UNTREATED INTO
YARDS OR SEWERS WHERE IT CAN
IMPACT WATERWAYS. COMPARE
TO WASHING AT TIDAL WAVE,
WHERE OUR WASHES USE JUST 32
GALLONS / CAR.





WE'RE CLEAN!

AND WE'RE NOT JUST TALKING ABOUT THE CARS. FROM THE BEGINNING, WE'VE FOCUSED ON MAINTAINING ATTRACTIVE, CLEAN LOCATIONS. FROM WASH EQUIPMENT TO THE BATHROOMS, OUR LOCATIONS ARE SPOTLESS.

IT'S NO SURPRISE THAT COMMUNITIES APPROACH US ABOUT OPENING A WASH IN THEIR AREA!

WE'RE FUN!

WE PROVIDE A FRIENDLY AND
WELCOMING EXPERIENCE. PARENTS
LOVE TO WATCH THEIR CHILDREN
COME THROUGH THE WASH!





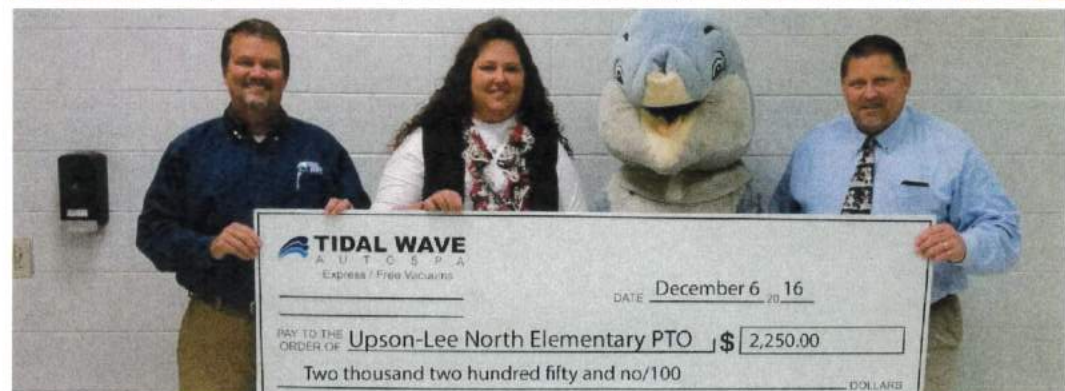
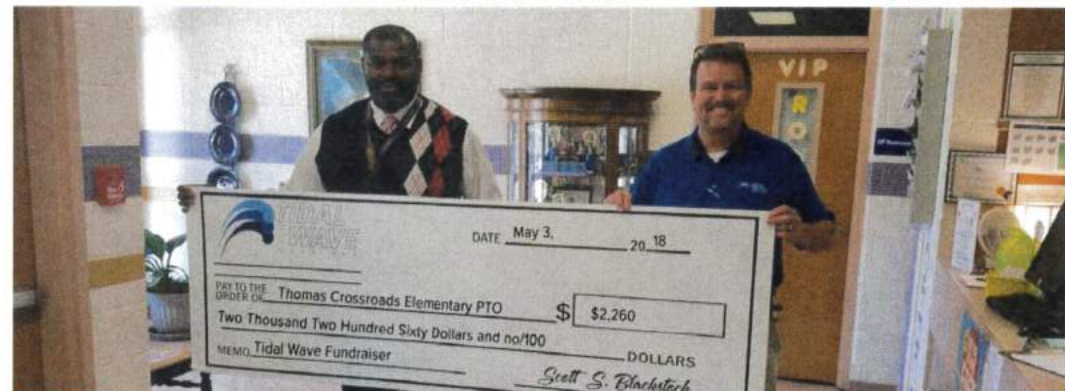
WE HAVE THE VERY BEST PEOPLE!

OUR TEAM MEMBERS ARE
FRIENDLY, CARING, AND HIGHLY
COMPETENT. SO THAT CUSTOMERS
CAN BE SERVED WITH
CONFIDENCE, EVERY TIDAL WAVE
TEAM MEMBER SUCCESSFULLY
UNDERGOES BOTH BACKGROUND
AND DRUG SCREEN CHECKS.

WE'RE INVOLVED!

WHAT SETS US APART FROM OTHERS IS OUR COMMITMENT TO THE COMMUNITIES THAT WE SERVE.

WE OFFER FUNDRAISING OPPORTUNITIES FOR SCHOOLS, CHURCHES, CIVIC GROUPS, SPORTS TEAMS & MORE.





WE GIVE BACK!

TIDAL WAVE AUTO SPA BELIEVES IN GIVING BACK TO THE CITIES THAT WE CALL HOME. ON THE 3RD FRIDAY OF SEPTEMBER EVERY YEAR, EACH LOCATION DONATES 100% OF ALL SALES MADE THAT DAY TO A CHARITY OR NON-PROFIT GROUP, WITH A SPECIAL EMPHASIS ON THOSE THAT SERVE CHILDREN AND ADULTS WITH SPECIAL NEEDS. OVER THE PAST 11 YEARS, TIDAL WAVE AUTO SPA HAS DONATED OVER \$500,000 TO CHARITIES WITH PROCEEDS FROM CHARITY DAY ALONE.

SOME LOCAL RECIPIENTS INCLUDE:
ANNANDALE VILLAGE; BIG BROTHERS/BIG SISTERS;
ST. JUDE HOSPITAL; FLORENCE COUNTY
DISABILITIES FOUNDATION &
AMERICAN RED CROSS

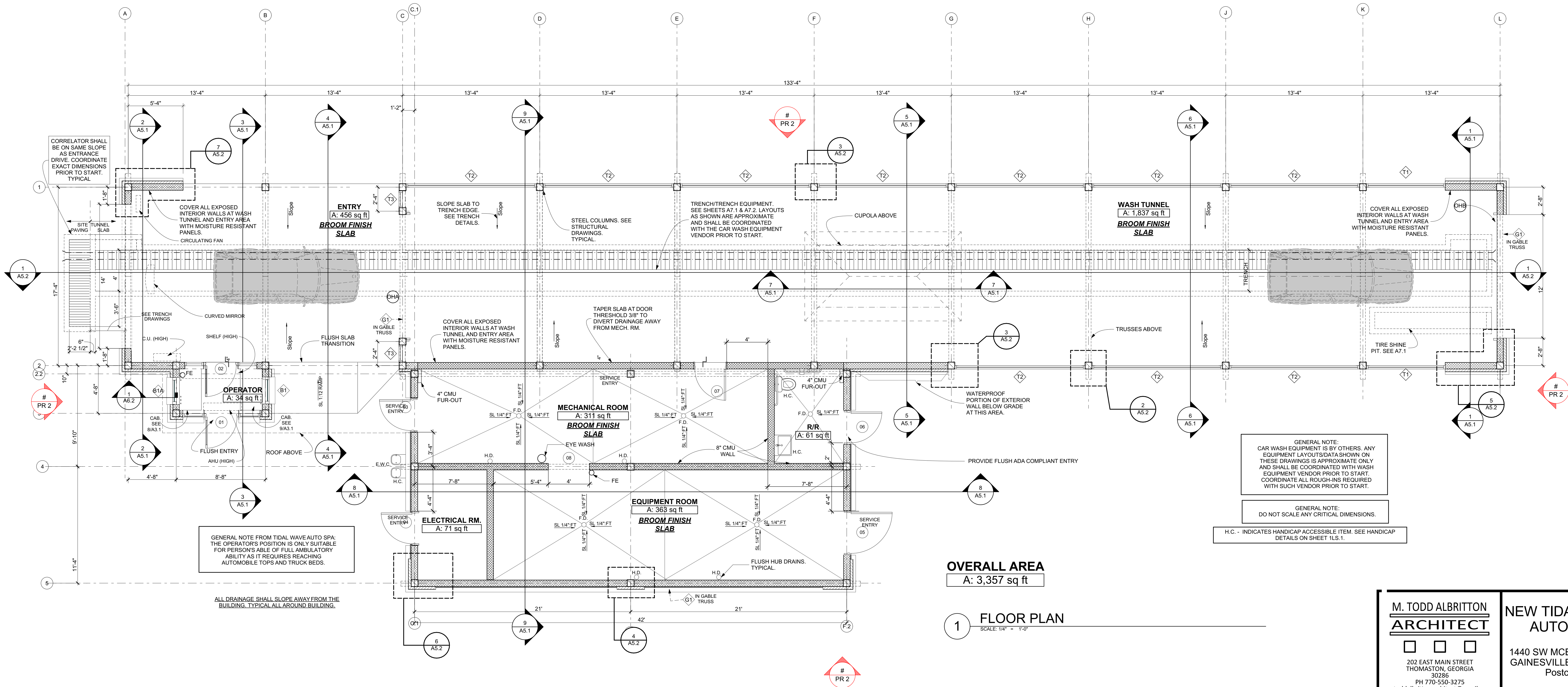


AWARDS & RECOGNITION

TIDAL WAVE AUTO SPA IS PROUD TO BE REPEAT RECIPIENTS OF MANY COMMUNITY AWARDS INCLUDING:

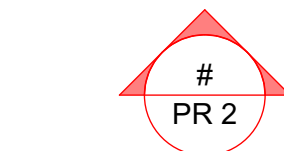
WARNER ROBINS BEST OF THE BEST
SUMMERVILLE READER'S CHOICE
FLORENCE BEST OF THE PEE DEE
BEST OF SUMTER
MILLEDGEVILLE READER'S CHOICE

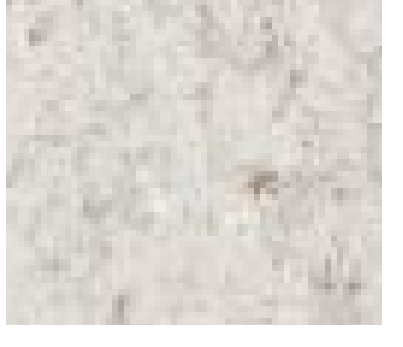
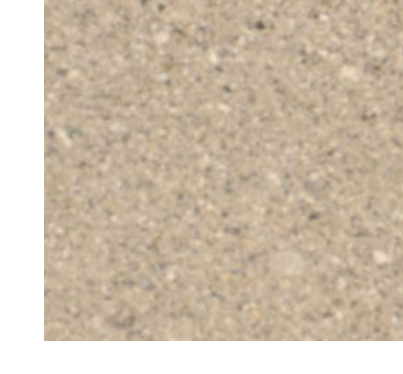
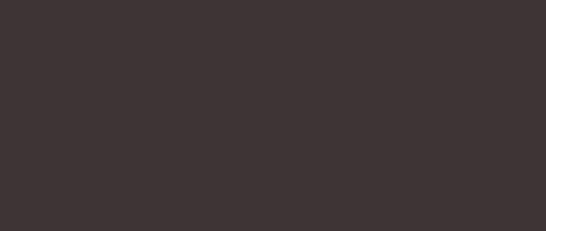




OVERALL AREA
A: 3,357 sq ft

1 FLOOR PLAN
SCALE: 1/4" = 1'-0"



		
STUCCO COLOR: SW 9102 QUINOA	PREFINISHED METAL ROOF R PANEL. COLOR: REGAL BLUE ROOF FLASHING, FASCIA, GUTTER, AND OVERHANG TRIM TO MATCH ROOF COLOR.	WATERTABLE: SPLIT FACE "SILL" BLOCK WHITE RANGE, OLD CASTLE.
		
CULTURED STONE VENEER KENTUCKY LEDGESTONE	GLASS: CLEAR	SPLIT FACE BLOCK BEIGE RANGE, OLD CASTLE.
		
EXPOSED STRUCTURAL STEEL (TRUSSES & COLUMNS) PAINT COLOR: "BLACK" DO NOT PAINT UNDERSIDE OF ANY EXPOSED ROOF PANELS	STOREFRONT FRAMES COLOR - BRONZE	HM DOORS AND FRAMES PAINT COLOR: SW 2735 ROCKWEED

EXTERIOR FINISH SCHEDULE

M. TODD ALBRITTON
ARCHITECT
202 EAST MAIN STREET
THOMASTON, GEORGIA
30286
PH 770-550-3275
mtoddalbrittonarchitect@gmail.com

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THESE DRAWINGS SHALL BE USED ON THE ORIGINAL PROJECT LOCATION ONLY AND SHALL NOT BE REUSED AT OTHER LOCATIONS.

TIDAL WAVE
A U T O S P A



NEW TIDAL WAVE
AUTO SPA
1440 SW MCEVER ROAD
GAINESVILLE, GA, #Site
Postcode

OWNER:
TIDAL WAVE AUTO SPA
EAST THOMPSON STREET
THOMASTON GEORGIA
30286

PERMIT
SUBMITTAL
SET 2/11/21
MARK DATE DESCRIPTION

SHEET TITLE
PLAN

PROJECT DATE: #####

PROJECT NUMBER: ##

DRAWN BY: Name

PR 1

RELEASED FOR CONSTRUCTION



NORTH ELEVATION
SCALE: 1/4" = 1'-0"



SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



WEST ELEVATION
SCALE: 1/4" = 1'-0"



EAST ELEVATION
SCALE: 1/4" = 1'-0"

M. TODD ALBRITTON ARCHITECT 202 EAST MAIN STREET THOMASTON, GEORGIA 30286 PH 770-550-3275 mtoddalbritionarchitect@gmail.com COPYRIGHT: THESE DESIGNS AND DRAWINGS AS INSTRUMENTS OF SERVICE ARE THE PROPERTY OF THE ARCHITECT AND SHALL NOT BE COPIED OR REUSED IN ANY FORM WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT. THESE DRAWINGS SHALL BE USED ON THE ORIGINAL PROJECT LOCATION ONLY AND SHALL NOT BE REUSED AT OTHER LOCATIONS.	NEW TIDAL WAVE AUTO SPA 1440 SW MCEVER ROAD GAINESVILLE, GA, #Site Postcode OWNER: TIDAL WAVE AUTO SPA EAST THOMPSON STREET THOMASTON, GEORGIA 30286	
	PERMIT SUBMITTAL SET 2/11/21 MARK DATE DESCRIPTION	
	SHEET TITLE ELEVATIONS	
	PROJECT DATE: ##### PROJECT NUMBER: ## DRAWN BY: Name	
	PR 2	



RELEASED FOR CONSTRUCTION

TRAFFIC IMPACT STUDY

FOR

TIDAL WAVE AUTO SPA

Gainesville, GA

Prepared For:
EMC Engineering Services, Inc.
349 Margie Drive, Suite 220
Warner Robins, GA 31088

Prepared By:



2470 Sandy Plains Road
Marietta, GA 30066

April 1, 2021

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Appendix B: Traffic Counts Summary Sheets
Appendix C: Synchro Reports
Appendix D: NCHRP Report 457 - Right Turn Lane Graph
Appendix E: Intersection Control Evaluation



EXECUTIVE SUMMARY

An automated car wash, Tidal Wave Auto Spa, is proposed to be developed in the Gainesville, GA. The car wash will have 1 car wash tunnel and approximately 36 parking spaces. The car wash will be access via three existing driveways that currently service a gas station adjacent the proposed development. This traffic impact study was conducted to determine if the traffic generated by the development would have a negative impact on the adjacent roadway network and if needed, recommend improvements to the roadway network to offset the development traffic impacts. The study intersections analyzed are listed below.

1. SR 53 / McEver Road at SR 369 / Browns Bridge Road
2. SR 369 / Browns Bridge Road at Existing Driveway #1
3. SR 369 / Browns Bridge Road at Saint Charles Avenue
4. SR 53 / McEver Road at Existing Driveway #2
5. SR 53 / McEver Road at Existing Driveway #3

The ITE Trip Generation Manual, referenced to estimate the trips generated by the automated car wash land use, did not have sufficient data to provide the daily number of trips generated for the proposed land use. Therefore, a similar land use type, self-care car wash, was used to calculate the total gross trips expected to be generated from the development. The expected trips were added to the existing traffic volumes to analyze the delay and level of service at the study intersections in build condition and compare with the existing conditions.

The operational analysis showed the study intersections are operating at an acceptable level of service (LOS), A-D, in existing conditions. With the additional trips generated by the development the study intersections are expected to continue to operate at an acceptable LOS, A-D, upon completion of the development.

The development site was originally planned with a 23,000 SF shopping center. To see how the expected trips will differ for the automated car wash versus the shopping center the expected trips were calculated and compared. The total daily trips for the automated car wash are expected to be higher than the shopping center, 1,512 to 868 daily trips. However, most daily trips to be generated by the car wash are expected to be a pass-by trip trips (60-70%) and not newly created trips, whereas the shopping center would create mostly new trips (75%). Therefore, the total new trips expected to be generated by the car wash are less than expected from the shopping center.

Based on the analysis results, the development traffic is expected to have a minimal impact on the adjacent roadway network and the study intersections. The study intersections are expected to operate at same level of service with any additional traffic generated from the development. Due to minimal impact no improvements or additional mitigation is recommended.



INTRODUCTION

A traffic impact study was conducted by Southeastern Engineering, Inc. for a proposed Tidal Wave Auto Spa car wash in Gainesville, GA. The site is located to the north of SR 369 / Browns Bridge Road and to the west of SR 53 / McEver Road. The site is adjacent to a gas station and will share the three existing driveways, one on SR 369 / Browns Bridge Road and two on SR 53 / McEver Road. An overall location map showing the area near the site location is shown in **Figure 1**.



Figure 1 Location Map

The purpose of this study is to identify potential traffic impacts of the proposed development on the surrounding roadway network and if necessary, recommend improvements at study intersections to reduce those impacts. The study includes no-build and build peak hour traffic operations and capacity analysis at the study intersections as well as any site driveways. If needed, operational improvements will be evaluated to mitigate the traffic impacts caused by the proposed development. Based on the results of the improvement analysis, recommendations will be made for geometry and traffic control improvements.

PROJECT DESCRIPTION

The proposed car wash development will be an automated car wash with 1 car wash tunnel and approximately 36 parking spaces. The development is next to an existing gas station and will share the three existing driveways currently used by traffic to access the gas station. The site layout plan is included in **Appendix A**.

Study Network

The study area for the network includes five existing intersections which are most likely to be impacted by the traffic generated from the proposed development. The development will be accessed by three driveways, which are already being used by the gas station adjacent to the proposed development. The transportation facilities within the study area are described below. An aerial of the study area can be seen in **Figure 2**.

The following study intersections and their control type were included in the study network:

- | | |
|--|---|
| 6. SR 53 / McEver Road at SR 369 / Browns Bridge Road | Signalized |
| 7. SR 369 / Browns Bridge Road at Driveway #1 | Unsignalized (Right-In Right-Out) |
| 8. SR 369 / Browns Bridge Road at Saint Charles Avenue | Unsignalized (Minor-Street Stop-Controlled) |
| 9. SR 53 / McEver Road at Driveway #2 | Unsignalized (Right-In Right-Out) |
| 10. SR 53 / McEver Road at Driveway #3 | Unsignalized (RCUT) |

Roadway Conditions

The roadway network adjacent to the development in the study area was examined to evaluate the existing roadway conditions. The existing roadway network in the vicinity of the development is described below.

SR 53 / McEver Road

SR 53 / McEver Road is a four-lane divided roadway with a 20-foot median. It is classified as a principal arterial, with a posted speed limit of 45 miles per hour. It connects to Spring Road in the north and Mountain View Road in the south.

SR 369 / Browns Bridge Road

SR 369 / Browns Bridge Road is five-lane facility with two-way left-turn lane at the center to the east of SR 53 / McEver Road. It is a two-lane roadway facility to the west of Saint Charles Avenue. For a small section between Saint Charles Avenue and SR 53 / McEver Road it is a four-lane facility. SR 369 / Browns Bridge Road is classified as a minor arterial and major collector to the east and west of SR 53 / McEver Road. It has a posted speed limit of 45 miles per hour.

Saint Charles Avenue

Saint Charles Avenue is a local two-lane undivided facility with a posted speed limit of 25 miles per hour. It connects to SR 369 / Browns Bridge Road in the north and Montgomery Drive in the south. It is a local road facility connecting residential driveways to minor / major collectors.

Pedestrian and Bicycle Facilities

Pedestrian crosswalks are provided at the study intersection of SR 53 / McEver Road at SR 369 / Browns Bridge Road and across Driveways #1, 2, and 3. Other pedestrian facilities like sidewalk is provided to the north and west of SR 369 / Browns Bridge Road and SR 53 / McEver Road. No roadway in the study network is part of Georgia's State Bicycle Route and no bicycle facilities are



provided in the study area. A detailed sketch of the roadway network and roadway lane configuration is included in **Appendix A**.

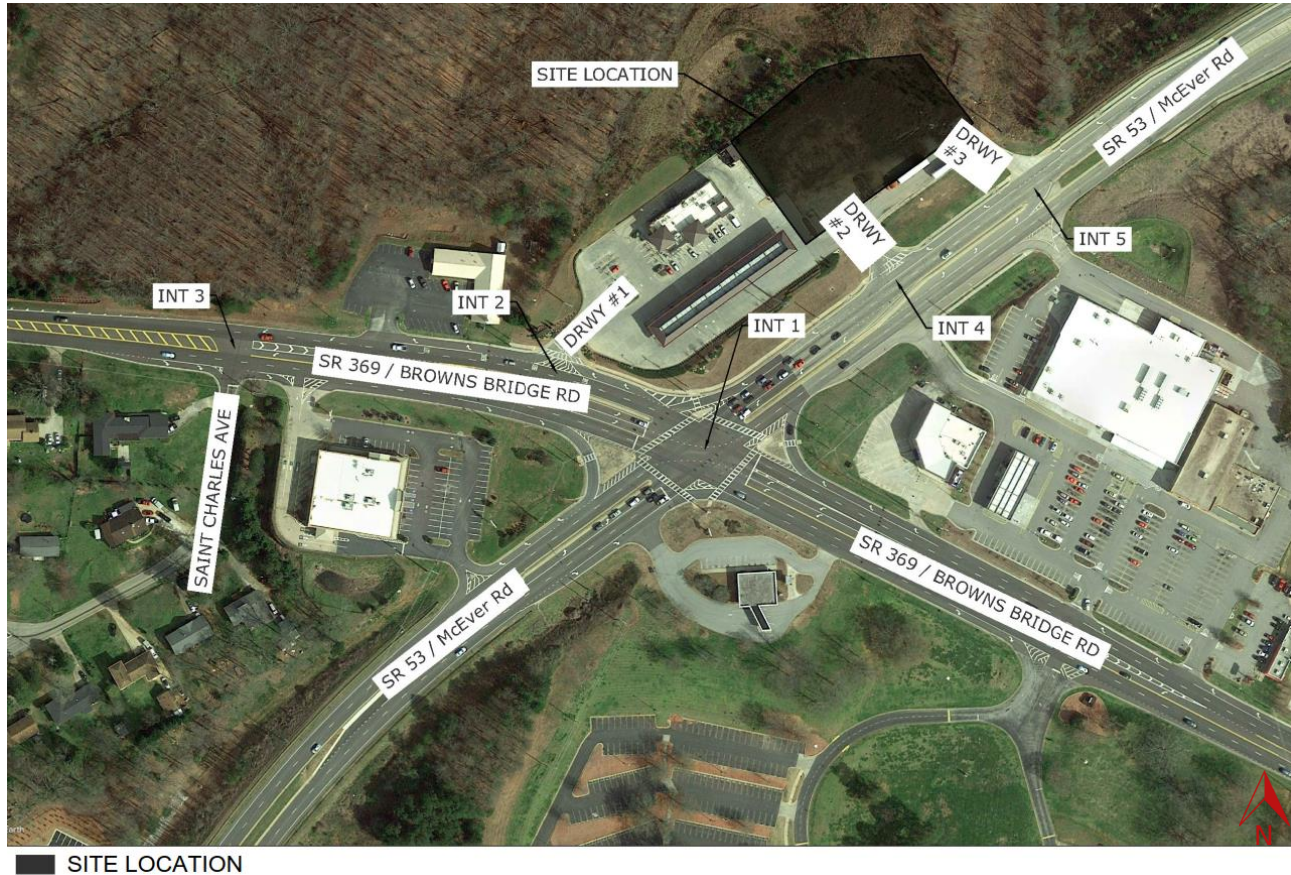


Figure 2 Aerial of Study Area

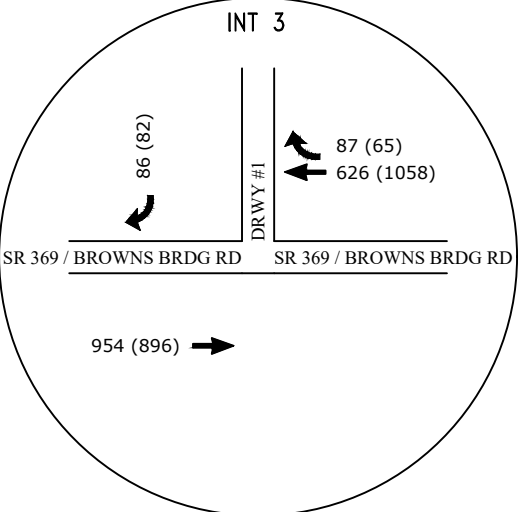
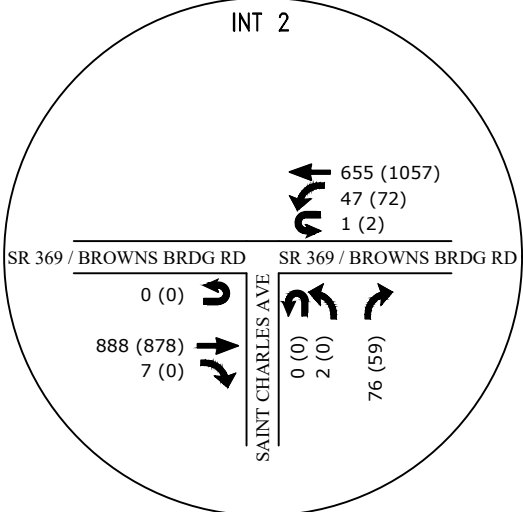
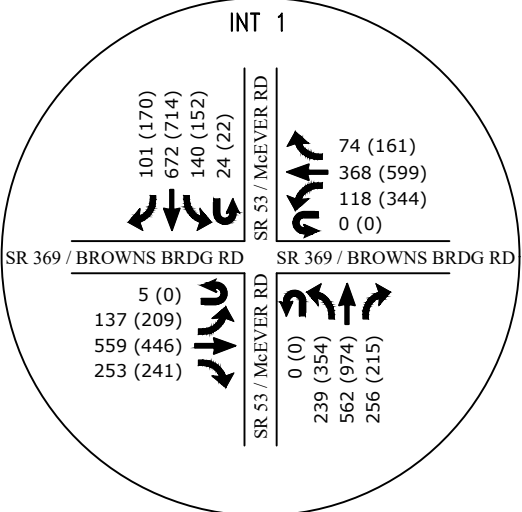
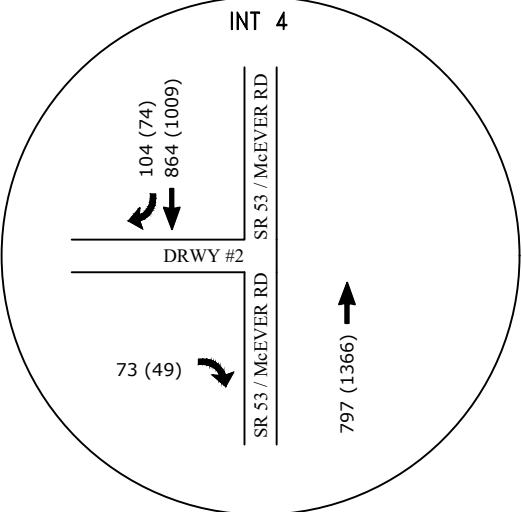
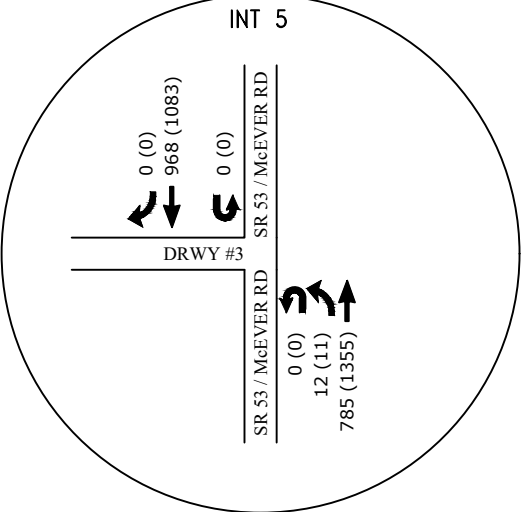
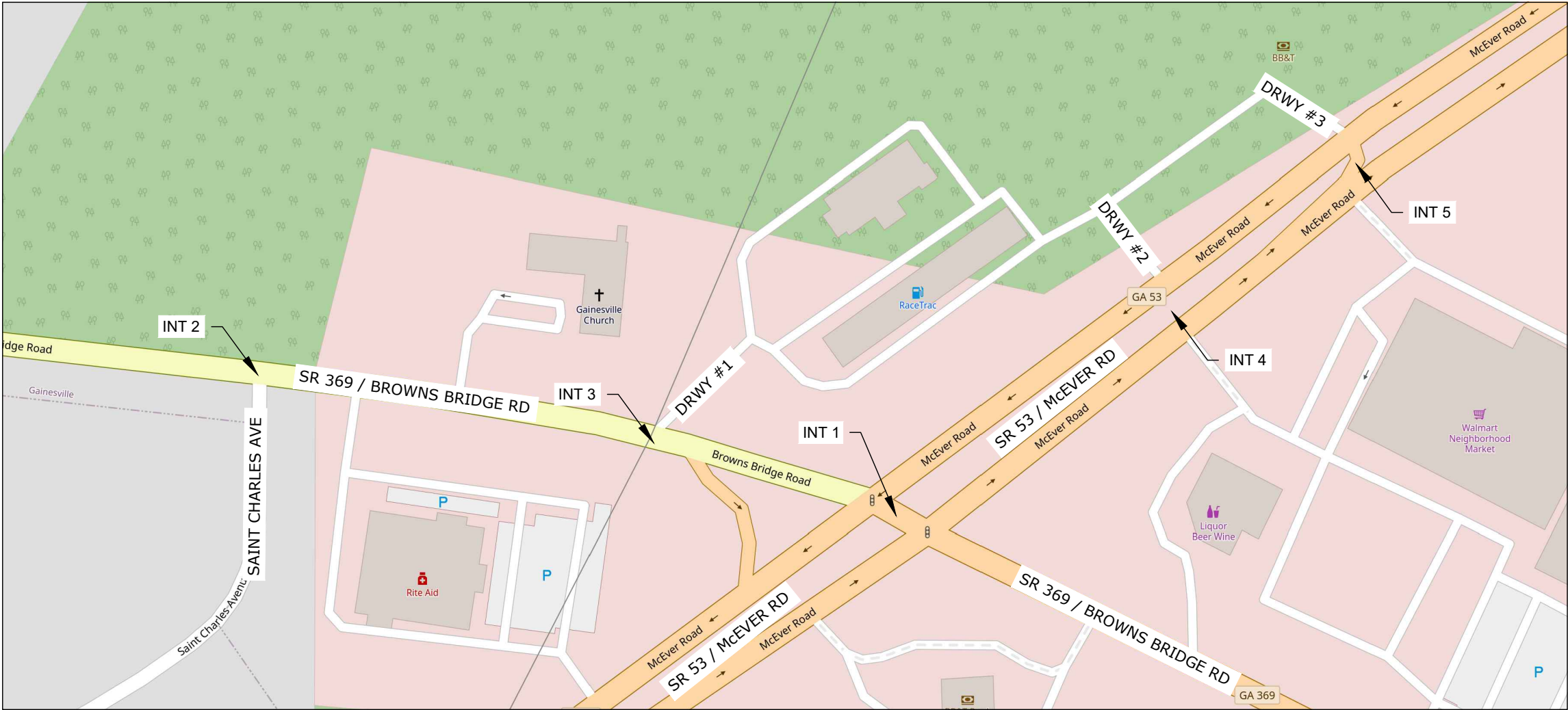
EXISTING TRAFFIC CONDITIONS

This traffic impact study analyzes the current traffic operations in the study network. Capacity analysis and level of service evaluations of the study intersections were conducted for the existing conditions (no-build) without the proposed development.

