



Work Session Agenda
Thursday, September 1, 2022, 9:00 AM
Administration Building, Boardroom (3rd Floor)
300 Henry Ward Way, Gainesville, GA 30501
Mayor or Mayor Pro Tem Presides

DEPARTMENT ISSUES

Administrative Services

- Resolution: Amendment to Personnel Policies and Procedures Manual Janeann Allison
- Resolution: Chattahoochee Golf Course, CVB/PR, and Police Department Additional Personnel Janeann Allison

Police

- Resolution: GDOT Speed Zone Ordinance List of Roadways - List Number 2910-06-2022 Michael Martin

Community & Economic Development

- **Public Hearing Item: September 6, 2022 Council Meeting** Abb Hayes
Request from **Elizabeth Evans** to annex a 2.70± acres tract located on the east side of Crescent Drive, north of the intersection of Jesse Jewell Parkway and Crescent Drive, having frontage on I-985 (a/k/a **410 Crescent Drive**) and to establish a zoning of General Business (G-B). **Ward Number: Two.** Tax Parcel Number: 15-033C-000-011. **Request: Climate controlled and non-climate controlled storage.**
- **Public Hearing Item: September 6, 2022 Council Meeting** Abb Hayes
Request from **CA Industrial Holdings, LLC** to amend a portion of an existing Planned Unit Development (P-U-D) zoning totaling 17.28± acres located west of the intersection of Old Oakwood Road and Mountain View Road, having road frontage on the north side of Old Oakwood Road and the south side of Mountain View Road (a/k/a **0 Old Oakwood Road, SW**). **Ward Number: Four.** Tax Parcel Number: 08-024-005-363. **Request: Industrial warehouse / distribution.**
- **Public Hearing Item: September 6, 2022 Council Meeting** Abb Hayes
Request from **Kaiz Isani** for a special use on a 3.74± acres tract located at the southeast corner of Candler Road and Calvary Church Road (a/k/a **1311 Calvary Church Road, SW**), having a zoning of Light Industrial (L-I). **Ward Number: Three.** Tax Parcel Number: 15-035-000-024. **Request: Retail sales of alternative nicotine products.**

CITY MANAGER ISSUES

- Resolution: Authorization to Execute a Memorandum of Understanding Regarding Renaissance Park Bryan Lackey

MAYOR/COUNCIL ISSUES

- Ex-Officio Report(s)

CITY ATTORNEY ISSUES

CITY CLERK ISSUES

EXECUTIVE SESSION

ADJOURNMENT

Final: Tuesday, August 30, 2022, 1:35 PM



CITY OF GAINESVILLE

Work Session Agenda Request

Item Created: August 16, 2022
Date Submitted: August 16, 2022
Final Approval Date: August 30, 2022
Presenter: Janeann Allison, Administrative Services Director
Item of Business: Resolution: Amendment to Personnel Policies and Procedures Manual
Meeting Date: September 1, 2022

Purpose of Request:

To revise the Leave Benefits section of the Personnel Policy.

Facts & Issues / History & Background:

From time to time, it is necessary to revise our current benefits to remain competitive and to retain our current workforce. The main revision for this policy is regarding PTO. It will revert the Leave Policy back to the policy in effect for Pre 2012 employees. This revision will reduce staff time by having one calculation for all employees instead of two. There are also few other areas in the policy that we just clarified without significant change.

Department Recommendation:

Approval

Department Director:

Janeann Allison

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

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

1. Resolution: Amendment to Personnel Policy & Procedures Manual
2. Attachment: Leave Policy 2022
3. Backup Material: Leave Policy 2022 possible revisions

RESOLUTION BR-2022 - ____

AMENDMENT TO PERSONNEL POLICIES AND PROCEDURES MANUAL

WHEREAS, the Gainesville City Council adopted a new Personnel Policies and Procedures Manual in 2021, which needs amendments from time to time; and

WHEREAS, the Personnel Manual has been the fundamental feature for personnel administration for the City of Gainesville; and

WHEREAS, the governing body for the City of Gainesville desires to amend the Personnel Manual by:

Revising the current section 4.00 Leave Benefits, as attached.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby adopts the attached amendments to the personnel policy and such amendments shall be effective October 17, 2022.

Adopted this ____ day of _____, 2022.

W. Samuel Couvillon, 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

4.00 LEAVE BENEFITS

Regular status full-time employees are provided with paid time off (PTO) benefits instead of paid vacation and sick leave. PTO may be taken by an employee with prior approval by his/her supervisor or designee, at such times and in such increments as best accommodates each employee's own schedule and the department's staffing needs. PTO is intended to allow employees paid time off from work for reasons such as vacation, personal illness, family illness, medical appointments, religious holidays, or personal or family business. Employees who are absent from work for any reason (other than bereavement leave, workers' compensation, military leave or jury duty) are required to use accrued PTO before taking leave without pay.

PAID TIME-OFF

1. PTO Accruals - Full-time eligible employees accrue PTO biweekly and based on service years according to the below table, unless otherwise stipulated.

PTO hours may continue to accrue in excess of the "Annual Maximum" to provide scheduling flexibility around peak workload periods and as an added benefit to employees. Effective October 2021, PTO balances over the "Annual Maximum" will be transferred to the PTO Bank if not used by the last day of the first **full** pay period in October of each year.

NOTE: See 4.00, Item 5, Payment of Unused PTO, for maximum payment upon termination.

General Employees (Excluding Fire Department Shift Personnel and Sworn Police Employees):

Service Years	Annual Accrual Hours	Annual Maximum
Less than 1	96**	80
1 – 4	160	180
5 – 9	200	240
10+	240	300

**All employees hired after 1/1/12, will receive 16 hours of PTO immediately upon employment and an additional 80 hours will accrue at a bi-weekly rate of 3.0769 hours for a total of 96 hours of PTO for the 1st year of employment.

**16 hours will be deducted from the PTO payout for employees terminating employment during the first year of service.

****Employees that leave the City and are re-hired within 48 months are not eligible for the additional 16 hours PTO.**

Fire Department Shift personnel (24/48):

Service Years	Annual Accrual Hours	Annual Maximum
Less than 1	144**	120
1 – 4	192	360
5 – 9	240	360
10+	288	360

****All Fire Department Shift employees hired after 1/1/12, will receive 24 hours of PTO immediately upon employment and an additional 120 hours will accrue at a bi-weekly rate of 4.6154 hours for a total of 144 hours of PTO for the 1st year of employment.**

**** 24 hours will be deducted from the PTO payout for employees terminating employment during the first year of service.**

****Employees that leave the city and are re-hired within 48 months are not eligible for the additional 24 hours PTO.**

All Sworn Police Employees:

Service Years	Annual Accrual Hours	Annual Maximum
Less than 1	120**	100
1 – 4	180	180
5 – 9	220	240
10+	260	300

****All Sworn Police employees hired after 1/1/12, will receive 20 hours of PTO immediately upon employment and an additional 100 hours will accrue at a bi-weekly rate of 3.8461 hours for a total of 120 hours of PTO for the 1st year of employment.**

** 24 hours will be deducted from the PTO payout for employees terminating employment during the first year of service.

**Employees that leave the city and are re-hired within 48 months are not eligible for the additional 24 hours PTO.

2. PTO Accruals During Periods of Leave - During periods of employee leave, PTO accruals will continue on the following schedule:
 - If on leave for short-term disability, PTO accruals will end on the date short-term benefits begin;
 - If on leave for other reasons (including workers' compensation, military, other FMLA leaves, etc.), PTO accruals will stop when the employee's PTO balance is exhausted or after 30 days of continuous leave, whichever is earlier.
3. Scheduled PTO Eligibility - A request for leave form shall be submitted to the employee's immediate supervisor. Scheduled PTO may be taken in any time increment after approval by the Department Director or his/her designee and is subject to administrative review. [See Section on Extended Leave of Absence.] Employees on PTO are subject to recall in cases of emergency. PTO requests of more than 80 hours to be taken at one time must be approved by the Department Director.
4. Unscheduled PTO - PTO that is not scheduled in accordance with departmental policy (other than illness) will be considered unscheduled PTO. Excessive unscheduled PTO may be addressed through the performance evaluation process and/or through progressive discipline or appropriate employment action.
5. Payment of Unused PTO - Upon termination, employees will **only be paid for accumulated unused PTO up to the maximum annual accrual amount** provided all equipment, uniforms, tools, keys, and other City property issued to the employee have been returned, and no outstanding liabilities or debts remain. **Hours accrued over the Annual Maximum will be forfeited.**

LEAVE FOR MEDICAL PURPOSES

6. PTO for Illness - An employee may use PTO in the event of personal illness or serious illness of a dependent child or spouse in need of continuous short-term care. The City understands that use of such PTO may be without advance notice. However, the employee shall report illness prior to scheduled work time. If this is not possible, the employee must report the tardiness or absence within 30 minutes after the scheduled start time. Failure to do so may result in an unpaid, unexcused absence. Employees are expected to comply with departmental policy with regard to using PTO for illness. A department may establish a more restrictive policy due to operating necessities. Excessive unscheduled PTO may be addressed through the performance evaluation process and/or through progressive discipline. The City

will comply with the provisions of the Family and Medical Leave Act in the administration of this policy.

7. PTO Bank – All leave balances over the “Annual Maximum” will be transferred to the PTO Bank if not used by the last day of the first **full** pay period in October of each year. The purpose of this bank is to supplement an employee’s loss of income during the extended leave of absence for medical reasons which would be covered under FMLA. Withdrawals may only be made from the Employee’s own account in the PTO Bank and may only be withdrawn with the approval of the Administrative Services Director when all PTO and Sick Leave balances have been exhausted. For a withdrawal request to be considered, documentation of the medical need and a signed request form will be mandatory. Under NO circumstances will employees be paid for hours in the PTO bank upon terminating employment with the City.
8. Sick Leave Usage (if applicable) – Employees hired before 1/1/12 may have an unused sick leave balance. An employee may use accrued sick leave in the event of personal or dependents/spouse illness or injury.

The employee shall report illness prior to scheduled work time. If this is not possible, the employee must report the tardiness or absence within 30 minutes after the scheduled start time. Failure to do so may result in an unpaid, unexcused absence. A department may establish a more restrictive policy due to operating necessities. Employees who separate from the City shall forfeit all unused sick leave.

9. Medical Certification (Doctor’s Note) - Medical absences (sick or unscheduled PTO) may require a doctor’s statement before an employee may return to work, at the Department Director’s discretion. An employee may also be required to provide medical certification if a request for sick pay falls within a period when the employee is on PTO or if absent from work frequently or habitually.
10. Fitness for Duty - An employee who takes leave for an extended illness, is hospitalized or serves in a safety sensitive position, may be asked to provide a fitness for duty (FFD) clearance from a health care provider upon return to work.
11. Short-Term Disability (STD) - The City will provide short-term disability benefits to qualified employees at the rate of 60% of actual wage loss, excluding unscheduled overtime work up to a maximum of \$2,000 per week. Employee elimination period and eligibility for STD benefits are subject to the policies in place at the time of personal disability event. PTO and sick hours (if applicable) shall be used to supplement 100% of regular pay until exhausted. Short-term disability benefits may continue for up to 13 consecutive weeks. Long-term disability benefits may become available for employees who elected this coverage.

12. Family and Medical Leave Act of 1993 - The City complies with the Family and Medical Leave Act of 1993. Employee rights and responsibilities are posted throughout City departments.

13. FMLA currently requires covered employers to provide up to 12 weeks of unpaid, job-protected leave to eligible employees for certain family and medical reasons. To be eligible for FMLA, an employee must have worked continuously for 1 year, and worked 1,250 hours over the previous 12 months. If your leave qualifies, you have a right for up to 12 weeks of unpaid leave in a 12-month period. This period is calculated under the FMLA “rolling” 12-month period and is measured backward from the date of any FMLA leave usage. Under FMLA, unpaid leave must be granted for any of the following reasons:

- To care for the employee’s child after birth, or placement for adoption or foster care;
- To care for the employee’s spouse, son or daughter, or parent, who has a serious health condition; or
- For a serious health condition that makes the employee unable to perform his/her job.
- For a qualifying exigency arising out of the fact that employee’s spouse, son or daughter (of any age) or parent is on active duty or call to active duty status.

Eligible employees may apply for short-term disability benefits during FMLA related to personal illness. PTO and sick hours (if applicable) shall be used during the FMLA absence.

Sick leave accruals may be used for personal illness during the FMLA absence in accordance with City sick leave policy. When paid leave has been exhausted, additional unpaid leave will be provided to total up to 12 weeks.

If two employees within the same household are requesting leave for the same purpose, they shall be entitled to a combined leave of up to 12 weeks.

If the FMLA is amended in any respect, this policy shall be considered amended to be consistent with the changes in the Act.

14. Advance Notice and Medical Certification - The employee is required to provide advance leave notice and medical certification whenever possible. Taking of leave may be denied unless the following requirements are met:

- The employee ordinarily must provide 30 days advance notice when the leave is foreseeable (examples include pregnancy, scheduled surgery, non-emergency medical procedures, etc.)
- The City will require a medical certification to support a request for leave because of a serious health condition, and may require second and third opinions (at the City’s expense) and/or a fitness for duty examination in order to return to work.

15. Intermittent FMLA Absence - FMLA may be taken intermittently or on a reduced schedule if medically necessary, with proper notification, and consistent with the Act.

16. Certification of a Serious Health Condition - Serious Health Condition is an illness, injury, impairment, or physical or mental condition involving either inpatient care or continuing treatment by a health care provider. Employees must provide certification of a serious health condition for his/her own serious health condition, or that of a family member. Employees must contact Human Resources for information concerning the certification process.
17. Employee Privacy - The City is in compliance with The Health Insurance Portability and Accountability Act of 1996 (HIPAA), which supports efforts to protect patient confidentiality and security of individual health information. To that end, the City has adopted a Privacy Notice outlining employee rights and responsibilities. Copies of this notice are available through Human Resources.
18. Health Benefits Protection - Employees continue to receive health benefits for up to 12 weeks during FMLA on the same terms and conditions as for active employees. The employee must continue to pay appropriate employee and dependent premiums, co-payments, and other out-of-pocket costs.
19. Upon return from FMLA absence - The City will restore the employee to the original or equivalent position with equivalent pay, benefits, and other employment terms. The use of FMLA leave shall not result in the loss of any employment benefit that accrued prior to the start of an employee's leave.
20. Absence extending beyond FMLA expiration - The job-protected rights afforded by FMLA do not apply to leaves which continue beyond the 12-week period of entitlement.
21. Returning to Work After Approved Leave - An employee who has been out on extended medical leave for more than seven (7) calendar days must be cleared through Human Resources prior to returning to work by providing a medical release from the treating physician with or without work restrictions. In addition, an employee may be required to undergo a fitness for duty drug screen as directed by Human Resources. Failure to seek return to work clearance at the expiration of approved leave shall be considered absent without leave, constituting grounds for disciplinary action up to and including termination of employment.
22. Returning to Work Before the Expiration of Approved Leave - An employee granted a leave of absence who wishes to return to work before the leave period has expired shall be required to notify the immediate supervisor. No employee shall be permitted to return to work without a written medical release from the treating physician and clearance through Human Resources. Depending on the circumstances of the leave, a fitness for duty exam may also be required.
23. Working during Approved Medical Leave - As a general rule, an employee while on an authorized medical leave of absence may not obtain or engage in either part-time or full-time

employment, nor engage in training or development relating to their job. Failure to abide by the terms of the approved leave will result in disciplinary action up to and including termination of employment. Any exception to this rule must be approved by the Administrative Services Director.

OTHER LEAVE TYPES

24. Funeral Leave - Funeral leave of up to three (3) workdays per calendar year, with a maximum of 24 work hours **annually** will be granted with pay for an employee absent from work so they may travel to, make arrangements for, or attend the funeral of the following members of the employee's family: spouse, parent or guardian, child, brother, sister, aunt, uncle, niece, nephew, grandparent, grandchild, stepmother, stepfather, stepchild, stepsister, stepbrother, or other relative living in the employee's household. Funeral leave shall also be granted for in-law relationships for grandmother-in-law, grandfather-in-law, mother in-law, father in-law, brother in-law and sister in-law. In all cases, bereavement leave must be approved in advance. No exceptions will be allowed to this policy.
25. Leave Without Pay – Leave without Pay may be used in emergency situations at the discretion of the Department Director. Employees are not permitted to take leave without pay if an accrued leave type balance that is appropriate for the situation is available, unless leave involves workers' compensation, military leave, or jury duty. The Department Director will give consideration for a leave without pay based on the employee's leave impact on departmental functions, schedule, and reason for the request, as well as the employee's performance and attendance record. **All leave without pay requests must be approved by the Department Director.**
26. Holidays - The following ten days are designated as official holidays for employees in the City of Gainesville personnel system: New Year's Day, Dr. Martin Luther King, Jr. Birthday, Memorial Day, Independence Day (July 4th), Labor Day, Veteran's Day, Thanksgiving Day, Friday following Thanksgiving, Christmas Eve, and Christmas Day. In order to qualify for holiday pay, employees are required to work the day before and the day after a holiday unless the employee is off on approved PTO or sick leave.
27. Holidays During Leave Periods - Employees will be paid holiday pay if a holiday falls within an approved PTO leave period of 30 calendar days or less. Employees will not be paid holiday pay if a holiday falls while the employee is on FMLA, Short Term Disability or Workers' Compensation. An employee will not be paid holiday pay if they are out on Leave without Pay the day prior or the day after a holiday.
28. Holiday Pay Compensation - A regular status full-time employee who works on a holiday shall receive holiday pay, plus payment for hours actually worked. Holiday hours are not considered time worked for the computation of overtime pay. Holiday pay practices may be altered depending on the operational needs of the department.

29. Extended Leave of Absence - All extended leaves of absence (more than 80 hours) must be approved by the Department Director. Any leaves of absence (more than 120 hours) must also have the approval of the Administrative Services Director
30. Military Leave - Every employee shall be entitled to military leave in accordance with state and federal laws.
- National Guard or Reserve: The City will provide affected employees serving in the National Guard or any reserve unit of the United States Armed Forces with job protection and group benefits coverage in accordance with the provisions of the Uniformed Services Employment and Reemployment Rights Act of 1994 (USERRA). The City will also provide up to 18 days (144 hours) annually of paid military leave.
 - Active Duty: Employees contracting with any branch of the Armed Forces for Active Duty, not during the time of war or national emergency, shall be placed on Leave without Pay and will be moved to an inactive status. Such employee will be granted reemployment rights as governed by the Uniform Services Employment and Reemployment Rights Act of 1994. No paid military leave is given for those serving in an active duty capacity.
31. Jury Duty - Any full-time employee called for jury duty or subpoenaed as a witness in the line of duty will be excused from work upon presentation of a court summons or subpoena to the immediate supervisor. The employee will be paid regular pay up to two weeks provided evidence is submitted from the court for the number of days served. Only the actual number of days spent in court will be counted in calculating the payment. The combination of jury duty pay and actual hours worked is not to exceed 40 hours per week unless authorized by an employee's supervisor or Department Director. Payment received from the court will not be deducted from the employee's pay. If an employee reports for jury duty or to testify as a witness on a particular day and is excused from serving that day, the employee must notify the immediate supervisor to determine if the needs of the City require the employee to work that day.
32. City of Gainesville Retirement Plan Credited Service - Credited Service is defined as worked time granted during employment periods when employees participate in one of the City's Retirement Plans. For the purposes of providing credited service for retirement benefit calculations, employees on paid leaves of absence (sick, PTO and/or short-term disability) will be granted service credit. The Department Director, Administrative Services Director, and City Manager may approve unpaid leave period up to one year in duration for which service credit will be granted. No credited service beyond one (1) year will be granted for any employee who remains on a continuous leave of absence. When calculating total City service, leave periods beyond one year or more will not be counted as worked time.

INCLEMENT WEATHER

33. Absences Due to Hazardous Weather - The City of Gainesville will open at regularly scheduled times and will remain open as scheduled during inclement weather unless the City Manager issues an official closing statement. Unless such a statement is issued, all employees will be expected to work regularly scheduled hours.

34. Critical City Services - Certain positions require mandatory coverage because they provide critical City services. Official closing statements and inclement weather procedures do not apply to employees who provide critical City services in departments such as fire, police, utility and public works, and others. Employees in this classification should report for duty as scheduled or if unable to report, abide by established departmental procedures.

The remainder of this policy pertaining to inclement weather applies only to administrative employees or others in non-critical service positions.

35. Inclement Weather Closing

- If the City of Gainesville administrative offices will be closed for all or part of a day due to inclement weather, the City Manager will issue an official closing statement.
- If no official closing statement is issued, employees should report to work as scheduled or if unable to work, abide by established departmental procedures.

36. Inclement Weather Pay - The intent of inclement weather pay is to make the non-critical service employee “whole” for the hours that could not be worked because the City was officially closed during the employee’s scheduled shift hours.

An employee in this category who reports to work as directed on the day of late opening or early closing shall be entitled to inclement weather pay for the number of hours that could not be worked because the City was officially closed. Employees who work during official closings are not entitled to additional pay. Any hours worked in excess of scheduled hours will reduce the amount of paid inclement weather time available to that employee.

An employee in this category who arrives late or leaves early will be paid actual hours worked plus inclement weather hours for the time the City was officially closed. An employee should discuss with the supervisor options for any other scheduled hours which were missed during the City’s official opening hours. One of several options may be selected such as using accrued PTO or if no accrued leave is available, leave without pay, or the employee may make up the time lost from work at a time scheduled by the supervisor within the same work week.

An employee who does not report to work due to inclement weather, on a day when the City was officially closed only for a portion of the day, shall be required to take PTO or leave without pay for the full shift.

4.00 LEAVE BENEFITS

Regular status full-time employees are provided with paid time off (PTO) benefits instead of paid vacation and sick leave. PTO may be taken by an employee with prior approval by his/her supervisor or designee, at such times and in such increments as best accommodates each employee's own schedule and the department's staffing needs. PTO is intended to allow employees paid time off from work for reasons such as vacation, personal illness, family illness, medical appointments, religious holidays, or personal or family business. Employees who are absent from work for any reason (other than bereavement leave, workers' compensation, military leave or jury duty) are required to use accrued PTO before taking leave without pay.

PAID TIME-OFF

1. PTO Accruals - Full-time eligible employees accrue PTO biweekly and based on service years according to the below table, unless otherwise stipulated.

PTO hours may continue to accrue in excess of the "Annual Maximum" to provide scheduling flexibility around peak workload periods and as an added benefit to employees. Effective October 2021, PTO balances over the "Annual Maximum" will be transferred to the PTO Bank if not used by the last day of the first **full** pay period in October of each year.

NOTE: See 4.00, Item 5, Payment of Unused PTO, for maximum payment upon termination.

General Employees (Excluding Fire Department Shift Personnel):

Hired Before 1/1/12			Hired on or after 1/1/12*		
Service Years	Annual Accrual Hours	Annual Maximum	Service Years	Annual Accrual Hours	Annual Maximum
Less than 1	80 96**	80	Less than 1	96 **	80
1 – 4	160	180	1 – 4	120	140
5 – 9	200	240	5 – 9	160	200
10+	240	300	10 – 19	200	240
			20+	240	300

*All employees hired after 1/1/12, will receive 16 hours of PTO immediately upon employment and an additional 80 hours will accrue at a bi-weekly rate of 3.0769 hours for a total of 96 hours of PTO for the 1st year of employment.

**~~The~~ 16 hours will be deducted from the PTO payout for employees terminating employment during the first year of service.

**Employees that leave the City and are re-hired within 48 months are not eligible for the additional 16 hours PTO.

Fire Department Shift personnel (24/48):

Hired Before 1/1/12			Hired on or after 1/1/12*		
Service Years	Annual Accrual Hours	Annual Maximum	Service Years	Annual Accrual Hours	Annual Maximum
Less than 1	120 144**	120	Less than 1	120 **	96
1 – 4	192	360	1 – 4	144	168
5 – 9	240	360	5 – 9	192	240
10+	288	360	10 – 19	240	288
			20+	288	360

*All Fire Department Shift employees hired after 1/1/12, will receive 24 hours of PTO immediately upon employment and an additional ~~120~~96 hours will accrue at a bi-weekly rate of ~~3.69~~234.6154 hours for a total of ~~144~~20 hours of PTO for the 1st year of employment.

**~~The~~ 24 hours will be deducted from the PTO payout for employees terminating employment during the first year of service.

**Employees that leave the city and are re-hired within 48 months are not eligible for the additional 24 hours PTO.

All Sworn Police: ~~12-Hour Shift Personnel Hired 2011 or earlier previously grandfathered in on the below table. A grandfathered employee transferring out of a Police 12-hour shift position will transfer to the General Table and will not be allowed to transfer back to this Grandfathered Table for any reason.~~

Service Years	Annual Accrual Hours	Annual Maximum
Less than 1	100	100
1 – 4	180	180
5 – 9	220	240
10+	260	300

2. PTO Accruals During Periods of Leave - During periods of employee leave, PTO accruals will continue on the following schedule:
 - If on leave for short-term disability, PTO accruals will end on the date short-term benefits begin;
 - If on leave for other reasons (including workers' compensation, military, other FMLA leaves, etc.), PTO accruals will stop when the employee's PTO balance is exhausted or after 30 days of continuous leave, whichever is earlier.

3. Scheduled PTO Eligibility - A request for leave form shall be submitted to the employee's immediate supervisor. Scheduled PTO may be taken in any time increment after approval by the Department Director or his/her designee and is subject to administrative review. [See Section on Extended Leave of Absence.] Employees on PTO are subject to recall in cases of emergency. PTO requests of more than 80 hours to be taken at one time must be approved by the Department Director.
4. Unscheduled PTO - PTO that is not scheduled in accordance with departmental policy (other than illness) will be considered unscheduled PTO. Excessive unscheduled PTO may be addressed through the performance evaluation process and/or through progressive discipline or appropriate employment action.
5. Payment of Unused PTO - Upon termination, employees will **only be paid for accumulated unused PTO up to the maximum annual accrual amount** provided all equipment, uniforms, tools, keys, and other City property issued to the employee have been returned, and no outstanding liabilities or debts remain. **Hours accrued over the Annual Maximum will be forfeited.**

LEAVE FOR MEDICAL PURPOSES

6. PTO for Illness - An employee may use PTO in the event of personal illness or serious illness of a dependent child or spouse in need of continuous short-term care. The City understands that use of such PTO may be without advance notice. However, the employee shall report illness prior to scheduled work time. If this is not possible, the employee must report the tardiness or absence within 30 minutes after the scheduled start time. Failure to do so may result in an unpaid, unexcused absence. Employees are expected to comply with departmental policy with regard to using PTO for illness. A department may establish a more restrictive policy due to operating necessities. Excessive unscheduled PTO may be addressed through the performance evaluation process and/or through progressive discipline. The City will comply with the provisions of the Family and Medical Leave Act in the administration of this policy.
7. PTO Bank – All leave balances over the “Annual Maximum” will be transferred to the PTO Bank if not used by the last day of the first **full** pay period in ~~April and~~ October of each year. The purpose of this bank is to supplement an employee's loss of income during the extended leave of absence for medical reasons which would be covered under FMLA. Withdrawals may only be made from the Employee's own account in the PTO Bank and may only be withdrawn with the approval of the Administrative Services Director when all PTO and Sick Leave balances have been exhausted. For a withdrawal request to be considered, documentation of the medical need and a signed request form will be mandatory. Under NO circumstances will employees be paid for hours in the PTO bank upon terminating employment with the City.

8. Sick Leave Usage (if applicable) – Employees hired before 1/1/12 may have an unused sick leave balance. An employee may use accrued sick leave in the event of personal or dependents/spouse illness or injury.

The employee shall report illness prior to scheduled work time. If this is not possible, the employee must report the tardiness or absence within 30 minutes after the scheduled start time. Failure to do so may result in an unpaid, unexcused absence. A department may establish a more restrictive policy due to operating necessities. Employees who separate from the City shall forfeit all unused sick leave.

9. Medical Certification (Doctor's Note) - Medical absences (sick or unscheduled PTO) may require a doctor's statement before an employee may return to work, at the Department Director's discretion. An employee may also be required to provide medical certification if a request for sick pay falls within a period when the employee is on PTO or if absent from work frequently or habitually.

10. Fitness for Duty - An employee who takes leave for an extended illness, is hospitalized or serves in a safety sensitive position, may be asked to provide a fitness for duty (FFD) clearance from a health care provider upon return to work.

11. Short-Term Disability (STD) - The City will provide short-term disability benefits to qualified employees at the rate of 60% of actual wage loss, excluding unscheduled overtime work up to a maximum of \$2,000 per week. Employee elimination period and eligibility for STD benefits are subject to the policies in place at the time of personal disability event. PTO and sick hours (if applicable) shall be used to ~~Benefits will be~~ supplemented ~~ed with an employee's sick or PTO balances up to~~ 100% of regular pay level until exhausted. Short-term disability benefits may continue for up to 13 consecutive weeks. Long-term disability benefits may become available for employees who elected this coverage.

12. Family and Medical Leave Act of 1993 - The City complies with the Family and Medical Leave Act of 1993. Employee rights and responsibilities are posted throughout City departments.

13. FMLA currently requires covered employers to provide up to 12 weeks of unpaid, job-protected leave to eligible employees for certain family and medical reasons. To be eligible for FMLA, an employee must have worked continuously for 1 year, and worked 1,250 hours over the previous 12 months. If your leave qualifies, you have a right for up to 12 weeks of unpaid leave in a 12-month period. This period is calculated under the FMLA "rolling" 12-month period and is measured backward from the date of any FMLA leave usage. Under FMLA, unpaid leave must be granted for any of the following reasons:

- To care for the employee's child after birth, or placement for adoption or foster care;
- To care for the employee's spouse, son or daughter, or parent, who has a serious health condition; or
- For a serious health condition that makes the employee unable to perform his/her job.

- For a qualifying exigency arising out of the fact that employee's spouse, son or daughter (of any age) or parent is on active duty or call to active duty status.

Eligible employees may apply for short-term disability benefits during FMLA related to personal illness. PTO and sick hours (if applicable) shall be used during the FMLA absence.

Sick leave accruals may be used for personal illness during the FMLA absence in accordance with City sick leave policy. When paid leave has been exhausted, additional unpaid leave will be provided to total up to 12 weeks.

If two employees within the same household are requesting leave for the same purpose, they shall be entitled to a combined leave of up to 12 weeks.

If the FMLA is amended in any respect, this policy shall be considered amended to be consistent with the changes in the Act.

14. Advance Notice and Medical Certification - The employee is required to provide advance leave notice and medical certification whenever possible. Taking of leave may be denied unless the following requirements are met:
 - The employee ordinarily must provide 30 days advance notice when the leave is foreseeable (examples include pregnancy, scheduled surgery, non-emergency medical procedures, etc.)
 - The City will require a medical certification to support a request for leave because of a serious health condition, and may require second and third opinions (at the City's expense) and/or a fitness for duty examination in order to return to work.
15. Intermittent FMLA Absence - FMLA may be taken intermittently or on a reduced schedule if medically necessary, with proper notification, and consistent with the Act.
16. Certification of a Serious Health Condition - Serious Health Condition is an illness, injury, impairment, or physical or mental condition involving either inpatient care or continuing treatment by a health care provider. Employees must provide certification of a serious health condition for his/her own serious health condition, or that of a family member. Employees must contact Human Resources for information concerning the certification process.
17. Employee Privacy - The City is in compliance with The Health Insurance Portability and Accountability Act of 1996 (HIPAA), which supports efforts to protect patient confidentiality and security of individual health information. To that end, the City has adopted a Privacy Notice outlining employee rights and responsibilities. Copies of this notice are available through Human Resources.
18. Health Benefits Protection - Employees continue to receive health benefits for up to 12 weeks during FMLA on the same terms and conditions as for active employees. The employee must

continue to pay appropriate employee and dependent premiums, co-payments, and other out-of-pocket costs.

19. Upon return from FMLA absence - The City will restore the employee to the original or equivalent position with equivalent pay, benefits, and other employment terms. The use of FMLA leave shall not result in the loss of any employment benefit that accrued prior to the start of an employee's leave.
20. Absence extending beyond FMLA expiration - The job-protected rights afforded by FMLA do not apply to leaves which continue beyond the 12-week period of entitlement.
21. Returning to Work After Approved Leave - An employee who has been out on extended medical leave for more than seven (7) calendar days must be cleared through Human Resources prior to returning to work by providing a medical release from the treating physician with or without work restrictions. In addition, an employee may be required to undergo a fitness for duty drug screen as directed by Human Resources. Failure to seek return to work clearance at the expiration of approved leave shall be considered absent without leave, constituting grounds for disciplinary action up to and including termination of employment.
22. Returning to Work Before the Expiration of Approved Leave - An employee granted a leave of absence who wishes to return to work before the leave period has expired shall be required to notify the immediate supervisor. No employee shall be permitted to return to work without a written medical release from the treating physician and clearance through Human Resources. Depending on the circumstances of the leave, a fitness for duty exam may also be required.
23. Working during Approved Medical Leave – As a general rule, an employee while on an authorized medical leave of absence may not obtain or engage in either part-time or full-time employment, nor engage in training or development relating to their job. Failure to abide by the terms of the approved leave will result in disciplinary action up to and including termination of employment. Any exception to this rule must be approved by the Administrative Services Director.

OTHER LEAVE TYPES

24. Funeral Leave - Funeral leave of up to three (3) workdays per calendar year, with a maximum of 24 work hours **annually** will be granted with pay for an employee absent from work so they may travel to, make arrangements for, or attend the funeral of the following members of the employee's family: spouse, parent or guardian, child, brother, sister, aunt, uncle, niece, nephew, grandparent, grandchild, stepmother, stepfather, stepchild, stepsister, stepbrother, or other relative living in the employee's household. Funeral leave shall also be granted for in-law relationships for grandmother-in-law, grandfather-in-law, mother in-law, father in-

law, brother in-law and sister in-law. In all cases, bereavement leave must be approved in advance. No exceptions will be allowed to this policy.

25. Leave Without Pay — Leave without Pay may be used in emergency situations at the discretion of the Department Director. Employees are not permitted to take leave without pay if an accrued leave type balance that is appropriate for the situation is available, unless leave involves workers' compensation, military leave, or jury duty. The Department Director will give consideration for a leave without pay based on the employee's leave impact on departmental functions, schedule, and reason for the request, as well as the employee's performance and attendance record. **All leave without pay requests must be approved by the Department Director.**
26. Holidays - The following ten days are designated as official holidays for employees in the City of Gainesville personnel system: New Year's Day, Dr. Martin Luther King, Jr. Birthday, Memorial Day, Independence Day (July 4th), Labor Day, Veteran's Day, Thanksgiving Day, Friday following Thanksgiving, Christmas Eve, and Christmas Day. In order to qualify for holiday pay, employees are required to work the day before and the day after a holiday unless the employee is off on approved PTO or sick leave.
27. Holidays During Leave Periods - Employees will be paid holiday pay if a holiday falls within an approved PTO leave period of 30 calendar days or less. Employees will not be paid holiday pay if a holiday falls while the employee is on FMLA, Short Term Disability, medical leave or, workers' compensation. An employee will not be paid holiday pay if they are out on Leave without Pay the day prior or the day after a holiday, or PTO of more than 30 calendar days are not paid as holidays. If an employee is working partial days due to a medical absence, holidays will be prorated to reflect this.
28. Holiday Pay Compensation - A regular status full-time employee who works on a holiday shall receive holiday pay, plus payment for hours actually worked. Holiday hours are not considered time worked for the computation of overtime pay. Holiday pay practices may be altered depending on the operational needs of the department.
29. Extended Leave of Absence - All extended leaves of absence (more than 80 hours) must be approved by the Department Director. Any leaves of absence (more than 120 hours) must also have the approval of the Administrative Services Director
30. Military Leave - Every employee shall be entitled to military leave in accordance with state and federal laws.
- National Guard or Reserve: The City will provide affected employees serving in the National Guard or any reserve unit of the United States Armed Forces with job protection and group benefits coverage in accordance with the provisions of the Uniformed Services Employment and Reemployment Rights Act of 1994 (USERRA). The City will also provide up to 18 days (144 hours) annually of paid military leave.

- **Active Duty:** Employees contracting with any branch of the Armed Forces for Active Duty, not during the time of war or national emergency, shall be placed on Leave without Pay and will be moved to an inactive status. Such employee will be granted reemployment rights as governed by the Uniform Services Employment and Reemployment Rights Act of 1994. No paid military leave is given for those serving in an active duty capacity.

31. **Jury Duty** - Any full-time employee called for jury duty or subpoenaed as a witness in the line of duty will be excused from work upon presentation of a court summons or subpoena to the immediate supervisor. The employee will be paid regular pay up to two weeks provided evidence is submitted from the court for the number of days served. Only the actual number of days spent in court will be counted in calculating the payment. The combination of jury duty pay and actual hours worked is not to exceed 40 hours per week unless authorized by an employee's supervisor or Department Director. Payment received from the court will not be deducted from the employee's pay. If an employee reports for jury duty or to testify as a witness on a particular day and is excused from serving that day, the employee must notify the immediate supervisor to determine if the needs of the City require the employee to work that day.

32. **City of Gainesville Retirement Plan Credited Service** - Credited Service is defined as worked time granted during employment periods when employees participate in one of the City's Retirement Plans. For the purposes of providing credited service for retirement benefit calculations, employees on paid leaves of absence (sick, PTO and/or short-term disability) will be granted service credit. The Department Director, Administrative Services Director, and City Manager may approve unpaid leave period up to one year in duration for which service credit will be granted. No credited service beyond one (1) year will be granted for any employee who remains on a continuous leave of absence. When calculating total City service, leave periods beyond one year or more will not be counted as worked time.

INCLEMENT WEATHER

33. **Absences Due to Hazardous Weather** - The City of Gainesville will open at regularly scheduled times and will remain open as scheduled during inclement weather unless the City Manager issues an official closing statement. Unless such a statement is issued, all employees will be expected to work regularly scheduled hours.

34. **Critical City Services** - Certain positions require mandatory coverage because they provide critical City services. Official closing statements and inclement weather procedures do not apply to employees who provide critical City services in departments such as fire, police, utility and public works, and others. Employees in this classification should report for duty as scheduled or if unable to report, abide by established departmental procedures.

The remainder of this policy pertaining to inclement weather applies only to administrative employees or others in non-critical service positions.

35. Inclement Weather Closing

- If the City of Gainesville administrative offices will be closed for all or part of a day due to inclement weather, the City Manager will issue an official closing statement.
- If no official closing statement is issued, employees should report to work as scheduled or if unable to work, abide by established departmental procedures.

36. Inclement Weather Pay - The intent of inclement weather pay is to make the non-critical service employee “whole” for the hours that could not be worked because the City was officially closed during the employee’s scheduled shift hours.

An employee in this category who reports to work as directed on the day of late opening or early closing shall be entitled to inclement weather pay for the number of hours that could not be worked because the City was officially closed. Employees who work during official closings are not entitled to additional pay. Any hours worked in excess of scheduled hours will reduce the amount of paid inclement weather time available to that employee.

An employee in this category who arrives late or leaves early will be paid actual hours worked plus inclement weather hours for the time the City was officially closed. An employee should discuss with the supervisor options for any other scheduled hours which were missed during the City’s official opening hours. One of several options may be selected such as using accrued PTO or if no accrued leave is available, leave without pay, or the employee may make up the time lost from work at a time scheduled by the supervisor within the same work week.

An employee who does not report to work due to inclement weather, on a day when the City was officially closed only for a portion of the day, shall be required to take PTO or leave without pay for the full shift.



CITY OF GAINESVILLE

Work Session Agenda Request

Item Created: August 16, 2022
Date Submitted: August 22, 2022
Final Approval Date: August 30, 2022
Presenter: Janeann Allison, Administrative Services Director
Item of Business: Resolution: Chattahoochee Golf Course, CVB/PR, and Police Department Additional Personnel
Meeting Date: September 1, 2022

Purpose of Request:

1. To request the addition of a Turf Management Specialist for the Golf Course
2. To request reclassifying the part-time Front Desk Attendant in CVB/PR to a full-time Position.
3. To allow Police to hire part-time Downtown Security Officers up to a total of 20 hours per week.

Facts & Issues / History & Background:

1. Due to increased use of the Golf Course post renovation, more labor is required to keep the Golf Course maintained to the highest standards.
2. In part, due to the creation of the Greater Gainesville Sports Alliance, additional help in the CVB/PR office is needed. This position will not only help with all projects, the focus will be heavily on the new sporting events.
3. To have an Officer downtown during certain hours to assist citizens and to continue keeping our downtown parking areas safe.

Department Recommendation:

Approval.

Department Director:

Janeann Allison

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

Amount Requested:

1. Golf Course Fund
2. Gainesville CVB Fund
3. Police Service District

Finance Comments:

Administrative Comments:

Attachments:

1. Resolution: Chattahoochee Golf Course - CVB-PR - PD Additional Personnel
2. Backup Material: Class Spec - Golf Course Spray Technician 884 (002)
3. Backup Material: Class Spec - Front Desk Attendant 883
4. backup Material: Class Spec - PT Downtown Security Officer 075

RESOLUTION BR-2022 - ____

**CHATTAHOOCHEE GOLF COURSE, CVB/PR, AND POLICE DEPARTMENT
ADDITIONAL PERSONNEL**

WHEREAS, each City Department strives to stay staffed appropriately in an effort to provide the best services possible to the City of Gainesville; and

WHEREAS, the governing body for the City of Gainesville sets the approved positions for each Department upon approval of the annual budget; and

WHEREAS, from time to time, it is necessary to hire additional personnel not realized during the annual budget process; and

WHEREAS, the City of Gainesville owns and operates the Chattahoochee Golf Course; and

WHEREAS, it is the mission of the Chattahoochee Golf Course to enhance the quality of life for our citizens by providing affordable golf through first class customer service and quality golf course conditions; and

WHEREAS, as the Golf Course continues to be more and more successful, increased staffing is necessary to ensure the same level of good management and quality golf course conditions; and

WHEREAS, succession planning is very important to all City departments and is critical to ensure that the Golf Course is prepared with a future plan to support service continuity; and

WHEREAS, it is necessary to add a position of Turf Management Specialist in an effort to meet current and future goals for our golf course conditions, and as part of the succession plan; and

WHEREAS, the Convention and Visitor's Bureau (CVB) offers first class services to the citizens and visitors of the City of Gainesville; and

WHEREAS, the CVB has worked diligently to create the Greater Gainesville Sports Alliance in an effort to bring more and more sporting events to the City of Gainesville; and

WHEREAS, the city currently has a part-time employee assigned to the CVB; and

WHEREAS, it is necessary to increase this part-time position to a full-time position to ensure the same level of customer service and attention is given to all projects of the CVB while focusing heavily on these new sporting events; and

WHEREAS, the mission of the Gainesville Police Department is to provide quality police services by being a PILLAR of our community; and

WHEREAS, a need has been realized for a Part-time Officer to be downtown during certain hours to assist citizens and to continue keeping our downtown parking areas safe; and

WHEREAS, it is necessary to allow the Police Department to hire additional personnel to manage the downtown area during specific times; and

WHEREAS, this can be accomplished with utilizing part-time employees, up to 20 hours a week.