Traffic Data Collection

Existing traffic volumes at the study intersections were collected on Tuesday, March 9, 2021. Additionally, average daily traffic volumes were collected on SR 53 / McEver Road and SR 369 / Browns Bridge Road and are summarized in **Table 1**. The collected traffic data were also used to determine the distribution for estimated trips generated by the development. The existing count data are included in **Appendix B**. The existing A.M. and P.M. peak hour traffic volumes for the study area intersections are illustrated in **Figure 3**.

The effect of COVID-19 was taken into consideration for this project. The traffic volumes collected in March 2021 were compared to historical traffic volumes from GDOT count stations located in the study area. The historical traffic volumes were projected out to the existing year (2021) and were compared to the traffic volumes collected to determine a traffic adjustment factor for the collected data, if needed. The volume comparison is summarized in **Table 1**.



PROPERTY AND EX. R/W LINE		STORM LINE	
REQUIRED R/W LINE		TELEPHONE LINE	
CONSTRUCTION LIMITS		OH POWER LINE	
PERMANENT EASEMENT FOR MAINTENANCE		UG POWER LINE	
TEMPORARY EASEMENT FOR CONSTRUCTION		WATER LINE	
EASEMENT FOR CONSTRUCTION OF DRIVEWAYS		FIBER OPTIC LINE	
PERMANENT DRAINAGE EASEMENT		GAS LINE	
		SANITARY SEWER LINE	
		LIGHTING CONDUIT	
		RETAINING WALL	
		LIMIT OF DISTURBANCE	

FIGURE 3



EXISTING (2021) PEAK HOUR VOLUMES

REVISION DATES		

DATE:	
TIDAL WAVE CAR WASH	
SHEET NO.	

Table 1: Daily Traffic Volume			
Location	Historical 24-Hour Volume (2018)	Projected 24-Hour Volume (2020)	24-Hour Field Volume (2020)
SR 53 / McEver Road north of SR 369 / Browns Bridge Road	23,955	25,421	22,808
SR 369 / Browns Bridge Road west of Gould Drive	23,438	24,873	19,497

Historical volumes were grown out using a growth factor of 2.00%, which was calculated based on historical traffic data and census data for the region, detail calculations are included in **Appendix B**. Historical data from 2018 collected from the GDOT count stations are attached in **Appendix B**. As collected traffic volumes were lower than the historical projected volumes a traffic adjustment factor of 1.2 was applied to all counts used for analysis.

Level of Service Methodology

Intersection capacity analyses were performed using the methodology outlined in the Highway Capacity Manual, 6th Edition (HCM). This methodology is the industry standard for the evaluation of intersection capacity and delay. To facilitate the analysis, computer software Synchro was used. This software conforms to the methodology of the HCM.

An analysis of peak hour traffic conditions was performed to determine the level of service (LOS) at the study intersections. LOS for an intersection is based on vehicular delay at the intersection and is a typical measure of effectiveness used to evaluate intersection operations. The HCM provides ranges of delay for each LOS definition, spanning from very minimal delays (LOS A) to high delays (LOS F). LOS F is considered unacceptable for most drivers.

For unsignalized intersections, where a stop sign controls side streets or minor streets, the criterion for evaluating traffic operations is the LOS for the controlled turning movements at the intersection. Methodology from the HCM to determine the delay and LOS for these turning movements is based on the following input data:

- Intersection geometry
- Lane configuration
- Turning movement volumes

Table 2 below indicates the relationship between delay and LOS for signalized and unsignalized intersections, respectively.

Table 2: Level of Service for Signalized and Unsignalized Intersections		
Level of Service	Control Delay Per Vehicle (sec)	
	Unsignalized Intersection	Signalized Intersection
A	≤10	≤10
B	>10 and ≤15	>10 and ≤20
C	>15 and ≤25	>20 and ≤35
D	>25 and ≤35	>35 and ≤55
E	>35 and ≤50	>55 and ≤80
F	>50	>80

Existing (No-Build Condition) Level of Service

The level of service for the existing conditions was determined using Synchro 10, which follows the HCM methodology. The result of the existing intersection capacity analysis is summarized in **Table 3** and detailed reports are included in **Appendix C**.

Table 3: Level of Service and Delay for Existing Year (2021)					
Intersection	Control Type	Delay (LOS)		V/C Ratio	
		AM	PM	AM	PM
SR 53 / McEver Road at SR 369 / Browns Bridge Road	Traffic Signal	29 (C)	49 (D)	0.64	0.79
SR 369 / Browns Bridge Road at Saint Charles Avenue	Minor-Street Stop-Controlled	14 (B)	13 (B)	0.18	0.12
SR 369 / Browns Bridge Road at Driveway #1	Right-In Right-Out	12 (B)	15 (B)	0.15	0.19
SR 53 / McEver Road at Driveway #2	Right-In Right-Out	13 (B)	14 (B)	0.15	0.11
SR 53 / McEver Road at Driveway #3	RCUT	0 (A)	0 (A)	0.023	0.020

The existing geometric configurations were used for the analysis. A detailed sketch of the roadway network and roadway lane configuration is included in **Appendix A**. All study intersections are operating at an acceptable level of service, LOS A-D.

FUTURE CONDITIONS – WITH THE PROPOSED DEVELOPMENT (BUILD)

The proposed development is expected to be constructed in the existing year (2021). Therefore, traffic operations analyzed in the existing year will be the no-build condition for the proposed development.

Trip Generation

Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition was used to calculate the number of trips generated from the proposed development. Trip generation software



was used to determine the expected number of gross trips associated with this proposed development. Due to limited data available for the future land use (Automated Car Wash) the software was only able to provide trips for the PM peak hour. Therefore, a land use like automated car wash was used to compare estimated trips and determine the number of AM and daily trips expected to be generated from the proposed development. The number of trips expected to be generated from the development is summarized in **Table 4**.

Table 4: Proposed Site Trip Generation										
Land Use (ITE Code)	Units	Daily Traffic			AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Self-Care Car Wash (947)	14 Wash Stalls	756	756	1512	N/A	N/A	N/A	40	38	78
Automated Car Wash (948)	1 Tunnel	N/A	N/A	N/A	N/A	N/A	N/A	39	39	78
Automated Car Wash (Calculated)	1 Tunnel	756	756	1512	28	30	58	39	39	78

A self-care car wash with 14 stalls is expected to produce similar number of trips during PM peak hour as automated car wash, therefore, it was assumed that the automated car wash will generate similar number of daily trips. The AM peak hour trips were calculated using the AM K-factor, which was determined based on the study area and trip generation K-factor for PM peak hour.

The development site was originally planned with a shopping center of approximately 23,000 SF. To see how the expected trips will differ for the new land-use versus the original the expected trips were calculated. **Table 5** compares the number of trips expected to be generated from both land-uses.

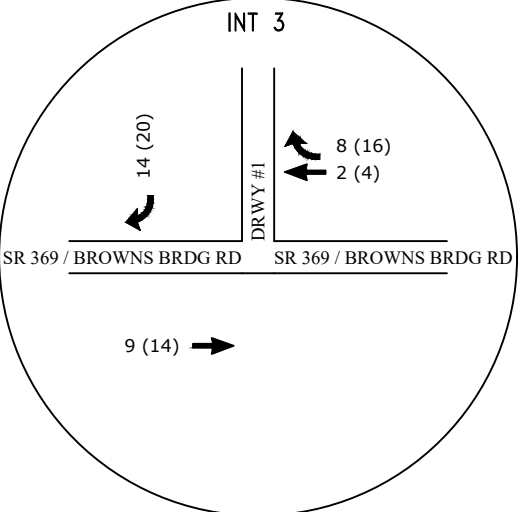
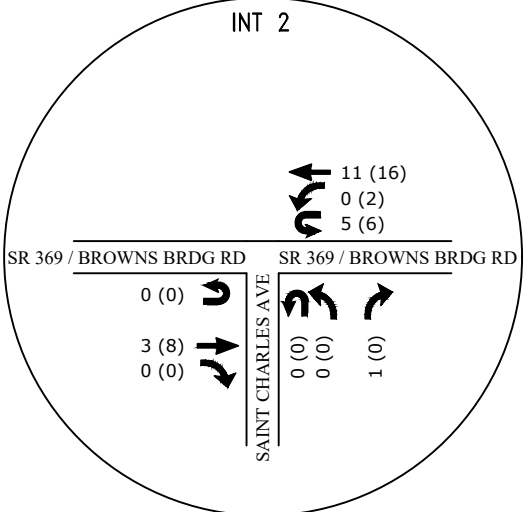
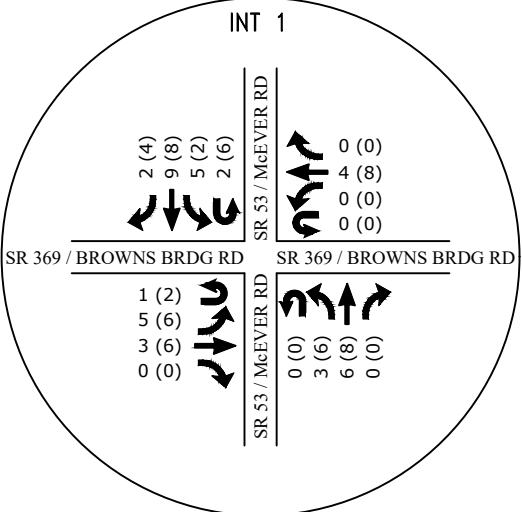
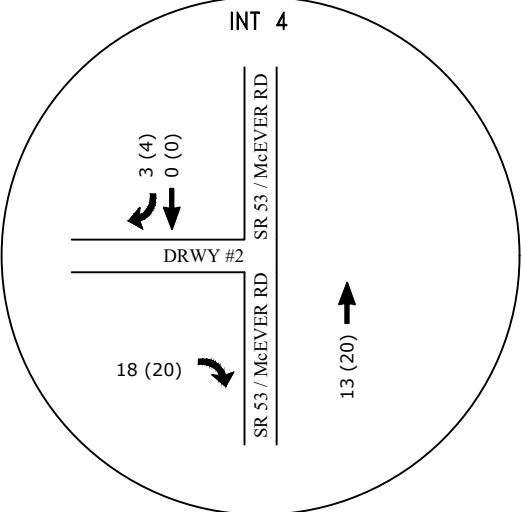
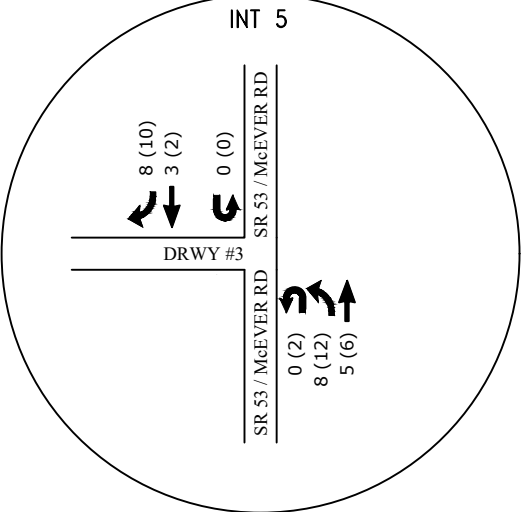
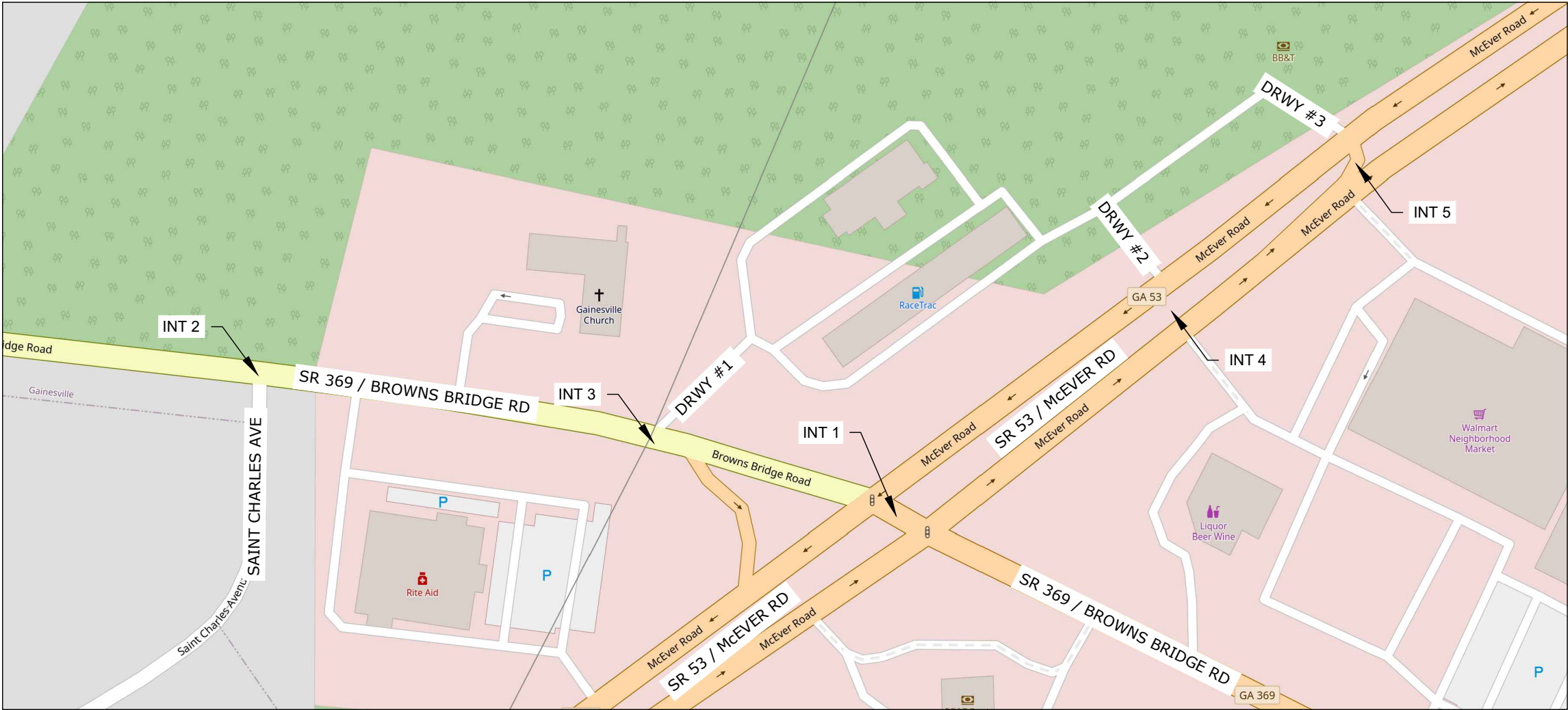
Table 5: Site Trip Generation Comparison										
Land Use (Code)	Units	Daily Traffic			AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Shopping Center	23,000 SF	434	434	868	14	8	22	42	46	88
Automated Car Wash (Calculated)	1 Tunnel	756	756	1512	28	30	58	39	39	78

Table 5 shows that the number of trips expected to be generated from the car wash is higher than the shopping center. However, most daily trips to be generated by the car wash are expected to be a pass-by trip trips (60-70%) and not newly created trips, whereas the shopping center would create mostly new trips (75%). Therefore, the total new trips expected to be generated by the car wash are less than expected from the shopping center. For the future analysis no pass-by trip reduction was applied for the car wash to provide the most conservative analysis results.

Trip Distribution and Assignment

The trips expected to be generated from the proposed development were distributed on the roadway network in the study area. The proposed distribution is based on historical counts and observed traffic patterns in the area. Trip assignment for the trips generated from the proposed development is shown in **Figure 4**.





PROPERTY AND EX. R/W LINE		STORM LINE	
REQUIRED R/W LINE		TELEPHONE LINE	
CONSTRUCTION LIMITS		OH POWER LINE	
PERMANENT EASEMENT FOR MAINTENANCE		UG POWER LINE	
TEMPORARY EASEMENT FOR CONSTRUCTION		WATER LINE	
EASEMENT FOR CONSTRUCTION OF DRIVEWAYS		FIBER OPTIC LINE	
PERMANENT DRAINAGE EASEMENT		GAS LINE	
		SANITARY SEWER LINE	
		LIGHTING CONDUIT	
		RETAINING WALL	
		LIMIT OF DISTURBANCE	

FIGURE 4



SITE GENERATED PEAK HOUR VOLUMES

REVISION DATES		

DATE:	
TIDAL WAVE CAR WASH	
SHEET NO.	

Build Traffic Volumes (2021)

Intersection operation analysis was conducted to determine the impact of the proposed development on the study intersections in the study area. Based on the site trip distribution, the generated peak hour volumes were assigned to the adjacent street network along with the background traffic and are shown in **Figure 5**.

Build Conditions Level of Service (2021)

The existing 2021 background traffic volumes, along with the site generated volumes, were used to analyze the impacts of the proposed development on the study network intersections. Modeling of the study intersections used the existing geometric conditions. The result of the build intersection capacity analysis is summarized in **Table 6** and detailed reports are included in **Appendix C**.

Table 6: Level of Service and Delay for Build Condition (2021)					
Intersection	Control Type	Delay (LOS)		V/C Ratio	
		AM	PM	AM	PM
SR 53 / McEver Road at SR 369 / Browns Bridge Road	Traffic Signal	29 (C)	51 (D)	0.64	0.80
SR 369 / Browns Bridge Road at Saint Charles Avenue	Minor-Street Stop-Controlled	14 (B)	13 (B)	0.18	0.12
SR 369 / Browns Bridge Road at Driveway #1	Right-In Right-Out	12 (B)	15 (B)	0.18	0.24
SR 53 / McEver Road at Driveway #2	Right-In Right-Out	14 (B)	14 (B)	0.19	0.16
SR 53 / McEver Road at Driveway #3	RCUT	0 (A)	0 (A)	0.04	0.05

The study intersections continue to operate at same level of service, LOS A-D, with trips generated from the proposed development as they do with the existing traffic.



CONCLUSION

An automated car wash is proposed to be developed in Gainesville, GA. The car wash will consist of 1 car wash tunnel with approximately 36 parking spaces. The site is located to the north of SR 369 / Browns Bridge Road and to the west of SR 53 / McEver Road and will be accessed utilizing three existing driveways. The trips estimated to be generated by the development were calculated and distributed to the study network to determine the impacts of the development's traffic on the surrounding roadway system.

The ITE Trip Generation Manual, referenced to estimate the trips generated by the land use, did not have sufficient data to provide the daily number of trips generated from the proposed land use. Therefore, land use type like the proposed land use was used to calculate the total gross trips expected to be generated from the development. The expected trips were added to the existing traffic volumes to analyze the delay and level of service at the study intersections in build condition and compare to the existing conditions. In the existing conditions the study intersections operate at an acceptable level of service, LOS A-D. With the addition of the development traffic the study intersections are expected to continue to operate at an acceptable level of service, LOS A-D.

The development site was originally planned with a 23,000 SF shopping center. To see how the expected trips will differ for the automated car wash use versus the shopping center the expected trips were calculated and compared. The total daily trips for the automated car wash are expected to be higher than the shopping center, 1,512 to 868. However, most daily trips to be generated by the car wash are expected to be a pass-by trip trips (60-70%) and not newly created trips, whereas the shopping center would create mostly new trips (75%). Therefore, the total new trips expected to be generated by the car wash are less than expected from the shopping center. For the build condition level of service analysis, no pass-by trip reduction was applied for the car wash to provide the most conservative analysis results.

The development traffic is expected to have a minimal impact on the study network and the study intersections. The study intersections are expected to operate at same level of service with any additional traffic generated from the development. Due to minimal impact no improvements or additional mitigation is recommended.



APPENDICES

Appendix A: Site Plan and Lane Configuration Sketch

Appendix B: Traffic Counts Summary Sheets

Appendix C: Synchro Reports



Appendix A

Site Plan



SITE INFORMATION:

ADDRESS: 1440 SW MCEVER ROAD, GAINESVILLE, GA 30504

PROPERTY AREA: ±7.76 ACRES

PROPERTY ZONING: PUD - PLANNED USE DEVELOPEMENT

BUILDING SETBACKS:
FRONT: 30'
SIDE: 0'
REAR: 30'

LANDSCAPE SETBACK:
FRONT: -
SIDE: -
REAR: -

PARKING NOTE:

PARKING REQUIRED:
1 SPACE PER [SF NUMBER ONLY]SF
[SF NUMBER ONLY] / [SF NUMBER O
REQUIRED] SPACE(S)

PARKING PROVIDED:
34 STANDARD SPACES
+ 2 HANDICAPPED SPACES

36 TOTAL SPACES

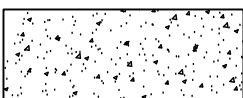
SITE LAYOUT AND STAKING NOTES

1. IF THE PLANS ARE NOT CLEAR OR DISCREPANCIES OCCUR, THE CONTRACTOR IS TO CONTACT EMC ENGINEERING SERVICES, INC AT 229-435-6133 FOR CLARIFICATION IMMEDIATELY.
2. ALL NORTHING AND EASTING ARE TO THE FACE OF CURB, EDGE OF BUILDING.
3. CONTRACTOR SHALL CAREFULLY EXAMINE ALL DOCUMENTS AND THE CONSTRUCTION SITE TO OBTAIN FIRST HAND KNOWLEDGE OF EXISTING CONDITIONS.
4. ENTIRE SITE SHALL BE DRESSED TO UNIFORM, WELL DRAINED AND VISUALLY APPEALING SURFACE WITH A MINIMUM TOPSOIL LAYER OF FOUR INCHES.
5. ALL STRIPING AND SIGNS SHALL CONFORM WITH THE GEORGIA DEPARTMENT OF TRANSPORTATION AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) LATEST EDITION. PARKING STALL STRIPPING TO BE YELLOW WITH BLUE HANDICAPPED STRIPPING
6. ALL HANDICAP PARKING SPACES AND ACCESSIBLE ROUTE SHALL CONFORM WITH THE AMERICAN WITH DISABILITY ACT DESIGN GUIDELINES AND SPECIFICATIONS LATEST EDITION.
7. DIMENSIONS AND CURVE RADII ARE GIVEN TO FACE OF CURB, WHERE CURB AND GUTTER IS SHOWN. OTHERWISE DIMENSIONS ARE GIVEN TO THE EDGE OF PAVEMENT. CONTRACTOR IS TO COORDINATE WITH THE ARCHITECTURAL PLANS AS TO THE BUILDING LAYOUT AND DIMENSIONS

HATCH LEGEND:



CONCRETE SIDEWALK



EXISTING CONCRETE



HEAVY DUTY
CONCRETE PAVEMENT

PRE VS. POST DEVELOPED AREA:

PRE-DEVELOPED AREA: ____ AC POST DEVELOPED: ____ AC

POST DEVELOPED: ____ AC

IMPERVIOUS AREA: _____ AC IMPERVIOUS AREA: _____ AC

IMPERVIOUS AREA: AC

PERVIOUS AREA: _____ AC PERVIOUS AREA: _____ AC

PERVIOUS AREA: ____ AC

EXISTING IMPERVIOUS COVERAGE IS : _____%

_____ %

PROPOSED IMPERVIOUS COVERAGE IS: _____%

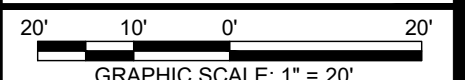
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SPECIAL NOTES:

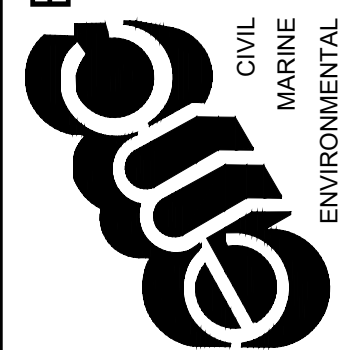
- | | |
|----|--|
| 1 | HANDICAP RAMP. CONSTRUCT AT 12:1 MAXIMUM SLOPE (GADOT TYPE D - SEE SHEET C9.3) |
| 2 | 24" STANDARD CURB & GUTTER (±XXX L.F. TOTAL) (TYPE 9032B - SEE SHEET C9.3) |
| 3 | 24" WIDE WHITE STOP BAR STRIPING |
| 4 | 4" WIDE YELLOW PARKING STALL STRIPING |
| 5 | WHEEL STOP |
| 6 | HANDICAP SIGN AND VAN ACCESSIBLE SIGN (R7-8 & R7-8A) ON BOLLARD |
| 7 | HANDICAP STALL STRIPING (BLUE) |
| 8 | STOP SIGN - 36"X36" (R1-1) |
| 9 | 38' X 147' VACUUM CANOPY |
| 10 | 24" ROLL CURB (±XX L.F. TOTAL) |
| 11 | 8' X 16' DUMPSTER ENCLOSURE (SEE DETAIL) |
| 12 | 20' X 20' PREP CANOPY |
| 13 | PAY KIOSK (SEE DETAIL) |
| 14 | STOP / GO LIGHT (SEE DETAIL) |
| 15 | ENTRANCE DETAIL (SEE CONSTRUCTION DETAILS) |
| 16 | EXIT DETAIL (SEE CONSTRUCTION DETAILS) |
| 17 | 2' CURB TRANSITION (SEE CONSTRUCTION DETAILS) |
| 18 | 8' X 20' VACUUM SCREENING WITH VENDING (SEE DETAIL) |
| 19 | WHITE DIRECTIONAL ARROW STRIPING (TYPICAL) |



NO.	REVISION DESCRIPTION	DATE
1		1
2		2
3		3
4		4
5		5
6		6
7		7
8		8



**EMC ENGINEERING
SERVICES, INC.**



ALBANY • ATLANTA • AUGUSTA • BRUNSWICK • COLUMBUS
SAVANNAH • STATESBORO • THOMASTON • VALDOSTA • WARNER ROBINS

SITE AND STAKING PLAN

TIDAL WAVE AUTO SPA

1440 SW MCEVER ROAD

GAINESVILLE, HALL COUNTY, GEORGIA

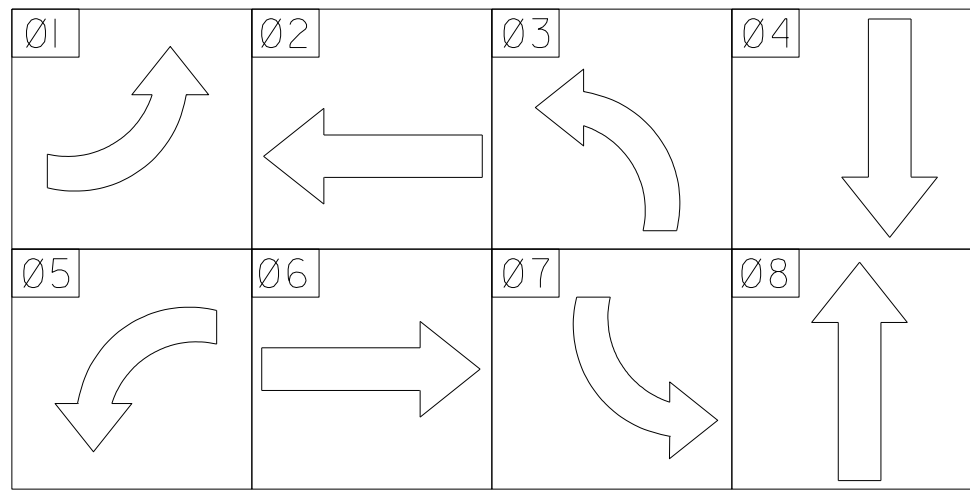
Prepared for:

SHJ CONSTRUCTION GROUP

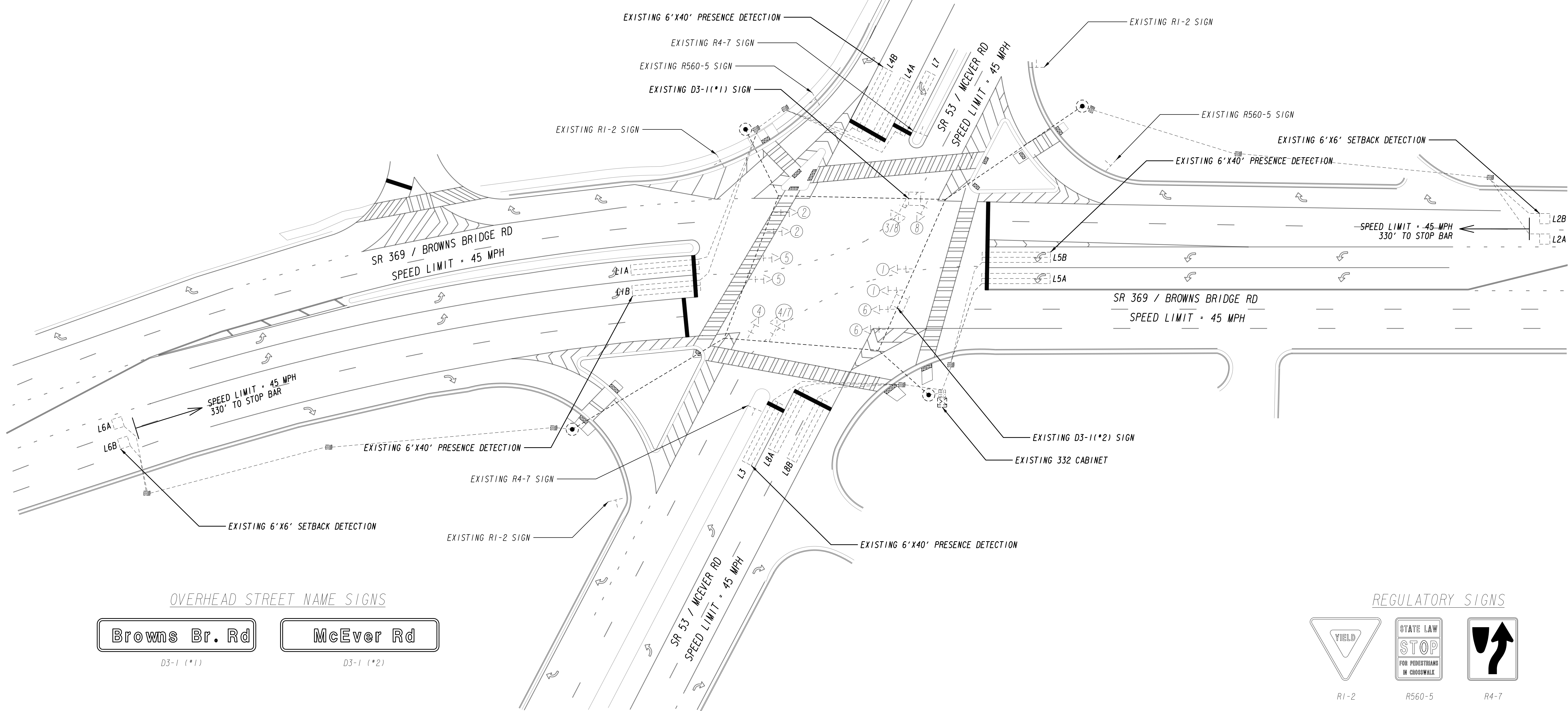
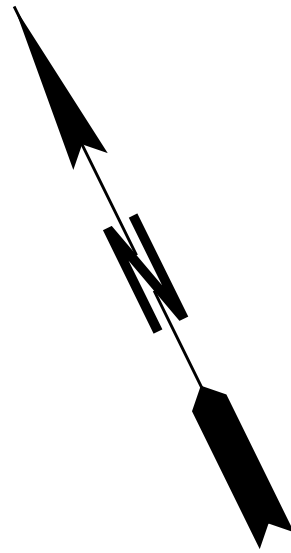
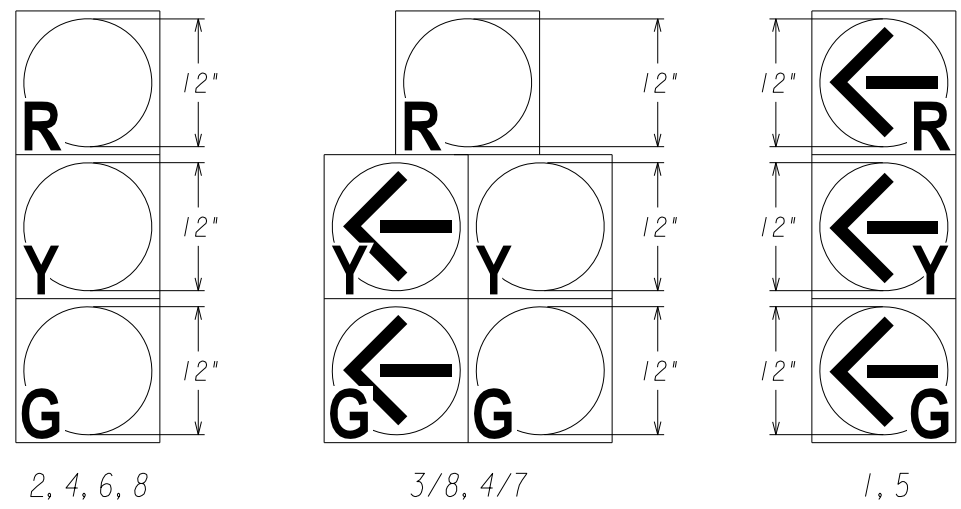
PROJECT NO.:	20-6427
DRAWN BY:	CJM
DESIGNED BY:	RAP
SURVEYED BY:	EMC
SURVEY DATE:	2/3/2021
CHECKED BY:	BHB
SCALE:	1" = 20'
DATE:	2/17/2021

SHEET
C4.0
OF 23

PHASING DIAGRAM



LED SIGNAL HEADS WITH
RETRO-REFLECTIVE BACKPLATES



OVERHEAD STREET NAME SIGNS

Browns Br. Rd

D3-1 (*1)

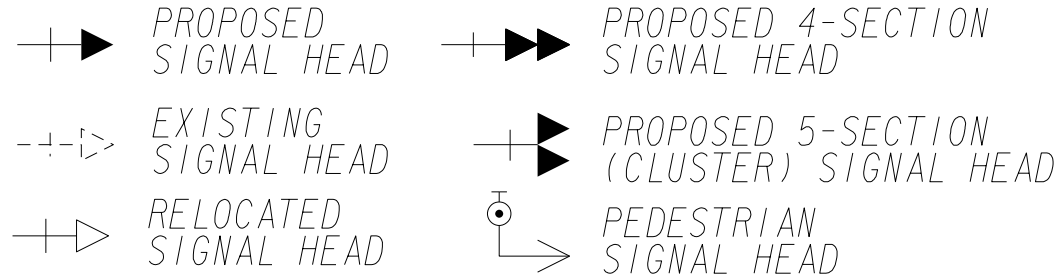
McEver Rd

D3-1 (*2)

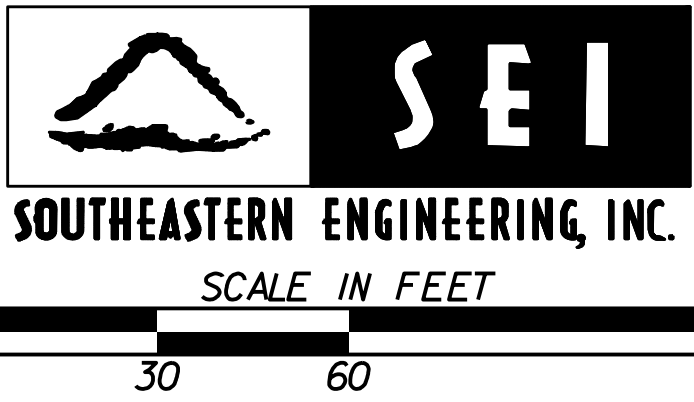
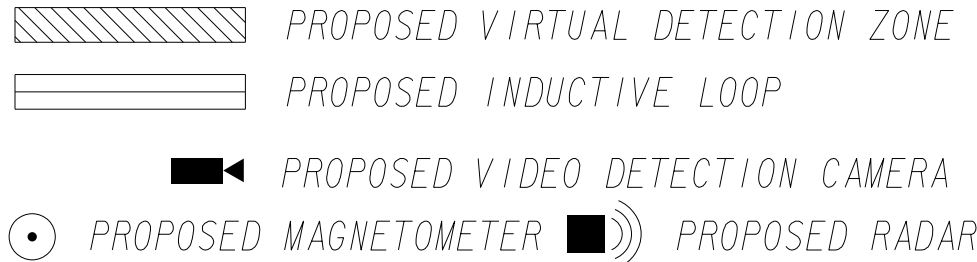
REGULATORY SIGNS



SIGNAL LEGEND



DETECTION LEGEND



REVISION DATES

NO.	DATE	DESCRIPTION

SIGNAL PLANS

SR 396 / BROWNS BRIDGE ROAD @
SR 53 / MCEVER ROAD

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	27-011
CORRECTED:	DATE:	
VERIFIED:	DATE:	

Appendix B

Traffic Count Summary Sheets

Site 1



[Click here for Map](#)

Peak Hour Turning Movement Count

Gainesville, GA



www.marrtraffic.com

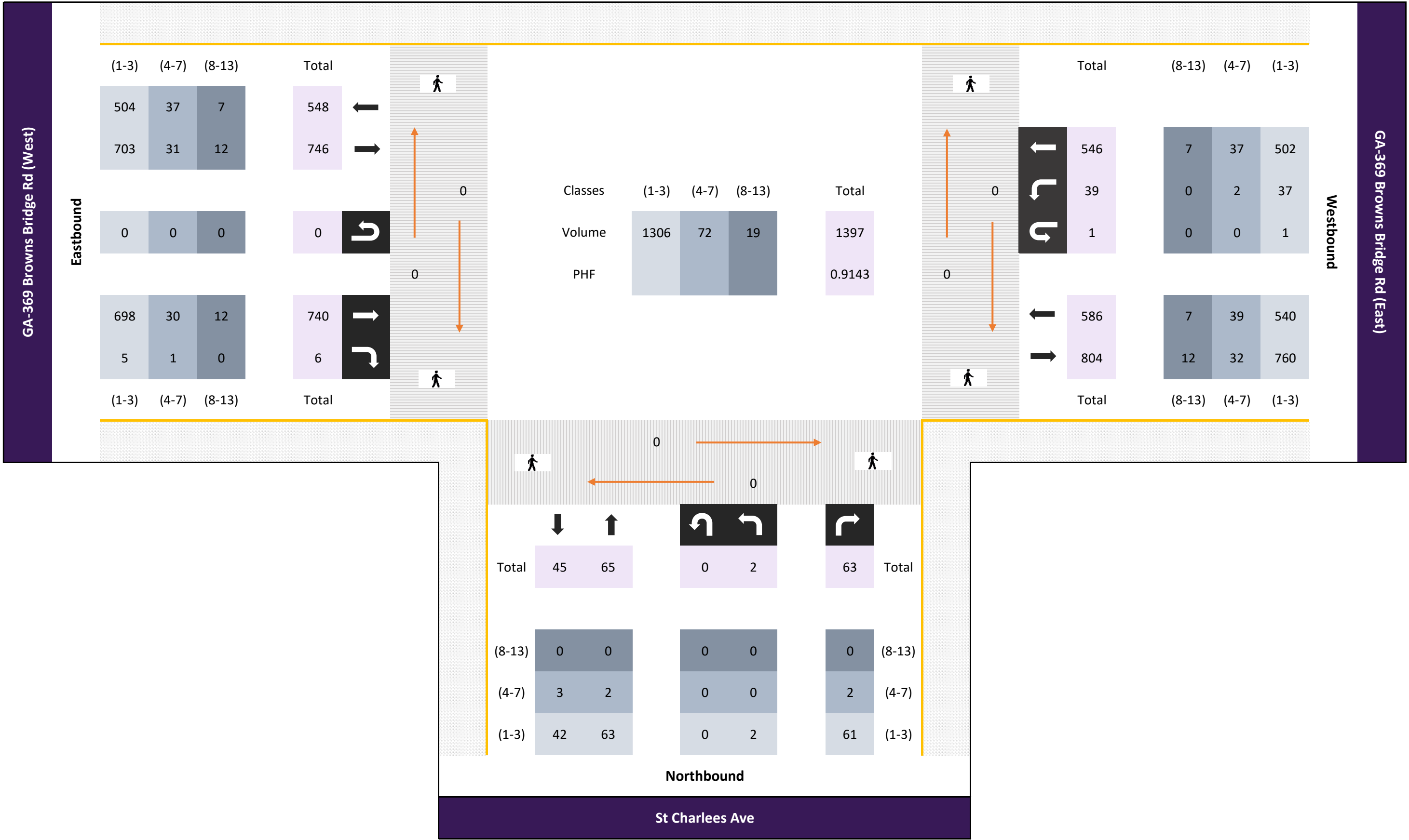
Tuesday, March 9, 2021	
Period	0600 - 0800
Peak Hour	0700 - 0800

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound										Eastbound					Westbound					Int Total
	St Charles Ave										GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	
0700 - 0715	0	-	5	0	5	-	-	-	-	0	-	151	1	0	152	12	118	-	0	130	287
0715 - 0730	1	-	22	0	23	-	-	-	-	0	-	177	1	0	178	10	164	-	0	174	375
0730 - 0745	0	-	14	0	14	-	-	-	-	0	-	200	4	0	204	8	126	-	1	135	353
0745 - 0800	1	-	22	0	23	-	-	-	-	0	-	212	0	0	212	9	138	-	0	147	382
Total	2	0	63	0	65	0	0	0	0	0	0	740	6	0	746	39	546	0	1	586	1397
Approach %	3.08	0.00	96.92	0.00	-	0.00	0.00	0.00	0.00	-	0.00	99.20	0.80	0.00	-	6.66	93.17	0.00	0.17	-	
PHF	0.50	0.00	0.72	0.00	0.71	0.00	0.00	0.00	0.00	0.00	0.00	0.87	0.38	0.00	0.88	0.81	0.83	0.00	0.25	0.84	0.91

Bikes

Time	Northbound										Eastbound					Westbound					
	St Charles Ave										GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
0700 - 0715	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
0715 - 0730	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
0730 - 0745	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
0745 - 0800	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Northbound										Eastbound					Westbound					
	St Charles Ave										GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
0700 - 0715	0	-	5	0	5	-	-	-	-	0	-	145	1	0	146	12	108	-	0	120	271
0715 - 0730	1	-	22	0	23	-	-	-	-	0	-	167	1	0	168	10	156	-	0	166	357
0730 - 0745	0	-	14	0	14	-	-	-	-	0	-	186	3	0	189	8	113	-	1	122	325
0745 - 0800	1	-	20	0	21	-	-	-	-	0	-	200	0	0	200	7	125	-	0	132	353
Total	2	0	61	0	63	0	0	0	0	0	0	698	5	0	703	37	502	0	1	540	1306
Approach %	3.17	0.00	96.83	0.00	-	0.00	0.00	0.00	0.00	-	0.00	99.29	0.71	0.00	-	6.85	92.96	0.00	0.19	-	
PHF	0.50	0.00	0.69	0.00	0.68	0.00	0.00	0.00	0.00	0.00	0.00	0.87	0.42	0.00	0.88	0.77	0.80	0.00	0.25	0.81	0.91

Single Unit Trucks (4-7)

Time	Northbound										Eastbound					Westbound					
	St Charles Ave										GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	Int Total
0700 - 0715	0	-	0	0	0	-	-	-	-	0	-	4	0	0	4	0	8	-	0	8	12
0715 - 0730	0	-	0	0	0	-	-	-	-	0	-	6	0	0	6	0	7	-	0	7	13
0730 - 0745	0	-	0	0	0	-	-	-	-	0	-	12	1	0	13	0	11	-	0	11	24
0745 - 0800	0	-	2	0	2	-	-	-	-	0	-	8	0	0	8	2	11	-	0	13	23
Total	0	0	2	0	2	0	0	0	0	0	0	30	1	0	31	2	37	0	0	39	72
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	96.77	3.23	0.00	-	5.13	94.87	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.63	0.25	0.00	0.60	0.25	0.84	0.00	0.00	0.75	0.75

Combination Trucks (8-13)

Time	Northbound										Eastbound					Westbound					Int Total
	St Charles Ave										GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	
0700 - 0715	0	-	0	0	0	-	-	-	-	0	-	2	0	0	2	0	2	-	0	2	4
0715 - 0730	0	-	0	0	0	-	-	-	-	0	-	4	0	0	4	0	1	-	0	1	5
0730 - 0745	0	-	0	0	0	-	-	-	-	0	-	2	0	0	2	0	2	-	0	2	4
0745 - 0800	0	-	0	0	0	-	-	-	-	0	-	4	0	0	4	0	2	-	0	2	6
Total	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	7	0	0	7	19
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.75	0.00	0.88	0.00	0.00	0.88	0.79

Pedestrians

Time	Northbound										Eastbound					Westbound					Int Total
	St Charles Ave										GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	EB 1a	WB 1b			App Total					App Total	NB 1e	SB 1f			App Total	NB 1g	SB 1h			App Total	
0700 - 0715	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0715 - 0730	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0730 - 0745	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0745 - 0800	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



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Peak Hour Turning Movement Count

Gainesville, GA



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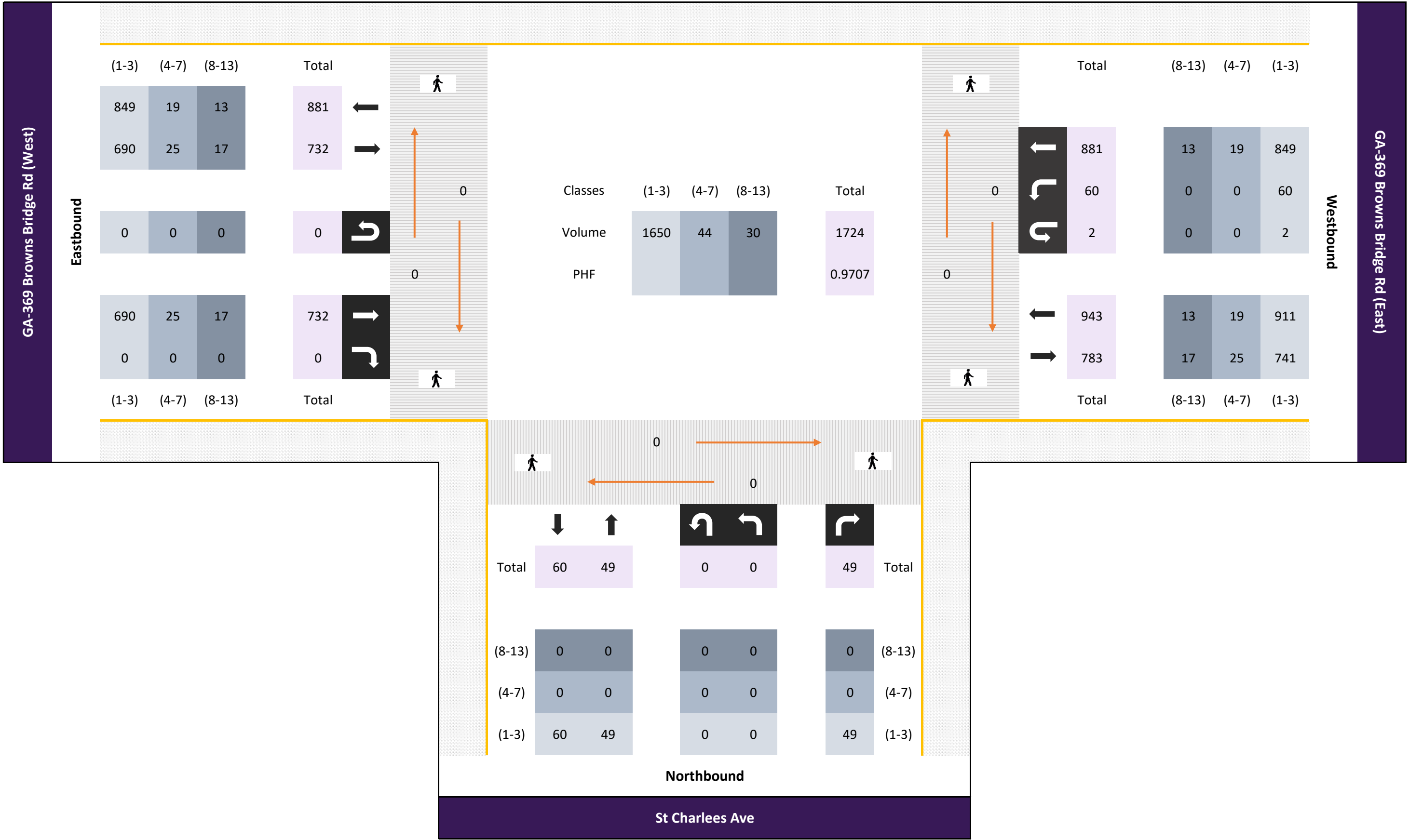
Tuesday, March 9, 2021	
Period	1600 - 1800
Peak Hour	1630 - 1730

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound										Eastbound					Westbound					Int Total
	St Charles Ave										GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	
1630 - 1645	0	-	13	0	13	-	-	-	-	0	-	194	0	0	194	11	226	-	0	237	444
1645 - 1700	0	-	15	0	15	-	-	-	-	0	-	194	0	0	194	18	216	-	1	235	444
1700 - 1715	0	-	10	0	10	-	-	-	-	0	-	179	0	0	179	18	220	-	0	238	427
1715 - 1730	0	-	11	0	11	-	-	-	-	0	-	165	0	0	165	13	219	-	1	233	409
Total	0	0	49	0	49	0	0	0	0	0	0	732	0	0	732	60	881	0	2	943	1724
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	6.36	93.43	0.00	0.21	-	
PHF	0.00	0.00	0.82	0.00	0.82	0.00	0.00	0.00	0.00	0.00	0.00	0.94	0.00	0.00	0.94	0.83	0.97	0.00	0.50	0.99	0.97

Bikes

Time	Northbound										Eastbound					Westbound					Int Total
	St Charles Ave										GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	
1630 - 1645	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
1645 - 1700	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
1700 - 1715	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
1715 - 1730	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Northbound										Eastbound					Westbound					Int Total
	St Charles Ave										GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	
1630 - 1645	0	-	13	0	13	-	-	-	-	0	-	182	0	0	182	11	210	-	0	221	416
1645 - 1700	0	-	15	0	15	-	-	-	-	0	-	180	0	0	180	18	209	-	1	228	423
1700 - 1715	0	-	10	0	10	-	-	-	-	0	-	170	0	0	170	18	215	-	0	233	413
1715 - 1730	0	-	11	0	11	-	-	-	-	0	-	158	0	0	158	13	215	-	1	229	398
Total	0	0	49	0	49	0	0	0	0	0	0	690	0	0	690	60	849	0	2	911	1650
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	6.59	93.19	0.00	0.22	-	
PHF	0.00	0.00	0.82	0.00	0.82	0.00	0.00	0.00	0.00	0.00	0.00	0.95	0.00	0.00	0.95	0.83	0.99	0.00	0.50	0.98	0.98

Single Unit Trucks (4-7)

Time	Northbound										Eastbound					Westbound					Int Total
	St Charles Ave										GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	
1630 - 1645	0	-	0	0	0	-	-	-	-	0	-	8	0	0	8	0	9	-	0	9	
1645 - 1700	0	-	0	0	0	-	-	-	-	0	-	8	0	0	8	0	3	-	0	3	
1700 - 1715	0	-	0	0	0	-	-	-	-	0	-	6	0	0	6	0	3	-	0	3	
1715 - 1730	0	-	0	0	0	-	-	-	-	0	-	3	0	0	3	0	4	-	0	4	
Total	0	0	0	0	0	0	0	0	0	0	0	25	0	0	25	0	19	0	0	19	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.78	0.00	0.00	0.78	0.00	0.53	0.00	0.00	0.53	

Combination Trucks (8-13)

Time	Northbound										Eastbound					Westbound					Int Total
	St Charles Ave										GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 1.1		Right 1.2	U-Turn 1.3	App Total					App Total		Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Thru 1.8		U-Turn 1.9	App Total	
1630 - 1645	0	-	0	0	0	-	-	-	-	0	-	4	0	0	4	0	7	-	0	7	11
1645 - 1700	0	-	0	0	0	-	-	-	-	0	-	6	0	0	6	0	4	-	0	4	10
1700 - 1715	0	-	0	0	0	-	-	-	-	0	-	3	0	0	3	0	2	-	0	2	5
1715 - 1730	0	-	0	0	0	-	-	-	-	0	-	4	0	0	4	0	0	-	0	0	4
Total	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	13	0	0	13	30
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.71	0.00	0.00	0.71	0.00	0.46	0.00	0.00	0.46	0.68

Pedestrians

Time	Northbound										Eastbound					Westbound					Int Total
	St Charles Ave										GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	EB 1a	WB 1b			App Total					App Total	NB 1e	SB 1f			App Total	NB 1g	SB 1h			App Total	
1630 - 1645	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1645 - 1700	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1700 - 1715	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1715 - 1730	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Site 2



[Click here for Map](#)

Peak Hour Turning Movement Count

Gainesville, GA



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Tuesday, March 9, 2021	
Period	0600 - 0800
Peak Hour	0700 - 0800

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-53 McEver Rd (South)					GA-53 McEver Rd (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	39	99	37	0	175	31	128	16	3	178	21	87	42	1	151	27	78	12	0	117	621
0715 - 0730	47	118	44	0	209	20	128	27	9	184	23	117	58	0	198	18	85	21	0	124	715
0730 - 0745	42	112	58	0	212	25	159	25	3	212	27	127	48	1	203	31	78	10	0	119	746
0745 - 0800	71	139	74	0	284	41	145	16	5	207	43	135	63	2	243	22	66	19	0	107	841
Total	199	468	213	0	880	117	560	84	20	781	114	466	211	4	795	98	307	62	0	467	2923
Approach %	22.61	53.18	24.20	0.00	-	14.98	71.70	10.76	2.56	-	14.34	58.62	26.54	0.50	-	20.99	65.74	13.28	0.00	-	
PHF	0.70	0.84	0.72	0.00	0.77	0.71	0.88	0.78	0.56	0.92	0.66	0.86	0.84	0.50	0.82	0.79	0.90	0.74	0.00	0.94	0.87

Bikes

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-53 McEver Rd (South)					GA-53 McEver Rd (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-53 McEver Rd (South)					GA-53 McEver Rd (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	35	90	34	0	159	28	123	16	3	170	21	84	39	1	145	26	75	11	0	112	586
0715 - 0730	42	115	41	0	198	18	125	26	9	178	23	109	56	0	188	15	76	19	0	110	674
0730 - 0745	40	108	56	0	204	22	158	25	3	208	21	126	41	1	189	29	72	8	0	109	710
0745 - 0800	64	134	69	0	267	39	143	15	5	202	41	131	55	2	229	21	58	17	0	96	794
Total	181	447	200	0	828	107	549	82	20	758	106	450	191	4	751	91	281	55	0	427	2764
Approach %	21.86	53.99	24.15	0.00	-	14.12	72.43	10.82	2.64	-	14.11	59.92	25.43	0.53	-	21.31	65.81	12.88	0.00	-	
PHF	0.71	0.83	0.72	0.00	0.78	0.69	0.87	0.79	0.56	0.91	0.65	0.86	0.85	0.50	0.82	0.78	0.92	0.72	0.00	0.95	0.87

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-53 McEver Rd (South)					GA-53 McEver Rd (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
0700 - 0715	3	7	2	0	12	3	5	0	0	8	0	3	1	0	4	1	3	1	0	5	29
0715 - 0730	5	3	3	0	11	2	3	1	0	6	0	5	0	0	5	2	7	2	0	11	33
0730 - 0745	2	3	2	0	7	2	1	0	0	3	6	1	6	0	13	2	4	2	0	8	31
0745 - 0800	7	4	4	0	15	2	2	1	0	5	2	3	5	0	10	1	6	1	0	8	38
Total	17	17	11	0	45	9	11	2	0	22	8	12	12	0	32	6	20	6	0	32	131
Approach %	37.78	37.78	24.44	0.00	-	40.91	50.00	9.09	0.00	-	25.00	37.50	37.50	0.00	-	18.75	62.50	18.75	0.00	-	
PHF	0.61	0.61	0.69	0.00	0.75	0.75	0.55	0.50	0.00	0.69	0.33	0.60	0.50	0.00	0.62	0.75	0.71	0.75	0.00	0.73	0.86

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-53 McEver Rd (South)					GA-53 McEver Rd (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	
Time	1	2	1	0	4	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	6
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	3	2	0	5	1	2	0	0	3	8
0715 - 0730	0	1	0	0	1	1	0	0	0	1	0	0	1	0	1	0	2	0	0	2	5
0730 - 0745	0	1	1	0	2	0	0	0	0	0	0	1	3	0	4	0	2	1	0	3	9
0745 - 0800																					
Total	1	4	2	0	7	1	0	0	0	1	0	4	8	0	12	1	6	1	0	8	28
Approach %	14.29	57.14	28.57	0.00	-	100.00	0.00	0.00	0.00	-	0.00	33.33	66.67	0.00	-	12.50	75.00	12.50	0.00	-	
PHF	0.25	0.50	0.50	0.00	0.44	0.25	0.00	0.00	0.00	0.25	0.00	0.33	0.67	0.00	0.60	0.25	0.75	0.25	0.00	0.67	0.78

Pedestrians

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-53 McEver Rd (South)					GA-53 McEver Rd (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	EB 2a	WB 2b			App Total	EB 2c	WB 2d			App Total	NB 2e	SB 2f			App Total	NB 2g	SB 2h			App Total	
0700 - 0715	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0715 - 0730	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0730 - 0745	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0745 - 0800	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



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Peak Hour Turning Movement Count

Gainesville, GA



www.marrtraffic.com

Tuesday, March 9, 2021	
Period	1600 - 1800
Peak Hour	1630 - 1730

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

GA-53 McEver Rd (North)

Southbound

(1-3)	141	576	121	18	856	1114	(1-3)
(4-7)	1	14	6	0	21	19	(4-7)
(8-13)	0	5	0	0	5	5	(8-13)

Total 142 595 127 18 882 1138 Total



0 0

(1-3)	(4-7)	(8-13)	Total
902	21	13	936
708	22	17	747

0	0	0	0
173	1	0	174
349	13	10	372
186	8	7	201

(1-3) (4-7) (8-13) Total

Classes	(1-3)	(4-7)	(8-13)	Total
Volume	3708	85	42	3835
PHF				0.9588

Total	(8-13)	(4-7)	(1-3)
134	0	4	130
499	9	11	479
287	0	2	285
0	0	0	0

920	9	17	894
678	12	21	645

Total (8-13) (4-7) (1-3)

0 0

Total	1083	1286	0	295	812	179	Total
-------	------	------	---	-----	-----	-----	-------

(8-13)	12	11	0	4	5	2	(8-13)
(4-7)	24	25	0	9	14	2	(4-7)
(1-3)	1047	1250	0	282	793	175	(1-3)

Northbound

GA-53 McEver Rd (South)

GA-369 Browns Bridge Rd (West)

GA-369 Browns Bridge Rd (East)