RESOLUTION BR-2022 - ____

**CHATTAHOOCHEE GOLF COURSE, CVB/PR, AND POLICE DEPARTMENT
ADDITIONAL PERSONNEL**

NOW, THEREFORE, BE IT RESOLVED THAT the governing body hereby authorizes the addition of a full-time Turf Management Specialist, a full-time Front Desk assistant and a part-time Downtown Security Officer, to the current FY23 budget.

Adopted this ____ day of _____, 2022.

W. Samuel Couvillon, 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



CLASS SPECIFICATION



GOLF COURSE SPRAY TECHNICIAN CHATTAHOOCHEE GOLF COURSE

Date Created:	August 2022	Job Code:	884
Last Revision:	N/A	Grade:	0018 – Non-Exempt
Reports To:	Superintendent	Retirement Plan:	B

This position is classified as safety-sensitive. Incumbent will be subject to random drug/alcohol testing.

JOB SUMMARY

Assists in the maintenance of the Chattahoochee Golf Course. Responsible for correct calibration; mixing and application of all fertilizers and pesticides applied to greens, tees, fairways, rough and any other areas as directed by the Superintendent and/or Assistant Superintendent. Assists in the direction of the staff and employees, and completes related work as required.

MAJOR JOB RESPONSIBILITIES

Calibration and operation of sprayer and spreader equipment.

Fertilizer and pesticide understanding including applications and recording.

Assists in daily course operations (mowing, spraying, fertilizing, course set-up, hand watering, etc.)

Instructs equipment operators on the operation and care of mowing and other equipment.

Operates the irrigation control system in accordance with the Superintendent's guidelines in addition to repairing the Irrigation system, pipes, and irrigation heads as needed.

Maintains compliance with all local, State, and Federal laws pertaining to chemical storage, handling, applications, and disposal.

Supervises a small labor force for special projects and performs other managerial duties as directed by the Superintendent and/or Assistant Superintendent.

Assist in implementing the agronomic plan developed by the Golf Course Superintendent.

Must be a self-starter that can work independently and efficiently with limited supervision

Highly motivated, team-oriented individual.

Ability to work a flexible schedule that includes weekends, and holidays

Performs other related duties as required.

MINIMUM QUALIFICATIONS REQUIRED

Education and Experience:

High School Diploma or G.E.D.

Minimum of three years of work experience in grounds/golf course maintenance and/or landscaping.

Ability to obtain Georgia Pesticide Applicators License within one year of employment.

Any equivalent combination of education and experience which provides the minimum level of qualifications stated above.

Licenses and Certifications:

Valid Class C Driver's License and satisfactory Motor Vehicle Record (MVR).

Knowledge, Skills, and Abilities:

Knowledge of golf course operations.

Knowledge of grounds maintenance operations and horticultural methods and procedures.

Knowledge of equipment and tools used in golf course maintenance activities.

Ability to identify turf grass diseases weeds, and nutrient deficiencies.

Must be proficient with crew training and supervision.

Ability to establish and maintain working relationships with employees, City officials and the general public.

Ability to communicate clearly and effectively, both orally and in writing.

Ability to perform heavy physical work including lifting and carrying up to 100 pounds.

This class specification should not be interpreted as all inclusive. It is intended to identify the major responsibilities and requirements of this job. The incumbents may be required to perform job-related responsibilities and tasks other than those stated in this specification.



CLASS SPECIFICATION



FRONT DESK ATTENDANT COMMUNICATIONS AND TOURISM

Date Created:	August 2022	Job Code:	883
Last Revision:	N/A	Grade:	0014
Reports To:	Communications and Tourism Director	Retirement Plan:	Plan A

JOB SUMMARY

Answers the telephone and greets incoming guests, gives specific and general information in response to public inquiries and requests. Greets visitors to the City's Welcome Center and provides them with travel and relocation information and provides directions to local attractions/points of interest.

MAJOR JOB RESPONSIBILITIES

Answers the telephone, screens phone calls, takes messages and directs calls to appropriate destination.

Provides general and specific information in response to citizens' inquiries and requests. Greets visitors and provides directions or instructions relevant to their purpose of visit.

Receives, sorts and distributes mail to appropriate destination.

Assists the department head and other clerical personnel in performing work and assumes additional clerical duties in their absence.

Orders office and event supplies as requested.

Assists department with various special projects or programs to include maintaining records and coordinating tasks.

Assist with department monthly events that include but are not limited to choosing and pulling merchandise to sell, set up and break down of merchandise, and sales/manning the event tent when requested. Also assists with placing all merchandise, decorations, etc. back in order after event to prepare for next upcoming event.

Marketing for greater Gainesville sports alliance.

Assist with coordinating special City events that include decorations, entertainment, invitations, refreshments, equipment and coordination with other agencies/groups.

Assist in marketing of events, programs and local attractions by maintaining the event calendar on the City and Explore Gainesville websites, social media posts and blogs, generates, maintains and publishes

a weekly event news blast, maintains updated material in the Welcome Center and also distributes materials to local businesses and statewide visitor centers.

Performs daily routine maintenance for appearance and upkeep of the Communications and Tourism Office.

Performs clerical and data entry work related to the function of the Communication and Tourism Office.

Performs other related work as required.

MINIMUM QUALIFICATIONS REQUIRED

Education and Experience:

High School diploma or G.E.D.

One year related office experience.

Licenses and Certifications:

Valid Class C Driver's License and a satisfactory Motor Vehicle Record (MVR) desirable.

Knowledge, Skills and Abilities:

General and specific knowledge of the City of Gainesville, Hall County and their local attractions calendar of events, businesses and government buildings.

Knowledge of general office procedures.

Knowledge of and familiarity with Windows based PC.

Skill in receiving/routing multiple telephone calls efficiently and tactfully.

Skill in providing general and specific information to citizens.

Skill in operating modern office equipment such as a personal computer, tablet, and smart phone.

Ability to determine the needs of citizens and skill in directing their calls/visits to the appropriate destination.

Ability to deal tactfully and courteously with the public and other employees.

Ability to provide clerical support with accuracy.

Ability to project positive and professional image of the City.

This class specification should not be interpreted as all inclusive. It is intended to identify the major responsibilities and requirements of this job. The incumbents may be required to perform job-related responsibilities and tasks other than those stated in this specification.



CLASS SPECIFICATION



P/T DOWNTOWN SECURITY OFFICER POLICE DEPARTMENT

Date Created:	August 2022	Job Code:	075
Last Revision:	N/A	Grade:	0001
Reports To:	Support Services Bureau Captain	Retirement Plan:	N/A

JOB SUMMARY

Performs administrative and security related duties to ensure the safety of downtown parking decks, sidewalks, and public space in the downtown area. Responds to incidents of disruptive and nuisance activities in downtown parking decks, investigates reports of suspicious activity in the downtown area, assist citizens with parking needs. Security Officers will perform facility and grounds patrols and inspections in the downtown parking decks and related areas. Security Officers will contact Sworn Patrol Officers in the need to enforce criminal laws related to unlawful activity on the parking decks; and conduct other duties assigned by the Support Services Captain

MAJOR JOB RESPONSIBILITIES

Conduct vehicle and foot patrols of the downtown parking decks

Monitor security cameras for illegal activity in the downtown area.

Organize and maintain a secure parking deck and recognize and react to stressful situations.

Provide assistance to officers with parking and patron issues in the downtown area.

Performs other related duties as required.

MINIMUM QUALIFICATIONS REQUIRED

Education and Experience:

Any equivalent combination of education and experience which provides the minimum necessary knowledge, skills, and abilities to perform the requirements of the position and which also provides the minimum level of qualifications stated below.

High school diploma or G.E.D.

Experience in law enforcement or court system preferred.

Licenses and Certifications:

Valid Class C Driver's License and satisfactory Motor Vehicle Record (MVR).

Knowledge, Skills, and Abilities:

Ability to communicate clearly and effectively, both orally and in writing.

Ability to organize and prioritize duties.

Ability to maintain effective relationships with other employees and the public.

Ability to deal courteously and tactfully with the public

Ability to understand and follow oral and written instructions.

Ability to interpret established rules, regulations, and policies and procedures.

Ability to react quickly and calmly in emergency situations.

Ability to analyze situations quickly and objectively to determine the proper course of action.

This class specification should not be interpreted as all inclusive. It is intended to identify the major responsibilities and requirements of this job. The incumbents may be required to perform job-related responsibilities and tasks other than those stated in this specification.



CITY OF GAINESVILLE

Work Session Agenda Request

Item Created: August 25, 2022
Date Submitted: August 25, 2022
Final Approval Date: August 31, 2022
Presenter: Michael Martin
Item of Business: Resolution: GDOT Speed Zone Ordinance List of Roadways - List Number 2910-06-2022
Meeting Date: September 1, 2022

Purpose of Request:

The purpose of this request is to update GDOT's List of Roadways.

Facts & Issues / History & Background:

GDOT periodically updates its Speed Zone Ordinance and List of Roadways. A request was received to add Riverbend Elementary School Zone. The Police Department and the Public Works Department reviewed the request and have no concerns.

Department Recommendation:

Adopt the resolution as presented.

Department Director:

Jay Parrish

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

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

1. Resolution: GDOT Speed Zone Ordinance List of Roadways List 2910-06-2022
2. Attachment: GDOT Speed Zone Ordinance LOR #2910-06-2022

RESOLUTION BR-2022 - ____

**GEORGIA DEPARTMENT OF TRANSPORTATION SPEED ZONE ORDINANCE
LIST OF ROADWAYS - LIST NUMBER 2910-06-2022**

WHEREAS, the Georgia Department of Transportation (GDOT) periodically updates its Speed Zone Ordinance and List of Roadways; and

WHEREAS, a recent review indicated an update is necessary; and

WHEREAS, the Police Department and the Public Works Department support the update with no concerns; and

WHEREAS, GDOT requires the governing body to execute the attached List of Roadways (LOR) to implement the update.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body is authorized to execute the List of Roadways for submission to the Georgia Department of Transportation.

BE IT FURTHER RESOLVED THAT the permit issued by the Georgia Department of Public Safety shall be filed with this resolution upon receipt.

Adopted this ____ day of _____, 2022.

W. Samuel Couvillon, 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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE	OFFICE	Gainesville
	DATE	June 10, 2022

FROM: JD Jason Dykes P.E., District Traffic Engineer

TO: Alan Davis, State Traffic Engineer

SUBJECT: City of Gainesville LOR

Attached below is a copy of the List of Roads for the City of Gainesville.
The update reflects these changes:

- **The Addition of the Riverbend Elementary School Zone on SR 11 Bus. Per approved ETI 04-2022-139-1**

Please Save a copy of the attachment for your records and forward the correspondence to the Department of Public Safety.

Should you have questions or comments, please contact Jonathan Peevy at (770) 533-8276.

JD\jp\rc
Attachments

The City of Gainesville is hereby requesting that the following roadways be approved for the use of speed detection devices:

LIST OF ROADWAYS
for
CITY OF GAINESVILLE

ON-SYSTEM

STATE ROUTE	WITHIN THE CITY/TOWN LIMITS OF and/or School Name	FROM	MILE POINT	TO	MILE POINT	LENGTH IN MILES	SPEED LIMIT
SR 11	Gainesville	1930' south of Athens St (South Gainesville City Limits)	06.75	1509' south of Monroe Drive	07.47	00.72	55
SR 11	Gainesville	1509' south of Monroe Drive	07.47	1373' south of Martin Luther King Jr. Blvd	08.72	01.25	45
SR 11	Gainesville	1373' south of Martin Luther King Jr. Blvd	08.72	Downey Blvd	10.15	01.43	35
SR 11	Gainesville	Downey Blvd	10.15	State Route 369	11.32	01.17	45
SR 11	Gainesville	State Route 369	11.32	Clarks Bridge Road	12.90	01.58	50
SR 11	Gainesville	Clarks Bridge Road	12.90	658' south of Thompson Mill Road	14.47	01.57	45
SR 11	Gainesville	658' south of Thompson Mill Road	14.47	233' north of Thompson Mill Road (North Gainesville City Limits)	14.64	00.17	55
SR 11 Bus	Gainesville	<i>This segment of roadway runs common with State Route 60 from MP 00.00 to MP 00.92 for a total of 00.92 miles</i>					
SR 11 Bus	Gainesville	State Route 60	00.92	240' west of Park Hill Drive	01.64	00.72	35
SR 11 Bus	Gainesville	240' west of Park Hill Drive	01.64	State Route 11 / Limestone Parkway	03.17	01.53	40
SR 11 Bus *School Zone*	Gainesville Riverbend Elementary SCHOOL DAYS ONLY	151' north of River Bend Circle	2.77	157' north of Lakehill Drive	3.03	0.26	40
SR 13	Gainesville	570' north of Memorial Drive (South Gainesville City Limits)	12.63	560' north of 1st Street	12.75	00.12	45
SR 13	Gainesville	560' north of 1st Street	12.75	State Route 369	14.53	01.78	35
SR 53	Gainesville	Lake Ranch Court (South Gainesville City Limits)	04.63	Gould Road (North Gainesville City Limits)	09.76	05.13	45
SR 53 Conn	Gainesville	State Route 369	02.09	151' north of Shallowford Road	03.57	01.48	35
SR 53 Conn	Gainesville	151' north of Shallowford Road	03.57	State Route 53	03.86	00.29	45
SR 60	Gainesville	Palmour Drive (West Gainesville City Limits)	07.87	292' west of Martin Luther King Jr. Blvd	09.18	01.31	45
SR 60	Gainesville	292' west of Martin Luther King Jr. Blvd	09.18	635' west of Green Street Place	10.47	01.29	35

STATE ROUTE	WITHIN THE CITY/TOWN LIMITS OF and/or School Name	FROM	MILE POINT	TO	MILE POINT	LENGTH IN MILES	SPEED LIMIT
SR 60	Gainesville	635' west of Green Street Place	10.47	State Route 11 Bus	11.09	00.62	30
SR 60	Gainesville	State Route 11 Bus	11.09	301' east of Enota Avenue	11.76	00.67	40
SR 60	Gainesville	301' east of Enota Avenue	11.76	484' east of Nancy Creek Road (East Gainesville City Limits)	14.93	03.17	45
SR 60 Conn	Gainesville	State Route 11 Bus	00.00	State Route 60	00.19	00.19	25
SR 369	Gainesville	187' south of Keith Bridge Road (South Gainesville City limits)	03.63	113' north of Skelton Road	06.43	02.80	45
SR 369	Gainesville	113' north of Skelton Road	06.43	State Route 60	8.15	01.72	35
SR 369	Gainesville	<i>This segment of roadway runs common with State Route 60 from MP 08.15 to MP 08.64 for a total of 00.49 miles</i>					
SR 369	Gainesville	<i>This segment of roadway runs common with State Route 11 from MP 08.64 to MP 10.50 for a total of 01.86 miles</i>					
SR 369	Gainesville	State Route 11	10.50	State Route 419/I-985 NB ramp	11.13	00.63	45
SR 419 /I-985	Gainesville	190' north of State Route 13 (South Gainesville City Limits)	16.52	Athens Street (North Gainesville City Limits)	21.94	05.42	70

OFF-SYSTEM

ROAD NAME	WITHIN THE CITY/TOWN LIMITS OF and/or School Name	FROM	TO	LENGTH IN MILES	SPEED LIMIT
Alta Vista Road	Gainesville	State Route 53 Conn	Jones Street	00.51	30
Athens Street	Gainesville	State Route 11	Martin Luther King Jr Blvd	01.73	35
Aviation Boulevard	Gainesville	Queen City Parkway	Industrial Blvd (City Limits)	00.98	35
Beechwood Boulevard	Gainesville	State Route 53	Dead End	00.58	30
Beverly Drive	Gainesville	Holly Drive	Dead End	00.30	30
Blueridge Drive	Gainesville	Riverside Drive	Dead End	00.89	30
Boulevard	Gainesville	Academy Street	Candler Street	00.25	25
Bradford Street	Gainesville	State Route 60	Marler Street @ City Limits	00.87	35
Bradford Street	Gainesville	Academy St	Piedmont Road	00.90	30
Broad Street	Gainesville	Henry Ward Way	Spring Street	00.47	30
Burns Drive	Gainesville	Blue Ridge Drive	Habersham Drive	00.39	30
Candler Street	Gainesville	State Route 11 Bus	Dead End	00.33	25
Chattahoochee Drive/Cherokee Road	Gainesville	Memorial Drive	Park Hill Drive	00.38	25
Chestatee Road	Gainesville	Rainey Street	Piedmont Road	01.19	30
Christopher Drive	Gainesville	State Route 60	Dead End	00.60	30
Club Drive	Gainesville	State Route 60	Dead End	01.47	35
College Avenue	Gainesville	Main Street	Fair Street	00.62	30
Cumberland Valley Road	Gainesville	Blue Ridge Road	State Route 11 Bus	00.67	30
Davis Street	Gainesville	State Route 60	Dorsey Street	00.46	30
Dixon Drive	Gainesville	Holly Drive	Dead End	01.12	30
Dorsey Street	Gainesville	State Route 369	Aviation Boulevard	00.93	30
Downey Boulevard/South Enota Drive	Gainesville	State Route 11	State Route 11 Bus	01.34	35
East Lake Drive	Gainesville	Club Drive	00.19 mile north of Farmhouse Road @ City Limits	01.21	35
South Enota Drive/ Enota Avenue	Gainesville	State Route 11 Bus	State Route 60	01.00	35
Enota Avenue	Gainesville	State Route 60	Woodland Drive	00.50	30
Forrest Avenue	Gainesville	State Route 11 Bus	Northside Drive	00.40	30
Glenwood Drive	Gainesville	Memorial Drive	Chattahoochee Drive	00.67	25
Grove Street	Gainesville	Industrial Boulevard	Parker Street	00.57	35
Hilton Drive	Gainesville	State Route 369	State Route 13	00.44	30
Holly Drive	Gainesville	State Route 11 Bus	Dead End	01.43	30
Honeysuckle Road	Gainesville	Mountain View Drive	Dead End	00.38	30
Industrial Boulevard	Gainesville	455' northeast of Mitchell Street @ City Limits	Bradford Street	00.62	35
Lakemont Drive	Gainesville	Nix Drive	Dead End	00.42	30
Lakeview Drive	Gainesville	State Route 11 Bus	880' southeast of Fairview Drive @ City Limits	00.96	30

ROAD NAME	WITHIN THE CITY/TOWN LIMITS OF and/or School Name	FROM	TO	LENGTH IN MILES	SPEED LIMIT
Lakeshore Drive	Gainesville	State Route 53 Conn	Lakeshore Circle	01.04	30
Lanier Avenue	Gainesville	State Route 60	Cumberland Valley Road	00.38	30
Longview Drive	Gainesville	Woodland Drive	Longview Avenue	00.59	30
Main Street	Gainesville	State Route 60	Industrial Boulevard	00.66	35
Memorial Drive /Glenwood Drive	Gainesville	Park Hill Drive	Prior Street	00.49	25
Mill Street	Gainesville	Athens Street	Desota Street	00.47	30
Millside Parkway	Gainesville	SR 53	Old Oakwood Road	01.42	35
Millside Parkway *** SCHOOL ZONE ***	Millside Elementary School School Days Only	250' ft. north of Clubside Drive	1100' south of Clubside Drive	00.26	25
Mountain View Drive	Gainesville	State Route 60	Dead End	00.84	30
Myrtle Street/Martin Luther King Jr Blvd	Gainesville	Auburn Avenue	State Route 11	01.22	30
Martin Luther King Jr Blvd/Downey Blvd	Gainesville	State Route 11	State Route 11/State Route 369	00.71	35
North Avenue	Gainesville	Ivey Terrace	State Route 11 Bus	00.53	30
Northside Drive	Gainesville	West Academy Street	Ridgewood Avenue	00.54	30
Nottingham Drive	Gainesville	Robin Hood Trail	Lakeview Drive	00.26	30
Oak Street/Rainey Street/Billy Lothridge Blvd	Gainesville	Academy Street	State Route 53 Conn	00.82	30
Old Flowery Branch Road	Gainesville	670' northeast of Willowridge Drive @ City Limits	State Route 369	00.88	30
Park Street/Park Lane	Gainesville	Boulevard	South Enota Drive	00.58	25
Park Hill Drive	Gainesville	State Route 11 Bus	State Route 11 Bus	00.50	25
Pearl Nix Parkway	Gainesville	State Route 369	Deshaun Watson Way	01.05	35
Pearl Nix Parkway	Gainesville	Deshaun Watson Way	Chestatee Road	00.48	30
Piedmont Road	Gainesville	Holly Drive	Dead End	00.86	30
Pine Street	Gainesville	Gordon Avenue	Industrial Boulevard	00.42	30
Prior Street	Gainesville	College Avenue	Spring Street	00.28	30
Prior Street/Glenwood Drive	Gainesville	Perry Street	State Route 11 Bus	00.54	25
Purina Drive	Gainesville	Athens Street	1480' west of Ridge Road @ City Limits	00.31	30
Ridgewood Avenue	Gainesville	State Route 11 Bus	Wilshire Road	00.79	30
Riverside Drive	Gainesville	State Route 11 Bus	Island Drive	01.70	30
Robin Hood Trail	Gainesville	South Enota Drive	Dead End	00.65	30
Shallowford Road	Gainesville	Pearl Nix Parkway	State Route 53 Conn		35
Spring Street	Gainesville	State Route 11 Bus	West Academy Street	00.49	30
Springdale Road	Gainesville	South Enota Drive	Glenwood Drive	00.65	25

ROAD NAME	WITHIN THE CITY/TOWN LIMITS OF <i>and/or</i> <i>School Name</i>	FROM	TO	LENGTH IN MILES	SPEED LIMIT
Summit Street/Hunter Street	Gainesville	Main Street	Fair Street	00.84	30
Sunset Boulevard	Gainesville	Nix Drive	Dead End	00.52	30
Valley Road	Gainesville	Blue Ridge Drive	Dawn Court	00.79	30
Vine Street	Gainesville	Downey Boulevard	Dead End	00.54	30
Walker Street	Gainesville	Enota Avenue	Dead End	00.49	30
Washington Street	Gainesville	SR 53 CONN	W Academy Street	00.56	35
Wessell Road	Gainesville	Dixon Drive	Holly Drive	00.55	30
White Sulphur Road	Gainesville	City Limits	City Limits	02.22	45
Wilshire Road	Gainesville	Chestatee Road	Ridgewood Terrace	00.58	30
Woodland Drive	Gainesville	Longview Drive	Dead End	00.35	30
Woodsmill Road	Gainesville	Chestatee Road	Oak Street	00.65	30

*****SCHOOL ZONE HOURS ARE EFFECTIVE*****

A.M. from 45 minutes prior to commencement time to 15 minutes after commencement time –
SCHOOL DAYS ONLY

P.M. from 15 minutes prior to dismissal time to 45 minutes after dismissal time –
SCHOOL DAYS ONLY

ALL LISTS AND PARTS OF LISTS IN CONFLICT WITH THIS LIST ARE HEREBY REPEALED.