Eastbound

Westbound

	Northbound					Southbound					Eastbound					Westbound					
	GA-53 McEver Rd (South)					GA-53 McEver Rd (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
Time	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1630 - 1645	71	195	38	0	304	25	138	40	5	208	42	104	47	0	193	62	109	29	0	200	905
1645 - 1700	82	191	43	0	316	40	124	33	7	204	44	96	66	0	206	72	125	34	0	231	957
1700 - 1715	64	215	43	0	322	32	157	36	3	228	53	88	46	0	187	90	136	37	0	263	1000
1715 - 1730	78	211	55	0	344	30	176	33	3	242	35	84	42	0	161	63	129	34	0	226	973
Total	295	812	179	0	1286	127	595	142	18	882	174	372	201	0	747	287	499	134	0	920	3835
Approach %	22.94	63.14	13.92	0.00	-	14.40	67.46	16.10	2.04	-	23.29	49.80	26.91	0.00	-	31.20	54.24	14.57	0.00	-	
PHF	0.90	0.94	0.81	0.00	0.93	0.79	0.85	0.89	0.64	0.91	0.82	0.89	0.76	0.00	0.91	0.80	0.92	0.91	0.00	0.87	0.96

	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-53 McEver Rd (South)					GA-53 McEver Rd (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
Time	2.1	2.2	2.3	2.4		2.5	2.6	2.7	2.8		2.9	2.10	2.11	2.12		2.13	2.14	2.15	2.16		
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

	Northbound					Southbound					Eastbound					Westbound					
	GA-53 McEver Rd (South)					GA-53 McEver Rd (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
Time	65	189	37	0	291	24	134	40	5	203	42	96	45	0	183	62	101	29	0	192	869
1630 - 1645	77	185	42	0	304	36	120	33	7	196	43	92	58	0	193	72	120	33	0	225	918
1645 - 1700	63	211	41	0	315	32	150	36	3	221	53	84	43	0	180	89	134	37	0	260	976
1700 - 1715	77	208	55	0	340	29	172	32	3	236	35	77	40	0	152	62	124	31	0	217	945
1715 - 1730																					
Total	282	793	175	0	1250	121	576	141	18	856	173	349	186	0	708	285	479	130	0	894	3708
Approach %	22.56	63.44	14.00	0.00	-	14.14	67.29	16.47	2.10	-	24.44	49.29	26.27	0.00	-	31.88	53.58	14.54	0.00	-	
PHF	0.92	0.94	0.80	0.00	0.92	0.84	0.84	0.88	0.64	0.91	0.82	0.91	0.80	0.00	0.92	0.80	0.89	0.88	0.00	0.86	0.95

	Northbound					Southbound					Eastbound					Westbound					
	GA-53 McEver Rd (South)					GA-53 McEver Rd (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Int Total
Time	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
1630 - 1645	5	6	0	0	11	1	3	0	0	4	0	6	2	0	8	0	5	0	0	5	28
1645 - 1700	2	3	0	0	5	4	3	0	0	7	1	3	1	0	5	0	2	1	0	3	20
1700 - 1715	1	3	2	0	6	0	4	0	0	4	0	3	3	0	6	1	0	0	0	1	17
1715 - 1730	1	2	0	0	3	1	4	1	0	6	0	1	2	0	3	1	4	3	0	8	20
Total	9	14	2	0	25	6	14	1	0	21	1	13	8	0	22	2	11	4	0	17	85
Approach %	36.00	56.00	8.00	0.00	-	28.57	66.67	4.76	0.00	-	4.55	59.09	36.36	0.00	-	11.76	64.71	23.53	0.00	-	
PHF	0.45	0.58	0.25	0.00	0.57	0.38	0.88	0.25	0.00	0.75	0.25	0.54	0.67	0.00	0.69	0.50	0.55	0.33	0.00	0.53	0.76

Time	Northbound					Southbound					Eastbound					Westbound					Int Total
	GA-53 McEver Rd (South)					GA-53 McEver Rd (North)					GA-369 Browns Bridge Rd (West)					GA-369 Browns Bridge Rd (East)					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	2.1	2.2	2.3	2.4		2.5	2.6	2.7	2.8		2.9	2.10	2.11	2.12		2.13	2.14	2.15	2.16		
	1630 - 1645	1	0	1	0	2	0	1	0	0	1	0	2	0	0	2	0	3	0	0	
1645 - 1700	3	3	1	0	7	0	1	0	0	1	0	1	7	0	8	0	3	0	0	3	
1700 - 1715	0	1	0	0	1	0	3	0	0	3	0	1	0	0	1	0	2	0	0	2	
1715 - 1730	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	1	0	0	1	
Total	4	5	2	0	11	0	5	0	0	5	0	10	7	0	17	0	9	0	0	9	
Approach %	36.36	45.45	18.18	0.00	-	0.00	100.00	0.00	0.00	-	0.00	58.82	41.18	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.33	0.42	0.50	0.00	0.39	0.00	0.42	0.00	0.00	0.42	0.00	0.42	0.25	0.00	0.53	0.00	0.75	0.00	0.00	0.75	

[illegible]

Site 3

Gainesville, GA
24h Bi-Directional Class Count



Marr Traffic Inc
www.marrtraffic.com

Site 3
Driveway,
north of GA-369 Browns Bridge Rd

Lat/Long
34.280444°, -83.878221°



Date
Tuesday, March 9, 2021

Weather
Fair
57°F

0000 - 2400 (Weekday 24h Session)
Northbound / Southbound

Time	Northbound, (Movement 3.1)													15min	60min
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	Total
0000 - 0015	0	6	0	0	0	0	0	0	0	0	0	0	0	6	17
0015 - 0030	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0030 - 0045	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0045 - 0100	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0100 - 0115	0	2	0	0	0	0	0	0	0	0	0	0	0	2	8
0115 - 0130	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	8
0315 - 0330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	10
0415 - 0430	0	3	3	0	0	0	0	0	0	0	0	0	0	6	
0430 - 0445	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0445 - 0500	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0500 - 0515	0	10	1	0	0	0	0	0	0	0	0	0	0	11	37
0515 - 0530	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0530 - 0545	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
0545 - 0600	0	4	5	0	1	0	0	0	0	0	0	0	0	10	
0600 - 0615	0	4	5	0	1	0	0	0	0	0	0	0	0	10	76
0615 - 0630	0	9	14	0	1	1	0	0	0	0	0	0	0	25	
0630 - 0645	0	11	8	0	0	0	0	0	0	0	0	0	0	19	
0645 - 0700	0	12	9	0	1	0	0	0	0	0	0	0	0	22	
0700 - 0715	0	18	7	0	2	0	0	0	0	0	0	0	0	27	85
0715 - 0730	0	7	2	0	3	1	0	1	1	0	0	0	0	15	
0730 - 0745	0	8	15	0	1	1	0	0	0	0	0	0	0	25	
0745 - 0800	0	9	7	0	2	0	0	0	0	0	0	0	0	18	
0800 - 0815	0	3	10	0	3	0	0	0	0	0	0	0	0	16	71
0815 - 0830	0	9	9	0	1	0	0	2	0	0	0	0	0	21	
0830 - 0845	0	10	8	0	0	0	0	1	1	0	0	0	0	20	
0845 - 0900	0	10	4	0	0	0	0	0	0	0	0	0	0	14	
0900 - 0915	0	12	8	0	2	0	0	0	0	0	0	0	0	22	67
0915 - 0930	0	10	7	0	0	0	0	0	0	0	0	0	0	17	
0930 - 0945	0	11	2	0	1	0	0	0	0	0	0	0	0	14	
0945 - 1000	0	7	7	0	0	0	0	0	0	0	0	0	0	14	
1000 - 1015	0	9	2	0	4	0	0	0	0	0	0	0	0	15	54
1015 - 1030	0	8	7	0	0	0	0	0	0	0	0	0	0	15	
1030 - 1045	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
1045 - 1100	0	11	9	0	0	0	0	0	0	0	0	0	0	20	
1100 - 1115	0	7	4	0	1	0	0	0	0	0	0	0	0	12	55
1115 - 1130	0	8	4	0	1	0	0	1	0	0	0	0	0	14	
1130 - 1145	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
1145 - 1200	0	11	8	0	0	0	0	1	0	0	0	0	0	20	
1200 - 1215	0	18	7	0	0	0	0	0	0	0	0	0	0	25	73
1215 - 1230	0	6	10	0	1	1	0	0	0	0	0	0	0	18	
1230 - 1245	0	7	5	0	1	0	0	0	0	0	0	0	0	13	
1245 - 1300	0	12	5	0	0	0	0	0	0	0	0	0	0	17	
1300 - 1315	0	7	6	0	0	0	0	0	0	0	0	0	0	13	66
1315 - 1330	0	15	7	0	0	0	0	0	0	0	0	0	0	22	
1330 - 1345	0	10	6	0	0	0	0	1	0	0	0	0	0	17	
1345 - 1400	0	8	6	0	0	0	0	0	0	0	0	0	0	14	
1400 - 1415	0	13	2	0	0	0	0	0	0	0	0	0	0	15	65
1415 - 1430	0	7	7	0	0	0	0	1	0	0	0	0	0	15	
1430 - 1445	0	10	5	0	0	0	0	0	0	0	0	0	0	15	
1445 - 1500	0	11	7	0	2	0	0	0	0	0	0	0	0	20	
1500 - 1515	0	8	7	0	2	0	0	1	1	0	0	0	0	19	71
1515 - 1530	0	9	3	0	0	1	0	0	0	0	0	0	0	13	
1530 - 1545	0	14	3	0	0	0	0	0	0	0	0	0	0	17	
1545 - 1600	0	16	5	0	0	0	0	0	1	0	0	0	0	22	
1600 - 1615	0	12	3	0	0	0	0	0	0	0	0	0	0	15	63
1615 - 1630	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
1630 - 1645	1	10	1	0	0	1	0	0	0	0	0	0	0	13	
1645 - 1700	0	17	5	0	0	0	0	0	0	0	0	0	0	22	
1700 - 1715	0	8	8	0	0	0	0	0	0	0	0	0	0	16	70
1715 - 1730	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
1730 - 1745	0	14	4	0	1	0	0	0	0	0	0	0	0	19	
1745 - 1800	0	15	7	0	0	0	0	0	0	0	0	0	0	22	
1800 - 1815	0	11	5	0	0	0	0	0	0	0	0	0	0	16	65
1815 - 1830	0	10	7	0	1	0	0	0	0	0	0	0	0	18	
1830 - 1845	0	6	7	0	1	0	0	0	0	0	0	0	0	14	
1845 - 1900	0	9	8	0	0	0	0	0	0	0	0	0	0	17	
1900 - 1915	0	6	3	0	0	0	0	0	0	0	0	0	0	9	35
1915 - 1930	0	8	0	0	0	0	0	0	1	0	0	0	0	9	
1930 - 1945	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
1945 - 2000	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
2000 - 2015	0	4	1	0	0	0	0	0	0	0	0	0	0	5	34
2015 - 2030	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2030 - 2045	0	6	7	0	0	0	0	0	0	0	0	0	0	13	
2045 - 2100	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
2100 - 2115	0	4	2	0	0	0	0	0	0	0	0	0	0	6	29
2115 - 2130	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
2130 - 2145	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
2145 - 2200	0	5	4	0	0	0	0	0	0	0	0	0	0	9	
2200 - 2215	0	3	3	0	0	0	0	0	0	0	0	0	0	6	20
2215 - 2230	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
2230 - 2245	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2245 - 2300	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
2300 - 2315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14
2315 - 2330	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
2330 - 2345	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
2345 - 2400	0	2	3	0	0	0	0	0	0	0	0	0	0	5	

Session Total	1	679	361	0	34	6	0	9	5	0	0	0	0	1095
Session Average	0.01	7.07	3.76	0.00	0.35	0.06	0.00	0.09	0.05	0.00	0.00	0.00	0.00	11.41
Session Percentage	0.09	62.01	32.97	0.00	3.11	0.55	0.00	0.82	0.46	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0615 - 0715	0730 - 0830	-	0715 - 0815	0645 - 0745	-	0745 - 0845	0630 - 0730	-	-	-	-	0615 - 0715
AM Peak Hour Volume	0	50	41	0	9	2	0	3	1	0	0	0	0	93

Gainesville, GA
24h Bi-Directional Class Count

Site 3
Driveway,
north of GA-369 Browns Bridge Rd



Lat/Long
34.280444°, -83.878221°



Date
Tuesday, March 9, 2021

Weather
Fair
57°F

0000 - 2400 (Weekday 24h Session)

Time	Southbound, (Movement 3.2)													15min	60min
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	Total
0000 - 0015	0	8	1	0	0	0	0	0	0	0	0	0	0	9	16
0015 - 0030	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0030 - 0045	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0045 - 0100	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0100 - 0115	0	1	1	0	1	0	0	0	0	0	0	0	0	3	10
0115 - 0130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0130 - 0145	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6
0415 - 0430	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0430 - 0445	0	1	0	0	1	0	0	0	0	0	0	0	0	2	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500 - 0515	0	3	1	0	0	0	0	0	0	0	0	0	0	4	19
0515 - 0530	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
0530 - 0545	0	3	3	0	0	0	0	0	0	0	0	0	0	6	
0545 - 0600	0	1	4	0	1	0	0	0	0	0	0	0	0	6	
0600 - 0615	0	2	9	0	0	0	0	0	0	0	0	0	0	11	70
0615 - 0630	0	8	9	0	0	1	0	0	0	0	0	0	0	18	
0630 - 0645	0	11	7	1	0	1	0	0	0	0	0	0	0	20	
0645 - 0700	0	13	7	0	1	0	0	0	0	0	0	0	0	21	
0700 - 0715	0	10	5	1	0	1	0	0	0	0	0	0	0	17	84
0715 - 0730	0	13	8	0	4	0	0	1	0	0	0	0	0	26	
0730 - 0745	0	10	5	0	0	2	0	0	0	0	0	0	0	17	
0745 - 0800	0	12	10	0	1	1	0	0	0	0	0	0	0	24	
0800 - 0815	0	5	8	0	1	0	0	0	0	0	0	0	0	14	67
0815 - 0830	0	3	10	0	1	1	0	1	0	0	0	0	0	16	
0830 - 0845	0	8	13	0	1	0	0	0	0	0	0	0	0	22	
0845 - 0900	0	11	4	0	0	0	0	0	0	0	0	0	0	15	
0900 - 0915	0	10	8	0	0	0	0	0	0	0	0	0	0	18	57
0915 - 0930	0	3	6	0	1	0	0	0	0	0	0	0	0	10	
0930 - 0945	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
0945 - 1000	0	10	6	0	2	0	0	0	0	0	0	0	0	18	
1000 - 1015	0	7	8	0	2	0	0	0	0	0	0	0	0	17	45
1015 - 1030	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
1030 - 1045	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
1045 - 1100	0	5	5	0	1	0	0	0	0	0	0	0	0	11	
1100 - 1115	0	6	2	0	0	0	0	0	0	0	0	0	0	8	49
1115 - 1130	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
1130 - 1145	0	13	5	0	1	0	0	1	0	0	0	0	0	20	
1145 - 1200	0	6	4	0	0	0	0	0	0	0	0	0	0	10	
1200 - 1215	0	13	6	0	0	0	0	0	0	0	0	0	0	19	71
1215 - 1230	0	7	7	0	0	0	0	0	0	0	0	0	0	14	
1230 - 1245	0	7	6	0	1	0	0	0	0	0	0	0	0	14	
1245 - 1300	0	15	7	0	2	0	0	0	0	0	0	0	0	24	
1300 - 1315	0	9	12	0	0	0	0	0	0	0	0	0	0	21	68
1315 - 1330	0	9	5	0	0	0	0	0	0	0	0	0	0	14	
1330 - 1345	1	8	5	0	0	0	0	0	0	0	0	0	0	14	
1345 - 1400	0	13	6	0	0	0	0	0	0	0	0	0	0	19	
1400 - 1415	0	6	6	0	0	0	0	0	0	0	0	0	0	12	64
1415 - 1430	0	13	4	0	0	0	0	1	0	0	0	0	0	18	
1430 - 1445	0	12	6	0	0	0	0	0	0	0	0	0	0	18	
1445 - 1500	0	7	8	0	1	0	0	0	0	0	0	0	0	16	
1500 - 1515	0	11	10	0	2	0	0	0	0	0	0	0	0	23	80
1515 - 1530	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
1530 - 1545	0	19	3	0	0	0	0	0	0	0	0	0	0	22	
1545 - 1600	0	15	6	0	0	0	0	0	0	0	0	0	0	21	
1600 - 1615	0	13	6	0	0	0	0	0	0	0	0	0	0	19	68
1615 - 1630	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
1630 - 1645	0	13	5	0	0	0	0	0	0	0	0	0	0	18	
1645 - 1700	0	17	1	0	1	1	0	0	0	0	0	0	0	20	
1700 - 1715	0	15	8	0	0	0	0	0	0	0	0	0	0	23	79
1715 - 1730	0	16	3	0	0	0	0	0	0	0	0	0	0	19	
1730 - 1745	0	12	3	0	0	0	0	0	0	0	0	0	0	15	
1745 - 1800	0	11	10	0	1	0	0	0	0	0	0	0	0	22	
1800 - 1815	0	9	7	0	0	0	0	0	0	0	0	0	0	16	63
1815 - 1830	0	4	7	0	0	0	0	0	0	0	0	0	0	11	
1830 - 1845	0	10	6	0	0	0	0	0	0	0	0	0	0	16	
1845 - 1900	0	12	8	0	0	0	0	0	0	0	0	0	0	20	
1900 - 1915	0	11	4	0	0	0	0	0	0	0	0	0	0	15	42
1915 - 1930	0	4	4	0	0	0	0	0	0	0	0	0	0	8	
1930 - 1945	0	6	3	0	1	0	0	0	0	0	0	0	0	10	
1945 - 2000	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
2000 - 2015	0	6	2	0	0	0	0	0	0	0	0	0	0	8	32
2015 - 2030	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
2030 - 2045	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
2045 - 2100	0	3	3	0	0	0	0	0	0	0	0	0	0	6	
2100 - 2115	0	9	3	0	0	0	0	0	0	0	0	0	0	12	31
2115 - 2130	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
2130 - 2145	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
2145 - 2200	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
2200 - 2215	0	3	2	0	0	0	0	0	0	0	0	0	0	5	17
2215 - 2230	0	0	3	0	1	0	0	0	0	0	0	0	0	4	
2230 - 2245	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
2245 - 2300	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2300 - 2315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6
2315 - 2330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2330 - 2345	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2345 - 2400	0	2	0	0	0	0	0	0	0	0	0	0	0	2	

Session Total	1	639	365	2	29	8	0	4	0	0	0	0	0	1048
Session Average	0.01	6.66	3.80	0.02	0.30	0.08	0.00	0.04	0.00	0.00	0.00	0.00	0.00	10.92
Session Percentage	0.10	60.97	34.83	0.19	2.77	0.76	0.00	0.38	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0630 - 0730	0745 - 0845	0615 - 0715	0715 - 0815	0700 - 0800	-	0630 - 0730	-	-	-	-	-	0630 - 0730
AM Peak Hour Volume	0	47	41	2	6	4	0	1	0	0	0	0	0	84

Noon Peak

Gainesville, GA
24h Bi-Directional Class Count

Site 3
Driveway,
north of GA-369 Browns Bridge Rd



Lat/Long
34.280444°, -83.878221°

Date
Tuesday, March 9, 2021

Weather
Fair
57°F

0000 - 2400 (Weekday 24h Session)

Time	Bi-Directional 15min													15min	60min
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	Total
0000 - 0015	0	14	1	0	0	0	0	0	0	0	0	0	0	15	33
0015 - 0030	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0030 - 0045	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0045 - 0100	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0100 - 0115	0	3	1	0	1	0	0	0	0	0	0	0	0	5	18
0115 - 0130	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0130 - 0145	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0145 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0215 - 0230	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	11
0315 - 0330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0345 - 0400	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0400 - 0415	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16
0415 - 0430	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
0430 - 0445	0	3	0	0	1	0	0	0	0	0	0	0	0	4	
0445 - 0500	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0500 - 0515	0	13	2	0	0	0	0	0	0	0	0	0	0	15	56
0515 - 0530	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
0530 - 0545	0	10	5	0	0	0	0	0	0	0	0	0	0	15	
0545 - 0600	0	5	9	0	2	0	0	0	0	0	0	0	0	16	
0600 - 0615	0	6	14	0	1	0	0	0	0	0	0	0	0	21	146
0615 - 0630	0	17	23	0	1	2	0	0	0	0	0	0	0	43	
0630 - 0645	0	22	15	1	0	1	0	0	0	0	0	0	0	39	
0645 - 0700	0	25	16	0	2	0	0	0	0	0	0	0	0	43	
0700 - 0715	0	28	12	1	2	1	0	0	0	0	0	0	0	44	169
0715 - 0730	0	20	10	0	7	1	0	2	1	0	0	0	0	41	
0730 - 0745	0	18	20	0	1	3	0	0	0	0	0	0	0	42	
0745 - 0800	0	21	17	0	3	1	0	0	0	0	0	0	0	42	
0800 - 0815	0	8	18	0	4	0	0	0	0	0	0	0	0	30	138
0815 - 0830	0	12	19	0	2	1	0	3	0	0	0	0	0	37	
0830 - 0845	0	18	21	0	1	0	0	1	1	0	0	0	0	42	
0845 - 0900	0	21	8	0	0	0	0	0	0	0	0	0	0	29	
0900 - 0915	0	22	16	0	2	0	0	0	0	0	0	0	0	40	124
0915 - 0930	0	13	13	0	1	0	0	0	0	0	0	0	0	27	
0930 - 0945	0	20	4	0	1	0	0	0	0	0	0	0	0	25	
0945 - 1000	0	17	13	0	2	0	0	0	0	0	0	0	0	32	
1000 - 1015	0	16	10	0	6	0	0	0	0	0	0	0	0	32	99
1015 - 1030	0	14	9	0	0	0	0	0	0	0	0	0	0	23	
1030 - 1045	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
1045 - 1100	0	16	14	0	1	0	0	0	0	0	0	0	0	31	
1100 - 1115	0	13	6	0	1	0	0	0	0	0	0	0	0	20	104
1115 - 1130	0	18	5	0	1	0	0	1	0	0	0	0	0	25	
1130 - 1145	0	20	7	0	1	0	0	1	0	0	0	0	0	29	
1145 - 1200	0	17	12	0	0	0	0	1	0	0	0	0	0	30	
1200 - 1215	0	31	13	0	0	0	0	0	0	0	0	0	0	44	144
1215 - 1230	0	13	17	0	1	1	0	0	0	0	0	0	0	32	
1230 - 1245	0	14	11	0	2	0	0	0	0	0	0	0	0	27	
1245 - 1300	0	27	12	0	2	0	0	0	0	0	0	0	0	41	
1300 - 1315	0	16	18	0	0	0	0	0	0	0	0	0	0	34	134
1315 - 1330	0	24	12	0	0	0	0	0	0	0	0	0	0	36	
1330 - 1345	1	18	11	0	0	0	0	1	0	0	0	0	0	31	
1345 - 1400	0	21	12	0	0	0	0	0	0	0	0	0	0	33	
1400 - 1415	0	19	8	0	0	0	0	0	0	0	0	0	0	27	129
1415 - 1430	0	20	11	0	0	0	0	2	0	0	0	0	0	33	
1430 - 1445	0	22	11	0	0	0	0	0	0	0	0	0	0	33	
1445 - 1500	0	18	15	0	3	0	0	0	0	0	0	0	0	36	
1500 - 1515	0	19	17	0	4	0	0	1	1	0	0	0	0	42	151
1515 - 1530	0	20	6	0	0	1	0	0	0	0	0	0	0	27	
1530 - 1545	0	33	6	0	0	0	0	0	0	0	0	0	0	39	
1545 - 1600	0	31	11	0	0	0	0	0	1	0	0	0	0	43	
1600 - 1615	0	25	9	0	0	0	0	0	0	0	0	0	0	34	131
1615 - 1630	0	20	4	0	0	0	0	0	0	0	0	0	0	24	
1630 - 1645	1	23	6	0	0	1	0	0	0	0	0	0	0	31	
1645 - 1700	0	34	6	0	1	1	0	0	0	0	0	0	0	42	
1700 - 1715	0	23	16	0	0	0	0	0	0	0	0	0	0	39	149
1715 - 1730	0	27	5	0	0	0	0	0	0	0	0	0	0	32	
1730 - 1745	0	26	7	0	1	0	0	0	0	0	0	0	0	34	
1745 - 1800	0	26	17	0	1	0	0	0	0	0	0	0	0	44	
1800 - 1815	0	20	12	0	0	0	0	0	0	0	0	0	0	32	128
1815 - 1830	0	14	14	0	1	0	0	0	0	0	0	0	0	29	
1830 - 1845	0	16	13	0	1	0	0	0	0	0	0	0	0	30	
1845 - 1900	0	21	16	0	0	0	0	0	0	0	0	0	0	37	
1900 - 1915	0	17	7	0	0	0	0	0	0	0	0	0	0	24	77
1915 - 1930	0	12	4	0	0	0	0	0	1	0	0	0	0	17	
1930 - 1945	0	11	6	0	1	0	0	0	0	0	0	0	0	18	
1945 - 2000	0	13	5	0	0	0	0	0	0	0	0	0	0	18	
2000 - 2015	0	10	3	0	0	0	0	0	0	0	0	0	0	13	66
2015 - 2030	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
2030 - 2045	0	12	9	0	0	0	0	0	0	0	0	0	0	21	
2045 - 2100	0	12	6	0	0	0	0	0	0	0	0	0	0	18	
2100 - 2115	0	13	5	0	0	0	0	0	0	0	0	0	0	18	60
2115 - 2130	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
2130 - 2145	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
2145 - 2200	0	8	6	0	0	0	0	0	0	0	0	0	0	14	
2200 - 2215	0	6	5	0	0	0	0	0	0	0	0	0	0	11	37
2215 - 2230	0	4	4	0	1	0	0	0	0	0	0	0	0	9	
2230 - 2245	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
2245 - 2300	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
2300 - 2315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	20
2315 - 2330	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
2330 - 2345	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
2345 - 2400	0	4	3	0	0	0	0	0	0	0	0	0	0	7	

Session Total	2	1318	726	2	63	14	0	13	5	0	0	0	0	2143
Session Average	0.02	13.73	7.56	0.02	0.66	0.15	0.00	0.14	0.05	0.00	0.00	0.00	0.00	22.32
Session Percentage	0.09	61.50	33.88	0.09	2.94	0.65	0.00	0.61	0.23	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0630 - 0730	0745 - 0845	0615 - 0715	0715 - 0815	0700 - 0800	-	0745 - 0845	0630 - 0730	-	-	-	-	0645 - 0745
AM Peak Hour Volume	0	95	75	2	15	6	0	4	1	0	0	0	0	170

Site 4

Gainesville, GA
24h Bi-Directional Class Count



Marr Traffic Inc
www.marrtraffic.com

Site 4
Driveway,
north of GA-53 McEver Rd

Lat/Long
34.280867°, -83.876664°



Date
Tuesday, March 9, 2021

Weather
Fair
57°F

0000 - 2400 (Weekday 24h Session)
Northbound / Southbound

Time	Northbound, (Movement 4.1)													15min	60min
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	Total
0000 - 0015	0	3	1	0	0	0	0	0	0	0	0	0	0	4	15
0015 - 0030	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0030 - 0045	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0045 - 0100	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
0100 - 0115	0	2	0	0	0	0	0	0	0	0	0	0	0	2	6
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0215 - 0230	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	6
0315 - 0330	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0400 - 0415	0	2	0	0	0	0	0	0	0	0	0	0	0	2	10
0415 - 0430	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0430 - 0445	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0445 - 0500	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0500 - 0515	0	7	2	0	0	0	0	0	0	0	0	0	0	9	35
0515 - 0530	0	4	3	0	1	0	0	0	0	0	0	0	0	8	
0530 - 0545	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
0545 - 0600	0	4	4	0	0	0	0	0	0	0	0	0	0	8	
0600 - 0615	0	6	5	0	0	0	0	0	0	0	0	0	0	11	55
0615 - 0630	0	6	4	0	1	0	0	0	0	0	0	0	0	11	
0630 - 0645	0	10	3	0	2	0	0	0	0	0	0	0	0	15	
0645 - 0700	0	10	7	0	1	0	0	0	0	0	0	0	0	18	
0700 - 0715	0	10	7	0	1	4	0	0	0	0	0	0	0	22	87
0715 - 0730	0	10	9	0	0	0	0	0	0	0	0	0	0	19	
0730 - 0745	0	11	10	0	0	0	0	1	0	0	0	0	0	22	
0745 - 0800	0	10	12	0	0	1	0	1	0	0	0	0	0	24	
0800 - 0815	0	13	8	1	1	0	0	0	0	0	0	0	0	23	65
0815 - 0830	0	10	2	0	1	1	0	0	1	0	0	0	0	15	
0830 - 0845	0	9	9	0	1	0	0	3	0	0	0	0	0	22	
0845 - 0900	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
0900 - 0915	0	2	8	0	1	0	0	1	1	0	0	0	0	13	65
0915 - 0930	0	17	7	0	0	0	0	1	0	0	0	0	0	25	
0930 - 0945	0	10	5	0	0	0	0	0	0	0	0	0	0	15	
0945 - 1000	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
1000 - 1015	0	12	5	0	0	0	0	0	1	0	0	0	0	18	63
1015 - 1030	0	10	8	0	1	0	0	1	0	0	0	0	0	20	
1030 - 1045	0	6	6	0	0	0	0	0	0	0	0	0	0	12	
1045 - 1100	0	10	2	0	1	0	0	0	0	0	0	0	0	13	
1100 - 1115	0	8	5	0	1	0	0	0	0	0	0	0	0	14	53
1115 - 1130	0	6	4	0	2	1	0	0	0	0	0	0	0	13	
1130 - 1145	0	8	5	0	1	0	0	1	0	0	0	0	0	15	
1145 - 1200	0	8	1	0	1	0	0	0	1	0	0	0	0	11	
1200 - 1215	0	10	8	0	0	0	0	0	0	0	0	0	0	18	79
1215 - 1230	0	15	6	0	0	0	0	0	0	0	0	0	0	21	
1230 - 1245	0	12	3	0	1	0	0	0	0	0	0	0	0	16	
1245 - 1300	1	5	10	0	7	1	0	0	0	0	0	0	0	24	
1300 - 1315	0	6	9	1	0	0	0	0	0	0	0	0	0	16	77
1315 - 1330	0	8	5	1	1	0	0	0	0	0	0	0	0	15	
1330 - 1345	0	18	9	0	1	0	0	1	0	0	0	0	0	29	
1345 - 1400	0	11	6	0	0	0	0	0	0	0	0	0	0	17	
1400 - 1415	1	9	5	0	0	1	0	0	0	0	0	0	0	16	61
1415 - 1430	0	8	4	0	0	0	0	0	0	0	0	0	0	12	
1430 - 1445	1	9	6	0	0	0	0	0	0	0	0	0	0	16	
1445 - 1500	0	10	5	0	2	0	0	0	0	0	0	0	0	17	
1500 - 1515	0	12	6	0	1	0	0	1	0	0	0	0	0	20	70
1515 - 1530	0	15	5	0	0	0	0	0	0	0	0	0	0	20	
1530 - 1545	0	9	5	0	2	0	0	1	0	0	0	0	0	17	
1545 - 1600	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
1600 - 1615	0	14	8	0	0	0	0	0	1	0	0	0	0	23	71
1615 - 1630	0	10	3	0	1	0	0	0	0	0	0	0	0	14	
1630 - 1645	1	12	4	0	1	0	0	0	0	0	0	0	0	18	
1645 - 1700	0	12	3	0	1	0	0	0	0	0	0	0	0	16	
1700 - 1715	0	9	7	0	0	0	0	0	0	0	0	0	0	16	58
1715 - 1730	0	7	5	0	0	0	0	0	0	0	0	0	0	12	
1730 - 1745	0	12	3	0	0	0	0	1	0	0	0	0	0	16	
1745 - 1800	0	9	4	0	0	0	0	0	1	0	0	0	0	14	
1800 - 1815	0	12	0	0	1	0	0	0	0	0	0	0	0	13	60
1815 - 1830	0	16	4	0	0	0	0	0	0	0	0	0	0	20	
1830 - 1845	0	8	7	0	1	0	0	0	0	0	0	0	0	16	
1845 - 1900	0	5	4	0	1	0	0	1	0	0	0	0	0	11	
1900 - 1915	0	8	6	0	0	0	0	0	0	0	0	0	0	14	51
1915 - 1930	0	11	5	0	0	0	0	1	0	0	0	0	0	17	
1930 - 1945	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
1945 - 2000	0	7	4	0	0	0	0	0	1	0	0	0	0	12	
2000 - 2015	0	2	2	0	0	0	0	0	0	0	0	0	0	4	39
2015 - 2030	0	10	2	0	0	0	0	0	0	0	0	0	0	12	
2030 - 2045	0	8	2	0	1	0	0	0	0	0	0	0	0	11	
2045 - 2100	0	10	2	0	0	0	0	0	0	0	0	0	0	12	
2100 - 2115	0	8	2	0	0	0	0	0	0	0	0	0	0	10	34
2115 - 2130	1	8	0	0	0	0	0	0	0	0	0	0	0	9	
2130 - 2145	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
2145 - 2200	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
2200 - 2215	0	8	1	0	0	0	0	0	0	0	0	0	0	9	25
2215 - 2230	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
2230 - 2245	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2245 - 2300	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2300 - 2315	0	3	1	0	0	0	0	0	0	0	0	0	0	4	15
2315 - 2330	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2330 - 2345	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2345 - 2400	0	3	1	0	0	0	0	0	0	0	0	0	0	4	

Session Total	5	696	330	3	39	9	0	14	8	0	0	0	0	1104
Session Average	0.05	7.25	3.44	0.03	0.41	0.09	0.00	0.15	0.08	0.00	0.00	0.00	0.00	11.50
Session Percentage	0.45	63.04	29.89	0.27	3.53	0.82	0.00	1.27	0.72	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0915 - 1015	0715 - 0815	0715 - 0815	0615 - 0715	0700 - 0800	-	0830 - 0930	0815 - 0915	-	-	-	-	0715 - 0815
AM Peak Hour Volume	0	48	39	1	5	5	0	5	2	0	0	0	0	88

Gainesville, GA
24h Bi-Directional Class Count

Site 4
Driveway,
north of GA-53 McEver Rd



Lat/Long
34.280867°, -83.876664°



Date
Tuesday, March 9, 2021

Weather
Fair
57°F

0000 - 2400 (Weekday 24h Session)

Time	Southbound, (Movement 4.2)													15min	60min
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	Total
0000 - 0015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	8
0015 - 0030	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0030 - 0045	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0115 - 0130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0400 - 0415	0	2	0	0	0	0	0	0	0	0	0	0	0	2	7
0415 - 0430	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0430 - 0445	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0445 - 0500	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
0500 - 0515	0	4	2	0	1	0	0	0	0	0	0	0	0	7	29
0515 - 0530	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0530 - 0545	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0545 - 0600	0	3	6	0	0	0	0	0	0	0	0	0	0	9	
0600 - 0615	0	6	3	0	0	0	0	0	0	0	0	0	0	9	58
0615 - 0630	0	6	5	1	1	0	0	0	0	0	0	0	0	13	
0630 - 0645	0	13	3	0	1	0	0	0	0	0	0	0	0	17	
0645 - 0700	0	10	6	1	1	1	0	0	0	0	0	0	0	19	
0700 - 0715	0	10	4	0	0	3	0	0	0	0	0	0	0	17	61
0715 - 0730	0	6	4	0	0	0	0	0	0	0	0	0	0	10	
0730 - 0745	0	12	13	0	0	0	0	0	0	0	0	0	0	25	
0745 - 0800	0	2	6	0	0	0	0	1	0	0	0	0	0	9	
0800 - 0815	0	11	3	0	1	0	0	0	0	0	0	0	0	15	48
0815 - 0830	0	7	3	0	1	0	0	0	0	0	0	0	0	11	
0830 - 0845	0	6	5	0	1	0	0	0	0	0	0	0	0	12	
0845 - 0900	0	4	6	0	0	0	0	0	0	0	0	0	0	10	
0900 - 0915	0	3	5	0	0	0	0	0	0	0	0	0	0	8	42
0915 - 0930	0	5	5	0	0	0	0	0	0	0	0	0	0	10	
0930 - 0945	0	10	2	0	0	0	0	0	0	0	0	0	0	12	
0945 - 1000	0	6	4	0	1	1	0	0	0	0	0	0	0	12	
1000 - 1015	0	3	1	0	0	0	0	0	0	0	0	0	0	4	31
1015 - 1030	0	5	5	0	0	0	0	0	0	0	0	0	0	10	
1030 - 1045	0	3	4	0	0	0	0	0	0	0	0	0	0	7	
1045 - 1100	0	6	4	0	0	0	0	0	0	0	0	0	0	10	
1100 - 1115	0	3	4	0	0	0	0	0	0	0	0	0	0	7	36
1115 - 1130	0	4	3	0	3	0	0	0	0	0	0	0	0	10	
1130 - 1145	0	5	3	0	1	0	0	0	0	0	0	0	0	9	
1145 - 1200	0	4	6	0	0	0	0	0	0	0	0	0	0	10	
1200 - 1215	0	6	4	0	2	0	0	0	0	0	0	0	0	12	43
1215 - 1230	0	3	3	0	1	0	0	0	0	0	0	0	0	7	
1230 - 1245	0	7	6	0	0	0	0	0	0	0	0	0	0	13	
1245 - 1300	0	5	5	0	1	0	0	0	0	0	0	0	0	11	
1300 - 1315	0	13	3	1	1	0	0	0	0	0	0	0	0	18	54
1315 - 1330	0	7	5	0	0	0	0	0	0	0	0	0	0	12	
1330 - 1345	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
1345 - 1400	1	9	5	0	0	0	0	0	0	0	0	0	0	15	
1400 - 1415	0	7	0	0	0	0	0	0	0	0	0	0	0	7	57
1415 - 1430	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
1430 - 1445	1	8	8	0	1	0	0	0	0	0	0	0	0	18	
1445 - 1500	0	9	9	0	1	0	0	0	0	0	0	0	0	19	
1500 - 1515	0	6	3	0	0	0	0	0	0	0	0	0	0	9	59
1515 - 1530	0	17	4	0	0	0	0	0	0	0	0	0	0	21	
1530 - 1545	0	7	4	0	1	0	0	0	0	0	0	0	0	12	
1545 - 1600	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
1600 - 1615	0	8	7	0	1	0	0	0	0	0	0	0	0	16	47
1615 - 1630	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
1630 - 1645	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
1645 - 1700	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
1700 - 1715	0	10	4	0	0	0	0	0	0	0	0	0	0	14	38
1715 - 1730	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
1730 - 1745	0	5	5	0	0	0	0	0	0	0	0	0	0	10	
1745 - 1800	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
1800 - 1815	0	12	4	0	0	0	0	0	0	0	0	0	0	16	56
1815 - 1830	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
1830 - 1845	0	6	4	0	1	0	0	0	0	0	0	0	0	11	
1845 - 1900	0	12	3	0	0	0	0	0	0	0	0	0	0	15	
1900 - 1915	0	8	2	0	0	0	0	1	0	0	0	0	0	11	31
1915 - 1930	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
1930 - 1945	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
1945 - 2000	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2000 - 2015	0	4	1	0	0	0	0	0	0	0	0	0	0	5	24
2015 - 2030	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
2030 - 2045	0	4	1	0	1	0	0	0	0	0	0	0	0	6	
2045 - 2100	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2100 - 2115	1	7	1	0	0	0	0	0	0	0	0	0	0	9	22
2115 - 2130	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
2130 - 2145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2145 - 2200	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
2200 - 2215	0	6	0	0	0	0	0	0	0	0	0	0	0	6	14
2215 - 2230	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
2230 - 2245	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2245 - 2300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2300 - 2315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	7
2315 - 2330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2345 - 2400	0	3	0	0	0	0	0	0	0	0	0	0	0	3	

Session Total	3	506	238	3	23	5	0	2	0	0	0	0	0	780
Session Average	0.03	5.27	2.48	0.03	0.24	0.05	0.00	0.02	0.00	0.00	0.00	0.00	0.00	8.13
Session Percentage	0.38	64.87	30.51	0.38	2.95	0.64	0.00	0.26	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0615 - 0715	0645 - 0745	0600 - 0700	0600 - 0700	0615 - 0715	-	0700 - 0800	-	-	-	-	-	0645 - 0745
AM Peak Hour Volume	0	39	27	2	3	4	0	1	0	0	0	0	0	71

Noon Peak Hour	1345 - 1445	1430 - 1530	1430 -
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Gainesville, GA
24h Bi-Directional Class Count

Site 4
Driveway,
north of GA-53 McEver Rd



Lat/Long
34.280867°, -83.876664°

Date
Tuesday, March 9, 2021

Weather
Fair
57°F

0000 - 2400 (Weekday 24h Session)

Time	Bi-Directional 15min													15min	60min
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	Total
0000 - 0015	0	4	1	0	0	0	0	0	0	0	0	0	0	5	23
0015 - 0030	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0030 - 0045	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0045 - 0100	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
0100 - 0115	0	2	0	0	0	0	0	0	0	0	0	0	0	2	10
0115 - 0130	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0130 - 0145	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0145 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
0215 - 0230	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0300 - 0315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	7
0315 - 0330	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0400 - 0415	0	4	0	0	0	0	0	0	0	0	0	0	0	4	17
0415 - 0430	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0430 - 0445	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0445 - 0500	0	2	3	0	0	0	0	0	0	0	0	0	0	5	
0500 - 0515	0	11	4	0	1	0	0	0	0	0	0	0	0	16	64
0515 - 0530	0	10	4	0	1	0	0	0	0	0	0	0	0	15	
0530 - 0545	0	15	1	0	0	0	0	0	0	0	0	0	0	16	
0545 - 0600	0	7	10	0	0	0	0	0	0	0	0	0	0	17	
0600 - 0615	0	12	8	0	0	0	0	0	0	0	0	0	0	20	113
0615 - 0630	0	12	9	1	2	0	0	0	0	0	0	0	0	24	
0630 - 0645	0	23	6	0	3	0	0	0	0	0	0	0	0	32	
0645 - 0700	0	20	13	1	2	1	0	0	0	0	0	0	0	37	
0700 - 0715	0	20	11	0	1	7	0	0	0	0	0	0	0	39	148
0715 - 0730	0	16	13	0	0	0	0	0	0	0	0	0	0	29	
0730 - 0745	0	23	23	0	0	0	0	1	0	0	0	0	0	47	
0745 - 0800	0	12	18	0	0	1	0	2	0	0	0	0	0	33	
0800 - 0815	0	24	11	1	2	0	0	0	0	0	0	0	0	38	113
0815 - 0830	0	17	5	0	2	1	0	0	1	0	0	0	0	26	
0830 - 0845	0	15	14	0	2	0	0	3	0	0	0	0	0	34	
0845 - 0900	0	7	8	0	0	0	0	0	0	0	0	0	0	15	
0900 - 0915	0	5	13	0	1	0	0	1	1	0	0	0	0	21	107
0915 - 0930	0	22	12	0	0	0	0	1	0	0	0	0	0	35	
0930 - 0945	0	20	7	0	0	0	0	0	0	0	0	0	0	27	
0945 - 1000	0	15	7	0	1	1	0	0	0	0	0	0	0	24	
1000 - 1015	0	15	6	0	0	0	0	0	1	0	0	0	0	22	94
1015 - 1030	0	15	13	0	1	0	0	1	0	0	0	0	0	30	
1030 - 1045	0	9	10	0	0	0	0	0	0	0	0	0	0	19	
1045 - 1100	0	16	6	0	1	0	0	0	0	0	0	0	0	23	
1100 - 1115	0	11	9	0	1	0	0	0	0	0	0	0	0	21	89
1115 - 1130	0	10	7	0	5	1	0	0	0	0	0	0	0	23	
1130 - 1145	0	13	8	0	2	0	0	1	0	0	0	0	0	24	
1145 - 1200	0	12	7	0	1	0	0	0	1	0	0	0	0	21	
1200 - 1215	0	16	12	0	2	0	0	0	0	0	0	0	0	30	122
1215 - 1230	0	18	9	0	1	0	0	0	0	0	0	0	0	28	
1230 - 1245	0	19	9	0	1	0	0	0	0	0	0	0	0	29	
1245 - 1300	1	10	15	0	8	1	0	0	0	0	0	0	0	35	
1300 - 1315	0	19	12	2	1	0	0	0	0	0	0	0	0	34	131
1315 - 1330	0	15	10	1	1	0	0	0	0	0	0	0	0	27	
1330 - 1345	0	24	12	0	1	0	0	1	0	0	0	0	0	38	
1345 - 1400	1	20	11	0	0	0	0	0	0	0	0	0	0	32	
1400 - 1415	1	16	5	0	0	1	0	0	0	0	0	0	0	23	118
1415 - 1430	0	18	7	0	0	0	0	0	0	0	0	0	0	25	
1430 - 1445	2	17	14	0	1	0	0	0	0	0	0	0	0	34	
1445 - 1500	0	19	14	0	3	0	0	0	0	0	0	0	0	36	
1500 - 1515	0	18	9	0	1	0	0	1	0	0	0	0	0	29	129
1515 - 1530	0	32	9	0	0	0	0	0	0	0	0	0	0	41	
1530 - 1545	0	16	9	0	3	0	0	1	0	0	0	0	0	29	
1545 - 1600	0	27	3	0	0	0	0	0	0	0	0	0	0	30	
1600 - 1615	0	22	15	0	1	0	0	0	1	0	0	0	0	39	118
1615 - 1630	0	21	6	0	1	0	0	0	0	0	0	0	0	28	
1630 - 1645	1	18	6	0	1	0	0	0	0	0	0	0	0	26	
1645 - 1700	0	19	5	0	1	0	0	0	0	0	0	0	0	25	
1700 - 1715	0	19	11	0	0	0	0	0	0	0	0	0	0	30	96
1715 - 1730	0	16	6	0	0	0	0	0	0	0	0	0	0	22	
1730 - 1745	0	17	8	0	0	0	0	1	0	0	0	0	0	26	
1745 - 1800	0	13	4	0	0	0	0	0	1	0	0	0	0	18	
1800 - 1815	0	24	4	0	1	0	0	0	0	0	0	0	0	29	116
1815 - 1830	0	27	7	0	0	0	0	0	0	0	0	0	0	34	
1830 - 1845	0	14	11	0	2	0	0	0	0	0	0	0	0	27	
1845 - 1900	0	17	7	0	1	0	0	1	0	0	0	0	0	26	
1900 - 1915	0	16	8	0	0	0	0	1	0	0	0	0	0	25	82
1915 - 1930	0	15	8	0	0	0	0	1	0	0	0	0	0	24	
1930 - 1945	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
1945 - 2000	0	10	5	0	0	0	0	0	1	0	0	0	0	16	
2000 - 2015	0	6	3	0	0	0	0	0	0	0	0	0	0	9	63
2015 - 2030	0	17	4	0	0	0	0	0	0	0	0	0	0	21	
2030 - 2045	0	12	3	0	2	0	0	0	0	0	0	0	0	17	
2045 - 2100	0	14	2	0	0	0	0	0	0	0	0	0	0	16	
2100 - 2115	1	15	3	0	0	0	0	0	0	0	0	0	0	19	56
2115 - 2130	1	14	0	0	0	0	0	0	0	0	0	0	0	15	
2130 - 2145	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
2145 - 2200	0	14	0	0	0	0	0	0	0	0	0	0	0	14	
2200 - 2215	0	14	1	0	0	0	0	0	0	0	0	0	0	15	39
2215 - 2230	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
2230 - 2245	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
2245 - 2300	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
2300 - 2315	0	5	1	0	0	0	0	0	0	0	0	0	0	6	22
2315 - 2330	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
2330 - 2345	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2345 - 2400	0	6	1	0	0	0	0	0	0	0	0	0	0	7	

Session Total	8	1202	568	6	62	14	0	16	8	0	0	0	0	1884
Session Average	0.08	12.52	5.92	0.06	0.65	0.15	0.00	0.17	0.08	0.00	0.00	0.00	0.00	19.63
Session Percentage	0.42	63.80	30.15	0.32	3.29	0.74	0.00	0.85	0.42	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0630 - 0730	0700 - 0800	0600 - 0700	0615 - 0715	0615 - 0715	-	0745 - 0845	0815 - 0915	-	-	-	-	0645 - 0745
AM Peak Hour Volume	0	79	65	2	8	8	0	5	2	0	0	0	0	152
Noon Peak Hour	1345 - 1445	1430 - 1530	1245 - 1345	1230 - 1330	1200 - 1300	1030 - 1130	-	1000 - 1100	1000 - 1100	-	-	-	-	1430 - 1530
Noon Peak Hour Volume	4	86	49	3	12	1	0	1	1	0	0	0	0	140
PM Peak Hour	1545 - 1645	1515 - 1615	1515 - 1615	-	1530 - 1630	-	-	1830 - 1930	1515 - 1615	-	-	-	-	1515 - 1615
PM Peak Hour Volume	1	97	36	0	5	0	0	3	2	0	0	0	0	139

Site 5

Gainesville, GA
24h Bi-Directional Class Count

Site 5
GA-369 Browns Bridge Rd,
west of Driveway



Lat/Long
34.277536°, -83.871644°



Date
Tuesday, March 9, 2021

Weather
Fair
57°F

0000 - 2400 (Weekday 24h Session)
Eastbound / Westbound

Time	Eastbound, (Movement 5.1)													15min	60min
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	Total
0000 - 0015	0	10	4	0	0	0	0	0	0	0	0	0	0	14	38
0015 - 0030	0	5	2	0	1	0	0	0	1	0	0	0	0	9	
0030 - 0045	0	5	2	0	1	0	0	0	0	0	0	0	0	8	
0045 - 0100	0	4	2	0	0	0	0	0	1	0	0	0	0	7	
0100 - 0115	0	3	4	0	0	0	0	0	0	0	0	0	0	7	29
0115 - 0130	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
0130 - 0145	0	4	1	0	0	0	0	1	1	0	0	0	0	7	
0145 - 0200	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	19
0215 - 0230	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0230 - 0245	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
0245 - 0300	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0300 - 0315	0	2	0	0	0	0	0	0	1	0	0	0	0	3	39
0315 - 0330	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0330 - 0345	1	7	5	0	0	0	0	0	0	0	0	0	0	13	
0345 - 0400	0	8	8	0	0	0	0	0	0	0	0	0	0	16	
0400 - 0415	0	19	4	0	0	0	0	0	1	0	0	0	0	24	92
0415 - 0430	0	16	2	0	0	0	0	1	1	0	0	0	0	20	
0430 - 0445	0	15	7	0	0	0	0	0	0	0	0	0	0	22	
0445 - 0500	0	15	8	0	1	0	0	0	2	0	0	0	0	26	
0500 - 0515	0	31	7	0	1	0	0	1	2	0	0	0	0	42	206
0515 - 0530	0	36	10	0	0	0	0	1	1	0	0	0	0	48	
0530 - 0545	0	47	12	0	0	0	0	1	1	0	0	0	0	61	
0545 - 0600	0	36	19	0	0	0	0	0	0	0	0	0	0	55	
0600 - 0615	1	48	24	0	2	0	0	1	2	0	0	0	0	78	463
0615 - 0630	0	84	32	0	1	0	0	0	0	0	0	0	0	117	
0630 - 0645	0	86	30	2	0	1	0	0	1	0	0	0	0	120	
0645 - 0700	0	109	32	1	2	2	0	0	2	0	0	0	0	148	
0700 - 0715	0	113	29	2	5	1	0	0	1	0	0	0	0	151	801
0715 - 0730	2	135	43	4	3	1	0	0	3	0	0	0	0	191	
0730 - 0745	0	154	53	0	2	1	0	1	0	0	0	0	0	211	
0745 - 0800	0	165	68	1	9	3	0	0	2	0	0	0	0	248	
0800 - 0815	0	116	49	1	4	3	0	0	3	0	0	0	0	176	695
0815 - 0830	0	122	44	1	3	2	0	0	5	0	0	0	0	177	
0830 - 0845	0	122	31	3	1	5	0	1	5	0	0	0	0	168	
0845 - 0900	1	109	54	0	1	3	0	0	6	0	0	0	0	174	
0900 - 0915	0	92	35	0	3	1	0	0	6	0	0	0	0	137	553
0915 - 0930	0	83	30	0	2	0	0	2	0	0	0	0	0	117	
0930 - 0945	0	110	40	0	2	1	0	1	4	0	0	0	0	158	
0945 - 1000	0	91	37	0	7	1	0	2	3	0	0	0	0	141	
1000 - 1015	1	93	37	0	7	3	0	0	3	0	0	0	0	144	575
1015 - 1030	0	85	31	2	13	0	0	1	1	0	0	0	0	133	
1030 - 1045	0	86	42	0	13	1	0	0	4	0	0	0	0	146	
1045 - 1100	0	92	42	1	7	2	0	3	5	0	0	0	0	152	
1100 - 1115	0	92	29	0	6	0	0	1	0	0	0	0	0	128	580
1115 - 1130	0	84	45	0	5	2	0	1	3	0	0	0	0	140	
1130 - 1145	0	96	50	1	7	3	0	2	5	0	0	0	0	164	
1145 - 1200	2	99	40	0	3	1	0	0	3	0	0	0	0	148	
1200 - 1215	0	87	60	2	5	2	0	1	1	0	0	0	0	158	665
1215 - 1230	0	105	44	0	5	0	0	1	3	0	0	0	0	158	
1230 - 1245	1	125	49	0	8	1	0	1	5	0	0	0	0	190	
1245 - 1300	0	112	33	0	10	1	0	1	2	0	0	0	0	159	
1300 - 1315	1	104	38	1	5	0	0	1	3	0	0	0	0	153	610
1315 - 1330	1	104	39	0	3	1	0	0	1	0	0	0	0	149	
1330 - 1345	2	110	33	0	3	2	0	0	3	0	0	0	0	153	
1345 - 1400	0	106	36	2	6	0	0	1	4	0	0	0	0	155	
1400 - 1415	1	114	35	2	7	2	0	0	1	0	0	0	0	162	659
1415 - 1430	0	130	31	2	3	1	0	2	3	0	0	0	0	172	
1430 - 1445	1	99	46	1	5	1	0	0	5	0	0	0	0	158	
1445 - 1500	0	115	45	0	5	0	0	0	2	0	0	0	0	167	
1500 - 1515	1	106	52	1	4	0	0	1	1	0	0	0	0	166	665
1515 - 1530	0	100	45	0	3	0	0	1	3	0	0	0	0	152	
1530 - 1545	0	118	46	0	11	2	0	2	3	0	0	0	0	182	
1545 - 1600	1	121	28	2	11	0	0	0	2	0	0	0	0	165	
1600 - 1615	0	130	50	2	6	1	0	2	2	0	0	0	0	193	749
1615 - 1630	0	115	49	0	9	3	0	0	1	0	0	0	0	177	
1630 - 1645	0	130	50	3	2	1	0	1	2	0	0	0	0	189	
1645 - 1700	0	134	48	1	4	0	0	2	1	0	0	0	0	190	
1700 - 1715	1	124	44	1	6	2	0	1	0	0	0	0	0	179	689
1715 - 1730	0	143	44	0	2	0	0	4	1	0	0	0	0	194	
1730 - 1745	0	105	27	0	3	1	0	1	2	0	0	0	0	139	
1745 - 1800	1	116	48	0	3	3	0	3	3	0	0	0	0	177	
1800 - 1815	0	124	40	0	3	0	0	0	1	0	0	0	0	168	590
1815 - 1830	0	96	38	0	3	0	0	1	4	0	0	0	0	142	
1830 - 1845	0	106	38	1	5	0	0	1	3	0	0	0	0	154	
1845 - 1900	1	86	29	0	6	2	0	1	1	0	0	0	0	126	
1900 - 1915	0	89	32	0	1	0	0	0	0	0	0	0	0	122	402
1915 - 1930	0	81	24	1	3	0	0	1	0	0	0	0	0	110	
1930 - 1945	0	58	35	0	0	0	0	0	0	0	0	0	0	93	
1945 - 2000	0	53	19	0	3	0	0	0	2	0	0	0	0	77	
2000 - 2015	0	53	14	0	0	0	0	0	0	0	0	0	0	67	232
2015 - 2030	0	37	15	0	2	0	0	0	0	0	0	0	0	54	
2030 - 2045	0	38	13	0	2	0	0	0	1	0	0	0	0	54	
2045 - 2100	0	44	9	0	0	0	0	0	4	0	0	0	0	57	
2100 - 2115	0	34	9	0	0	0	0	0	0	0	0	0	0	43	160
2115 - 2130	0	17	7	0	0	0	0	0	2	0	0	0	0	26	
2130 - 2145	0	32	14	0	0	0	0	0	1	0	0	0	0	47	
2145 - 2200	0	37	7	0	0	0	0	0	0	0	0	0	0	44	
2200 - 2215	0	26	11	0	3	0	0	0	0	0	0	0	0	40	98
2215 - 2230	0	12	3	0	0	0	0	0	1	0	0	0	0	16	
2230 - 2245	0	12	4	0	0	0	0	0	0	0	0	0	0	16	
2245 - 2300	0	18	7	0	0	0	0	0	1	0	0	0	0	26	
2300 - 2315	0	17	2	0	0	0	0	0	1	0	0	0	0	20	67
2315 - 2330	0	18	3	0	0	1	0	0	0	0	0	0	0	22	
2330 - 2345	0	11	0	0	0	0	0	0	1	0	0	0	0	12	
2345 - 2400	0	12	1	0	0	0	0	0	0	0	0	0	0	13	

Session Total	20	6628	2444	41	272	64	0	51	156	0	0	0	0	9676
Session Average	0.21	69.04	25.46	0.43	2.83	0.67	0.00	0.53	1.63	0.00	0.00	0.00	0.00	100.79
Session Percentage	0.21	68.50	25.26	0.42	2.81	0.66	0.00	0.53	1.61	0.00	0.00	0.00	0.00	

AM Peak Hour	0630 - 07
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Gainesville, GA
24h Bi-Directional Class Count

Site 5
GA-369 Browns Bridge Rd,
west of Driveway



Lat/Long
34.277536°, -83.871644°



Date
Tuesday, March 9, 2021

Weather
Fair
57°F

0000 - 2400 (Weekday 24h Session)