Signature of Governing Authority:

W. Samuel Couvillon, Mayor

Sworn and Subscribed before me

This _____ day of _____, _____.

Barbara B. Brooks, Council Member

NOTARY PUBLIC

Zack Thompson, Council Member

Juli Clay, Council Member

C. Danny Dunagan, Jr., Council Member

George Wangemann, Council Member



CITY OF GAINESVILLE

Work Session Agenda Request

Item Created: August 22, 2022

Date Submitted: August 22, 2022

Final Approval Date: August 29, 2022

Presenter: Abb Hayes, City Attorney

Item of Business: **Public Hearing Item: September 6, 2022 Council Meeting**
Request from **Elizabeth Evans** to annex a 2.70± acres tract located on the east side of Crescent Drive, north of the intersection of Jesse Jewell Parkway and Crescent Drive, having frontage on I-985 (a/k/a **410 Crescent Drive**) and to establish a zoning of General Business (G-B). **Ward Number: Two.** Tax Parcel Number: 15-033C-000-011. **Request: Climate controlled and non-climate controlled storage.**

Meeting Date: September 1, 2022

Purpose of Request:

To provide an overview of the zoning request as presented at the August 9, 2022 Planning and Appeals Board Meeting:

Facts & Issues / History & Background:

The applicant is proposing to annex 2.7± acres with a zoning of General Business (G-B) for sewer for a self-storage facility. The property is currently zoned Highway Business (H-B) within Hall County, which allows for mini-warehouse units. The facility will consist of 200 self-storage units, office space and a parking area for truck rentals. Half of the storage units will be climate-controlled and half will be standard units. One access driveway is proposed from Crescent Drive. The property is located within the Limestone Corridor Overlay Zone and contains a sanitary sewer easement and Georgia Power line easement. The adjacent uses include the Juvenile Justice Department, New Holland Crossing retail center and planned retail and hotel development.

Department Recommendation:

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

SAMPLE MOTIONS:

Approval of Ordinance 2022- :

I move to approve the ordinance to annex the subject property for climate-controlled and non-climate-controlled storage as presented.

Approval of Ordinance 2022- :

I move to approve the ordinance to establish zoning as General Business (G-B) with five conditions as presented.

Denial of the Request:

I move to deny the request.

Department Director:

Rusty Ligon

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

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

1. CC Legal Ad
2. PAB Recommendation Report
3. Proposed Annexation Ordinance
4. Proposed Zoning Ordinance
5. Location Maps
6. Narrative
7. Site plan
8. Architectural Rendering

GA 30501 or via email to KAhedo@gainesvillega.gov or fax to (770) 297-7826. City of Gainesville is committed to providing all persons with equal access to its services, activities, education and employment regardless of race, color, national origin, religion, sex, familial status, disability, or age. Persons with special needs relating to handicapped accessibility or foreign language should contact Karen Ahedo at (770) 531-6570.

AVISO PÚBLICO
CIUDAD DE GAINESVILLE
Subvención en bloque para el desarrollo comunitario (CDBG)
Informe Anual Consolidado de Desempeño y Evaluación 2021 (CAPER) La Ciudad de Gainesville ha completado su año de programa 2021 del programa de Subsidios en Bloque para el Desarrollo Comunitario (CDBG) del Departamento de Vivienda y Desarrollo Urbano de los EE. UU. (HUD) y ha preparado un "borrador" del Informe de Evaluación y Desempeño Anual Consolidado (CAPER). CAPER sirve como un informe anual que describe los logros del programa CDBG de la ciudad. Este informe cubre del 1 de Julio de 2021 al 30 de Junio de 2022. El borrador de CAPER 2021 estará disponible para su revisión y comentarios públicos desde el 22 de Agosto del 2022 hasta el 20 de Septiembre del 2022. El borrador del documento CAPER 2021 se puede ver electrónicamente en el sitio web de la Ciudad en https://www.gainesville.org/hud-consolidated-plan o en persona entre las 8:00 a.m. y las 5:00 p.m., de Lunes a Viernes en la oficina del Departamento de Desarrollo Comunitario y Económico de la Ciudad. El CAPER PY2021 se enviará a HUD el 28/09/2022. Comentarios escritos recibidos antes de las 5:00 p. m. el 26/09/2022 se incluirán en el informe final. Los comentarios deben enviarse por escrito al Departamento de Desarrollo Económico y Comunitario, 311 Henry Ward Way, Gainesville, GA 30501 o por correo electrónico a KAhedo@gainesvillega.gov o por fax al (770) 297-7826. La ciudad de Gainesville se compromete a brindar a todas las personas el mismo acceso a sus servicios, actividades, educación y empleo, independientemente de su raza, color, origen nacional, religión, sexo, estado familiar, discapacidad o edad. Las personas con necesidades especiales relacionadas con la accesibilidad para discapacitados o un idioma extranjero deben comunicarse con Karen Ahedo al (770) 531-6570. 110779 8/10, 17

Miscellaneous

ABANDONED MOTOR VEHICLE ADVERTISEMENT NOTICE (REPAIR FACILITY)
Vehicle Make: FORD
Year: 2008
Model: PICKUP F350 DUPER DUTY
Vehicle ID #: 1FTWW31R68EB53701
License #:RVG1685 State GA
Person who left vehicle at facility: TYLER BAGWELL
Any information relating to owner: TYLER SCOTT BAGWELL OR KYLA RENEE FELTMANN
You are hereby notified, in accordance with OCGA 40-11-19 (b) (2), that the above-referenced vehicle is subject to a lien and a petition may be filed in court to foreclose a lien for all amounts owed. If the lien is foreclosed, a court shall order the sale of the vehicle to satisfy the debt.
The vehicle is currently located at Diesel Tech Services Inc. Anyone with an ownership interest in this vehicle should contact the following business immediately:
Business Name: Diesel Tech Services Inc.
Address: 2322 Brownsbridge Rd. Gainesville Ga 30504
Telephone #:7705304460
Name: Diesel Tech Service Inc.
Billing address : 2322 Browns Bridge Rd, Gainesville, GA 30504
Phone number: 7705367766
Email you would like associated with the account: dieselttech79@gmail.com
111129 8/17, 24

ABANDONED MOTOR VEHICLE ADVERTISEMENT NOTICE (TOWING OR STORAGE COMPANY)

You are hereby notified, in accordance with OCGA 40-11-19 (a) (2), that each of the below-referenced vehicles are subject to a lien and a petition may be filed in court to foreclose a lien for all amounts owed. If the lien is foreclosed, a court shall order the sale of the vehicle to satisfy the debt.
The vehicles are currently located at Statewide Wrecker Service Inc., 2315 Murphy Blvd, Gainesville, GA 30501
The vehicles subject to liens as stated above are identified as:
2007 Honda CRF80, JH2HE01097K606955, NO TAG
Anyone with an ownership interest in any of these vehicles should contact the following business immediately:
Business Name: Statewide Wrecker Service, Inc.
Address: PO Box 1778, Flowery Branch, GA 30542-0030
Telephone #: 770-381-1140
110530 8/3,10,17

ABANDONED MOTOR VEHICLE NOTICE YOU ARE HEREBY NOTIFIED IN ACCORDANCE WITH O.C.G.A. SECTION 40-11-10, (8)(2) That the below referenced vehicles are subject to a lien and petition may be filed in Hall COUNTY MAGISTRATE COURT TO FORECLOSE A LIEN AGAINST THE VEHICLE LISTED BELOW FOR ALL AMOUNTS OWED. IF A LIEN IS FORECLOSED THE COURT SHALL ORDER THE SALE OF THE VEHICLE TO SATISFY THE DEBT. Vehicle is deemed abandoned and will be disposed of if not claimed by 8/24/22
Location 2308 Browns Bridge Road Gainesville GA 30504
VIN JHLRD2849WC002547
998 Honda CRV
Location 4748 Atlanta Hwy Flowery Branch GA 30542
VIN 1WBAB8C58BCY66911
WBAB8C58BCY66911
2011 BMW 750Li
110812 8/10,17

ABANDONED MOTOR VEHICLE PETITION ADVERTISEMENT
You are hereby notified, in accordance with O.C.G.A. Section 40-11-19.1, that petitions were filed in the Magistrate Court of HALL County to foreclose liens against the vehicles listed below for all amounts owed. If a lien is foreclosed, the Court shall order the sale of the vehicle to satisfy the debt.
The present location of the vehicles is: Statewide Wrecker Service, Inc. 2315 Murphy Blvd, Gainesville, GA 30504
Anyone with an ownership interest in a vehicle listed herein may file an answer to the petition on or before: 08/22/2022
Answer forms may be found in the Magistrate Court Clerk's office.
Forms may also be obtained online at www.georgiamagistratecouncil.com.
2003 Honda Pilot, 2HKYF18503H523727, CLT3948 (Georgia), MV-2022-193536P
2011 Chevrolet Malibu, 1G1ZA5EU9BF295461, DA275410 (Arkansas), MV-2022-193537P
1997 Honda Odyssey, JHMRA1873VC014734, NO TAG, MV-2022-193772P
MAG 40-10
110529 8/3,10,17

ABANDONED MOTOR VEHICLE Petition and Advertismnt YOU ARE HEREBY NOTIFIED IN ACCORDANCE WITH O.C.G.A. SECTION 40-11-19,1 That petition was filed in Hall COUNTY MAGISTRATE COURT TO FORECLOSE A LIEN AGAINST THE VEHICLES LISTED BELOW FOR ALL AMOUNTS OWED. IF A LIEN IS FORECLOSED THE COURT SHALL ORDER THE SALE OF THE VEHICLE TO SATISFY THE DEBT.
The present location of the vehicles is 2308 Browns Bridge Road Gainesville GA 30504
VIN JHLRD2849WC002547
1998 Honda CRV
Location 4748 Atlanta Hwy Flowery Branch GA 30542
VIN WBAB8C58BCY66911
2011 BMW 750Li
110814 8/17,24

IN THE UNITED STATES DISTRICT COURT FOR THE NORTHERN DISTRICT OF GEORGIA GAINESVILLE DIVISION ALLIANCE INSPECTION MANAGEMENT, LLC Plaintiff, v. RICHARD RODEN Defendant.
CIVIL ACTION NO. 2:22-cv-038-RWS
NOTICE OF PUBLICATION
To: Richard Roden Current Address Unknown
Last Known Address: 175 Summerbrook Road

Braselton, GA 35017
You are hereby notified that on February 25, 2022, Alliance Inspection Management, LLC ("Alliance") filed a lawsuit against you. Its suit, as amended, alleges that you unlawfully converted Alliance's property, breached fiduciary duties owed to Alliance, violated the Georgia Computer Systems Protection Act, breached legal duties owed to Alliance, unjustly enriched yourself at Alliance's expense, and committed acts of bad faith entitling Alliance to recover attorneys' fees and litigation costs. Alliance is therefore seeking relief against you in the form of legal relief, equitable relief, and any other relief deemed appropriate by the Court. By reason of an Order for service by publication entered by the Court on June 1, 2022:
You are hereby commanded and required to file with the Clerk of the United States District Court for the Northern District of Georgia, and to serve upon Bradley Strawn, counsel for Alliance Inspection Management, LLC, whose address is 3424 Peachtree Road N.E., Suite 1200, Atlanta, GA 30326, an Answer in writing within sixty (60) days of the date of the Court's Order by Publication. WITNESS, the Honorable Richard W. Story, United States District Judge. This 7th day of June, 2022.
By: Kevin P. Weimer Clerk of Court
United States District Court, Northern District of Georgia
Prepared by: /s/ Bradley E. Strawn
Bradley E. Strawn
Georgia Bar No. 004419 bstrawn@littler.com
James S. Fielding
Georgia Bar No. 170003 jfielding@littler.com
LITTLER MENDELSON, P.C. 3424 Peachtree Road N.E. Suite 1200
Atlanta, GA 30326.1127 404.233.0330
Attorneys for Plaintiff
Alliance Inspection Management, LLC
108766 6/15, 22, 29, 7/6, 13, 20, 27, 8/3, 10, 17



NEW SEX OFFENDER TO HALL COUNTY
NAME: David Daniel Morgan
ADDRESS: 6340 Gearin Rd., Murrayville, GA 30564
DATE OF OFFENSE: 12/14/2016
OFFENSE: Incest
COURT OF CONVICTION: Hall County Superior Court
WEBSITE: https://gbi.georgia.gov/georgia-sex-offender-registry
111165 8/17



NEW SEX OFFENDER TO HALL COUNTY
NAME: Rosetta Marie Wilmont
ADDRESS: 3719 Hollow Creek Dr., Flowery Branch, GA 30542
DATE OF OFFENSE: 01/26/1988
OFFENSE: Child Molestation
COURT OF CONVICTION: Hall County Superior Court
WEBSITE: https://gbi.georgia.gov/georgia-sex-offender-registry
111154 8/17

Name Changes

HALL COUNTY SUPERIOR COURT
STATE OF GEORGIA
Civil Action Case Number: 2022CV1242C
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Jennyfer Gabriela Rosales Garcia filed a petition in the Hall County Superior Court on July 19th, 2022 to change the name from: Jennyfer Gabriela Rosales Garcia to Jennyfer Gabriela Castaneda Garcia. Any interested party has the right to appear in this case and file objections within 30 days after the Petition was filed.
Dated: 7/19/2022
Jennyfer Gabriela Rosales Garcia Petitioner, Pro se
Name: Jennyfer Gabriela Rosales Garcia

Address: 3832 Green Ridge Ct Gainesville, Ga 30507
Phone (day): 678-630-3391
110192 7/27, 8/3, 8/10, 8/17

IN THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA
IN re the Name Change of: LENORA RENEE HAGERMAN Petitioner.
Civil Action Case Number: 2022CV1397A
NOTICE OF PETITION TO CHANGE NAME OF ADULT
LENORA RENEE HAGERMAN filed a petition in the Hall County Superior Court on 8TH of AUGUST of 2022 to change the name from LENORA RENEE HAGERMAN to LENORA HAGERMAN NIX within 30 days after the Petition was filed.
Dated: 8/8/22
LENORA RENEE HAGERMAN Petitioner, Pro Se
3840 CARTER ROAD
BUFORD, GEORGIA 30518
PHONE: 304-663-4077
EMAIL: walkingdiva1@gmail.com
110933 8/17,24,31,9/7

IN THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA
In re the Name Change of: Ivey Michelle Shadburn, Petitioner.
Civil Action Case Number 2022CV1404A
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Ivey Michelle Shadburn filed a petition in the Superior Court of Hall County on August 9th, 2022, to change the name from: Ivey Michelle Shadburn to Ivey-Belle Michelle Shadburn. Any interested party has the right to appear in this case and file objections within 30 days after the Petition was filed.
Dated: August 9th, 2022
Ivey Michelle Shadburn Petitioner, Pro se
Name: Ivey Michelle Shadburn
Address: 5474 Morgan Manor Ct Lula, Ga 30554
Email: ibmshad32@gmail.com
Phone (day): (678) 630-5732
110994 8/17, 24, 31, 9/7

SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA
In re the Name Change of: Cristeen Teasley Petitioner
Civil Action Case Number: 2022CV1323A
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Cristeen Teasley. file a petition in the Superior Court of Hall County on 28th day of July ,2022 to change the name from Cristeen Teasley to Betty Christine Martin. Any interested party has the right to appear in this case and file objections within 30 days after the Petition was filed.
Cristeen Teasley Petitioner, Pro se (Signature)
Name: Cristeen Teasley
Address: 2570 West Dennis Drive Gainesville, Georgia 30507
Email: brawnerlela@bellsouth.net
Phone (day): 770-532-4450
110703 8/10, 17, 24, 31

SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA
In re the Name Change of Children): Doreah Tonni Awey
David Selasi Awu
Michael Nuna Awu
Doreah Tonni Awey Petitioner
V Respondent
Civil Action Case Number 2022CV1276J
NOTICE OF PETITION TO CHANGE NAME(S) OF MINOR CHILD(REN)
Doreah Tonni Awey filed a petition in the Superior Court of Hall County on July 19 2022 to change the names of the following minor children from David Selasi Awu to Rio Brown Awey from Michael Nuna Awu to: Toby Awey
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). /s/Doreah Tonni Awey
Petitioner, Prose
110356 7/27,8/3,10,17

SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA
In re the Name Change of: Joyce Elizabeth Fraser Coker, Petitioner.
Civil Action Case Number: 2022CV1349B
NOTICE O PETITION TO CHANGE NAME OF ADULT
Joyce Elizabeth Fraser Coker filed a petition in the Superior Court of Hall County on August 2nd, 2022, to change name from Joyce Elizabeth Fraser Coker to Joyce Elizabeth Fraser. Any interested party has the right to appear in this case and file objections

within 30 days after the Petition was filed.
Dated August 2nd, 2022.
Joyce F. Coker
Petitioner, Pro se
Name: Joyce Fraser Coker
Address: 3850 Popular Springs Rd Gainesville, Ga 30507
Email: joycecoker4@gmail.com
Phone (day): 678-343-3757
11830 8/10, 17, 24, 31

Public Hearings

NOTICE is hereby given that the Hall County Planning Commission shall conduct a public hearing at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia, at 5:15 p.m. on Tuesday, September 6, 2022 to consider the following:
1. Application of Douglas Shadburn for a road frontage variance from 150 feet to 50 feet on a 29.35± acre tract located on the east side of Roy Parks Road approximately 914 feet from its intersection with A L Mangum Road; a.k.a. 3667 Roy Parks Road; Zoned AR-IV; Tax Parcel 15013 000023C. Proposed use: 3-lot subdivision. * Commission District 3.
2. Application of Dhaval Patel to rezone from Vacation-Cottage (V-C) to Planned Commercial Development (PCD) on a 1.13± acre tract located on the west side of McEver Road at its intersection with Pemman Run; a. k. a. 1050 McEver Road; Zoned V-C; Tax Parcel 08005 000044 (pt.). Proposed use: auto rentals and outdoor storage. ** Commission District 2.
3. Application of Dhaval Patel to amend conditions of a Planned Commercial Development (PCD) on a 2.68± acre tract located on the west side of McEver Road at its intersection with Pemman Run; a. k. a. 1050 McEver Road; Zoned PCD & V-C; Tax Parcel 08005 000044. Proposed use: auto rentals and outdoor storage. ** Commission District 2.
4. Application of Scott Puckett, Inc to rezone from Agricultural Residential-III (AR-III) to Planned Residential Development (PRD) on a 115.98± acre tract located on the south side of Friendship Circle at its intersection with Friendship Place; a. k. a. 3746, 3760, & 3774 Friendship Circle & 3654 Friendship Road; Zoned AR-III; Tax Parcels 15048 000007, 000008, 000025C, & 000204. Proposed use: 349-unit residential development. ** Commission District 1.
5. Application of Rochester and Associates, LLC to rezone from Agricultural Residential-III (AR-III) and Agricultural Residential-IV (AR-IV) to Planned Industrial Development (PID) on a 24.66± acre tract located on the west side of Athens Highway at its intersection with Barrett Road; a. k. a. 2562, 2564, 2592, & 2596 Athens Highway; Zoned AR-III & AR-IV; Tax Parcels 15023A000035 (pt.), 000035A - 000035B, & 000036. Proposed use: vehicle salvage. ** Commission District 3.
6. Application of Rochester and Associates, LLC to rezone from Agricultural Residential-III (AR-III), Residential-I (R-I), and Vacation Cottage (V-C) to Planned Residential Development (PRD) on a 60.39± acre tract located on the north side of Price Road approximately 628 feet from its intersection with Summit Chase; a. k. a. 3824, 3830, 3842, 0, & 0 Price Road; Zoned AR-III, R-I, & V-C; Tax Parcels 10100 000006-000007, 000103, 000108, & 000159. Proposed use: 202-unit residential subdivision. ** Commission District 2.
NOTE: In accordance with Georgia law, anyone who (a) wishes to express opposition to the proposed rezoning and (b) has made, within two years immediately preceding the filing of the proposed rezoning, campaign contributions aggregating \$250 or more to a member of the County Commission shall file a disclosure of contributions with the Planning Department at least five (5) days prior to the first hearing of the proposed rezoning by the County Commission. (OCGA § 36-67A-3 [C]).
*The Planning Commission's decision will be the final action taken unless appealed to the Board of Commissioners. To do so, file an application with the Planning Department within five working days of the Planning Commission's decision. The Hall County Board

of Commissioners will hear appeals at a public hearing Thursday, October 13, 2022 at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.
**The Planning Commission's recommendation will be forwarded to the Board of Commissioners for final action at a public hearing on Thursday, October 13, 2022. The Board will meet at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.
111074 8/17