Time	Westbound, (Movement 5.2)													15min	60min
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	Total
0000 - 0015	0	14	3	0	0	0	0	0	2	0	0	0	0	19	49
0015 - 0030	0	8	3	0	0	0	0	0	2	0	0	0	0	13	
0030 - 0045	0	7	1	0	1	0	0	0	0	0	0	0	0	9	
0045 - 0100	0	3	4	0	1	0	0	0	0	0	0	0	0	8	
0100 - 0115	0	6	1	0	0	0	0	0	0	0	0	0	0	7	32
0115 - 0130	0	7	0	0	0	0	0	0	2	0	0	0	0	9	
0130 - 0145	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0145 - 0200	0	6	1	0	0	1	0	0	0	0	0	0	0	8	
0200 - 0215	0	9	1	0	0	0	0	0	0	0	0	0	0	10	35
0215 - 0230	0	6	1	0	1	0	0	0	0	0	0	0	0	8	
0230 - 0245	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
0245 - 0300	1	9	1	0	0	0	0	0	0	0	0	0	0	11	
0300 - 0315	0	5	2	0	0	0	0	0	0	0	0	0	0	7	27
0315 - 0330	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0330 - 0345	0	5	2	0	0	0	0	0	1	0	0	0	0	8	
0345 - 0400	0	4	0	0	0	0	0	0	1	0	0	0	0	5	
0400 - 0415	0	10	5	0	0	0	0	0	0	0	0	0	0	15	81
0415 - 0430	0	11	2	0	2	1	0	2	2	0	0	0	0	20	
0430 - 0445	0	12	2	0	1	0	0	1	0	0	0	0	0	16	
0445 - 0500	0	18	11	0	0	0	0	1	0	0	0	0	0	30	
0500 - 0515	0	31	5	0	0	0	0	0	1	0	0	0	0	37	212
0515 - 0530	0	32	10	0	0	0	0	1	1	0	0	0	0	44	
0530 - 0545	1	33	16	0	2	0	0	1	0	0	0	0	0	53	
0545 - 0600	0	45	22	1	2	4	0	1	3	0	0	0	0	78	
0600 - 0615	0	42	30	0	0	1	0	0	0	0	0	0	0	73	380
0615 - 0630	0	61	36	1	2	1	0	2	1	0	0	0	0	104	
0630 - 0645	0	64	28	1	4	2	0	0	1	0	0	0	0	100	
0645 - 0700	0	59	37	3	1	2	0	0	1	0	0	0	0	103	
0700 - 0715	0	72	49	0	4	1	0	0	0	0	0	0	0	126	522
0715 - 0730	0	84	33	3	5	3	0	0	1	0	0	0	0	129	
0730 - 0745	0	88	40	2	5	4	0	2	1	0	0	0	0	142	
0745 - 0800	0	79	36	1	5	0	0	2	2	0	0	0	0	125	
0800 - 0815	0	76	25	0	6	5	0	0	3	0	0	0	0	115	472
0815 - 0830	0	68	36	0	3	0	0	5	0	0	0	0	0	112	
0830 - 0845	0	73	41	0	4	3	0	0	5	0	0	0	0	126	
0845 - 0900	0	66	43	1	6	0	0	1	2	0	0	0	0	119	
0900 - 0915	0	89	40	0	3	2	0	4	3	0	0	0	0	141	577
0915 - 0930	0	85	45	0	8	2	0	3	2	0	0	0	0	145	
0930 - 0945	1	78	34	0	23	0	0	3	7	0	0	0	0	146	
0945 - 1000	0	83	35	2	11	4	0	2	8	0	0	0	0	145	
1000 - 1015	0	71	26	0	5	1	0	1	3	0	0	0	0	107	495
1015 - 1030	0	89	33	0	11	2	0	1	2	0	0	0	0	138	
1030 - 1045	0	83	28	0	9	2	0	0	0	0	0	0	0	122	
1045 - 1100	0	86	31	0	9	0	0	2	0	0	0	0	0	128	
1100 - 1115	0	87	37	0	4	1	0	1	1	0	0	0	0	131	563
1115 - 1130	0	71	50	1	7	1	0	0	3	0	0	0	0	133	
1130 - 1145	0	97	39	1	8	2	0	1	2	0	0	0	0	150	
1145 - 1200	0	99	41	0	5	1	0	2	1	0	0	0	0	149	
1200 - 1215	0	113	47	2	0	0	0	0	1	0	0	0	0	163	637
1215 - 1230	1	110	43	1	2	0	0	1	0	0	0	0	0	158	
1230 - 1245	0	100	48	0	7	0	0	1	1	0	0	0	0	157	
1245 - 1300	1	113	40	0	3	1	0	0	1	0	0	0	0	159	
1300 - 1315	1	115	33	0	3	4	0	0	4	0	0	0	0	160	649
1315 - 1330	0	100	48	0	9	3	0	0	2	0	0	0	0	162	
1330 - 1345	1	111	39	0	3	0	0	1	0	0	0	0	0	155	
1345 - 1400	4	118	40	0	6	0	0	3	1	0	0	0	0	172	
1400 - 1415	0	122	38	0	6	1	0	0	2	0	0	0	0	169	724
1415 - 1430	0	120	49	0	7	1	0	0	0	0	0	0	0	177	
1430 - 1445	0	108	48	2	8	3	0	0	3	0	0	0	0	172	
1445 - 1500	1	154	43	0	6	2	0	0	0	0	0	0	0	206	
1500 - 1515	1	158	48	1	3	3	0	1	3	0	0	0	0	218	813
1515 - 1530	0	148	54	2	5	1	0	0	2	0	0	0	0	212	
1530 - 1545	0	126	53	0	3	0	0	1	2	0	0	0	0	185	
1545 - 1600	2	131	58	1	1	3	0	1	1	0	0	0	0	198	
1600 - 1615	3	151	53	0	4	1	0	0	2	0	0	0	0	214	900
1615 - 1630	0	154	29	1	3	2	0	1	1	0	0	0	0	191	
1630 - 1645	2	195	52	1	2	1	0	1	5	0	0	0	0	259	
1645 - 1700	0	168	66	0	1	0	0	0	1	0	0	0	0	236	
1700 - 1715	0	174	49	0	2	1	0	0	2	0	0	0	0	228	845
1715 - 1730	0	196	46	0	4	1	0	1	0	0	0	0	0	248	
1730 - 1745	2	145	55	0	4	1	0	0	0	0	0	0	0	207	
1745 - 1800	0	105	54	0	1	0	0	0	2	0	0	0	0	162	
1800 - 1815	1	123	49	0	3	0	0	0	0	0	0	0	0	176	592
1815 - 1830	0	129	24	0	3	0	0	0	1	0	0	0	0	157	
1830 - 1845	1	93	27	0	3	0	0	0	0	0	0	0	0	124	
1845 - 1900	0	92	42	0	0	0	0	0	0	1	0	0	0	135	
1900 - 1915	0	97	34	0	2	0	0	0	1	0	0	0	0	134	490
1915 - 1930	1	109	16	0	0	0	0	0	1	0	0	0	0	127	
1930 - 1945	0	98	25	0	0	0	0	0	2	0	0	0	0	125	
1945 - 2000	0	75	26	0	1	0	0	0	2	0	0	0	0	104	
2000 - 2015	0	79	20	0	0	1	0	0	0	0	0	0	0	100	325
2015 - 2030	0	64	20	0	2	0	0	0	1	0	0	0	0	87	
2030 - 2045	0	56	16	0	1	0	0	0	0	0	0	0	0	73	
2045 - 2100	0	51	14	0	0	0	0	0	0	0	0	0	0	65	
2100 - 2115	0	39	8	0	1	0	0	0	1	0	0	0	0	49	195
2115 - 2130	1	38	9	0	1	0	0	0	1	0	0	0	0	50	
2130 - 2145	0	37	10	0	1	1	0	0	2	0	0	0	0	51	
2145 - 2200	0	36	6	0	1	0	0	0	2	0	0	0	0	45	
2200 - 2215	0	27	5	0	1	0	0	0	0	0	0	0	0	33	119
2215 - 2230	0	20	10	0	0	0	0	0	0	0	0	0	0	30	
2230 - 2245	0	16	6	0	0	0	0	0	0	0	0	0	0	22	
2245 - 2300	0	29	3	0	1	0	0	0	1	0	0	0	0	34	
2300 - 2315	0	11	5	0	1	0	0	0	0	0	0	0	0	17	87
2315 - 2330	0	20	6	0	0	1	0	0	0	0	0	0	0	27	
2330 - 2345	0	19	6	0	0	0	0	0	0	0	0	0	0	25	
2345 - 2400	0	15	3	0	0	0	0	0	0	0	0	0	0	18	

Session Total	26	6758	2491	28	273	78	0	51	115	1	0	0	0	9821
Session Average	0.27	70.40	25.95	0.29	2.84	0.81	0.00	0.53	1.20	0.01	0.00	0.00	0.00	102.30
Session Percentage	0.26	68.81	25.36	0.29	2.78	0.79	0.00	0.52	1.17	0.01	0.00	0.00	0.00	

AM Peak Hour	0500 - 0600	0
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Gainesville, GA
24h Bi-Directional Class Count

Site 5
GA-369 Browns Bridge Rd,
west of Driveway



Lat/Long
34.277536°, -83.871644°

Date
Tuesday, March 9, 2021

Weather
Fair
57°F

0000 - 2400 (Weekday 24h Session)

Time	Bi-Directional 15min													15min	60min
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	Total
0000 - 0015	0	24	7	0	0	0	0	0	2	0	0	0	0	33	87
0015 - 0030	0	13	5	0	1	0	0	0	3	0	0	0	0	22	
0030 - 0045	0	12	3	0	2	0	0	0	0	0	0	0	0	17	
0045 - 0100	0	7	6	0	1	0	0	0	1	0	0	0	0	15	
0100 - 0115	0	9	5	0	0	0	0	0	0	0	0	0	0	14	61
0115 - 0130	0	13	3	0	0	0	0	0	2	0	0	0	0	18	
0130 - 0145	0	12	1	0	0	0	0	1	1	0	0	0	0	15	
0145 - 0200	0	12	1	0	0	1	0	0	0	0	0	0	0	14	
0200 - 0215	0	10	1	0	0	0	0	0	0	0	0	0	0	11	54
0215 - 0230	0	11	2	0	1	0	0	0	0	0	0	0	0	14	
0230 - 0245	0	12	3	0	0	0	0	0	0	0	0	0	0	15	
0245 - 0300	1	11	2	0	0	0	0	0	0	0	0	0	0	14	
0300 - 0315	0	7	2	0	0	0	0	0	1	0	0	0	0	10	66
0315 - 0330	0	14	0	0	0	0	0	0	0	0	0	0	0	14	
0330 - 0345	1	12	7	0	0	0	0	0	1	0	0	0	0	21	
0345 - 0400	0	12	8	0	0	0	0	0	1	0	0	0	0	21	
0400 - 0415	0	29	9	0	0	0	0	0	1	0	0	0	0	39	173
0415 - 0430	0	27	4	0	2	1	0	3	3	0	0	0	0	40	
0430 - 0445	0	27	9	0	1	0	0	1	0	0	0	0	0	38	
0445 - 0500	0	33	19	0	1	0	0	1	2	0	0	0	0	56	
0500 - 0515	0	62	12	0	1	0	0	1	3	0	0	0	0	79	418
0515 - 0530	0	68	20	0	0	0	0	2	2	0	0	0	0	92	
0530 - 0545	1	80	28	0	2	0	0	2	1	0	0	0	0	114	
0545 - 0600	0	81	41	1	2	4	0	1	3	0	0	0	0	133	
0600 - 0615	1	90	54	0	2	1	0	1	2	0	0	0	0	151	843
0615 - 0630	0	145	68	1	3	1	0	2	1	0	0	0	0	221	
0630 - 0645	0	150	58	3	4	3	0	0	2	0	0	0	0	220	
0645 - 0700	0	168	69	4	3	4	0	0	3	0	0	0	0	251	
0700 - 0715	0	185	78	2	9	2	0	0	1	0	0	0	0	277	1323
0715 - 0730	2	219	76	7	8	4	0	0	4	0	0	0	0	320	
0730 - 0745	0	242	93	2	7	5	0	3	1	0	0	0	0	353	
0745 - 0800	0	244	104	2	14	3	0	2	4	0	0	0	0	373	
0800 - 0815	0	192	74	1	10	8	0	0	6	0	0	0	0	291	1167
0815 - 0830	0	190	80	1	6	2	0	5	5	0	0	0	0	289	
0830 - 0845	0	195	72	3	5	8	0	1	10	0	0	0	0	294	
0845 - 0900	1	175	97	1	7	3	0	1	8	0	0	0	0	293	
0900 - 0915	0	181	75	0	6	3	0	4	9	0	0	0	0	278	1130
0915 - 0930	0	168	75	0	10	2	0	5	2	0	0	0	0	262	
0930 - 0945	1	188	74	0	25	1	0	4	11	0	0	0	0	304	
0945 - 1000	0	174	72	2	18	5	0	4	11	0	0	0	0	286	
1000 - 1015	1	164	63	0	12	4	0	1	6	0	0	0	0	251	1070
1015 - 1030	0	174	64	2	24	2	0	2	3	0	0	0	0	271	
1030 - 1045	0	169	70	0	22	3	0	0	4	0	0	0	0	268	
1045 - 1100	0	178	73	1	16	2	0	5	5	0	0	0	0	280	
1100 - 1115	0	179	66	0	10	1	0	2	1	0	0	0	0	259	1143
1115 - 1130	0	155	95	1	12	3	0	1	6	0	0	0	0	273	
1130 - 1145	0	193	89	2	15	5	0	3	7	0	0	0	0	314	
1145 - 1200	2	198	81	0	8	2	0	2	4	0	0	0	0	297	
1200 - 1215	0	200	107	4	5	2	0	1	2	0	0	0	0	321	1302
1215 - 1230	1	215	87	1	7	0	0	2	3	0	0	0	0	316	
1230 - 1245	1	225	97	0	15	1	0	2	6	0	0	0	0	347	
1245 - 1300	1	225	73	0	13	2	0	1	3	0	0	0	0	318	
1300 - 1315	2	219	71	1	8	4	0	1	7	0	0	0	0	313	1259
1315 - 1330	1	204	87	0	12	4	0	0	3	0	0	0	0	311	
1330 - 1345	3	221	72	0	6	2	0	1	3	0	0	0	0	308	
1345 - 1400	4	224	76	2	12	0	0	4	5	0	0	0	0	327	
1400 - 1415	1	236	73	2	13	3	0	0	3	0	0	0	0	331	1383
1415 - 1430	0	250	80	2	10	2	0	2	3	0	0	0	0	349	
1430 - 1445	1	207	94	3	13	4	0	0	8	0	0	0	0	330	
1445 - 1500	1	269	88	0	11	2	0	0	2	0	0	0	0	373	
1500 - 1515	2	264	100	2	7	3	0	2	4	0	0	0	0	384	1478
1515 - 1530	0	248	99	2	8	1	0	1	5	0	0	0	0	364	
1530 - 1545	0	244	99	0	14	2	0	3	5	0	0	0	0	367	
1545 - 1600	3	252	86	3	12	3	0	1	3	0	0	0	0	363	
1600 - 1615	3	281	103	2	10	2	0	2	4	0	0	0	0	407	1649
1615 - 1630	0	269	78	1	12	5	0	1	2	0	0	0	0	368	
1630 - 1645	2	325	102	4	4	2	0	2	7	0	0	0	0	448	
1645 - 1700	0	302	114	1	5	0	0	2	2	0	0	0	0	426	
1700 - 1715	1	298	93	1	8	3	0	1	2	0	0	0	0	407	1534
1715 - 1730	0	339	90	0	6	1	0	5	1	0	0	0	0	442	
1730 - 1745	2	250	82	0	7	2	0	1	2	0	0	0	0	346	
1745 - 1800	1	221	102	0	4	3	0	3	5	0	0	0	0	339	
1800 - 1815	1	247	89	0	6	0	0	0	1	0	0	0	0	344	1182
1815 - 1830	0	225	62	0	6	0	0	1	5	0	0	0	0	299	
1830 - 1845	1	199	65	1	8	0	0	1	3	0	0	0	0	278	
1845 - 1900	1	178	71	0	6	2	0	1	1	1	0	0	0	261	
1900 - 1915	0	186	66	0	3	0	0	0	1	0	0	0	0	256	892
1915 - 1930	1	190	40	1	3	0	0	1	1	0	0	0	0	237	
1930 - 1945	0	156	60	0	0	0	0	0	2	0	0	0	0	218	
1945 - 2000	0	128	45	0	4	0	0	0	4	0	0	0	0	181	
2000 - 2015	0	132	34	0	0	1	0	0	0	0	0	0	0	167	557
2015 - 2030	0	101	35	0	4	0	0	0	1	0	0	0	0	141	
2030 - 2045	0	94	29	0	3	0	0	0	1	0	0	0	0	127	
2045 - 2100	0	95	23	0	0	0	0	0	4	0	0	0	0	122	
2100 - 2115	0	73	17	0	1	0	0	0	1	0	0	0	0	92	355
2115 - 2130	1	55	16	0	1	0	0	0	3	0	0	0	0	76	
2130 - 2145	0	69	24	0	1	1	0	0	3	0	0	0	0	98	
2145 - 2200	0	73	13	0	1	0	0	0	2	0	0	0	0	89	
2200 - 2215	0	53	16	0	4	0	0	0	0	0	0	0	0	73	217
2215 - 2230	0	32	13	0	0	0	0	0	1	0	0	0	0	46	
2230 - 2245	0	28	10	0	0	0	0	0	0	0	0	0	0	38	
2245 - 2300	0	47	10	0	1	0	0	0	2	0	0	0	0	60	
2300 - 2315	0	28	7	0	1	0	0	0	1	0	0	0	0	37	154
2315 - 2330	0	38	9	0	0	2	0	0	0	0	0	0	0	49	
2330 - 2345	0	30	6	0	0	0	0	0	1	0	0	0	0	37	
2345 - 2400	0	27	4	0	0	0	0	0	0	0	0	0	0	31	

Session Total	46	13386	4935	69	545	142	0	102	271	1	0	0	0	19497
Session Average	0.48	139.44	51.41	0.72	5.68	1.48	0.00	1.06	2.82	0.01	0.00	0.00	0.00	203.09
Session Percentage	0.24	68.66	25.31	0.35	2.80	0.73	0.00	0.52	1.39	0.01	0.00	0.00	0.00	

Site 6

Gainesville, GA
24h Bi-Directional Class Count



Site 6
GA-53 McEver Rd (Left Turn Only),
west of Driveway

Lat/Long
34.280986°, -83.875989°



Date
Tuesday, March 9, 2021

Weather
Fair
57°F

0000 - 2400 (Weekday 24h Session)
Eastbound / Westbound

Time	Eastbound, (Movement 6.1)													15min	60min
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	Total
0000 - 0015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500 - 0515	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0630 - 0645	0	1	0	0	1	1	0	0	0	0	0	0	0	3	
0645 - 0700	0	4	0	0	0	1	0	0	0	0	0	0	0	5	
0700 - 0715	0	3	0	0	0	1	0	0	0	0	0	0	0	4	10
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	4	1	0	0	1	0	0	0	0	0	0	0	6	
0800 - 0815	0	3	2	0	0	0	0	0	0	0	0	0	0	5	15
0815 - 0830	0	2	2	0	0	0	0	1	0	0	0	0	0	5	
0830 - 0845	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
0845 - 0900	0	0	0	0	2	0	0	1	0	0	0	0	0	3	
0900 - 0915	0	0	1	0	0	0	0	0	0	0	0	0	0	1	9
0915 - 0930	0	1	0	0	0	0	0	1	0	0	0	0	0	2	
0930 - 0945	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0945 - 1000	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1000 - 1015	0	1	1	0	0	0	0	1	0	0	0	0	0	3	10
1015 - 1030	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1045 - 1100	0	1	1	0	2	0	0	0	0	0	0	0	0	4	
1100 - 1115	0	2	1	0	1	0	0	0	0	0	0	0	0	4	14
1115 - 1130	0	0	2	0	1	0	0	0	0	0	0	0	0	3	
1130 - 1145	0	3	0	0	1	0	0	0	0	0	0	0	0	4	
1145 - 1200	0	1	0	0	2	0	0	0	0	0	0	0	0	3	
1200 - 1215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15
1215 - 1230	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
1230 - 1245	0	1	2	0	0	0	0	1	0	0	0	0	0	4	
1245 - 1300	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
1315 - 1330	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
1330 - 1345	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
1345 - 1400	0	1	3	0	0	0	0	0	0	0	0	0	0	4	
1400 - 1415	0	1	1	0	0	0	0	0	0	0	0	0	0	2	8
1415 - 1430	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
1430 - 1445	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1445 - 1500	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1500 - 1515	0	2	4	0	2	0	0	0	0	0	0	0	0	8	17
1515 - 1530	0	2	1	0	0	0	0	1	0	0	0	0	0	4	
1530 - 1545	0	1	0	0	1	0	0	0	0	0	0	0	0	2	
1545 - 1600	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
1600 - 1615	0	1	1	0	0	0	0	0	0	0	0	0	0	2	10
1615 - 1630	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
1630 - 1645	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1645 - 1700	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1700 - 1715	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14
1715 - 1730	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1730 - 1745	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
1745 - 1800	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
1800 - 1815	0	1	0	0	1	0	0	0	0	0	0	0	0	2	9
1815 - 1830	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1830 - 1845	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
1845 - 1900	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1900 - 1915	0	1	4	0	0	0	0	0	0	0	0	0	0	5	6
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1930 - 1945	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1945 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000 - 2015	0	3	1	0	0	0	0	0	0	0	0	0	0	4	13
2015 - 2030	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
2030 - 2045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2045 - 2100	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2100 - 2115	0	1	0	0	0	0	0	0	1	0	0	0	0	2	7
2115 - 2130	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2130 - 2145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2145 - 2200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2345 - 2400	0	0	0	0	0	0	0	0	1	0	0	0	0	1	

Session Total	0	101	54	0	14	4	0	5	3	0	0	0	0	181
Session Average	0.00	1.05	0.56	0.00	0.15	0.04	0.00	0.05	0.03	0.00	0.00	0.00	0.00	1.89
Session Percentage	0.00	55.80	29.83	0.00	7.73	2.21	0.00	2.76	1.66	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0730 - 0830	0745 - 0845	-	0800 - 0900	0615 - 0715	-	0800 - 0900	-	-	-	-	-	0745 - 0845
AM Peak Hour Volume	0	9	7	0	2	3	0	2	0	0	0	0	0	18
Noon Peak Hour	-	1130 - 1230	1330 - 1430	-	1045 - 1145	-	-	1000 - 1100	1430 - 1530	-	-	-	-	1045 - 1145
Noon Peak Hour Volume	0	11	9	0	5	0	0	1	1	0	0	0	0	15
PM Peak Hour	-	1700 - 1800	1500 - 1600	-	1500 - 1600	-	-	-	1500 - 1600	-	-	-	-	1500 - 1600
PM Peak Hour Volume	0	13	7	0	3	0	0	0	1	0	0	0	0	17

Gainesville, GA
24h Bi-Directional Class Count

Site 6
GA-53 McEver Rd (Left Turn Only),
west of Driveway



Lat/Long
34.280986°, -83.875989°

Date
Tuesday, March 9, 2021

Weather
Fair
57°F

0000 - 2400 (Weekday 24h Session)

Time	Bi-Directional 15min													15min	60min
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	Total
0000 - 0015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0500 - 0515	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0600 - 0615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0615 - 0630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0630 - 0645	0	1	0	0	1	1	0	0	0	0	0	0	0	3	
0645 - 0700	0	4	0	0	0	1	0	0	0	0	0	0	0	5	
0700 - 0715	0	3	0	0	0	1	0	0	0	0	0	0	0	4	10
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	4	1	0	0	1	0	0	0	0	0	0	0	6	
0800 - 0815	0	3	2	0	0	0	0	0	0	0	0	0	0	5	15
0815 - 0830	0	2	2	0	0	0	0	1	0	0	0	0	0	5	
0830 - 0845	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
0845 - 0900	0	0	0	0	2	0	0	1	0	0	0	0	0	3	
0900 - 0915	0	0	1	0	0	0	0	0	0	0	0	0	0	1	9
0915 - 0930	0	1	0	0	0	0	0	1	0	0	0	0	0	2	
0930 - 0945	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0945 - 1000	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1000 - 1015	0	1	1	0	0	0	0	1	0	0	0	0	0	3	10
1015 - 1030	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1045 - 1100	0	1	1	0	2	0	0	0	0	0	0	0	0	4	
1100 - 1115	0	2	1	0	1	0	0	0	0	0	0	0	0	4	14
1115 - 1130	0	0	2	0	1	0	0	0	0	0	0	0	0	3	
1130 - 1145	0	3	0	0	1	0	0	0	0	0	0	0	0	4	
1145 - 1200	0	1	0	0	2	0	0	0	0	0	0	0	0	3	
1200 - 1215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15
1215 - 1230	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
1230 - 1245	0	1	2	0	0	0	0	1	0	0	0	0	0	4	
1245 - 1300	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
1315 - 1330	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
1330 - 1345	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
1345 - 1400	0	1	3	0	0	0	0	0	0	0	0	0	0	4	
1400 - 1415	0	1	1	0	0	0	0	0	0	0	0	0	0	2	8
1415 - 1430	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
1430 - 1445	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
1445 - 1500	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1500 - 1515	0	2	4	0	2	0	0	0	0	0	0	0	0	8	17
1515 - 1530	0	2	1	0	0	0	0	1	0	0	0	0	0	4	
1530 - 1545	0	1	0	0	1	0	0	0	0	0	0	0	0	2	
1545 - 1600	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
1600 - 1615	0	1	1	0	0	0	0	0	0	0	0	0	0	2	10
1615 - 1630	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
1630 - 1645	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1645 - 1700	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
1700 - 1715	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14
1715 - 1730	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1730 - 1745	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
1745 - 1800	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
1800 - 1815	0	1	0	0	1	0	0	0	0	0	0	0	0	2	9
1815 - 1830	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
1830 - 1845	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
1845 - 1900	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
1900 - 1915	0	1	4	0	0	0	0	0	0	0	0	0	0	5	6
1915 - 1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1930 - 1945	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1945 - 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2000 - 2015	0	3	1	0	0	0	0	0	0	0	0	0	0	4	13
2015 - 2030	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
2030 - 2045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2045 - 2100	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2100 - 2115	0	1	0	0	0	0	0	0	1	0	0	0	0	2	7
2115 - 2130	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
2130 - 2145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
2145 - 2200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2230 - 2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2345 - 2400	0	0	0	0	0	0	0	0	1	0	0	0	0	1	

Session Total	0	101	54	0	14	4	0	5	3	0	0	0	0	181
Session Average	0.00	1.05	0.56	0.00	0.15	0.04	0.00	0.05	0.03	0.00	0.00	0.00	0.00	1.89
Session Percentage	0.00	55.80	29.83	0.00	7.73	2.21	0.00	2.76	1.66	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0730 - 0830	0745 - 0845	-	0800 - 0900	0615 - 0715	-	0800 - 0900	-	-	-	-	-	0745 - 0845
AM Peak Hour Volume	0	9	7	0	2	3	0	2	0	0	0	0	0	18
Noon Peak Hour	-	1130 - 1230	1330 - 1430	-	1045 - 1145	-	-	1000 - 1100	1430 - 1530	-	-	-	-	1045 - 1145
Noon Peak Hour Volume	0	11	9	0	5	0	0	1	1	0	0	0	0	15
PM Peak Hour	-	1700 - 1800	1500 - 1600	-	1500 - 1600	-	-	-	1500 - 1600	-	-	-	-	1500 - 1600
PM Peak Hour Volume	0	13	7	0	3	0	0	0	1	0	0	0	0	17

Site 7

Gainesville, GA
24h Bi-Directional Class Count

Site 7
GA-53 McEver Rd,
east of Driveway



Lat/Long
34.281395°, -83.875296°
 [Click here for Map](#)

Date
Tuesday, March 9, 2021

Weather
Fair
57°F

0000 - 2400 (Weekday 24h Session)
Eastbound / Westbound

Time	Eastbound, (Movement 7.1)													15min	60min
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	Total
0000 - 0015	1	16	1	0	0	0	0	0	0	0	0	0	0	18	59
0015 - 0030	0	18	2	0	0	0	0	0	0	0	0	0	0	20	
0030 - 0045	0	14	0	0	1	0	0	0	1	0	0	0	0	16	
0045 - 0100	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
0100 - 0115	0	5	1	0	0	0	0	0	0	0	0	0	0	6	33
0115 - 0130	0	2	1	0	0	0	0	0	1	0	0	0	0	4	
0130 - 0145	0	7	0	0	1	0	0	0	0	0	0	0	0	8	
0145 - 0200	0	12	2	0	0	0	0	0	1	0	0	0	0	15	
0200 - 0215	0	5	0	0	0	0	0	0	0	0	0	0	0	5	34
0215 - 0230	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
0230 - 0245	0	9	0	0	3	0	0	0	0	0	0	0	0	12	
0245 - 0300	0	4	1	0	1	0	0	0	0	0	0	0	0	6	
0300 - 0315	0	8	0	0	0	0	0	0	1	0	0	0	0	9	23
0315 - 0330	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
0330 - 0345	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0345 - 0400	0	2	0	0	0	0	0	1	0	0	0	0	0	3	
0400 - 0415	0	4	0	0	0	0	0	0	0	0	0	0	0	4	63
0415 - 0430	1	10	2	0	0	0	0	0	2	0	0	0	0	15	
0430 - 0445	0	20	0	0	0	0	0	0	0	0	0	0	0	20	
0445 - 0500	0	19	4	0	1	0	0	0	0	0	0	0	0	24	
0500 - 0515	0	14	4	0	0	0	0	1	0	0	0	0	0	19	119
0515 - 0530	0	18	4	0	2	0	0	0	0	0	0	0	0	24	
0530 - 0545	0	20	5	0	5	0	0	0	0	0	0	0	0	30	
0545 - 0600	0	30	12	0	2	1	0	0	1	0	0	0	0	46	
0600 - 0615	0	27	11	0	2	1	1	0	2	0	0	0	0	44	281
0615 - 0630	0	45	19	3	1	0	0	1	1	0	0	0	0	70	
0630 - 0645	0	41	20	1	3	2	0	0	0	0	0	0	0	67	
0645 - 0700	0	72	23	1	4	0	0	0	0	0	0	0	0	100	
0700 - 0715	0	73	37	3	4	0	0	1	1	0	0	0	0	119	646
0715 - 0730	0	128	43	4	1	2	1	1	0	0	0	0	0	180	
0730 - 0745	0	115	28	3	3	1	0	0	0	0	0	0	0	150	
0745 - 0800	0	144	43	4	4	0	0	1	0	1	0	0	0	197	
0800 - 0815	0	129	44	1	4	4	0	2	0	0	0	0	0	184	696
0815 - 0830	0	113	58	0	3	1	0	1	1	0	0	0	0	177	
0830 - 0845	1	108	45	0	3	1	0	1	1	0	0	0	0	160	
0845 - 0900	0	108	59	2	1	4	0	1	0	0	0	0	0	175	
0900 - 0915	0	104	43	0	6	0	0	1	0	0	0	0	0	154	711
0915 - 0930	0	122	48	0	5	0	0	3	1	0	0	0	0	179	
0930 - 0945	0	147	38	0	25	1	0	1	2	0	0	0	0	214	
0945 - 1000	0	112	30	2	15	2	0	1	2	0	0	0	0	164	
1000 - 1015	0	115	44	0	3	1	0	1	1	0	0	0	0	165	721
1015 - 1030	0	127	54	0	3	3	0	1	2	0	0	0	0	190	
1030 - 1045	0	125	39	0	7	3	0	2	1	0	0	0	0	177	
1045 - 1100	0	141	34	0	9	3	0	2	0	0	0	0	0	189	
1100 - 1115	0	155	45	1	6	2	0	1	0	0	0	0	0	210	783
1115 - 1130	0	159	43	0	4	0	0	0	1	0	0	0	0	207	
1130 - 1145	0	143	35	1	3	3	0	1	0	0	0	0	0	186	
1145 - 1200	0	126	45	0	6	2	0	0	1	0	0	0	0	180	
1200 - 1215	1	148	45	4	2	0	0	0	1	0	0	0	0	201	802
1215 - 1230	1	148	44	0	4	1	0	0	2	0	0	0	0	200	
1230 - 1245	1	136	31	0	6	2	0	1	0	0	0	0	0	177	
1245 - 1300	1	173	47	0	1	0	0	0	2	0	0	0	0	224	
1300 - 1315	4	159	32	0	3	2	0	0	2	0	0	0	0	202	804
1315 - 1330	0	148	41	0	5	3	0	0	2	0	0	0	0	199	
1330 - 1345	0	155	41	0	0	1	0	1	0	0	0	0	0	198	
1345 - 1400	2	151	48	0	1	0	0	1	1	1	0	0	0	205	
1400 - 1415	2	139	48	1	1	1	0	0	1	0	0	0	0	193	856
1415 - 1430	1	162	45	0	2	1	0	0	0	0	0	0	0	211	
1430 - 1445	4	176	55	3	4	3	0	0	1	1	0	0	0	247	
1445 - 1500	0	155	35	3	5	4	0	0	2	1	0	0	0	205	
1500 - 1515	0	139	57	4	3	2	0	0	0	0	0	0	0	205	973
1515 - 1530	1	195	60	1	4	1	0	0	2	0	0	0	0	264	
1530 - 1545	0	174	65	0	4	3	0	0	2	1	0	0	0	249	
1545 - 1600	0	190	56	1	5	3	0	0	0	0	0	0	0	255	
1600 - 1615	0	176	44	3	3	1	0	0	1	0	0	0	0	228	1054
1615 - 1630	1	200	48	2	1	2	0	0	1	1	0	0	0	256	
1630 - 1645	0	198	57	2	1	3	0	0	0	0	0	0	0	261	
1645 - 1700	0	240	62	0	5	1	0	0	1	0	0	0	0	309	
1700 - 1715	0	260	73	0	2	2	0	0	0	0	0	0	0	337	1105
1715 - 1730	0	192	48	0	5	0	0	0	0	1	0	0	0	246	
1730 - 1745	0	206	63	0	0	0	0	0	0	0	0	0	0	269	
1745 - 1800	1	197	52	0	2	0	0	0	0	1	0	0	0	253	
1800 - 1815	0	162	49	0	2	0	0	1	2	0	0	0	0	216	819
1815 - 1830	1	155	43	0	2	1	0	0	0	0	0	0	0	202	
1830 - 1845	1	161	50	0	2	0	0	0	0	0	0	0	0	214	
1845 - 1900	0	151	34	0	1	1	0	0	0	0	0	0	0	187	
1900 - 1915	0	111	35	0	0	0	0	0	0	0	0	0	0	146	530
1915 - 1930	0	117	20	0	0	0	0	1	2	0	0	0	0	140	
1930 - 1945	0	115	20	0	2	0	0	0	1	0	0	0	0	138	
1945 - 2000	0	100	6	0	0	0	0	0	0	0	0	0	0	106	
2000 - 2015	0	97	8	0	0	0	0	0	0	0	0	0	0	105	319
2015 - 2030	0	74	13	0	0	0	0	0	0	0	0	0	0	87	
2030 - 2045	0	55	9	0	0	0	0	0	0	0	0	0	0	64	
2045 - 2100	0	58	5	0	0	0	0	0	0	0	0	0	0	63	
2100 - 2115	0	61	10	0	0	0	0	0	0	0	0	0	0	71	200
2115 - 2130	0	46	3	1	0	0	0	0	1	0	0	0	0	51	
2130 - 2145	0	34	6	0	0	0	0	0	0	0	0	0	0	40	
2145 - 2200	0	29	9	0	0	0	0	0	0	0	0	0	0	38	
2200 - 2215	0	38	9	0	0	0	0	0	0	0	0	0	0	47	135
2215 - 2230	0	31	4	0	0	0	0	0	0	0	0	0	0	35	
2230 - 2245	0	20	4	0	0	0	0	0	0	0	0	0	0	24	
2245 - 2300	0	25	4	0	0	0	0	0	0	0	0	0	0	29	
2300 - 2315	0	28	5	0	0	0	0	0	0	0	0	0	0	33	98
2315 - 2330	0	18	5	0	0	0	0	0	0	0	0	0	0	23	
2330 - 2345	0	25	2	0	0	0	0	0	0	0	0	0	0	27	
2345 - 2400	0	14	1	0	0	0	0	0	0	0	0	0	0	15	

Session Total	25	8880	2523	51	219	75	2	30	51	8	0	0	0	11864
Session Average	0.26	92.50	26.28	0.53	2.28	0.78	0.02	0.31	0.53	0.08	0.00	0.00	0.00	123.58
Session Percentage	0.21	74.85	21.27	0.43	1.85	0.63	0.02	0.25	0.43	0.07	0.00	0.00	0.00	

AM

Gainesville, GA
24h Bi-Directional Class Count

Site 7
GA-53 McEver Rd,
east of Driveway



Lat/Long
34.281395°, -83.875296°



Date
Tuesday, March 9, 2021

Weather
Fair
57°F

0000 - 2400 (Weekday 24h Session)

Time	Westbound, (Movement 7.2)													15min	60min
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	Total
0000 - 0015	0	9	3	0	0	0	0	0	0	0	0	0	0	12	46
0015 - 0030	0	7	4	0	0	0	0	0	0	0	0	0	0	11	
0030 - 0045	0	13	5	0	0	0	0	0	0	0	0	0	0	18	
0045 - 0100	0	2	3	0	0	0	0	0	0	0	0	0	0	5	
0100 - 0115	0	2	0	0	0	0	0	0	0	0	0	0	0	2	19
0115 - 0130	0	5	4	0	0	0	0	0	0	0	0	0	0	9	
0130 - 0145	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
0145 - 0200	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0200 - 0215	0	2	2	0	1	0	0	0	1	0	0	0	0	6	24
0215 - 0230	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0230 - 0245	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
0245 - 0300	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
0300 - 0315	0	3	1	0	0	0	0	1	0	0	0	0	0	5	37
0315 - 0330	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
0330 - 0345	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
0345 - 0400	0	11	7	0	1	0	0	0	0	0	0	0	0	19	
0400 - 0415	0	8	7	0	1	0	0	0	0	0	0	0	0	16	103
0415 - 0430	0	15	7	0	1	0	0	0	0	0	0	0	0	23	
0430 - 0445	0	12	6	0	0	0	0	0	0	0	0	0	0	18	
0445 - 0500	0	30	15	0	0	1	0	0	0	0	0	0	0	46	
0500 - 0515	0	18	13	0	0	0	0	0	0	0	0	0	0	31	226
0515 - 0530	0	44	14	0	0	0	0	0	0	0	0	0	0	58	
0530 - 0545	0	56	13	0	0	0	0	0	0	0	0	0	0	69	
0545 - 0600	0	43	23	0	1	1	0	0	0	0	0	0	0	68	
0600 - 0615	0	51	27	1	1	0	0	0	0	0	0	0	0	80	517
0615 - 0630	0	69	35	2	1	0	0	0	0	0	0	0	0	107	
0630 - 0645	0	110	28	0	1	2	0	0	0	0	0	0	0	141	
0645 - 0700	0	130	54	1	2	1	0	1	0	0	0	0	0	189	
0700 - 0715	0	140	33	2	4	5	0	0	0	0	0	0	0	184	795
0715 - 0730	0	125	34	1	3	2	0	0	0	0	0	0	0	165	
0730 - 0745	0	186	64	0	1	0	0	1	0	0	0	0	0	252	
0745 - 0800	0	136	54	1	1	2	0	0	0	0	0	0	0	194	
0800 - 0815	0	115	51	3	6	0	0	0	1	1	0	0	0	177	641
0815 - 0830	0	108	38	1	4	3	0	1	5	0	0	0	0	160	
0830 - 0845	0	113	42	4	2	2	0	1	1	0	0	0	0	165	
0845 - 0900	0	97	36	0	4	0	0	2	0	0	0	0	0	139	
0900 - 0915	0	75	21	1	2	1	0	0	2	0	0	0	0	102	519
0915 - 0930	1	86	42	0	3	1	0	0	0	0	0	0	0	133	
0930 - 0945	1	98	41	0	3	0	0	0	3	0	0	0	0	146	
0945 - 1000	0	89	40	0	6	1	0	0	2	0	0	0	0	138	
1000 - 1015	0	81	34	0	4	2	0	0	1	0	0	0	0	122	539
1015 - 1030	0	93	40	2	2	0	0	1	0	0	0	0	0	138	
1030 - 1045	1	98	36	0	5	0	0	2	3	0	0	0	0	145	
1045 - 1100	0	96	28	0	4	1	0	1	4	0	0	0	0	134	
1100 - 1115	0	79	43	0	4	1	0	0	1	0	0	0	0	128	603
1115 - 1130	0	108	32	0	11	5	0	3	1	0	0	0	0	160	
1130 - 1145	0	114	34	0	1	1	0	1	3	0	0	0	0	154	
1145 - 1200	0	112	41	0	4	1	0	0	3	0	0	0	0	161	
1200 - 1215	0	140	42	0	3	1	0	0	0	0	0	0	0	186	736
1215 - 1230	1	110	41	1	8	1	0	1	1	0	0	0	0	164	
1230 - 1245	2	140	36	0	3	1	0	0	4	0	0	0	0	186	
1245 - 1300	0	143	52	1	2	0	0	0	2	0	0	0	0	200	
1300 - 1315	0	138	42	1	5	2	0	0	3	0	0	0	0	191	763
1315 - 1330	0	149	41	0	3	1	0	1	1	0	0	0	0	196	
1330 - 1345	2	145	38	0	2	0	0	0	0	0	0	0	0	187	
1345 - 1400	3	129	44	3	7	2	0	0	1	0	0	0	0	189	
1400 - 1415	1	127	34	2	2	1	0	1	1	0	0	0	0	169	811
1415 - 1430	2	171	39	3	3	1	0	0	2	0	0	0	0	221	
1430 - 1445	1	169	51	1	1	1	0	0	2	0	0	0	0	226	
1445 - 1500	1	144	44	0	4	1	0	0	1	0	0	0	0	195	
1500 - 1515	0	141	31	0	2	1	0	0	1	0	0	0	0	176	857
1515 - 1530	1	164	46	0	2	1	0	0	1	0	0	0	0	215	
1530 - 1545	1	159	49	3	6	0	0	0	1	0	0	0	0	219	
1545 - 1600	0	188	48	1	8	1	0	0	1	0	0	0	0	247	
1600 - 1615	2	172	43	4	7	2	0	0	0	0	0	0	0	230	872
1615 - 1630	6	180	43	1	4	2	0	0	0	0	0	0	0	236	
1630 - 1645	0	145	45	1	3	0	0	1	0	0	0	0	0	195	
1645 - 1700	0	164	40	1	4	0	0	0	2	0	0	0	0	211	
1700 - 1715	1	190	44	0	3	3	0	0	2	0	0	0	0	243	849
1715 - 1730	1	173	44	1	3	1	0	0	0	0	0	0	0	223	
1730 - 1745	0	169	42	1	3	1	0	2	1	0	0	0	0	219	
1745 - 1800	0	121	35	0	4	0	0	3	1	0	0	0	0	164	
1800 - 1815	0	137	33	0	4	0	0	0	0	0	0	0	0	174	657
1815 - 1830	0	143	27	0	4	0	0	0	0	0	0	0	0	174	
1830 - 1845	0	122	39	1	3	0	0	1	0	0	0	0	0	166	
1845 - 1900	1	101	36	0	3	0	0	1	1	0	0	0	0	143	
1900 - 1915	0	124	32	0	0	0	0	1	2	0	0	0	0	159	537
1915 - 1930	0	104	32	1	3	1	0	0	0	0	0	0	0	141	
1930 - 1945	0	102	33	0	0	0	0	0	0	0	0	0	0	135	
1945 - 2000	0	80	20	0	2	0	0	0	0	0	0	0	0	102	
2000 - 2015	0	87	17	0	1	0	0	1	0	0	0	0	0	106	352
2015 - 2030	0	58	20	0	1	0	0	0	0	0	0	0	0	79	
2030 - 2045	0	66	21	0	2	0	0	0	0	0	0	0	0	89	
2045 - 2100	0	57	18	2	1	0	0	0	0	0	0	0	0	78	
2100 - 2115	1	46	17	0	0	0	0	0	0	0	0	0	0	64	224
2115 - 2130	0	41	19	0	0	0	0	0	1	0	0	0	0	61	
2130 - 2145	0	41	16	0	0	0	0	0	0	0	0	0	0	57	
2145 - 2200	0	29	13	0	0	0	0	0	0	0	0	0	0	42	
2200 - 2215	0	27	8	0	2	0	0	0	0	0	0	0	0	37	137
2215 - 2230	0	25	10	0	0	0	0	0	0	0	0	0	0	35	
2230 - 2245	0	19	10	0	0	0	0	0	1	0	0	0	0	30	
2245 - 2300	0	24	11	0	0	0	0	0	0	0	0	0	0	35	
2300 - 2315	0	13	6	0	0	0	0	0	0	0	0	0	0	19	80
2315 - 2330	0	14	8	0	0	0	0	0	0	0	0	0	0	22	
2330 - 2345	0	19	8	0	0	0	0	1	0	0	0	0	0	28	
2345 - 2400	0	6	5	0	0	0	0	0	0	0	0	0	0	11	

Session Total	30	7971	2541	48	202	58	0	29	64	1	0	0	0	10944
Session Average	0.31	83.03	26.47	0.50	2.10	0.60	0.00	0.30	0.67	0.01	0.00	0.00	0.00	114.00
Session Percentage	0.27	72.83	23.22	0.44	1.85	0.53	0.00	0.26	0.58	0.01	0.00	0.00	0.00	

AM Peak Hour

Gainesville, GA
24h Bi-Directional Class Count

Site 7
GA-53 McEver Rd,
east of Driveway



Lat/Long
34.281395°, -83.875296°

Date
Tuesday, March 9, 2021

Weather
Fair
57°F

0000 - 2400 (Weekday 24h Session)

Time	Bi-Directional 15min													15min	60min
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	Total
0000 - 0015	1	25	4	0	0	0	0	0	0	0	0	0	0	30	105
0015 - 0030	0	25	6	0	0	0	0	0	0	0	0	0	0	31	
0030 - 0045	0	27	5	0	1	0	0	0	1	0	0	0	0	34	
0045 - 0100	0	5	5	0	0	0	0	0	0	0	0	0	0	10	
0100 - 0115	0	7	1	0	0	0	0	0	0	0	0	0	0	8	52
0115 - 0130	0	7	5	0	0	0	0	0	1	0	0	0	0	13	
0130 - 0145	0	9	2	0	1	0	0	0	0	0	0	0	0	12	
0145 - 0200	0	15	3	0	0	0	0	0	1	0	0	0	0	19	
0200 - 0215	0	7	2	0	1	0	0	0	1	0	0	0	0	11	58
0215 - 0230	0	14	2	0	0	0	0	0	0	0	0	0	0	16	
0230 - 0245	0	13	3	0	3	0	0	0	0	0	0	0	0	19	
0245 - 0300	0	8	3	0	1	0	0	0	0	0	0	0	0	12	
0300 - 0315	0	11	1	0	0	0	0	1	1	0	0	0	0	14	60
0315 - 0330	0	7	4	0	0	0	0	0	0	0	0	0	0	11	
0330 - 0345	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
0345 - 0400	0	13	7	0	1	0	0	1	0	0	0	0	0	22	
0400 - 0415	0	12	7	0	1	0	0	0	0	0	0	0	0	20	166
0415 - 0430	1	25	9	0	1	0	0	0	2	0	0	0	0	38	
0430 - 0445	0	32	6	0	0	0	0	0	0	0	0	0	0	38	
0445 - 0500	0	49	19	0	1	1	0	0	0	0	0	0	0	70	
0500 - 0515	0	32	17	0	0	0	0	1	0	0	0	0	0	50	345
0515 - 0530	0	62	18	0	2	0	0	0	0	0	0	0	0	82	
0530 - 0545	0	76	18	0	5	0	0	0	0	0	0	0	0	99	
0545 - 0600	0	73	35	0	3	2	0	0	1	0	0	0	0	114	
0600 - 0615	0	78	38	1	3	1	1	0	2	0	0	0	0	124	798
0615 - 0630	0	114	54	5	2	0	0	1	1	0	0	0	0	177	
0630 - 0645	0	151	48	1	4	4	0	0	0	0	0	0	0	208	
0645 - 0700	0	202	77	2	6	1	0	1	0	0	0	0	0	289	
0700 - 0715	0	213	70	5	8	5	0	1	1	0	0	0	0	303	1441
0715 - 0730	0	253	77	5	4	4	1	1	0	0	0	0	0	345	
0730 - 0745	0	301	92	3	4	1	0	1	0	0	0	0	0	402	
0745 - 0800	0	280	97	5	5	2	0	1	0	1	0	0	0	391	
0800 - 0815	0	244	95	4	10	4	0	2	1	1	0	0	0	361	1337
0815 - 0830	0	221	96	1	7	4	0	2	6	0	0	0	0	337	
0830 - 0845	1	221	87	4	5	3	0	2	2	0	0	0	0	325	
0845 - 0900	0	205	95	2	5	4	0	3	0	0	0	0	0	314	
0900 - 0915	0	179	64	1	8	1	0	1	2	0	0	0	0	256	1230
0915 - 0930	1	208	90	0	8	1	0	3	1	0	0	0	0	312	
0930 - 0945	1	245	79	0	28	1	0	1	5	0	0	0	0	360	
0945 - 1000	0	201	70	2	21	3	0	1	4	0	0	0	0	302	
1000 - 1015	0	196	78	0	7	3	0	1	2	0	0	0	0	287	1260
1015 - 1030	0	220	94	2	5	3	0	2	2	0	0	0	0	328	
1030 - 1045	1	223	75	0	12	3	0	4	4	0	0	0	0	322	
1045 - 1100	0	237	62	0	13	4	0	3	4	0	0	0	0	323	
1100 - 1115	0	234	88	1	10	3	0	1	1	0	0	0	0	338	1386
1115 - 1130	0	267	75	0	15	5	0	3	2	0	0	0	0	367	
1130 - 1145	0	257	69	1	4	4	0	2	3	0	0	0	0	340	
1145 - 1200	0	238	86	0	10	3	0	0	4	0	0	0	0	341	
1200 - 1215	1	288	87	4	5	1	0	0	1	0	0	0	0	387	1538
1215 - 1230	2	258	85	1	12	2	0	1	3	0	0	0	0	364	
1230 - 1245	3	276	67	0	9	3	0	1	4	0	0	0	0	363	
1245 - 1300	1	316	99	1	3	0	0	0	4	0	0	0	0	424	
1300 - 1315	4	297	74	1	8	4	0	0	5	0	0	0	0	393	1567
1315 - 1330	0	297	82	0	8	4	0	1	3	0	0	0	0	395	
1330 - 1345	2	300	79	0	2	1	0	1	0	0	0	0	0	385	
1345 - 1400	5	280	92	3	8	2	0	1	2	1	0	0	0	394	
1400 - 1415	3	266	82	3	3	2	0	1	2	0	0	0	0	362	1667
1415 - 1430	3	333	84	3	5	2	0	0	2	0	0	0	0	432	
1430 - 1445	5	345	106	4	5	4	0	0	3	1	0	0	0	473	
1445 - 1500	1	299	79	3	9	5	0	0	3	1	0	0	0	400	
1500 - 1515	0	280	88	4	5	3	0	0	1	0	0	0	0	381	1830
1515 - 1530	2	359	106	1	6	2	0	0	3	0	0	0	0	479	
1530 - 1545	1	333	114	3	10	3	0	0	3	1	0	0	0	468	
1545 - 1600	0	378	104	2	13	4	0	0	1	0	0	0	0	502	
1600 - 1615	2	348	87	7	10	3	0	0	1	0	0	0	0	458	1926
1615 - 1630	7	380	91	3	5	4	0	0	1	1	0	0	0	492	
1630 - 1645	0	343	102	3	4	3	0	1	0	0	0	0	0	456	
1645 - 1700	0	404	102	1	9	1	0	0	3	0	0	0	0	520	
1700 - 1715	1	450	117	0	5	5	0	0	2	0	0	0	0	580	1954
1715 - 1730	1	365	92	1	8	1	0	0	0	1	0	0	0	469	
1730 - 1745	0	375	105	1	3	1	0	2	1	0	0	0	0	488	
1745 - 1800	1	318	87	0	6	0	0	3	1	1	0	0	0	417	
1800 - 1815	0	299	82	0	6	0	0	1	2	0	0	0	0	390	1476
1815 - 1830	1	298	70	0	6	1	0	0	0	0	0	0	0	376	
1830 - 1845	1	283	89	1	5	0	0	1	0	0	0	0	0	380	
1845 - 1900	1	252	70	0	4	1	0	1	1	0	0	0	0	330	
1900 - 1915	0	235	67	0	0	0	0	1	2	0	0	0	0	305	1067
1915 - 1930	0	221	52	1	3	1	0	1	2	0	0	0	0	281	
1930 - 1945	0	217	53	0	2	0	0	0	1	0	0	0	0	273	
1945 - 2000	0	180	26	0	2	0	0	0	0	0	0	0	0	208	
2000 - 2015	0	184	25	0	1	0	0	1	0	0	0	0	0	211	671
2015 - 2030	0	132	33	0	1	0	0	0	0	0	0	0	0	166	
2030 - 2045	0	121	30	0	2	0	0	0	0	0	0	0	0	153	
2045 - 2100	0	115	23	2	1	0	0	0	0	0	0	0	0	141	
2100 - 2115	1	107	27	0	0	0	0	0	0	0	0	0	0	135	424
2115 - 2130	0	87	22	1	0	0	0	0	2	0	0	0	0	112	
2130 - 2145	0	75	22	0	0	0	0	0	0	0	0	0	0	97	
2145 - 2200	0	58	22	0	0	0	0	0	0	0	0	0	0	80	
2200 - 2215	0	65	17	0	2	0	0	0	0	0	0	0	0	84	272
2215 - 2230	0	56	14	0	0	0	0	0	0	0	0	0	0	70	
2230 - 2245	0	39	14	0	0	0	0	0	1	0	0	0	0	54	
2245 - 2300	0	49	15	0	0	0	0	0	0	0	0	0	0	64	
2300 - 2315	0	41	11	0	0	0	0	0	0	0	0	0	0	52	178
2315 - 2330	0	32	13	0	0	0	0	0	0	0	0	0	0	45	
2330 - 2345	0	44	10	0	0	0	0	1	0	0	0	0	0	55	
2345 - 2400	0	20	6	0	0	0	0	0	0	0	0	0	0	26	

Session Total	55	16851	5064	99	421	133	2	59	115	9	0	0	0	22808
Session Average	0.57	175.53	52.75	1.03	4.39	1.39	0.02	0.61	1.20	0.09	0.00	0.00	0.00	237.58
Session Percentage	0.24	73.88	22.20	0.43	1.85	0.58	0.01	0.26	0.50	0.04	0.00	0.00	0.00	

Appendix B

Synchro Reports

Existing / No-Build

Lanes, Volumes, Timings

1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

03/19/2021

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWU	SWL
Lane Configurations												
Traffic Volume (vph)	5	137	559	253	118	368	74	239	562	256	24	140
Future Volume (vph)	5	137	559	253	118	368	74	239	562	256	24	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	300		0	550		200		250
Storage Lanes		2		1	2		1	1		1		1
Taper Length (ft)		25			100			100				85
Lane Util. Factor	0.95	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Frt				0.850			0.850			0.850		
Flt Protected		0.950			0.950			0.950				0.950
Satd. Flow (prot)	0	3308	3406	1524	3303	3406	1524	1736	3471	1553	0	1740
Flt Permitted		0.950			0.950			0.242				0.329
Satd. Flow (perm)	0	3308	3406	1524	3303	3406	1524	442	3471	1553	0	603
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				275			182			278		
Link Speed (mph)			45			45			45			
Link Distance (ft)			272			598			872			
Travel Time (s)			4.1			9.1			13.2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	6%	6%	6%	6%	6%	4%	4%	4%	2%	4%
Adj. Flow (vph)	5	149	608	275	128	400	80	260	611	278	26	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	154	608	275	128	400	80	260	611	278	0	178
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left
Median Width(ft)			24			24			18			
Link Offset(ft)			0			0			0			
Crosswalk Width(ft)			16			16			16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	9	15
Number of Detectors	1	1	1	0	1	1	0	1	1	0	1	1
Detector Template	Left	Left			Left			Left			Left	Left
Leading Detector (ft)	20	40	131	0	40	206	0	40	336	0	20	40
Trailing Detector (ft)	0	0	125	0	0	200	0	0	330	0	0	0
Detector 1 Position(ft)	0	0	125	0	0	200	0	0	330	0	0	0
Detector 1 Size(ft)	20	40	6	20	40	6	20	40	6	20	20	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases	7	7	4		3	8		5	2		1	1
Permitted Phases				4			8	2		2	6	6
Detector Phase	7	7	4	4	3	8	8	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	11.0

Existing AM
SEI

Synchro 10 Report
Page 4

Lanes, Volumes, Timings

1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

03/19/2021



Lane Group	SWT	SWR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	672	101
Future Volume (vph)	672	101
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3471	1553
Flt Permitted		
Satd. Flow (perm)	3471	1553
Right Turn on Red		Yes
Satd. Flow (RTOR)		182
Link Speed (mph)	45	
Link Distance (ft)	384	
Travel Time (s)	5.8	
Peak Hour Factor	0.92	0.92
Heavy Vehicles (%)	4%	4%
Adj. Flow (vph)	730	110
Shared Lane Traffic (%)		
Lane Group Flow (vph)	730	110
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	18	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	1	0
Detector Template		
Leading Detector (ft)	336	0
Trailing Detector (ft)	330	0
Detector 1 Position(ft)	330	0
Detector 1 Size(ft)	6	20
Detector 1 Type	CI+Ex	CI+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	24.0	24.0

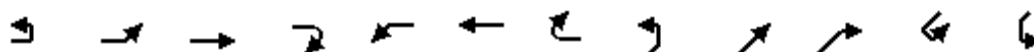
Existing AM
SEI

Synchro 10 Report
Page 4

Lanes, Volumes, Timings

1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

03/19/2021



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWU	SWL
Total Split (s)	15.0	15.0	25.0	25.0	15.0	25.0	25.0	15.0	35.0	35.0	15.0	15.0
Total Split (%)	16.7%	16.7%	27.8%	27.8%	16.7%	27.8%	27.8%	16.7%	38.9%	38.9%	16.7%	16.7%
Maximum Green (s)	9.0	9.0	19.0	19.0	9.0	19.0	19.0	9.0	29.0	29.0	9.0	9.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?			Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	Max	Max	None	None
Walk Time (s)			7.0	7.0		7.0	7.0		7.0	7.0		
Flash Dont Walk (s)			11.0	11.0		11.0	11.0		11.0	11.0		
Pedestrian Calls (#/hr)			0	0		0	0		0	0		
Act Effect Green (s)		8.4	17.6	17.6	8.2	17.4	17.4	38.5	29.5	29.5		37.7
Actuated g/C Ratio		0.10	0.20	0.20	0.09	0.20	0.20	0.44	0.34	0.34		0.43
v/c Ratio		0.49	0.89	0.52	0.42	0.59	0.18	0.80	0.53	0.39		0.48
Control Delay		43.7	51.0	8.0	42.3	36.0	0.9	35.6	26.1	4.8		17.8
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		43.7	51.0	8.0	42.3	36.0	0.9	35.6	26.1	4.8		17.8
LOS		D	D	A	D	D	A	D	C	A		B
Approach Delay			38.5			32.7			23.1			
Approach LOS			D			C			C			

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 87.9

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 29.0

Intersection LOS: C

Intersection Capacity Utilization 71.4%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

Ø1	Ø2	Ø3	Ø4
15 s	35 s	15 s	25 s
Ø5	Ø6	Ø7	Ø8
15 s	35 s	15 s	25 s

Lanes, Volumes, Timings

1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

03/19/2021



Lane Group	SWT	SWR
Total Split (s)	35.0	35.0
Total Split (%)	38.9%	38.9%
Maximum Green (s)	29.0	29.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	29.0	29.0
Actuated g/C Ratio	0.33	0.33
v/c Ratio	0.64	0.17
Control Delay	28.4	1.1
Queue Delay	0.0	0.0
Total Delay	28.4	1.1
LOS	C	A
Approach Delay	23.6	
Approach LOS	C	
Intersection Summary		

HCM 6th TWSC
2: St Charles Ave & SR 369 / Browns Bridge Rd

03/19/2021

Intersection							
Int Delay, s/veh	0.9						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↓	↑↑	↑↓	
Traffic Vol, veh/h	888	7	1	47	655	2	76
Future Vol, veh/h	888	7	1	47	655	2	76
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	0	-	130	-	0	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	6	2	2	2	6	2	2
Mvmt Flow	965	8	1	51	712	2	83
Major/Minor	Major1	Major2		Minor1			
Conflicting Flow All	0	0	965	973	0	1425	483
Stage 1	-	-	-	-	-	965	-
Stage 2	-	-	-	-	-	460	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	350	704	-	126	530
Stage 1	-	-	-	-	-	330	-
Stage 2	-	-	-	-	-	602	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	685	685	-	116	530
Mov Cap-2 Maneuver	-	-	-	-	-	116	-
Stage 1	-	-	-	-	-	330	-
Stage 2	-	-	-	-	-	556	-
Approach	EB	WB		NB			
HCM Control Delay, s	0	0.7		14			
HCM LOS				B			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT		
Capacity (veh/h)	486	-	-	685	-		
HCM Lane V/C Ratio	0.174	-	-	0.076	-		
HCM Control Delay (s)	14	-	-	10.7	-		
HCM Lane LOS	B	-	-	B	-		
HCM 95th %tile Q(veh)	0.6	-	-	0.2	-		

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑↑	↑↑	↑		↑
Traffic Vol, veh/h	0	954	626	87	0	86
Future Vol, veh/h	0	954	626	87	0	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	80	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	6	6	6	14	2	14
Mvmt Flow	0	1037	680	95	0	93

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 340
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 7.18
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.44
Pot Cap-1 Maneuver	0	-	- - 0 622
Stage 1	0	-	- - 0 -
Stage 2	0	-	- - 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - 622
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SW
HCM Control Delay, s	0	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR SWLn1
Capacity (veh/h)	-	-	- 622
HCM Lane V/C Ratio	-	-	- 0.15
HCM Control Delay (s)	-	-	- 11.8
HCM Lane LOS	-	-	- B
HCM 95th %tile Q(veh)	-	-	- 0.5

Intersection						
Int Delay, s/veh	0.5					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations		↗		↕↕	↕↕	↗
Traffic Vol, veh/h	0	73	0	797	864	104
Future Vol, veh/h	0	73	0	797	864	104
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	8	2	4	4	8
Mvmt Flow	0	79	0	866	939	113
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	470	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.06	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.38	-	-	-	-
Pot Cap-1 Maneuver	0	524	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	524	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	SE	NE	SW			
HCM Control Delay, s	13.1	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NET SELn1	SWT	SWR			
Capacity (veh/h)	- 524	-	-			
HCM Lane V/C Ratio	- 0.151	-	-			
HCM Control Delay (s)	- 13.1	-	-			
HCM Lane LOS	- B	-	-			
HCM 95th %tile Q(veh)	- 0.5	-	-			