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, September 6, 2022 at 5:30 p.m. in the Gainesville Justice Center (Municipal Courtroom at the Public Safety Complex), 701 Queen City Parkway in Gainesville on the following requests:
1) Request from Elizabeth Evans to annex a 2.70± acres tract located on the east side of Crescent Drive, north of the intersection of Jesse Jewell Parkway and Crescent Drive, having frontage on I-985 (a/k/a 410 Crescent Drive) and to establish a zoning of General Business (G-B). Ward Number: Two
Tax Parcel Number(s): 15-033C-000-011
Request: Climate controlled & non-climate controlled storage
2) Request from CA Industrial Holdings, LLC to amend a portion of an existing Planned Unit Development (P-U-D) zoning totaling 17.28± acres located west of the intersection of Old Oakwood Road and Mountain View Road, having road frontage on the north side of Old Oakwood Road and the south side of Mountain View Road (a/k/a 0 Old Oakwood Road, SW). Ward Number: Four
Tax Parcel Number(s): 08-024-005-363
Request: Industrial warehouse / distribution
3) Request from Kaiz Isani for a special use on a 3.74± acres tract located at the southeast corner of Candler Road and Calvary Church Road (a/k/a 1311 Calvary Church Road, SW), having a zoning of Light Industrial (L-I). Ward Number: Three
Tax Parcel Number(s): 15-035-000-024
Request: Retail sales of alternative nicotine products
Additional information is available from the Community and Economic Development Department, Planning Division, by calling 770-531-6570.
NOTE: In accordance with Georgia law, anyone who wishes to express opposition to the proposed zoning action, and has made, within two years immediately preceding the filing of the proposed zoning action, campaign contributions aggregating \$250 or more to a local government official who will consider the application, shall file a disclosure of contribution(s) with the Planning Division at least five (5) days prior to the first reading of the proposed zoning action by the City Council. (OCGA § 36-67A-3 [c])
111128 8/17

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

The City of Buford Planning Commission will hold a public hearing and make recommendation on such application for annexation and rezoning on Tuesday, August 9, 2022, at 7:00 pm, Buford City Hall, 2300 Buford Highway, Buford, Gwinnett County, Georgia 30518. The Buford City

Commission will hold a public hearing to discuss and pass upon the proposed applications for annexation and rezoning on Tuesday, September 6, 2022 at 7:00 p.m., Buford City Arena, 2795 Sawnee Avenue, Buford, Gwinnett County, Georgia 30518. Please note that this is a change in location from the regular monthly City Commission meeting. This 12th day of July, 2022.
CHANDLER, BRITT & JAY, LLC
City Attorneys
EXHIBIT "A"
OWNER: NGO PHAN PROPERTIES, LLC
CURRENTLY ZONED: AR-III
PROPOSED ZONING: RA-200
ADDRESS: 3605 CARTER RD
ALL THAT LOT, TRACT OR PARCEL OF LAND, WITH ALL IMPROVEMENTS THEREON, LYING AND BEING IN LAND LOT 158 OF THE 8TH LAND DISTRICT, HALL COUNTY, GEORGIA, LOCATED ON THE SOUTHEASTERLY SIDE OF CARTER ROAD, AND BEING MORE FULLY DESCRIBED BY A PLAT PREPARED BY HENRY BAILEY, GEORGIA REGISTERED LAND SURVEYOR, AND BEING ENTITLED "JAMES YOUNGBLOOD AND VIVIAN YOUNGBLOOD", DATED MARCH 1, 1988, AND AS PER SAID PLAT, THE PROPERTY CONTAINS 1.00 ACRES, MORE OR LESS, THE SUBJECT PLAT BEING RECORDED IN PLAT BOOK 128, PAGE 102 OF THE HALL COUNTY, GEORGIA PLAT RECORDS, SAID PLAT AND THE RECORD THEREOF ARE INCORPORATED HEREIN BY REFERENCE FOR A MORE COMPLETE DESCRIPTION AND ALL OTHER LEGAL PURPOSES. EXHIBIT "A"
OWNER: SWEATT PROPERTIES, LLC
CURRENTLY ZONED: AR-III
PROPOSED ZONING: M-1
ADDRESS: 3754 EAST JONES DR
ALL THAT TRACT OR PARCEL OF LAND IN LAND LOT 156 IN THE 8TH LAND DISTRICT OF HALL COUNTY, GEORGIA AS FOLLOWS:
BEGINNING AT AN IRON PIN ON AN UNNAMED DIRT ROAD ABOUT 150' FROM FRIENDSHIP ROAD, SAID PIN BEING CORNER BETWEEN TIDS PROPERTY AND PROPERTY OF JOHN A BOWMAN; THENCE NORTH 100' ALONG DIRT ROAD TO IRON PIN CORNER; THENCE S 77 DEGREES 30 MINUTES W 205.3' TO IRON PIN CORNER; THENCE S 14 DEGREES 30 MINUTES E 148.2'; THENCE N 58 DEGREES 42 MINUTES E 179.5' TO BEGINNING IRON PIN CORNER.
109992 7/20,27, 8/3,10,17,24,31

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 September 2022 at 7:00 p.m., at the Oakwood City Hall, 4035 Walnut Circle, Oakwood, Georgia for the application of:
• bSide Partners, LLC has made application to rezone and modify an existing PRD on a total of +/- 7.39 acres with the zoning from Oakwood PRD "Planned Residential Development" to Oakwood PRD "Planned Residential Development" on Tax Parcel No.s. 08027 000004, 08027 000013, and 08027 000003A and further identified as 2772 Atlanta Hwy, 2808 Frontage Rd., and 2814 Frontage Rd. according to the current street numbering system of Hall County, Georgia.
At said public hearing all persons or residents 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
110997 8/17

PUBLIC NOTICE
The Planning Commission of the City of Lula will hear the following requests during the Planning Commission Meeting on Tuesday, August 30, 2022 that begins at 6:00 PM, and the Council of the City of Lula will hear the same requests during the Council Meeting on Monday, September 19, 2022 that begins at 7:00 PM. Both meetings will be at Lula City Hall located at 6055 Main Street, Lula. Property located at 6232 Athens Street, Lula, Georgia; Hall County Tax Parcel 09072 000001, consisting of 202.22 acres.

GAINESVILLE PLANNING and APPEALS BOARD RECOMMENDATION

ApplicantElizabeth Evans
Property OwnerCarolyn Ray
Location410 Crescent Drive
RequestAnnex with a zoning of General Business (G-B)
Total Acres2.7± acres
WardTwo
Proposed UseClimate controlled & non-climate controlled storage
Planning Division Staff RecommendationApproval, with conditions
Planning & Appeals Board RecommendationApproval, with conditions
DateAugust 9, 2022

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

The applicant is proposing to annex the subject 2.7± acres property with a zoning of General Business (G-B) for a climate controlled and non-climate controlled storage facility. The property is contiguous to the city limits to the north, south and to the east across I-985 and is currently zoned Highway Business (H-B) within unincorporated Hall County. As well, the property is located within the Limestone Parkway Overlay Zone. The facility will consist of 200 self-storage units, office space and a parking area for truck rentals. Half of the storage units will be climate controlled and half will be standard units. One access driveway is proposed from Crescent Drive which is a two-lane county road with no curb/gutter or sidewalks. The property contains a sanitary sewer easement and Georgia Power line easement.

▪ **Adjacent Land Use and Zoning**

Location	Use	Zoning
North	Juvenile Justice Department	Residential-I-A (R-I-A)
South	Future retail strip center and hotel site	General Business (G-B)
East	Exit 24/ I-985; Undeveloped land Mini-warehouses; Assisted Living Facility; Apartments	Planned Unit Development (P-U-D)
West	Single-family homes New Holland Crossing, carwash, retail strip center	Agricultural Residential-IV (AR-IV) - County General Business (G-B)

Other uses within the surrounding area include the New Holland Market shopping center to the west and the New Horizons Lanier Park to the north.

▪ **Other Departmental Comments**

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:

2022 – A request by Brand Properties to rezone 69.18± acres located at 515 Lakeview Drive, NE; 2065 Limestone Parkway and 1881 Jesse Jewell Parkway from Planned Unit Development (P-U-D) and Residential-II (R-II) to Planned Unit Development (P-U-D) for a mixed-use development was approved with conditions.

2022 – A request by Moez Hasni to annex a 5.503± acres tract with a zoning of General Business (G-B) located at 374 and 400 Crescent Drive for a retail shopping center was conditionally approved.

2022 – A request by Caballero Holdings, LLC to annex a 140.77± acres tract with a zoning of Planned Unit Development (P-U-D) located at 0 Eberhart Cemetery Road; 2465 Floyd Road, SE; 2166, 2170 and 2210 Old Cornelia Highway was conditionally approved for a master planned mixed-use development.

2022 – A request by Caballero Holdings, LLC to amend a 14.43± acres tract zoned Planned Unit Development (P-U-D) located at 0, 2490 and 2544 Floyd Road, SE; 0 Lenox Drive, SE; 0 Old Cornelia Highway, SE was conditionally approved for a master planned mixed-use development.

2021 – A request by Optum Development to annex a 7.77± acres tract with a zoning of Planned Unit Development (P-U-D) located at 1744 Cleveland Highway was conditionally approved for residential townhomes.

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 was conditionally approved for residential cottages and townhomes.

2020 – A request by Frank Norton, Jr. to amend a 14.75± acres tract zoned Planned Unit Development (P-U-D) located at 0 Lakeview Drive NE; 52, 54 and 56 Quarry Street NE was conditionally approved for residential cottages 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.

2016 – A request by Timothy Bullard to annex a 20.417± acres tract located at 1582 and 1586 Pine Valley Road was denied for a 240-unit apartment complex with Residential-II (R-II) zoning.

2012 – A request by Pacolet Milliken Enterprises, Inc. to annex a 68.223± acres tract located at 601 White Sulphur Road was approved with conditional Planned Unit Development (P-U-D) zoning 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 proposed use appears suitable given the surrounding uses and adjacent zoning. Nearby properties include a mixture of residential, institutional, office and commercial uses. The adjacent and nearby properties are zoned General Business (G-B) and Planned Unit Development (P-U-D) in the city and Agricultural Residential-IV (AR-IV) in the county. The subject property is located near a commercial corridor that has had substantial growth within the past 10 years due to its proximity to Exit 24/I-985 and nearby medical facilities.

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

Given the property is undeveloped, the proposed use will minimally increase traffic and turning movements on Crescent Drive. Traditionally, storage facilities do not generate much traffic compared to most commercial uses. Coordination with the City of Gainesville and Hall County Transportation will be necessary to address the access requirements.

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

It is staff's opinion that the proposed retail building is supported by the Comprehensive Plan. The Future Development Map for the City of Gainesville places the subject property within the *Commercial* land use category which includes areas focused on retail, office, or other commercial service areas such as grocery stores, banks, restaurants, theaters, hotels and automotive-related businesses which may be located as a single use in one building or grouped together in a shopping center.

According to the Character Area map for the City of Gainesville, the subject property is located within the *Economic Development Gateways* Character Area. The primary vision for the area is to continue to support economic development, while preserving and strengthening important natural and cultural resources. Other goals include creating gateways for visitors entering the city from I-985. Land uses allowed within this area include public / institutional, parks and recreation, general mixed-use, commercial (retail and office), industrial; and public and institutional.

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

The proposed zoning of General Business (G-B) is similar to the property's existing county zoning of Highway Business (H-B). The proposed use is currently permitted within Hall County. The applicant desires to utilize sewer services which requires the property to be annexed given it is adjacent to the city limits.

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

Nearby developments currently utilize City water and sewer services and there is sufficient capacity to serve the development. The applicant will be required to coordinate with Gainesville and Hall County regarding any access and driveway improvements. According to the "9th Edition Trip Generation Manual" as published by the Institute of Transportation Engineers, the estimated trips for the proposed 200 unit storage facility are 50± two-way trips per weekday and 6 A.M. / 6 P.M. two-way peak hour trips. Existing public safety services respond to the adjacent and nearby properties. Gainesville Fire Station #2 off of Cleveland Highway is located approximately 2.5 miles away. As well, Hall County Fire Station #7 off of East Crescent Drive is located approximately 0.24 miles away. Given the proposal is for non-residential purposes, there should be no impacts to the Gainesville City School System.

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

As previously stated, the surrounding area has experienced significant residential, office and commercial growth along Jesse Jewell Parkway due to its proximity to Exit 24/I-985, Northeast Georgia Medical Center and downtown Gainesville. The proposed storage units will support nearby existing and proposed residential developments such as The Mill at New Holland, Limestone Greenway and Gainesville Township.

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

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

▪ **Staff Recommendation**

The Planning Division staff is recommending **conditional approval** of the proposed annexation request with **General Business (G-B) zoning**, based on the Comprehensive Plan and the adjacent residential and non-residential land uses.

Conditions

1. The proposed development shall be generally consistent with the concept plan and architectural renderings provided with this application. The exterior wall materials shall include a mixture of brick or stone and EFIS per the approval of the Community & Economic Development Director.
2. Prohibited uses for the subject property shall include adult novelty stores, group homes, crisis centers, adult entertainment centers, pawn shops, dollar-type stores, massage parlors, hookah lounge, tobacco or vaping stores, gas station/convenience stores, tire stores, auto parts stores, auto body shops, automobile sales establishments, marine sales or repair stores, automated or non-automated car washes, truck stops, coin-laundry facilities, tattoo parlors, psychics, fortune tellers, clairvoyants and the like.

3. The frontage landscape areas shall be sodded with grass and contain minimum 3-inch caliper size hardwood trees subject to the Community & Economic Development Director approval.
 4. The subject property shall be limited to one (1) monument sign not to exceed 10-feet in height, 80 square feet of sign face area, 120 square feet of total sign structure area with internal or external lighting. Building signage shall be permitted as regulated within the Gainesville Unified Land Development Code. An electronic message board sign or electronic changeable copy sign shall not be permitted for the subject property.
 5. All access point design for the subject property shall be submitted for review by the Gainesville Public Works Director in coordination with Hall County. The approval of said design shall be required prior to issuance of a building permit. All required access / traffic / sidewalk improvements associated with the proposed development shall be at the full expense of the owner/developer.
-

Excerpts from the August 9, 2022 PAB Meeting Minutes

Applicant Presentation: Elizabeth Evans, 599 Denton Drive, stated she agrees with the information provided by Mr. Tate.

FAVOR: None

OPPOSE: None

There was a motion to recommend conditional approval of the annexation request for a climate controlled and non-climate controlled storage and establish zoning as General Business (G-B) with the following conditions:

Conditions

1. The proposed development shall be generally consistent with the concept plan and architectural renderings provided with this application. The exterior wall materials shall include a mixture of brick or stone and EFIS per the approval of the Community & Economic Development Director.
2. Prohibited uses for the subject property shall include adult novelty stores, group homes, crisis centers, adult entertainment centers, pawn shops, dollar-type stores, massage parlors, hookah lounge, tobacco or vaping stores, gas station/convenience stores, tire stores, auto parts stores, auto body shops, automobile sales establishments, marine sales or repair stores, automated or non-automated car washes, truck stops, coin-laundry facilities, tattoo parlors, psychics, fortune tellers, clairvoyants and the like.
3. The frontage landscape areas shall be sodded with grass and contain minimum 3-inch caliper size hardwood trees subject to the Community & Economic Development Director approval.
4. The subject property shall be limited to one (1) monument sign not to exceed 10-feet in height, 80 square feet of sign face area, 120 square feet of total sign structure area with internal or external lighting. Building signage shall be permitted as regulated within the Gainesville Unified Land Development Code. An electronic message

board sign or electronic changeable copy sign shall not be permitted for the subject property.

5. All access point design for the subject property shall be submitted for review by the Gainesville Public Works Director in coordination with Hall County. The approval of said design shall be required prior to issuance of a building permit. All required access / traffic / sidewalk improvements associated with the proposed development shall be at the full expense of the owner/developer.

Motion made by Board Member Martin

Motion seconded by Board Member Thompson

Vote – 6 favor, 1 absent (Delgado)

Passed: _____

AN ORDINANCE

No. 2022-

AN ORDINANCE ANNEXING A 2.70± ACRES TRACT LOCATED ON THE EAST SIDE OF CRESCENT DRIVE, NORTH OF THE INTERSECTION OF JESSE JEWELL PARKWAY AND CRESCENT DRIVE, HAVING FRONTAGE ON I-985 (A/K/A 410 CRESCENT DRIVE) ADJACENT TO BUT NOT NOW WITHIN THE CORPORATE LIMITS OF THE CITY OF GAINESVILLE; TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE FOR SEVERABILITY; TO PROVIDE FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

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

SECTION I

That from and after the passage of this Ordinance the following described lands are and shall be annexed into the existing corporate limits of the City of Gainesville, Georgia, so that said lands shall constitute a part of the land within the corporate limits of the City of Gainesville, Georgia, as fully and completely as if the limits had been so defined by the General Assembly of Georgia.

Legal Description

All that tract or parcel of land situated, lying and being in the Gainesville GMD 411 District of Hall County, Georgia, containing 2.70 acres as shown on survey for Onia H. Saine, prepared by Joseph N. Savage, Registered Surveyor, dated May 25, 2005, and record in Plat Book _7823, page _266 of the Hall County Records, and being more particularly described according to said Savage Survey as follows

COMMENCE at a point located along the Easterly right-of-way of Crescent Drive (40 foot right-of-way) said beginning point being located 685 feet as measured along the Easterly right-of-way of Crescent Drive from the right-of-way of Jesse Jewell Parkway, thence from said point of beginning and continuing along the Easterly right-of-way of Crescent Drive the following courses and distances, to-wit: North 00 degrees 37 minutes 37 seconds East 56 12 feet to a point; North 08 degrees 16 minutes 05 seconds West 44 64 feet to a point, North 16 degrees 25 minutes 16 seconds West 44.78 feet to a point; North 22 degrees 58 minutes 52 seconds West 46.54 feet to a point; North 28 degrees 11 minutes 14 seconds West 25 05 feet to a point, North 32 degrees 01 minute 53 seconds West 57 70 feet to a point, North 33 degrees 18 minutes 45 seconds West 36 77 feet to a point, thence leaving the Easterly right-of-way of Crescent Drive and continuing South 84 degrees 15 minutes 35 seconds East 582 53 feet to an iron pin corner located along the Northwestern right-of-way of Interstate 985, thence along the Northwestern right-of-way of Interstate 985 the following courses and distances, to-wit. South 20 degrees 38 minutes 20 seconds West 28.69 feet to a concrete monument, South 22 degrees 22 minutes 55 seconds West 153.41 feet to a concrete monument, South 22 degrees 29 minutes 26 seconds West 67.35 feet to an iron pin corner, thence leaving the Northwestern right-of-way of Interstate

ORDINANCE NO. 2022 -

985 and continuing South 88 degrees 47 minutes 49 seconds West 390 22 feet to the point of beginning.

SECTION II

The Community and Economic Development Department of the City of Gainesville is directed to make and file with the Department of Community Affairs of the State of Georgia a certified copy of this Ordinance together with a plat describing lands annexed to the City of Gainesville by this Ordinance.

SECTION III

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

SECTION IV

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

SECTION V

The effective date of this Ordinance shall be the first day of the month following approval by the governing body of the City of Gainesville, Georgia.

W. Samuel Couvillon, 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

Passed: _____

AN ORDINANCE

No. 2022-

AN ORDINANCE AMENDING THE ZONING MAP OF THE CITY OF GAINESVILLE, GEORGIA BY ESTABLISHING THE ZONING ON A 2.70± ACRES TRACT LOCATED ON THE EAST SIDE OF CRESCENT DRIVE, NORTH OF THE INTERSECTION OF JESSE JEWELL PARKWAY AND CRESCENT DRIVE, HAVING FRONTAGE ON I-985 (A/K/A 410 CRESCENT DRIVE) AT THE TIME OF ANNEXATION AS GENERAL BUSINESS, WITH CONDITIONS (G-B-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 **General Business, with conditions (G-B-c)**.

Conditions

- 1. The proposed development shall be generally consistent with the concept plan and architectural renderings provided with this application. The exterior wall materials shall include a mixture of brick or stone and EFIS per the approval of the Community & Economic Development Director.**
- 2. Prohibited uses for the subject property shall include adult novelty stores, group homes, crisis centers, adult entertainment centers, pawn shops, dollar-type stores, massage parlors, hookah lounge, tobacco or vaping stores, gas station/convenience stores, tire stores, auto parts stores, auto body shops, automobile sales establishments, marine sales or repair stores, automated or non-automated car washes, truck stops, coin-laundry facilities, tattoo parlors, psychics, fortune tellers, clairvoyants and the like.**
- 3. The frontage landscape areas shall be sodded with grass and contain minimum 3-inch caliper size hardwood trees subject to the Community & Economic Development Director approval.**
- 4. The subject property shall be limited to one (1) monument sign not to exceed 10-feet in height, 80 square feet of sign face area, 120 square feet of total sign structure area with internal or external lighting. Building signage shall be permitted as regulated within the Gainesville Unified Land Development Code. An electronic message board sign or electronic changeable copy sign shall not be permitted for the subject property.**

ORDINANCE NO. 2022 -

- 5. All access point design for the subject property shall be submitted for review by the Gainesville Public Works Director in coordination with Hall County. The approval of said design shall be required prior to issuance of a building permit. All required access / traffic / sidewalk improvements associated with the proposed development shall be at the full expense of the owner/developer.**

Legal Description

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COMMENCE at a point located along the Easterly right-of-way of Crescent Drive (40 foot right-of-way) said beginning point being located 685 feet as measured along the Easterly right-of-way of Crescent Drive from the right-of-way of Jesse Jewell Parkway, thence from said point of beginning and continuing along the Easterly right-of-way of Crescent Drive the following courses and distances, to-wit: North 00 degrees 37 minutes 37 seconds East 56 12 feet to a point; North 08 degrees 16 minutes 05 seconds West 44 64 feet to a point, North 16 degrees 25 minutes 16 seconds West 44.78 feet to a point; North 22 degrees 58 minutes 52 seconds West 46.54 feet to a point; North 28 degrees 11 minutes 14 seconds West 25 05 feet to a point, North 32 degrees 01 minute 53 seconds West 57 70 feet to a point, North 33 degrees 18 minutes 45 seconds West 36 77 feet to a point, thence leaving the Easterly right-of-way of Crescent Drive and continuing South 84 degrees 15 minutes 35 seconds East 582 53 feet to an iron pin corner located along the Northwesterly right-of-way of Interstate 985, thence along the Northwesterly right-of-way of Interstate 985 the following courses and distances, to-wit. South 20 degrees 38 minutes 20 seconds West 28.69 feet to a concrete monument, South 22 degrees 22 minutes 55 seconds West 153.41 feet to a concrete monument, South 22 degrees 29 minutes 26 seconds West 67.35 feet to an iron pin corner, thence leaving the Northwesterly right-of-way of Interstate 985 and continuing South 88 degrees 47 minutes 49 seconds West 390 22 feet to the point of beginning.

SECTION II

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

SECTION III

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

SECTION IV

The effective date of this Ordinance shall be the first day of the month following approval by the governing body of the City of Gainesville, Georgia.

ORDINANCE NO. 2022 -

W. Samuel Couvillon, 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

O-I

PUD

Juvenile Justice
Department

R-I-A

PUD

R-I-A

New Haven
Church

WHITE SULPHUR RD

CRESCENT DR

G-B

New Holland
Crossing

PUD

G-B

1985-EXIT-24-SB-OFF

CORNELIA HWY

1985-EXIT-24-NB-ON

HUNTINGTON DR

JESSE JEWELL PKWY

1985-EXIT-24-NB-OFF

Applicant:

ELIZABETH EVANS

Request:

Annex 2.70+/- acres tract and establish zoning as General Business (G-B)
for climate controlled & non-climate controlled mini storage warehouses

ANNEXATION REQUEST

Subject Property Address:
410 Crescent Drive

Tax Parcel:
15-033C-000-011



Subject Property



Meeting Date: 08/09/2022

Map Prepared: 06/30/2022

0 140 280 420 560 Feet

SCALE: 1" = 250'



GAINESVILLE



Applicant:

ELIZABETH EVANS

Request:

Annex 2.70+/- acres tract and establish zoning as General Business (G-B) for climate controlled & non-climate controlled mini storage warehouses

ANNEXATION REQUEST

Subject Property Address:

410 Crescent Drive

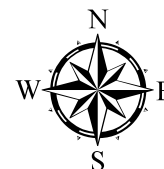
Tax Parcel:

15-033C-000-011



Subject Property

Aerial from 2021



Meeting Date: 08/09/2022

Map Prepared: 06/30/2022

0 140 280 420 560 Feet

SCALE: 1" = 250'

410 Crescent Drive Annexation Request

I am proposing to annex 2.7± acres with a zoning of General Business (G-B) for a self-storage facility. The facility will consist of 200 self-storage units of which half will be climate controlled and half will be standard units. The topography of this land is flat with a gentle slope in the back. The land is located in between the detention center and a future hotel and retail development. It is conveniently located within minutes of apartments, multifamily as well as current development of additional future multifamily and apartment development. I plan to have an office at the front, to the right of the drive, while the signage and truck rental will be at the left of the drive. The plan will include non-spill lighting, security, entrance slide gate, kiosk, sign, website, water for sewage and locks. The property is currently zoned Highway Business (H-B) within Hall County which allows for mini-warehouse units. However, my desire is to annex into the city limits in order to utilized Gainesville water and sewer which currently run through and is adjacent to my property.

- GENERAL NOTES:**
1. EXISTING ZONING: H-8 (COUNTY)
 2. PROPOSED ZONING: G-B (CITY)
 3. 24 HOUR CONTACT: ELIZABETH EVANS @ 404-925-4545
 4. ENGINEERING CONTACT: JAMES RYAN @ (706) 778-0087
 5. SITE AREA: 2.10 ACRES
 6. SETBACKS:
FRONT: 42'
SIDE: 5'
REAR: 0'
 7. THIS SITE FALLS WITHIN THE LIMESTONE OVERLAY DISTRICT

footfalls
and
design

164 PROFESSIONAL DRIVE
SUITE 100
GAINESVILLE, GA 30607
PHONE: (706) 778-0087
WWW.FOOTFALLS.COM

OWNER/DEVELOPER:
ELIZABETH EVANS
430 GREEN ST. NW
GAINESVILLE, GA 30601

SITE PLAN
**410 CRESCENT DRIVE
SELF STORAGE**
GMD 411
CITY OF GAINESVILLE
HALL COUNTY, GA

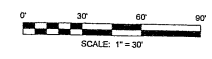
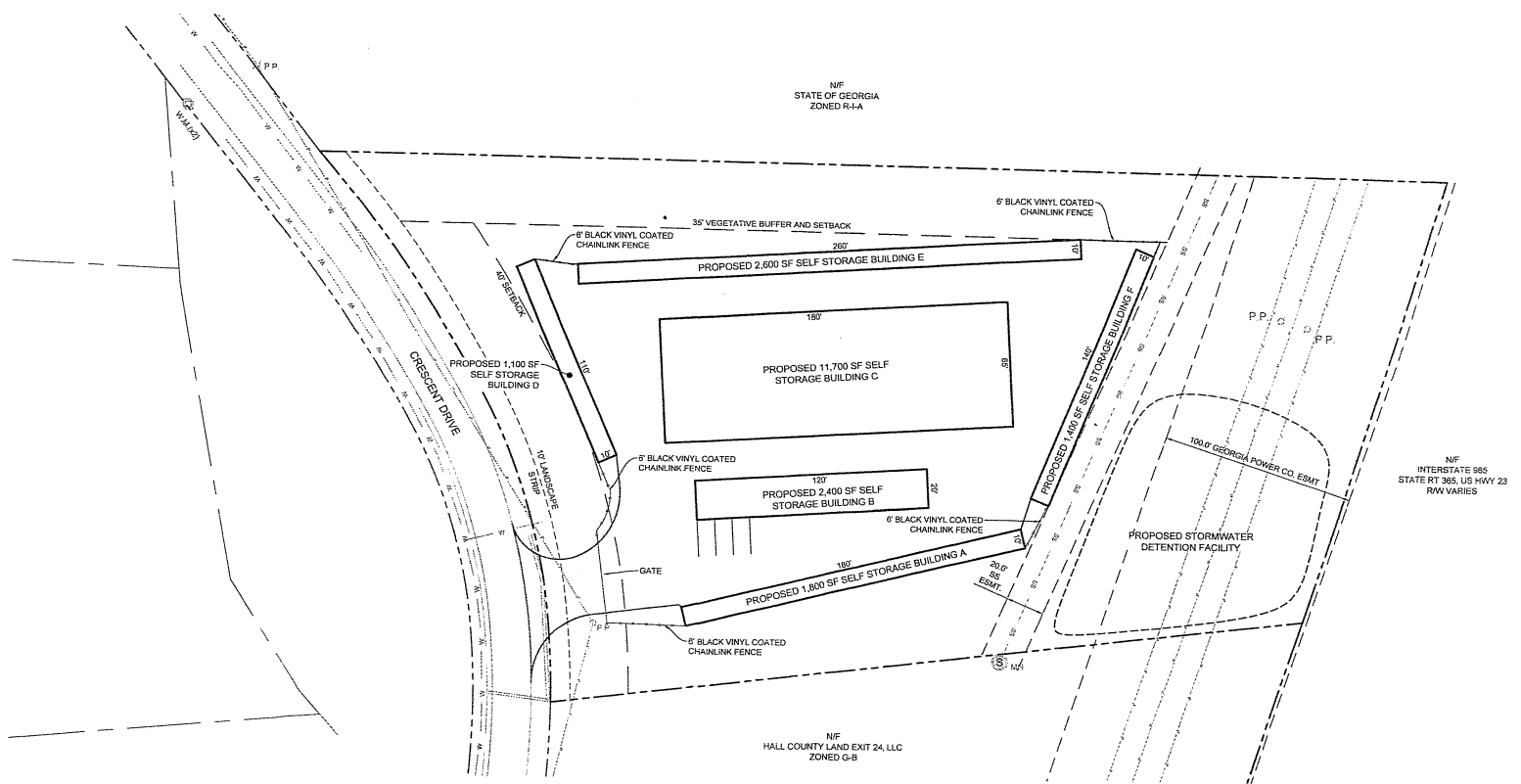
REVISIONS	NO.	DESCRIPTION	DATE

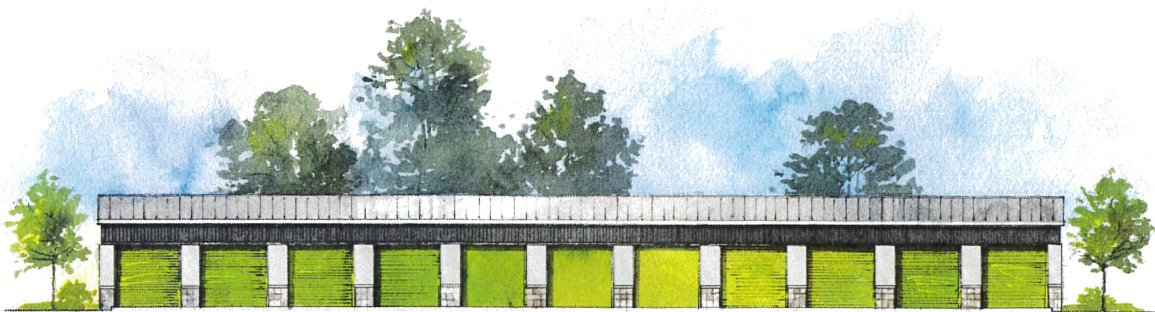
DATE: JUNE 24, 2022

SCALE: 1" = 30'

SHEET:
1

JOB #22075







CITY OF GAINESVILLE

Work Session Agenda Request

Item Created: August 22, 2022

Date Submitted: August 23, 2022

Final Approval Date: August 29, 2022

Presenter: Abb Hayes, City Attorney

Item of Business: **Public Hearing Item: September 6, 2022 Council Meeting**
Request from **CA Industrial Holdings, LLC** to amend a portion of an existing Planned Unit Development (P-U-D) zoning totaling 17.28± acres located west of the intersection of Old Oakwood Road and Mountain View Road, having road frontage on the north side of Old Oakwood Road and the south side of Mountain View Road (a/k/a **0 Old Oakwood Road, SW**).
Ward Number: Four. Tax Parcel Number: 08-024-005-363. **Request: Industrial warehouse / distribution.**

Meeting Date: September 1, 2022

Purpose of Request:

To provide an overview of the zoning request as presented at the August 9, 2022 Planning and Appeals Board Meeting.

Facts & Issues / History & Background:

The proposed zoning amendment is part of the 604.0± acres Mundy Mill mixed-use development that was originally approved in 2004. At this time, there are multiple phases of single-family homes, apartments and townhomes built or under construction as well as the existing Mundy Mill Learning Academy elementary school.

The subject property is currently zoned for up to 170,000 square feet of industrial/office/warehouse space as part of PUD amendment in 2021. The proposal now includes a total of 260,000 square feet of warehouse/distribution space. A total of 210,000 square feet of the building will be located within the city limits of Gainesville and 50,000 square feet will be located within the city limits of Oakwood. The proposed project will require an Intergovernmental agreement defining the permitting authority and services to develop across the two jurisdictions. Access for employees and truck deliveries is proposed on Old Oakwood Road and Mountain View Road. The adjacent uses include a Family Dollar Store, Hydro Extrusion USA, RWH Trucking, Maple Park Mundy Mill subdivision and single-family homes on Mountain View Road within the county.

Department Recommendation:

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

SAMPLE MOTIONS:

Approval of Ordinance 2022- :

I move to approve the ordinance to amend the existing Planned Unit Development (P-U-D) for the subject property for an Industrial warehouse / distribution with thirty-two conditions 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? No

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

1. CC Legal Ad
2. PAB Recommendation Report
3. Proposed Zoning Amendment Ordinance redlined
4. Proposed Zoning Amendment Ordinance clean version
5. Location Maps
6. Plat
7. Site plan
8. Architectural Rendering
9. Traffic Study

GA 30501 or via email to KAhedo@gainesvillega.gov or fax to (770) 297-7826. City of Gainesville is committed to providing all persons with equal access to its services, activities, education and employment regardless of race, color, national origin, religion, sex, familial status, disability, or age. Persons with special needs relating to handicapped accessibility or foreign language should contact Karen Ahedo at (770) 531-6570.

AVISO PÚBLICO
CIUDAD DE GAINESVILLE
Subvención en bloque para el desarrollo comunitario (CDBG)
Informe Anual Consolidado de Desempeño y Evaluación 2021 (CAPER) La Ciudad de Gainesville ha completado su año de programa 2021 del programa de Subsidios en Bloque para el Desarrollo Comunitario (CDBG) del Departamento de Vivienda y Desarrollo Urbano de los EE. UU. (HUD) y ha preparado un "borrador" del Informe de Evaluación y Desempeño Anual Consolidado (CAPER). CAPER sirve como un informe anual que describe los logros del programa CDBG de la ciudad. Este informe cubre del 1 de Julio de 2021 al 30 de Junio de 2022. El borrador de CAPER 2021 estará disponible para su revisión y comentarios públicos desde el 22 de Agosto del 2022 hasta el 20 de Septiembre del 2022. El borrador del documento CAPER 2021 se puede ver electrónicamente en el sitio web de la Ciudad en https://www.gainesville.org/hud-consolidated-plan o en persona entre las 8:00 a.m. y las 5:00 p.m., de Lunes a Viernes en la oficina del Departamento de Desarrollo Comunitario y Económico de la Ciudad. El CAPER PY2021 se enviará a HUD el 28/09/2022. Comentarios escritos recibidos antes de las 5:00 p. m. el 26/09/2022 se incluirán en el informe final. Los comentarios deben enviarse por escrito al Departamento de Desarrollo Económico y Comunitario, 311 Henry Ward Way, Gainesville, GA 30501 o por correo electrónico a KAhedo@gainesvillega.gov o por fax al (770) 297-7826. La ciudad de Gainesville se compromete a brindar a todas las personas el mismo acceso a sus servicios, actividades, educación y empleo, independientemente de su raza, color, origen nacional, religión, sexo, estado familiar, discapacidad o edad. Las personas con necesidades especiales relacionadas con la accesibilidad para discapacitados o un idioma extranjero deben comunicarse con Karen Ahedo al (770) 531-6570. 110779 8/10, 17

Miscellaneous

ABANDONED MOTOR VEHICLE ADVERTISEMENT NOTICE (REPAIR FACILITY)
Vehicle Make: FORD
Year: 2008
Model: PICKUP F350 DUPER DUTY
Vehicle ID #: 1FTWW31R68EB53701
License #:#RVG1685 State GA
Person who left vehicle at facility: TYLER BAGWELL
Any information relating to owner: TYLER SCOTT BAGWELL OR KYLA RENEE FELTMANN
You are hereby notified, in accordance with OCGA 40-11-19 (b) (2), that the above-referenced vehicle is subject to a lien and a petition may be filed in court to foreclose a lien for all amounts owed. If the lien is foreclosed, a court shall order the sale of the vehicle to satisfy the debt.
The vehicle is currently located at Diesel Tech Services Inc. Anyone with an ownership interest in this vehicle should contact the following business immediately:
Business Name: Diesel Tech Services Inc.
Address: 2322 Brownsbridge Rd. Gainesville Ga 30504
Telephone #:7705304460
Name: Diesel Tech Service Inc.
Billing address : 2322 Browns Bridge Rd, Gainesville, GA 30504
Phone number: 7705367766
Email you would like associated with the account: dieseltch79@gmail.com
111129 8/17, 24

ABANDONED MOTOR VEHICLE ADVERTISEMENT NOTICE (TOWING OR STORAGE COMPANY)

You are hereby notified, in accordance with OCGA 40-11-19 (a) (2), that each of the below-referenced vehicles are subject to a lien and a petition may be filed in court to foreclose a lien for all amounts owed. If the lien is foreclosed, a court shall order the sale of the vehicle to satisfy the debt.
The vehicles are currently located at Statewide Wrecker Service Inc., 2315 Murphy Blvd, Gainesville, GA 30501
The vehicles subject to liens as stated above are identified as:
2007 Honda CRF80, JH2HE01097K606955, NO TAG
Anyone with an ownership interest in any of these vehicles should contact the following business immediately:
Business Name: Statewide Wrecker Service, Inc.
Address: PO Box 1778, Flowery Branch, GA 30542-0030
Telephone #: 770-381-1140
110530 8/3,10,17

ABANDONED MOTOR VEHICLE NOTICE YOU ARE HEREBY NOTIFIED IN ACCORDANCE WITH O.C.G.A. SECTION 40-11-10, (8)(2) That the below referenced vehicles are subject to a lien and petition may be filed in Hall COUNTY MAGISTRATE COURT TO FORECLOSE A LIEN AGAINST THE VEHICLE LISTED BELOW FOR ALL AMOUNTS OWED. IF A LIEN IS FORECLOSED THE COURT SHALL ORDER THE SALE OF THE VEHICLE TO SATISFY THE DEBT. Vehicle is deemed abandoned and will be disposed of if not claimed by 8/24/22
Location 2308 Browns Bridge Road Gainesville GA 30504
VIN JHLRD2849WC002547
998 Honda CRV
Location 4748 Atlanta Hwy Flowery Branch GA 30542
VIN 1WBAB8C58BCY66911
WBAB8C58BCY66911
2011 BMW 750Li
110812 8/10,17

ABANDONED MOTOR VEHICLE PETITION ADVERTISEMENT
You are hereby notified, in accordance with O.C.G.A. Section 40-11-19.1, that petitions were filed in the Magistrate Court of HALL County to foreclose liens against the vehicles listed below for all amounts owed. If a lien is foreclosed, the Court shall order the sale of the vehicle to satisfy the debt.
The present location of the vehicles is: Statewide Wrecker Service, Inc. 2315 Murphy Blvd, Gainesville, GA 30504
Anyone with an ownership interest in a vehicle listed herein may file an answer to the petition on or before: 08/22/2022
Answer forms may be found in the Magistrate Court Clerk's office.
Forms may also be obtained online at www.georgiamagistratecouncil.com.
2003 Honda Pilot, 2HKYF18503H523727, CLT3948 (Georgia), MV-2022-193536P
2011 Chevrolet Malibu, 1G1ZA5EU9BF295461, DA275410 (Arkansas), MV-2022-193537P
1997 Honda Odyssey, JHMRA1873VC014734, NO TAG, MV-2022-193772P
MAG 40-10
110529 8/3,10,17

ABANDONED MOTOR VEHICLE Petition and Advertismnt YOU ARE HEREBY NOTIFIED IN ACCORDANCE WITH O.C.G.A. SECTION 40-11-19,1 That petition was filed in Hall COUNTY MAGISTRATE COURT TO FORECLOSE A LIEN AGAINST THE VEHICLES LISTED BELOW FOR ALL AMOUNTS OWED. IF A LIEN IS FORECLOSED THE COURT SHALL ORDER THE SALE OF THE VEHICLE TO SATISFY THE DEBT.
The present location of the vehicles is 2308 Browns Bridge Road Gainesville GA 30504
VIN JHLRD2849WC002547
1998 Honda CRV
Location 4748 Atlanta Hwy Flowery Branch GA 30542
VIN WBAB8C58BCY66911
2011 BMW 750Li
110814 8/17,24

IN THE UNITED STATES DISTRICT COURT FOR THE NORTHERN DISTRICT OF GEORGIA GAINESVILLE DIVISION ALLIANCE INSPECTION MANAGEMENT, LLC Plaintiff, v. RICHARD RODEN Defendant.
CIVIL ACTION NO. 2:22-cv-038-RWS
NOTICE OF PUBLICATION
To: Richard Roden Current Address Unknown
Last Known Address: 175 Summerbrook Road