Intersection						
Int Delay, s/veh	0.1					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations		↗	↘	↕	↕	↗
Traffic Vol, veh/h	0	0	12	785	968	0
Future Vol, veh/h	0	0	12	785	968	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	200	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	20	4	4	4
Mvmt Flow	0	0	13	853	1052	0
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	526	1052	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	4.5	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	2.4	-	-	-
Pot Cap-1 Maneuver	0	496	560	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	496	560	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	SE		NE		SW	
HCM Control Delay, s	0		0.2		0	
HCM LOS	A					
Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR	
Capacity (veh/h)	560	-	-	-	-	
HCM Lane V/C Ratio	0.023	-	-	-	-	
HCM Control Delay (s)	11.6	-	0	-	-	
HCM Lane LOS	B	-	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	-	-	-	

Lanes, Volumes, Timings

1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

03/19/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWU	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	209	446	241	344	599	161	354	974	215	22	152	714
Future Volume (vph)	209	446	241	344	599	161	354	974	215	22	152	714
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	300		0	550		200		250	
Storage Lanes	2		1	2		1	1		1		1	
Taper Length (ft)	25			100			100				85	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Frt			0.850			0.850			0.850			
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	1770	3539	1583	0	1770	3539
Flt Permitted	0.950			0.950			0.216				0.137	
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	402	3539	1583	0	255	3539
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			236			182			223			
Link Speed (mph)		45			45			45				45
Link Distance (ft)		272			598			872				384
Travel Time (s)		4.1			9.1			13.2				5.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	227	485	262	374	651	175	385	1059	234	24	165	776
Shared Lane Traffic (%)												
Lane Group Flow (vph)	227	485	262	374	651	175	385	1059	234	0	189	776
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		24			24			18				18
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	1	0	1	1	0	1	1	0	1	1	1
Detector Template	Left			Left			Left			Left	Left	
Leading Detector (ft)	40	131	0	40	206	0	40	336	0	20	40	336
Trailing Detector (ft)	0	125	0	0	200	0	0	330	0	0	0	330
Detector 1 Position(ft)	0	125	0	0	200	0	0	330	0	0	0	330
Detector 1 Size(ft)	40	6	20	40	6	20	40	6	20	20	40	6
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	pm+pt	NA
Protected Phases	7	4		3	8		5	2		1	1	6
Permitted Phases			4			8	2		2	6	6	
Detector Phase	7	4	4	3	8	8	5	2	2	1	1	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	11.0	24.0
Total Split (s)	15.0	25.0	25.0	15.0	25.0	25.0	15.0	35.0	35.0	15.0	15.0	35.0

Existing PM
SEI

Synchro 10 Report
Page 1

Lanes, Volumes, Timings

1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

03/19/2021



Lane Group	SWR
Lane Configurations	↗
Traffic Volume (vph)	170
Future Volume (vph)	170
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	185
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Adj. Flow (vph)	185
Shared Lane Traffic (%)	
Lane Group Flow (vph)	185
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	0
Detector Template	
Leading Detector (ft)	0
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	CI+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	24.0
Total Split (s)	35.0

Existing PM
SEI

Synchro 10 Report
Page 2

Lanes, Volumes, Timings

1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

03/19/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWU	SWL	SWT
Total Split (%)	16.7%	27.8%	27.8%	16.7%	27.8%	27.8%	16.7%	38.9%	38.9%	16.7%	16.7%	38.9%
Maximum Green (s)	9.0	19.0	19.0	9.0	19.0	19.0	9.0	29.0	29.0	9.0	9.0	29.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize?		Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	None	Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0			7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0		11.0	11.0			11.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0			0
Act Effect Green (s)	8.8	17.4	17.4	9.0	17.6	17.6	38.3	29.3	29.3		37.8	29.0
Actuated g/C Ratio	0.10	0.20	0.20	0.10	0.20	0.20	0.43	0.33	0.33		0.43	0.33
v/c Ratio	0.67	0.70	0.52	1.07	0.92	0.38	1.23	0.90	0.35		0.73	0.67
Control Delay	49.0	38.9	10.1	108.5	55.2	7.1	150.1	41.1	5.4		34.6	29.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	49.0	38.9	10.1	108.5	55.2	7.1	150.1	41.1	5.4		34.6	29.3
LOS	D	D	B	F	E	A	F	D	A		C	C
Approach Delay		33.5			64.8			61.2				26.2
Approach LOS		C			E			E				C

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 88.5

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.23

Intersection Signal Delay: 48.6

Intersection LOS: D

Intersection Capacity Utilization 81.9%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

15 s	35 s	15 s	25 s
15 s	35 s	15 s	25 s



Lane Group	SWR
Total Split (%)	38.9%
Maximum Green (s)	29.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	Max
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	29.0
Actuated g/C Ratio	0.33
v/c Ratio	0.29
Control Delay	4.9
Queue Delay	0.0
Total Delay	4.9
LOS	A
Approach Delay	
Approach LOS	
Intersection Summary	

HCM 6th TWSC
2: St Charles Ave & SR 369 / Browns Bridge Rd

03/19/2021

Intersection							
Int Delay, s/veh	0.7						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↓	↑↑	↑↓	
Traffic Vol, veh/h	878	0	2	72	1057	0	59
Future Vol, veh/h	878	0	2	72	1057	0	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	0	-	130	-	0	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	3	2	2	2	3	2	2
Mvmt Flow	954	0	2	78	1149	0	64
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	0	954	954	0	1689	477
Stage 1	-	-	-	-	-	954	-
Stage 2	-	-	-	-	-	735	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	355	716	-	84	534
Stage 1	-	-	-	-	-	335	-
Stage 2	-	-	-	-	-	435	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	692	692	-	74	534
Mov Cap-2 Maneuver	-	-	-	-	-	74	-
Stage 1	-	-	-	-	-	335	-
Stage 2	-	-	-	-	-	385	-
Approach	EB		WB		NB		
HCM Control Delay, s	0		0.7		12.7		
HCM LOS					B		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT		
Capacity (veh/h)	534	-	-	692	-		
HCM Lane V/C Ratio	0.12	-	-	0.116	-		
HCM Control Delay (s)	12.7	-	-	10.9	-		
HCM Lane LOS	B	-	-	B	-		
HCM 95th %tile Q(veh)	0.4	-	-	0.4	-		

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑↑↑	↑↑	↗		↗
Traffic Vol, veh/h	0	896	1058	65	0	82
Future Vol, veh/h	0	896	1058	65	0	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	80	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	0	974	1150	71	0	89
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	575
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	461
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	461
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SW		
HCM Control Delay, s	0	0		14.7		
HCM LOS	B					
Minor Lane/Major Mvmt	EBT	WBT	WBR SWLn1			
Capacity (veh/h)	-	-	-	461		
HCM Lane V/C Ratio	-	-	-	0.193		
HCM Control Delay (s)	-	-	-	14.7		
HCM Lane LOS	-	-	-	B		
HCM 95th %tile Q(veh)	-	-	-	0.7		

Intersection						
Int Delay, s/veh	0.3					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations		↗		↕↕	↕↕	↗
Traffic Vol, veh/h	0	49	0	1366	1009	74
Future Vol, veh/h	0	49	0	1366	1009	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	53	0	1485	1097	80
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	549	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	480	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	480	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	SE	NE	SW			
HCM Control Delay, s	13.4	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NET SELn1	SWT	SWR			
Capacity (veh/h)	- 480	-	-			
HCM Lane V/C Ratio	- 0.111	-	-			
HCM Control Delay (s)	- 13.4	-	-			
HCM Lane LOS	- B	-	-			
HCM 95th %tile Q(veh)	- 0.4	-	-			

Intersection						
Int Delay, s/veh	0.1					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations		↗	↘	↕	↕	↗
Traffic Vol, veh/h	0	0	11	1355	1083	0
Future Vol, veh/h	0	0	11	1355	1083	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	200	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	0	2	2	2
Mvmt Flow	0	0	12	1473	1177	0
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	- 589	1177	0	-	-	0
Stage 1	- -	-	-	-	-	-
Stage 2	- -	-	-	-	-	-
Critical Hdwy	- 6.94	4.1	-	-	-	-
Critical Hdwy Stg 1	- -	-	-	-	-	-
Critical Hdwy Stg 2	- -	-	-	-	-	-
Follow-up Hdwy	- 3.32	2.2	-	-	-	-
Pot Cap-1 Maneuver	0 452	601	-	-	-	-
Stage 1	0 -	-	-	-	-	-
Stage 2	0 -	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	- 452	601	-	-	-	-
Mov Cap-2 Maneuver	- -	-	-	-	-	-
Stage 1	- -	-	-	-	-	-
Stage 2	- -	-	-	-	-	-
Approach	SE	NE	SW			
HCM Control Delay, s	0	0.1	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR		
Capacity (veh/h)	601	- -	-	-		
HCM Lane V/C Ratio	0.02	- -	-	-		
HCM Control Delay (s)	11.1	- 0	-	-		
HCM Lane LOS	B	- A	-	-		
HCM 95th %tile Q(veh)	0.1	- -	-	-		

Future / Build

Lanes, Volumes, Timings

1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

03/19/2021

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWU	SWL
Lane Configurations												
Traffic Volume (vph)	6	142	562	253	118	372	74	242	568	256	26	145
Future Volume (vph)	6	142	562	253	118	372	74	242	568	256	26	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	300		0	550		200		250
Storage Lanes		2		1	2		1	1		1		1
Taper Length (ft)		25			100			100				85
Lane Util. Factor	0.95	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Frt				0.850			0.850			0.850		
Flt Protected		0.950			0.950			0.950				0.950
Satd. Flow (prot)	0	3309	3406	1524	3303	3406	1524	1736	3471	1553	0	1741
Flt Permitted		0.950			0.950			0.236				0.325
Satd. Flow (perm)	0	3309	3406	1524	3303	3406	1524	431	3471	1553	0	595
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				275			182			278		
Link Speed (mph)			45			45			45			
Link Distance (ft)			272			598			872			
Travel Time (s)			4.1			9.1			13.2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	6%	6%	6%	6%	6%	6%	4%	4%	4%	2%	4%
Adj. Flow (vph)	7	154	611	275	128	404	80	263	617	278	28	158
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	161	611	275	128	404	80	263	617	278	0	186
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left
Median Width(ft)			24			24			18			
Link Offset(ft)			0			0			0			
Crosswalk Width(ft)			16			16			16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	9	15
Number of Detectors	1	1	1	0	1	1	0	1	1	0	1	1
Detector Template	Left	Left			Left			Left			Left	Left
Leading Detector (ft)	20	40	131	0	40	206	0	40	336	0	20	40
Trailing Detector (ft)	0	0	125	0	0	200	0	0	330	0	0	0
Detector 1 Position(ft)	0	0	125	0	0	200	0	0	330	0	0	0
Detector 1 Size(ft)	20	40	6	20	40	6	20	40	6	20	20	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases	7	7	4		3	8		5	2		1	1
Permitted Phases				4			8	2		2	6	6
Detector Phase	7	7	4	4	3	8	8	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	11.0

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SEI

Synchro 10 Report
Page 1

Lanes, Volumes, Timings

1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

03/19/2021



Lane Group	SWT	SWR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	681	103
Future Volume (vph)	681	103
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3471	1553
Flt Permitted		
Satd. Flow (perm)	3471	1553
Right Turn on Red		Yes
Satd. Flow (RTOR)		182
Link Speed (mph)	45	
Link Distance (ft)	384	
Travel Time (s)	5.8	
Peak Hour Factor	0.92	0.92
Heavy Vehicles (%)	4%	4%
Adj. Flow (vph)	740	112
Shared Lane Traffic (%)		
Lane Group Flow (vph)	740	112
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	18	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	1	0
Detector Template		
Leading Detector (ft)	336	0
Trailing Detector (ft)	330	0
Detector 1 Position(ft)	330	0
Detector 1 Size(ft)	6	20
Detector 1 Type	CI+Ex	CI+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	24.0	24.0

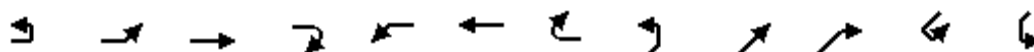
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Synchro 10 Report
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Lanes, Volumes, Timings

1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

03/19/2021



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWU	SWL
Total Split (s)	15.0	15.0	25.0	25.0	15.0	25.0	25.0	15.0	35.0	35.0	15.0	15.0
Total Split (%)	16.7%	16.7%	27.8%	27.8%	16.7%	27.8%	27.8%	16.7%	38.9%	38.9%	16.7%	16.7%
Maximum Green (s)	9.0	9.0	19.0	19.0	9.0	19.0	19.0	9.0	29.0	29.0	9.0	9.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?			Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	Max	Max	None	None
Walk Time (s)			7.0	7.0		7.0	7.0		7.0	7.0		
Flash Dont Walk (s)			11.0	11.0		11.0	11.0		11.0	11.0		
Pedestrian Calls (#/hr)			0	0		0	0		0	0		
Act Effect Green (s)		8.4	17.7	17.7	8.2	17.4	17.4	38.4	29.4	29.4		37.7
Actuated g/C Ratio		0.10	0.20	0.20	0.09	0.20	0.20	0.44	0.33	0.33		0.43
v/c Ratio		0.51	0.89	0.52	0.42	0.60	0.18	0.82	0.53	0.39		0.51
Control Delay		44.1	51.3	7.9	42.4	36.2	0.9	37.8	26.2	4.8		18.4
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		44.1	51.3	7.9	42.4	36.2	0.9	37.8	26.2	4.8		18.4
LOS		D	D	A	D	D	A	D	C	A		B
Approach Delay			38.8			32.9			23.7			
Approach LOS			D			C			C			

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 87.9

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 29.3

Intersection LOS: C

Intersection Capacity Utilization 71.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

Ø1	Ø2	Ø3	Ø4
15 s	35 s	15 s	25 s
Ø5	Ø6	Ø7	Ø8
15 s	35 s	15 s	25 s

Lanes, Volumes, Timings

1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

03/19/2021



Lane Group	SWT	SWR
Total Split (s)	35.0	35.0
Total Split (%)	38.9%	38.9%
Maximum Green (s)	29.0	29.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	29.0	29.0
Actuated g/C Ratio	0.33	0.33
v/c Ratio	0.65	0.18
Control Delay	28.6	1.2
Queue Delay	0.0	0.0
Total Delay	28.6	1.2
LOS	C	A
Approach Delay	23.8	
Approach LOS	C	
Intersection Summary		

HCM 6th TWSC
2: St Charles Ave & SR 369 / Browns Bridge Rd

03/19/2021

Intersection							
Int Delay, s/veh	1						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↓	↑↑	↑↓	
Traffic Vol, veh/h	891	7	6	47	666	2	77
Future Vol, veh/h	891	7	6	47	666	2	77
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	0	-	130	-	0	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	6	2	2	2	6	2	2
Mvmt Flow	968	8	7	51	724	2	84
Major/Minor	Major1	Major2		Minor1			
Conflicting Flow All	0	0	968	976	0	1446	484
Stage 1	-	-	-	-	-	968	-
Stage 2	-	-	-	-	-	478	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	348	703	-	122	529
Stage 1	-	-	-	-	-	329	-
Stage 2	-	-	-	-	-	590	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	609	609	-	110	529
Mov Cap-2 Maneuver	-	-	-	-	-	110	-
Stage 1	-	-	-	-	-	329	-
Stage 2	-	-	-	-	-	534	-
Approach	EB	WB		NB			
HCM Control Delay, s	0	0.8		14.1			
HCM LOS				B			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT		
Capacity (veh/h)	482	-	-	609	-		
HCM Lane V/C Ratio	0.178	-	-	0.095	-		
HCM Control Delay (s)	14.1	-	-	11.5	-		
HCM Lane LOS	B	-	-	B	-		
HCM 95th %tile Q(veh)	0.6	-	-	0.3	-		

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑↑↑	↑↑	↑↗		↑↗
Traffic Vol, veh/h	0	963	628	95	0	100
Future Vol, veh/h	0	963	628	95	0	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	80	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	6	6	6	14	2	14
Mvmt Flow	0	1047	683	103	0	109
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	342
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	7.18
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.44
Pot Cap-1 Maneuver	0	-	-	-	0	620
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	620
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		SW	
HCM Control Delay, s	0		0		12	
HCM LOS					B	
Minor Lane/Major Mvmt	EBT	WBT	WBR	SWLn1		
Capacity (veh/h)	-	-	-	620		
HCM Lane V/C Ratio	-	-	-	0.175		
HCM Control Delay (s)	-	-	-	12		
HCM Lane LOS	-	-	-	B		
HCM 95th %tile Q(veh)	-	-	-	0.6		

Intersection						
Int Delay, s/veh	0.7					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations		↗		↕	↕	↗
Traffic Vol, veh/h	0	91	0	810	864	107
Future Vol, veh/h	0	91	0	810	864	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	8	2	4	4	8
Mvmt Flow	0	99	0	880	939	116
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	470	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.06	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.38	-	-	-	-
Pot Cap-1 Maneuver	0	524	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	524	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	SE	NE	SW			
HCM Control Delay, s	13.5	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NET SELn1	SWT	SWR			
Capacity (veh/h)	- 524	-	-			
HCM Lane V/C Ratio	- 0.189	-	-			
HCM Control Delay (s)	- 13.5	-	-			
HCM Lane LOS	- B	-	-			
HCM 95th %tile Q(veh)	- 0.7	-	-			

Intersection						
Int Delay, s/veh	0.1					
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations		↗	↘	↕	↕	↗
Traffic Vol, veh/h	0	0	20	790	971	8
Future Vol, veh/h	0	0	20	790	971	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	200	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	20	4	4	4
Mvmt Flow	0	0	22	859	1055	9
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	- 528	1064	0	-	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	- 6.94	4.5	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	- 3.32	2.4	-	-	-	-
Pot Cap-1 Maneuver	0 495	554	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	- 495	554	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	SE	NE	SW			
HCM Control Delay, s	0	0.3	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR		
Capacity (veh/h)	554	-	-	-	-	-
HCM Lane V/C Ratio	0.039	-	-	-	-	-
HCM Control Delay (s)	11.8	-	0	-	-	-
HCM Lane LOS	B	-	A	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-	-

Lanes, Volumes, Timings

1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

03/19/2021

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWU	SWL
Lane Configurations												
Traffic Volume (vph)	2	215	452	241	344	607	161	360	982	215	28	154
Future Volume (vph)	2	215	452	241	344	607	161	360	982	215	28	154
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	300		0	550		200		250
Storage Lanes		2		1	2		1	1		1		1
Taper Length (ft)		25			100			100				85
Lane Util. Factor	0.95	0.97	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Frt				0.850			0.850			0.850		
Flt Protected		0.950			0.950			0.950				0.950
Satd. Flow (prot)	0	3400	3505	1568	3400	3505	1568	1770	3539	1583	0	1770
Flt Permitted		0.950			0.950			0.209				0.138
Satd. Flow (perm)	0	3400	3505	1568	3400	3505	1568	389	3539	1583	0	257
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				235			182			221		
Link Speed (mph)			45			45			45			
Link Distance (ft)			272			598			872			
Travel Time (s)			4.1			9.1			13.2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%
Adj. Flow (vph)	2	234	491	262	374	660	175	391	1067	234	30	167
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	236	491	262	374	660	175	391	1067	234	0	197
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left
Median Width(ft)			24			24			18			
Link Offset(ft)			0			0			0			
Crosswalk Width(ft)			16			16			16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	9	15
Number of Detectors	1	1	1	0	1	1	0	1	1	0	1	1
Detector Template	Left	Left			Left			Left			Left	Left
Leading Detector (ft)	20	40	131	0	40	206	0	40	336	0	20	40
Trailing Detector (ft)	0	0	125	0	0	200	0	0	330	0	0	0
Detector 1 Position(ft)	0	0	125	0	0	200	0	0	330	0	0	0
Detector 1 Size(ft)	20	40	6	20	40	6	20	40	6	20	20	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	pm+pt
Protected Phases	7	7	4		3	8		5	2		1	1
Permitted Phases				4			8	2		2	6	6
Detector Phase	7	7	4	4	3	8	8	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	24.0	24.0	11.0	11.0

Build PM
SEI

Synchro 10 Report
Page 1

Lanes, Volumes, Timings

1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

03/19/2021



Lane Group	SWT	SWR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	722	174
Future Volume (vph)	722	174
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		189
Link Speed (mph)	45	
Link Distance (ft)	384	
Travel Time (s)	5.8	
Peak Hour Factor	0.92	0.92
Heavy Vehicles (%)	2%	2%
Adj. Flow (vph)	785	189
Shared Lane Traffic (%)		
Lane Group Flow (vph)	785	189
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	18	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	1	0
Detector Template		
Leading Detector (ft)	336	0
Trailing Detector (ft)	330	0
Detector 1 Position(ft)	330	0
Detector 1 Size(ft)	6	20
Detector 1 Type	CI+Ex	CI+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	24.0	24.0

Build PM
SEI

Synchro 10 Report
Page 2

Lanes, Volumes, Timings

1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

03/19/2021



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWU	SWL
Total Split (s)	15.0	15.0	25.0	25.0	15.0	25.0	25.0	15.0	35.0	35.0	15.0	15.0
Total Split (%)	16.7%	16.7%	27.8%	27.8%	16.7%	27.8%	27.8%	16.7%	38.9%	38.9%	16.7%	16.7%
Maximum Green (s)	9.0	9.0	19.0	19.0	9.0	19.0	19.0	9.0	29.0	29.0	9.0	9.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0		6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?			Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	Max	Max	None	None
Walk Time (s)			7.0	7.0		7.0	7.0		7.0	7.0		
Flash Dont Walk (s)			11.0	11.0		11.0	11.0		11.0	11.0		
Pedestrian Calls (#/hr)			0	0		0	0		0	0		
Act Effect Green (s)		8.9	17.8	17.8	9.0	17.9	17.9	38.2	29.2	29.2		37.8
Actuated g/C Ratio		0.10	0.20	0.20	0.10	0.20	0.20	0.43	0.33	0.33		0.43
v/c Ratio		0.70	0.70	0.52	1.09	0.93	0.38	1.27	0.92	0.35		0.76
Control Delay		50.9	38.9	10.1	113.3	56.6	7.0	167.6	42.8	5.6		37.3
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		50.9	38.9	10.1	113.3	56.6	7.0	167.6	42.8	5.6		37.3
LOS		D	D	B	F	E	A	F	D	A		D
Approach Delay			34.2			67.0			66.5			
Approach LOS			C			E			E			

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 88.8

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.27

Intersection Signal Delay: 51.1

Intersection LOS: D

Intersection Capacity Utilization 82.9%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

Ø1	Ø2	Ø3	Ø4
15 s	35 s	15 s	25 s
Ø5	Ø6	Ø7	Ø8
15 s	35 s	15 s	25 s

Lanes, Volumes, Timings

1: SR 53 / McEver Rd & SR 369 / Browns Bridge Rd

03/19/2021



Lane Group	SWT	SWR
Total Split (s)	35.0	35.0
Total Split (%)	38.9%	38.9%
Maximum Green (s)	29.0	29.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	6.0
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	29.0	29.0
Actuated g/C Ratio	0.33	0.33
v/c Ratio	0.68	0.29
Control Delay	29.7	4.8
Queue Delay	0.0	0.0
Total Delay	29.7	4.8
LOS	C	A
Approach Delay	27.0	
Approach LOS	C	
Intersection Summary		

HCM 6th TWSC
2: St Charles Ave & SR 369 / Browns Bridge Rd

03/19/2021

Intersection							
Int Delay, s/veh	0.8						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↓	↑↑	↑	
Traffic Vol, veh/h	886	0	8	74	1073	0	59
Future Vol, veh/h	886	0	8	74	1073	0	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	0	-	130	-	0	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	3	2	2	2	3	2	2
Mvmt Flow	963	0	9	80	1166	0	64
Major/Minor	Major1	Major2		Minor1			
Conflicting Flow All	0	0	963	963	0	1724	482
Stage 1	-	-	-	-	-	963	-
Stage 2	-	-	-	-	-	761	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	351	711	-	80	530
Stage 1	-	-	-	-	-	331	-
Stage 2	-	-	-	-	-	422	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	632	632	-	69	530
Mov Cap-2 Maneuver	-	-	-	-	-	69	-
Stage 1	-	-	-	-	-	331	-
Stage 2	-	-	-	-	-	362	-
Approach	EB	WB		NB			
HCM Control Delay, s	0	0.8		12.7			
HCM LOS				B			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT		
Capacity (veh/h)	530	-	-	632	-		
HCM Lane V/C Ratio	0.121	-	-	0.141	-		
HCM Control Delay (s)	12.7	-	-	11.6	-		
HCM Lane LOS	B	-	-	B	-		
HCM 95th %tile Q(veh)	0.4	-	-	0.5	-		

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑↑↑	↑↑	↑↗		↑↗
Traffic Vol, veh/h	0	910	1062	81	0	102
Future Vol, veh/h	0	910	1062	81	0	102
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	80	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	0	989	1154	88	0	111
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	577
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	460
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	460
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SW		
HCM Control Delay, s	0	0		15.3		
HCM LOS	C					
Minor Lane/Major Mvmt	EBT	WBT	WBR SWLn1			
Capacity (veh/h)	-	-	-	460		
HCM Lane V/C Ratio	-	-	-	0.241		
HCM Control Delay (s)	-	-	-	15.3		
HCM Lane LOS	-	-	-	C		
HCM 95th %tile Q(veh)	-	-	-	0.9		

Intersection

Int Delay, s/veh 0.4

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations		↗		↕↕	↕↕	↗
Traffic Vol, veh/h	0	69	0	1386	1009	78
Future Vol, veh/h	0	69	0	1386	1009	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	75	0	1507	1097	85

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 549	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 6.94	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3.32	- -	- -
Pot Cap-1 Maneuver	0 480	0 -	- -
Stage 1	0 -	0 -	- -
Stage 2	0 -	0 -	- -
Platoon blocked, %		- -	- -
Mov Cap-1 Maneuver	- 480	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	SE	NE	SW
HCM Control Delay, s	13.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NET SELn1	SWT	SWR
Capacity (veh/h)	- 480	- -	- -
HCM Lane V/C Ratio	- 0.156	- -	- -
HCM Control Delay (s)	- 13.9	- -	- -
HCM Lane LOS	- B	- -	- -
HCM 95th %tile Q(veh)	- 0.6	- -	- -

Intersection							
Int Delay, s/veh	0.1						
Movement	SEL	SER	NEU	NEL	NET	SWT	SWR
Lane Configurations		↗		↘	↕	↕	↗
Traffic Vol, veh/h	0	0	2	23	1361	1085	10
Future Vol, veh/h	0	0	2	23	1361	1085	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	0	-	200	-	-	200
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	0	0	2	2	2
Mvmt Flow	0	0	2	25	1479	1179	11
Major/Minor	Minor2	Major1		Major2			
Conflicting Flow All	-	590	1179	1190	0	-	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	6.94	6.4	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	2.5	2.2	-	-	-
Pot Cap-1 Maneuver	0	451	259	594	-	-	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	-	451	538	538	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Approach	SE	NE		SW			
HCM Control Delay, s	0	0.2		0			
HCM LOS	A						
Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR		
Capacity (veh/h)	538	-	-	-	-		
HCM Lane V/C Ratio	0.051	-	-	-	-		
HCM Control Delay (s)	12	-	0	-	-		
HCM Lane LOS	B	-	A	-	-		
HCM 95th %tile Q(veh)	0.2	-	-	-	-		

Date Submitted: 4/22/2021
Presenter: Danny Dunagan
Item of Business: Appointment: Friends of the Parks Board
Meeting Date: 4/29/2021

Purpose of Request:

The purpose of this request is to address the expired term for position previously held by Becky Nix.

History/Background:

The Friends of the Parks Board follows the guidelines as set forth in the Charter and Code of Ordinances. Appointees serve three-year terms.

Facts & Issues for Consideration:

Rebina Warthen expressed a willingness to serve as a City appointed member of the board.

Department Recommendation:

To consider the nomination as submitted by the Mayor.

Department Director:

Danny Dunagan

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
☐ Friends of the Parks Members	Backup Material
☐ Rebina Warthen Appointment Form	Backup Material

FRIENDS OF THE PARKS

CITY APPOINTMENTS

POST	LAST NAME	FIRST NAME	APPOINTED	REAPPOINTED	EXPIRES
	Kearns	Lynn	6/5/18 UE	1/21/2020	12/31/2022
	Mattison	Kate			Standing Term
Vice-President	Morgan	Chris	2/7/2017	12/17/2019	12/31/2022
	Tunkel	Staci	3/19/19 UE	12/17/2019	12/31/2022
	Taylor	Bill	1/22/2019		12/31/2021
	Thompson	Alisa	1/22/2019		12/31/2021
	Nix <i>Vacant</i>	Becky	6/5/2018		12/31/2020
	Morrison <i>Vacant</i>	Jeff	9/6/2016	1/22/2019	12/31/2021
Ex-Officio	Clay	Juli	1/7/2020	1/19/2021	1/4/2022

TERM: Three year terms - Appointees limited to two consecutive terms excluding initial term.

CONTACT: Kate Mattison, Director of Parks & Recreation

UPDATED: 4/22/2021



BOARD/COMMITTEE APPOINTMENT FORM

Date: 4/20/2021

Board/Committee: Friends of the Parks

☒ New Appointment ☐ Reappointment

Board Member being replaced: Becky Nix

NOMINEE INFORMATION

Name: Rebina Warthen Email: rebinawarth@g-mail.com

Residential Address: 874 Myrtle Street, Gainesville Zip Code: 30501

If business owner, name of business: _____

Business Address: _____ Zip Code: _____

Home Phone: 678-914-1080

☒ City Resident, Ward 4

Work Phone: _____

☐ County Resident, District _____

Cell Phone: _____

Special expertise _____

Other City Boards/Committees currently serving on: Non-Profit Development Foundation

Notes: _____

OUTSTANDING DEBT

If outstanding debt is owed to the City, nominee is not eligible from appointment per Ordinance 2010-42.

Business License/Occupation Fees \$ 0
(tmorris@gainesvillega.gov)

T. Morris
Verified By

Property Taxes \$ 0
(dstephens@gainesvillega.gov)

D. Stephens
Verified By

Utility Charges/Fees \$ 104.16
(customerservice@gainesville.org)

R. Ward
Verified By

Outstanding debt owed to the City ☒ Yes ☐ No

Notes: Ms. Warthen is working with DWR to clear up bill with late payment. Mayor is aware and wishes to move forward with nomination.

Processed by A. Grayson. Date Completed 4/28/2021.

Notes: _____

Post-Appointment Updates:

Completion Date:

Oath Administered: _____

BC Member Listing: _____

AMMS Term Tracking: _____