Braselton, GA 35017
You are hereby notified that on February 25, 2022, Alliance Inspection Management, LLC ("Alliance") filed a lawsuit against you. Its suit, as amended, alleges that you unlawfully converted Alliance's property, breached fiduciary duties owed to Alliance, violated the Georgia Computer Systems Protection Act, breached legal duties owed to Alliance, unjustly enriched yourself at Alliance's expense, and committed acts of bad faith entitling Alliance to recover attorneys' fees and litigation costs. Alliance is therefore seeking relief against you in the form of legal relief, equitable relief, and any other relief deemed appropriate by the Court. By reason of an Order for service by publication entered by the Court on June 1, 2022:
You are hereby commanded and required to file with the Clerk of the United States District Court for the Northern District of Georgia, and to serve upon Bradley Strawn, counsel for Alliance Inspection Management, LLC, whose address is 3424 Peachtree Road N.E., Suite 1200, Atlanta, GA 30326, an Answer in writing within sixty (60) days of the date of the Court's Order by Publication. WITNESS, the Honorable Richard W. Story, United States District Judge. This 7th day of June, 2022.
By: Kevin P. Weimer Clerk of Court
United States District Court, Northern District of Georgia
Prepared by: /s/ Bradley E. Strawn
Bradley E. Strawn
Georgia Bar No. 004419 bstrawn@littler.com
James S. Fielding
Georgia Bar No. 170003 jfielding@littler.com
LITTLER MENDELSON, P.C. 3424 Peachtree Road N.E. Suite 1200
Atlanta, GA 30326.1127 404.233.0330
Attorneys for Plaintiff
Alliance Inspection Management, LLC
108766 6/15, 22, 29, 7/6, 13, 20, 27, 8/3, 10, 17



NEW SEX OFFENDER TO HALL COUNTY
NAME: David Daniel Morgan
ADDRESS: 6340 Gearin Rd., Murrayville, GA 30564
DATE OF OFFENSE: 12/14/2016
OFFENSE: Incest
COURT OF CONVICTION: Hall County Superior Court
WEBSITE: https://gbi.georgia.gov/georgia-sex-offender-registry
111165 8/17



NEW SEX OFFENDER TO HALL COUNTY
NAME: Rosetta Marie Wilmont
ADDRESS: 3719 Hollow Creek Dr., Flowery Branch, GA 30542
DATE OF OFFENSE: 01/26/1988
OFFENSE: Child Molestation
COURT OF CONVICTION: Hall County Superior Court
WEBSITE: https://gbi.georgia.gov/georgia-sex-offender-registry
111154 8/17

Name Changes

HALL COUNTY SUPERIOR COURT
STATE OF GEORGIA
Civil Action Case Number: 2022CV1242C
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Jennyfer Gabriela Rosales Garcia filed a petition in the Hall County Superior Court on July 19th, 2022 to change the name from: Jennyfer Gabriela Rosales Garcia to Jennyfer Gabriela Castaneda Garcia. Any interested party has the right to appear in this case and file objections within 30 days after the Petition was filed.
Dated: 7/19/2022
Jennyfer Gabriela Rosales Garcia Petitioner, Pro se
Name: Jennyfer Gabriela Rosales Garcia

Address: 3832 Green Ridge Ct Gainesville, Ga 30507
Phone (day): 678-630-3391
110192 7/27, 8/3, 8/10, 8/17

IN THE SUPERIOR COURT OF HALL COUNTY
STATE OF GEORGIA
IN re the Name Change of: LENORA RENEE HAGERMAN Petitioner.
Civil Action Case Number: 2022CV1397A
NOTICE OF PETITION TO CHANGE NAME OF ADULT
LENORA RENEE HAGERMAN filed a petition in the Hall County Superior Court on 8TH of AUGUST of 2022 to change the name from LENORA RENEE HAGERMAN to LENORA HAGERMAN NIX within 30 days after the Petition was filed.
Dated: 8/8/22
LENORA RENEE HAGERMAN
Petitioner, Pro Se
3840 CARTER ROAD
BUFORD, GEORGIA 30518
PHONE: 304-663-4077
EMAIL: walkingdiva1@gmail.com
110933 8/17,24,31,9/7

IN THE SUPERIOR COURT OF HALL COUNTY
STATE OF GEORGIA
In re the Name Change of: Ivey Michelle Shadburn, Petitioner.
Civil Action Case Number 2022CV1404A
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Ivey Michelle Shadburn filed a petition in the Superior Court of Hall County on August 9th, 2022, to change the name from: Ivey Michelle Shadburn to Ivey-Belle Michelle Shadburn. Any interested party has the right to appear in this case and file objections within 30 days after the Petition was filed.
Dated: August 9th, 2022
Ivey Michelle Shadburn
Petitioner, Pro se
Name: Ivey Michelle Shadburn
Address: 5474 Morgan Manor Ct Lula, Ga 30554
Email: ibmshad32@gmail.com
Phone (day): (678) 630-5732
110994 8/17, 24, 31, 9/7

SUPERIOR COURT OF HALL COUNTY
STATE OF GEORGIA
In re the Name Change of: Cristeen Teasley Petitioner
Civil Action Case Number: 2022CV1323A
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Cristeen Teasley. file a petition in the Superior Court of Hall County on 28th day of July, 2022 to change the name from Cristeen Teasley to Betty Christine Martin. Any interested party has the right to appear in this case and file objections within 30 days after the Petition was filed.
Cristeen Teasley
Petitioner, Pro se (Signature)
Name: Cristeen Teasley
Address: 2570 West Dennis Drive Gainesville, Georgia 30507
Email: brawnerlela@bellsouth.net
Phone (day): 770-532-4450
110703 8/10, 17, 24, 31

SUPERIOR COURT OF HALL COUNTY
STATE OF GEORGIA
In re the Name Change of Children):
Doreah Tonni Awey
David Selasi Awu
Michael Nuna Awu
Doreah Tonni Awey
Petitioner
V
Respondent
Civil Action Case Number 2022CV1276J
NOTICE OF PETITION TO CHANGE NAME(S) OF MINOR CHILD(REN)
Doreah Tonni Awey filed a petition in the Superior Court of Hall County on July 19 2022 to change the names of the following minor children from David Selasi Awu to Rio Brown Awey from Michael Nuna Awu to: Toby Awey
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). /s/Doreah Tonni Awey
Petitioner, Prose
110356 7/27,8/3,10,17

SUPERIOR COURT OF HALL COUNTY
STATE OF GEORGIA
In re the Name Change of: Joyce Elizabeth Fraser Coker, Petitioner.
Civil Action Case Number: 2022CV1349B
NOTICE O PETITION TO CHANGE NAME OF ADULT
Joyce Elizabeth Fraser Coker filed a petition in the Superior Court of Hall County on August 2nd, 2022, to change name from Joyce Elizabeth Fraser Coker to Joyce Elizabeth Fraser. Any interested party has the right to appear in this case and file objections

within 30 days after the Petition was filed.
Dated August 2nd, 2022.
Joyce F. Coker
Petitioner, Pro se
Name: Joyce Fraser Coker
Address: 3850 Popular Springs Rd Gainesville, Ga 30507
Email: joycecoker4@gmail.com
Phone (day): 678-343-3757
11830 8/10, 17, 24, 31

Public Hearings

NOTICE is hereby given that the Hall County Planning Commission shall conduct a public hearing at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia, at 5:15 p.m. on Tuesday, September 6, 2022 to consider the following:
1. Application of Douglas Shadburn for a road frontage variance from 150 feet to 50 feet on a 29.35± acre tract located on the east side of Roy Parks Road approximately 914 feet from its intersection with A L Mangum Road; a.k.a. 3667 Roy Parks Road; Zoned AR-IV; Tax Parcel 15013 000023C. Proposed use: 3-lot subdivision. * Commission District 3.
2. Application of Dhaval Patel to rezone from Vacation-Cottage (V-C) to Planned Commercial Development (PCD) on a 1.13± acre tract located on the west side of McEver Road at its intersection with Pemican Run; a. k. a. 1050 McEver Road; Zoned V-C; Tax Parcel 08005 000044 (pt.). Proposed use: auto rentals and outdoor storage. ** Commission District 2.
3. Application of Dhaval Patel to amend conditions of a Planned Commercial Development (PCD) on a 2.68± acre tract located on the west side of McEver Road at its intersection with Pemican Run; a. k. a. 1050 McEver Road; Zoned PCD & V-C; Tax Parcel 08005 000044. Proposed use: auto rentals and outdoor storage. ** Commission District 2.
4. Application of Scott Puckett, Inc to rezone from Agricultural Residential-III (AR-III) to Planned Residential Development (PRD) on a 115.98± acre tract located on the south side of Friendship Circle at its intersection with Friendship Place; a. k. a. 3746, 3760, & 3774 Friendship Circle & 3654 Friendship Road; Zoned AR-III; Tax Parcels 15048 000007, 000008, 000025C, & 000204. Proposed use: 349-unit residential development. ** Commission District 1.
5. Application of Rochester and Associates, LLC to rezone from Agricultural Residential-III (AR-III) and Agricultural Residential-IV (AR-IV) to Planned Industrial Development (PID) on a 24.66± acre tract located on the west side of Athens Highway at its intersection with Barrett Road; a. k. a. 2562, 2564, 2592, & 2596 Athens Highway; Zoned AR-III & AR-IV; Tax Parcels 15023A000035 (pt.), 000035A - 000035B, & 000036. Proposed use: vehicle salvage. ** Commission District 3.
6. Application of Rochester and Associates, LLC to rezone from Agricultural Residential-III (AR-III), Residential-I (R-I), and Vacation Cottage (V-C) to Planned Residential Development (PRD) on a 60.39± acre tract located on the north side of Price Road approximately 628 feet from its intersection with Summit Chase; a. k. a. 3824, 3830, 3842, 0, & 0 Price Road; Zoned AR-III, R-I, & V-C; Tax Parcels 10100 000006-000007, 000103, 000108, & 000159. Proposed use: 202-unit residential subdivision. ** Commission District 2.
NOTE: In accordance with Georgia law, anyone who (a) wishes to express opposition to the proposed rezoning and (b) has made, within two years immediately preceding the filing of the proposed rezoning, campaign contributions aggregating \$250 or more to a member of the County Commission shall file a disclosure of contributions with the Planning Department at least five (5) days prior to the first hearing of the proposed rezoning by the County Commission. (OCGA § 36-67A-3 [C]).
*The Planning Commission's decision will be the final action taken unless appealed to the Board of Commissioners. To do so, file an application with the Planning Department within five working days of the Planning Commission's decision. The Hall County Board

of Commissioners will hear appeals at a public hearing Thursday, October 13, 2022 at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.
**The Planning Commission's recommendation will be forwarded to the Board of Commissioners for final action at a public hearing on Thursday, October 13, 2022. The Board will meet at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.
111074 8/17

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, September 6, 2022 at 5:30 p.m. in the Gainesville Justice Center (Municipal Courtroom at the Public Safety Complex), 701 Queen City Parkway in Gainesville on the following requests:
1) Request from Elizabeth Evans to annex a 2.70± acres tract located on the east side of Crescent Drive, north of the intersection of Jesse Jewell Parkway and Crescent Drive, having frontage on I-985 (a/k/a 410 Crescent Drive) and to establish a zoning of General Business (G-B).
Ward Number: Two
Tax Parcel Number(s): 15-033C-000-011
Request: Climate controlled & non-climate controlled storage
2) Request from CA Industrial Holdings, LLC to amend a portion of an existing Planned Unit Development (P-U-D) zoning totaling 17.28± acres located west of the intersection of Old Oakwood Road and Mountain View Road, having road frontage on the north side of Old Oakwood Road and the south side of Mountain View Road (a/k/a 0 Old Oakwood Road, SW).
Ward Number: Four
Tax Parcel Number(s): 08-024-005-363
Request: Industrial warehouse / distribution
3) Request from Kaiz Isani for a special use on a 3.74± acres tract located at the southeast corner of Candler Road and Calvary Church Road (a/k/a 1311 Calvary Church Road, SW), having a zoning of Light Industrial (L-I).
Ward Number: Three
Tax Parcel Number(s): 15-035-000-024
Request: Retail sales of alternative nicotine products
Additional information is available from the Community and Economic Development Department, Planning Division, by calling 770-531-6570.
NOTE: In accordance with Georgia law, anyone who wishes to express opposition to the proposed zoning action, and has made, within two years immediately preceding the filing of the proposed zoning action, campaign contributions aggregating \$250 or more to a local government official who will consider the application, shall file a disclosure of contribution(s) with the Planning Division at least five (5) days prior to the first reading of the proposed zoning action by the City Council. (OCGA § 36-67A-3 [c])
111128 8/17

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

The City of Buford Planning Commission will hold a public hearing and make recommendation on such application for annexation and rezoning on Tuesday, August 9, 2022, at 7:00 pm, Buford City Hall, 2300 Buford Highway, Buford, Gwinnett County, Georgia 30518. The Buford City

Commission will hold a public hearing to discuss and pass upon the proposed applications for annexation and rezoning on Tuesday, September 6, 2022 at 7:00 p.m., Buford City Arena, 2795 Sawnee Avenue, Buford, Gwinnett County, Georgia 30518. Please note that this is a change in location from the regular monthly City Commission meeting. This 12th day of July, 2022.
CHANDLER, BRITT & JAY, LLC
City Attorneys
EXHIBIT "A"
OWNER: NGO PHAN PROPERTIES, LLC
CURRENTLY ZONED: AR-III
PROPOSED ZONING: RA-200
ADDRESS: 3605 CARTER RD
ALL THAT LOT, TRACT OR PARCEL OF LAND, WITH ALL IMPROVEMENTS THEREON, LYING AND BEING IN LAND LOT 158 OF THE 8TH LAND DISTRICT, HALL COUNTY, GEORGIA, LOCATED ON THE SOUTHEASTERLY SIDE OF CARTER ROAD, AND BEING MORE FULLY DESCRIBED BY A PLAT PREPARED BY HENRY BAILEY, GEORGIA REGISTERED LAND SURVEYOR, AND BEING ENTITLED "JAMES YOUNGBLOOD AND VIVIAN YOUNGBLOOD", DATED MARCH 1, 1988, AND AS PER SAID PLAT, THE PROPERTY CONTAINS 1.00 ACRES, MORE OR LESS, THE SUBJECT PLAT BEING RECORDED IN PLAT BOOK 128, PAGE 102 OF THE HALL COUNTY, GEORGIA PLAT RECORDS, SAID PLAT AND THE RECORD THEREOF ARE INCORPORATED HEREIN BY REFERENCE FOR A MORE COMPLETE DESCRIPTION AND ALL OTHER LEGAL PURPOSES. EXHIBIT "A"
OWNER: SWEATT PROPERTIES, LLC
CURRENTLY ZONED: AR-III
PROPOSED ZONING: M-1
ADDRESS: 3754 EAST JONES DR
ALL THAT TRACT OR PARCEL OF LAND IN LAND LOT 156 IN THE 8TH LAND DISTRICT OF HALL COUNTY, GEORGIA AS FOLLOWS:
BEGINNING AT AN IRON PIN ON AN UNNAMED DIRT ROAD ABOUT 150' FROM FRIENDSHIP ROAD, SAID PIN BEING CORNER BETWEEN TIDS PROPERTY AND PROPERTY OF JOHN A BOWMAN; THENCE NORTH 100' ALONG DIRT ROAD TO IRON PIN CORNER; THENCE S 77 DEGREES 30 MINUTES W 205.3' TO IRON PIN CORNER; THENCE S 14 DEGREES 30 MINUTES E 148.2'; THENCE N 58 DEGREES 42 MINUTES E 179.5' TO BEGINNING IRON PIN CORNER.
109992 7/20,27, 8/3,10,17,24,31

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 September 2022 at 7:00 p.m., at the Oakwood City Hall, 4035 Walnut Circle, Oakwood, Georgia for the application of:
• bSide Partners, LLC has made application to rezone and modify an existing PRD on a total of +/- 7.39 acres with the zoning from Oakwood PRD "Planned Residential Development" to Oakwood PRD "Planned Residential Development" on Tax Parcel No's. 08027 000004, 08027 000013, and 08027 000003A and further identified as 2772 Atlanta Hwy, 2808 Frontage Rd., and 2814 Frontage Rd. according to the current street numbering system of Hall County, Georgia.
At said public hearing all persons or residents 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
110997 8/17

PUBLIC NOTICE
The Planning Commission of the City of Lula will hear the following requests during the Planning Commission Meeting on Tuesday, August 30, 2022 that begins at 6:00 PM, and the Council of the City of Lula will hear the same requests during the Council Meeting on Monday, September 19, 2022 that begins at 7:00 PM. Both meetings will be at Lula City Hall located at 6055 Main Street, Lula. Property located at 6232 Athens Street, Lula, Georgia; Hall County Tax Parcel 09072 000001, consisting of 202.22 acres.

GAINESVILLE PLANNING and APPEALS BOARD RECOMMENDATION

Applicant.....CA Industrial Holdings, LLC
Property Owner.....Butler Property, LLC
Location.....0 Old Oakwood Road, SW;
Request.....Amend P-U-D zoning
Size.....17.28± acres
Ward.....Four
Proposed Use.....Industrial warehouse / distribution
Planning Division Staff Recommendation.....**Approval, with conditions**
Planning & Appeals Board Recommendation.....**Approval, with conditions**
Date.....August 9, 2022

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

The proposed zoning amendment involves a 17.28± acres portion of the 604.0± acres Mundy Mill mixed-use development originally annexed and rezoned in 2004. The entire development includes multiple phases of single-family homes, apartments and townhomes that are currently built or under construction as well as the existing Mundy Mill Learning Academy elementary school.

The subject property is known as “Pod E” and was zoned for up to 170,000 square feet of industrial/office/warehouse space as part of a P-U-D amendment in 2021. The amended proposal includes a total of 260,000± square feet of warehouse/distribution space of which 210,000 square feet of the building will be located within the city limits of Gainesville and 50,000 square feet of the building will be located within the city limits of Oakwood. The proposed project will require an intergovernmental agreement defining the permitting authority and services to develop across the two jurisdictions. The development will utilize two full access driveways, one along Mountain View Road and one along Old Oakwood Road. Parking for trucks, trailers and employees will surround the building. The project has a projected build-out date of 2024.

▪ **Adjacent Land Use and Zoning**

Location	Use	Zoning
North / Northwest	Maple Park (Mundy Mill Subdivision) Single-family homes	Planned Unit Development (P-U-D) - City Residential-I (R-I) – County
South / Southeast	Undeveloped Land; Single-family home	Light Industrial (L-I) – City Residential-I (R-I) – County
East	Hydro Extrusion USA; Family Dollar Store; Vacant Land	Light Industrial (L-I) – City Highway Business (H-B) – County Agricultural Residential-III (AR-III) - County
West	RWH Trucking Maple Park (Mundy Mill Subdivision)	Light Industrial (M-1) – Oakwood Planned Unit Development (P-U-D) - City

▪ **Other Departmental Comments**

The Gainesville Public Works Department Transportation Engineering Division states that the Traffic Impact Study and plans will need to be submitted to Hall County for review/approval. Hall County requires a minimum of a left turn lane and a right turn lane (decel) on Mountain View Road. Old Oakwood Road is recommended to have a left turn lane provided. In addition, verification of sight distance at both driveway locations will be required and both driveways will need to meet City standards including but not limited to pedestrian sidewalks, curb & gutter and driveway requirements.

There were no other departmental comments regarding this request.

▪ **Traffic Impact Study Summary**

A Traffic Impact Study (TIS) was completed for the proposed development on June 28, 2022, by NV5 Engineers and Consultants, Inc. The study includes analysis of the existing, no-build and build conditions at the following intersections.

- Mountain View Road and Pearhaven Lane / Private Driveway (unsignalized)
- Mountain View Road and Old Oakwood Road (unsignalized)
- Millside Parkway and Silver Oak Drive / Fiddlers Green Trace (unsignalized)
- Old Oakwood Road and Millside Parkway / Tumbling Creek Road (signalized)
- Mountain View Road and Buice Lane / Site Driveway 2 (unsignalized)
- Old Oakwood Road and Site Driveway 2 (unsignalized)

The personal vehicle trips are expected to be distributed as follows:

- 30% to/from east along Mountain View Road
- 30% to/from southeast on Tumbling Creek Road
- 20% to/from west on Mountain View Road
- 15% to/from south on Old Oakwood Road
- 5% to/from the southwest on Millside Parkway

The truck trips are expected to be distributed as follows:

- 100% to/from the southeast on Tumbling Creek Road towards Interstate 985.

The estimated trips for the development are provided below.

Land Use	Personal Trips	Truck Trips	Total Trips	AM Peak Hour	PM Peak Hour
Warehousing	292	144	436	54	57
Trailer Parking Lot	12	48	60	7	4
Totals	304	192	496	61	61

According to the TIS, the new trips generated by the development is expected to have minimal impact on the Levels of Service (LOS) and delays at the studied intersections and no improvements are required. The proposed driveways are expected to have minimal impact on traffic operations along Mountain View Road and Old Oakwood Road and turn lanes are not warranted at either driveway.

▪ **Zoning History**

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

2021 – A request by Scott Stringer to amend a 57.29± acres tract located within the Mundy Mill development at 0 Mundy Mill Road, SW and 0 Old Oakwood Road, SW zoned Planned Unit

Development (P-U-D) was conditionally approved to change the location of multi-family apartments and industrial/ office/ warehouse uses.

2020 – A request by Smith, Gambrell & Russell, LLP to annex a 4.01± acres tract with a zoning of Light Industrial (L-I) located at 2500 West Park Drive was conditionally approved for an existing industrial warehouse use.

2018 – A request by Hydro Extruder, LLC to annex a 10.98± acres tract and a 11.29± acres tract with a zoning of Light Industrial (L-I) located at 2829 Mountain View Road and 2949 Old Oakwood Road was conditionally approved to expand the existing industrial use.

2016 – A request by Butler Property, LLC to amend a 92.06± acres tract located within the Mundy Mill development at 3035 Old Oakwood Road SW and 3523 Mountain View Road SW zoned Planned Unit Development (P-U-D) was approved to change the location of some of the single-family homes, multi-family apartments, commercial and industrial uses.

2011 – A request by Butler Property, LLC to amend the zoning conditions for a 65.425± acres tract located within the Mundy Mill development at 2975 Mountain View Road SW; and 3755 Meeks Drive SW zoned Planned Unit Development (P-U-D) was approved to amend conditions 17 and 18 to reduce the minimum square footage for apartments.

2011 – A request by ACR Property Services, LLC to amend the zoning conditions for a 105.51± acres tract located within the Mundy Mill development at 0 Mundy Mill Road; 2975 Mountain View Road SW; and 3755 Meeks Drive SW zoned Planned Unit Development (P-U-D) was approved to amend conditions 17 and 18 to reduce the minimum square footage for apartments.

▪ **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 mixture of single-family, commercial and industrial uses. The adjacent zoning districts are Agricultural Residential-III (AR-III), Residential-I (R-I) and Highway Business (H-B) in Hall County, Light Industrial (M-1) in Oakwood and Planned Unit Development (P-U-D) and Light Industrial (L-I) in Gainesville. The subject property was chosen for the proposed light industrial use due to its proximity to the Tumbling Creek Road connector and other industrial uses such as Hydro Extrusion, USA and RWH trucking.

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

The proposal will increase traffic movements on Old Oakwood Road and Mountain View Road which are two lane roads that already experience a mixture of commercial, light industrial and residential traffic. According to the traffic impact study, the estimated additional trips generated will not require any road improvements. However, improvements are recommended by the Gainesville Transportation Engineering Division as detailed in their above departmental comments. The proposed use is for warehousing and distribution purposes which should create no issues with smells, dust or vibration. Lighting and noise will be for the most part screened by a 100' to 170' wide natural wetland buffer which is located between the subject property and the adjacent single-family homes within the Maple Park subdivision. In addition, to buffer the proposed use from the adjacent residential uses, the PUD development standards require a minimum 25-foot wide perimeter buffer.

(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 given the property is located within a mixed-use development which was previously planned for the proposed industrial warehouse and distribution use. The Gainesville Future Development Map places the subject property within the *Industrial* land use category which includes a wide range of office, business, light industrial, manufacturing, research, and development uses; and commercial uses that directly support or are otherwise linked to the dominant business use.

According to the Character Area map for the City of Gainesville, the subject property is located within the *Suburban Neighborhoods* Character Area which places a priority in access to parks and greenspace, environmental sustainability, housing choices, connectivity, safety and security. Appropriate land uses and development types normally found in this area include parkway and recreation, single-family residential, limited multi-family residential, limited general mixed-use, limited commercial (retail and office and public and institutional).

(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) and is currently approved for 170,000 square feet of industrial warehouse / distribution space. The applicant desires to increase the warehouse distribution space which requires the P-U-D zoning to be amended. The total space includes 260,000± square feet of which approximately 210,000 square feet will be located within Gainesville and 50,000 square feet in Oakwood. The property could be developed for a smaller warehouse/ distribution facility.

(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 property and have the capacity to serve the proposed warehouse and distribution use. Gainesville Fire Station #4 is located approximately 1.3± miles away off of Memorial Park Drive.

According to the Traffic Study for the proposal, the estimated trips for the proposed use are 496± trips per weekday, 61 A.M. and 61 P.M. peak hour trips.

The proposal is for nonresidential purposes which will have no impact on the school system.

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

The subject property is part of a planned mixed-use development originally approved in 2004. The proposed zoning amendment appears to still support the original scope planned for the mixed-use development. As well, the surrounding development located within the jurisdictions of Gainesville, Oakwood and Hall County are consistent with the mixture of uses planned within the Mundy Mill development including the subject property.

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

Based on the Comprehensive Plan 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 surrounding mixture of uses. The existing zoning conditions from Ordinance 2021-09 are recommended with highlighted amendments to zoning conditions 20, 25, 31 and 32.

Conditions

Transportation/Traffic

1. All road improvements associated within the scope of the proposed development shall be at the full expense of the developer(s). The scope of the development shall be defined as those roads/intersections directly within, adjacent to, and within 1,500 feet of the subject property as studied within the Traffic Impact Study (TIS) submitted with this application. These road improvements are to include additional signalization, turn lanes, widening of roads, striping, and signage as stated in the TIS. This may include all or portions of Mundy Mill Road, Meeks Road, Fairbanks Drive, Old Oakwood Road, Old Flowery Branch Road, and Mountain View Road. The cost of the required road improvements shall be prorated based on developed property values of the residential, commercial, retail, office and industrial properties.
2. The developer(s) shall work with the Georgia Department of Transportation, Hall County Traffic Engineering, the City of Oakwood, and the City of Gainesville Public Works Department to ensure that these improvements are performed in a timely manner so as to not conflict with any of the existing or planned road projects that are scheduled to take place outside the scope of the proposed development.
3. All sign locations, access point (new and existing) designations for *new* roads, sight distances, and sight triangles shall be reviewed and clarified, in the beginning stages of plans and submittals with GDOT and the Public Works Director so as to limit the number of access points in that area.
4. A signal warrant study will be required for the major intersections of internal streets within the development. If a signal light is warranted at a specific intersection, such installation shall be completed at the expense of the developer(s) and shall meet all specifications as determined by the Public Works Department. A signal light shall not be installed until traffic volumes actually meet the levels as determined by the warrant study.
5. The developer(s) shall meet with Public Works prior to initiating the final civil design to discuss a traffic calming plan. A traffic calming plan consisting of tools such as landscaped traffic circles at intersections, raised crosswalks, landscaped center medians, chicanes, or other measures that aid in keeping the average speed on residential streets approximately 25 mph or below shall be prepared and approved by Public Works. Specific measures in the approved plan shall be constructed at the same time the streets are constructed.
6. All roads dedicated to the City of Gainesville shall meet City specifications, and all private roads shall be constructed with materials that meet City specifications.
7. All interpretations relating to transportation and/or traffic improvement conditions shall be subject to approval of the Gainesville Public Works Director.
8. The new four lane parkway as reflected on the site plan shall be constructed and designed so as to allow a connection to the Tumbling Creek Connector across Old Oakwood Road.

Development Standards

9. Sidewalks shall be required along both sides of the streets within the development and shall be a minimum of four feet (4') wide along streets classified as residential streets and six feet (6') wide along collector streets and streets in the commercial zones. Alternatively, sidewalks shall be permitted along one side of the street in parkway areas at a minimum width of eight feet (8') and a minimum of five feet (5') along roads classified as residential streets.
10. All proposed single-family lots within the development shall only be allowed to access new interior roads within the subdivision. Direct access shall not be allowed onto roads that existed prior to this development.
11. Access to all service areas adjacent to single-family detached homes, including dumpster pads, shall be limited to the hours of between 9:00 a.m. and 6:00 p.m., unless an emergency situation warrants access to these areas.
12. Upon completion of the development, no outside storage of any materials shall be allowed. No storage of hazardous chemicals, as listed in the Standard Fire Code, shall be permitted.
13. Outdoor lighting used in this development; be it for recreational, security or general purposes, shall be of non-spill design and placed in a manner so as to minimize direct visibility by adjoining or adjacent properties.
14. The proposed residential, office, commercial, and accessory structures shall be similar in scale and architecture to the elevation drawings and pictures as submitted with the application.
15. The subject property shall be developed substantially in accordance with the site plan with minor engineering deviations excepted. All site plan, architectural renderings, pedestrian/trail access plan, and traffic impact studies shall become a part of the annexation, zoning and rezoning ordinances.
16. The number of *single-family detached homes* shall not exceed 1208 units and shall contain a minimum of 1,500 square feet of heated space. Front facades shall consist of masonry, stacked stone, cedar shake or stucco, architectural accents excluded. The remaining three facades shall consist of these materials or cementeous siding such as hardiplank. Single-family lots shall be no less than 6,000 square feet in size, with 60 feet of lot width at the building setback line and minimum lot width at right-of-way line of 20 feet, with the exception of Pod M of the concept plan which shall have a minimum lot width at the building setback line reduced to 50-feet.

Pod L of the concept plan dated 10/06/04 shall be the highest-end product proposed by the developer and shall contain a minimum of 1,800 square feet of heated space. Single-family lots shall be no less than 6,000 square feet in size, with 60 feet of lot width at the building setback line, and minimum lot width at right-of-way line of 20 feet. Front and side facades shall consist of masonry, stacked stone, cedar shake or stucco, architectural accents excluded. The rear facade may consist of these materials or cementeous siding such as hardiplank.

Each home within all single-family residential detached pods will have an attached garage for at least two cars. The front yard of each lot shall be sodded and planted with at least one hardwood tree. Monument signage shall be used for the entrance to any detached single-family residential pod as per the attached site plan, and each entrance shall have plantings or other architectural accents.

17. The number of attached *single-family condominiums*, fee simple townhomes or apartments shall not exceed 1,235 total units to include a total of 775 units for Pod's C and I and 460 units for Pod's J and K. The minimum unit/lot width for each condominium or fee simple townhome unit shall be 16 feet, and each unit shall contain a minimum of 1,200 feet of heated space. Building separations shall be as reflected on the site plan, and private drives built to City specs will be used within these communities. Front, side and rear facades shall consist of masonry, stacked stone, cedar shake, stucco, cementeous siding or a mixture thereof. No vinyl siding

shall be allowed excluding soffit areas. No fewer than three or more than ten condominium or fee simple townhome units shall exist within one continuous structure, and front facades will be staggered. All single-family condominiums shall contain one car garages. Monument signage shall be used for the entrance to any attached single-family residential pod as per the sign plan.

18. The height of an apartment building shall not exceed three stories, although $\frac{3}{4}$ splits will be allowed. Each apartment unit will contain a minimum of 650 square feet for Pod's C, I, J and K. Each unit shall have at least 1.75 parking spaces. Front, side and rear facades shall consist of masonry, stacked stone, cedar shake, stucco, cementeous siding or a mixture thereof. No vinyl siding shall be allowed excluding soffit areas. Minimum building separations shall be as depicted on the site plan. Signage shall be as per the attached sign plan.
19. The subject property may be developed for up to 806,000 square feet of traditional office, mid-rise office, and office warehouse space. Within the 806,000 square foot maximum, commercial and retail uses may be allowed within Pods B and N. At no such time shall the maximum allowed square footage within those pods exceed what is specified on the approved concept plan. This space may be developed for these uses but sold in a condominium format. Height of such structures shall be limited to 3 stories from average finished grade. Parking spaces will be provided at a minimum ratio of 3.5 spaces per 1000 square feet of useable office space. Monument signage shall be required in any office pod as per Exhibit B, and lights shall be shielded and angled so as to minimize glare onto adjacent properties. Minimum setbacks shall be as per the site plan, but there shall be no minimum lot, lot width or lot frontage required.
20. The subject property may be developed for up to **210,000** square feet of industrial/office/warehouse space within Pod E and 580,000 square feet of commercial space within Pod I. The maximum height of any structure, excluding architectural accents; such as clocks, cupolas and bell towers; shall be 50 feet. Use of pitched roofs shall be encouraged. Minimum setbacks shall be as per the site plan, but there shall be no minimum lot, lot width or lot frontage required. Parking shall be provided at a minimum of four spaces per 1,000 square feet of space. Lights shall be shielded and angled so as to minimize glare onto adjacent properties, and dumpsters shall be screened. Under no circumstances shall the following uses be allowed: Pawn shops, adult entertainment, adult bookstores, extended-stay hotel, rooming house, or boarding house. Signage shall be as per the attached sign plan.
21. Architectural treatment shall be of consistent design throughout the community and as per the renderings.
22. A minimum of 100 acres shall be maintained as green space, with passive recreation and trails as per the plan. Sidewalks shall connect the residential and non-residential components of this community.
23. A Mandatory Property Owners Association will be created for the single-family detached community to insure that these conditions are observed during development and in terms of architectural consistency thereafter. Separate mandatory associations will be set up for the single-family detached and single-family attached products to own and manage open space, common areas, and architectural controls. Open space elsewhere in the project shall be maintained as common area by the overall Property Owner's Association, or by a separate Association within whose boundaries the common area is located. Maintenance of the amenities package set forth on the site plan shall be the responsibility of the owners of single-family detached homes. However, at the option of those residents, memberships may be extended to other Mundy Mill residents for a fee to cover maintenance. Amenities packages also may be established in the individual townhome or apartment pods, but shall be the responsibility of the owners of land therein.

Buffers

24. A 100 foot wide buffer shall be provided against Balus Creek and all other blue-line streams. The first 50 feet of the buffer shall be measured from the top of the creek bank and shall be undisturbed. The remaining 50 feet of the buffer, if disturbed, shall be stabilized and replanted with vegetation subject to Planning Department approval.
25. A 25 foot minimum perimeter buffer will be created and infilled as necessary with plant material. However, this buffer will not be required along any Mundy Mill Road frontages. Landscaped buffers of at least 25 feet are also required along any road frontages. **A staggered row of evergreen trees consisting of a mixture of Cryptomeria, Thuja Green Giant Arborvitae, Eastern Red Cedar and/or Holly trees shall be required adjacent to the entire perimeter buffer of Pod E excluding the westerly boundary adjacent to the city limits of Oakwood. The location, size and type of buffer trees shall be subject to the approval of the Community and Economic Development Department Director.**
26. Landscaped buffers of at least 25 feet also shall separate any non-residential pod or existing non-residential use from a residential pod. The buffer shall be subject to Planning Department approval.
27. All proposed detention ponds shall be sufficiently fenced and buffered from view from all roads and adjacent properties. All buffer materials shall be approved by the Planning Department.

Gainesville City Board of Education

28. As agreed to by the owner/developer, the 17.0 acre tract of land identified on the plat/site plan attached as Exhibit A shall be reserved for use as an elementary school site. At that time (or earlier at the owner/developer's discretion), and presupposing the School Board still wants the property for an elementary school, the owner/developer shall promptly convey to it, without charge. In the event the School Board does not secure a building permit and begin construction of an elementary school before December 31, 2012, then the developer shall retain all rights to development of the entire 17.0 acres tract as per the original terms of zoning approval except for this condition, and the School Board shall promptly convey marketable title to the property back to the owner/developer at no charge. Additionally, if no elementary school is actually constructed on this site by December 31, 2013, then the School Board shall return marketable title to the property to the developer without charge. The conveyance documents executed by the owner/developer to the School Board will contain these terms and requirements. This agreement to reserve the 17.0 acres tract shall not prohibit the owner/developer from including it in any plat it may prepare for its development of a single-family residential pod and also will allow the owner/developer to put on it any necessary utility or other storm water easements which may be required for the development as a whole, provided such improvements do not materially affect the Board's ability to use the site for a school. This agreement also shall not prohibit the owner/developer from earlier transferring the 17.0 acres site to the City to be held for the School Board, subject to the requirements of this paragraph. Finally, but for utility/drainage easements or right-of-way dedicated as part of the road system in or along the frontages of the Mundy Mill development, the owner/developer shall not be required to dedicate or give to the City of Gainesville any additional property incidental to this development. However, if the School Board fails to acquire this property, then the owner/developer shall convey three acres of land to the City for a public safety use.

Notwithstanding any of the foregoing, if at such time as the School Board has acquired the 17.0 acres site and is ready to begin feasibility assessments, and if the State Board of Education should determine that the site is not then suitable for use as a school under the applicable state standards, then the Board of Education may sell the 17.0 acres tract and retain the proceeds for use in purchasing an alternative site. Provided, however, that once an arms length transaction for a fair market value purchase of the site has been secured by the School Board, the owner/developer

shall have a right of first refusal to repurchase the tract at the exact same purchase price. Provided further, that the proceeds from such sale must be expended on a new school site within 60 days of closing, otherwise it shall be remitted instantly to the owner/developer.

The City notes that this condition may be imposed only because the owner/developer has agreed to it.

Quality Enhancement

29. In order to further enhance and assure the quality of development, the City expects the developer shall perform/provide the following:
- Detailed landscape plan for parkway, subject to approval by the Department of Planning and Development.
 - Reconstruction of Mundy Mill as focal point for community, subject to approval of the Georgia Department of Transportation.
 - A minimum of two amenity locations shall be provided for the entire development of the detached single-family residential pods. At minimum the amenity sites shall include a pool house, swimming pool and playground.
 - Sidewalks and streetlights throughout community.
 - All products within the development shall contain exterior construction materials limitation; must use brick, masonry stucco, stacked stone, cedar shake, or hardiplank.
 - Open space - 18%.
 - Pedestrian trail plan (3.5± miles) connecting entire community.
 - Parkway plan sidewalk width sufficient to create a bicycle lane.
 - Every single-family home built on the subject property shall contain ceramic tiled bathroom floors.
 - Every single-family home shall be built to accommodate at least one fireplace.
 - No vinyl siding on any product within development excluding soffit areas.
 - Each pod of townhouses and apartments will have its own amenities package.
 - All underground utilities.
 - Uniform mailboxes will be provided for each detached single-family residential pod.
 - Uniform street signs will be provided throughout the development.
30. Along Balus Creek, the developer shall reserve for the City, by way of easement, a ten-foot strip of land for use as a bicycle path. At such time as the City or County constructs an element of its bike path system to which this easement might connect, the City and/or County, at its/their expense, may pave this strip. No development shall occur on the property which would interfere with the eventual construction of this path by the appropriate governmental entity, except for the boulevard which will cross the creek.
31. All access point design for the subject property shall require review and approval by the Gainesville Public Works Department Director and Hall County Traffic Engineering. All required access/traffic/sidewalk improvements associated with the proposal shall be at the full expense of the property owner.

32. The proposed truck bays, truck court and trailer storage shall be located in front of the building facing Old Oakwood Road. The rear of the proposed building adjacent to the Maple Park subdivision shall be limited to employee parking only.

Excerpts from the August 9, 2022 PAB Meeting Minutes

Applicant Presentation: **Steve Rowley**, 12600 Deerfield Parkway Suite 100 Alpharetta, stated he is Executive Vice President of CA Adventures and plans to build a “class A” facility with lots of glass. He stated the facility will not be a heavy truck and trailer location but would contain office space, nice place for people to work with green space and attract high paying jobs with different types of employees.

Wesley Reed, 2951 Flowers Road Atlanta, stated he is a civil engineer with Everly & Associates working with Steve Rowley on the project and will be happy to answer any technical questions.

FAVOR: None

OPPOSE: **Lauren Garcia**, 4210 Weeping Willow Drive, she wasn’t opposed but had some concerns regarding the entrance from Mountain View Road. She said it was nice to hear the trucks would be on Old Oakwood Road and is familiar with seeing them on it but not on Mountain View Road. Ms. Garcia stated there are single family homes on Mountain View Road with people out walking all times of the day and she is concerned about property loss and the kinds of sidewalks to be installed. She said another concern was during school hours the bus stops at all the homes and the traffic concerns it might create with employees traveling in to work. She stated she would like an idea of the overall picture long term with a large number of employees working there, the safety and how much of land would be taken putting houses right on the road with kids being able to play in the front yard.

Mr. Rowley stated no land will be taken but will actually improve the walkway along Mountain View Road which is currently a dirt path all the way to the Dollar General location. He said most traffic will come from Old Oakwood Road but there will be some car traffic on Mountain View Road and will be working with staff and Hall County to improve the entrance to adhere to all rules and regulations of GDOT.

Maclesha Bourne, 4233 Weeping Willow Drive, stated some concerns she had are whether hazardous chemicals would be stored in the warehouse, the type of safety measures if there was an accident or emergency, process of controlling of air pollution/industrial waste, adequate drainage constructed to control water runoff away from Maple Park and residential areas. Ms. Bourne asked if there would be any sound barriers to buffer noise/activity of construction and thereafter along with traffic concerns.

Winnifred Thorpe, 4142 Pear Haven Lane, stated she is a resident of Maple Park development. She wanted to know the type of warehouse, would they be used as factories, and wanted to know the type of business.

REBUTTAL: Mr. Rowley stated the use could be a headquarters relocation, secondary headquarters or any service type tenant. He stated at another location just completed there were three different types of tenants but thinks this area would be more office intensive with workers living so close. He said most users do not want hazardous chemicals in the facility but at times will have a small cabinet with cleaning materials/supplies but no barrels of toxic sewage. He stated it will be built to code with inspections, obeying all the rules and will have the look of an office building with open areas. He said the lease agreement is written to prevent smells, noises or anything from leaving the warehouse and they have the ability to fix anything if the tenants don’t follow the rules. There is a requirement of a buffer area and will be a lot of vegetation and landscaping that will screen the whole area.

Mr. Reed stated it's a light industrial zoning area and not heavy industrial. He explained the map with blue areas are three stormwater management areas. He said the City of Gainesville, City of Oakwood, State of Georgia and EPD all have regulations of stormwater to abide by. He stated the rate of water runoff discharging will be the same current rate, treated on site with water quality measures built into those management areas.

PLANNING AND APPEALS BOARD COMMENTS: Board Member Thompson asked if there were a way to restrict large trucks of six wheels or more from entering onto Mountain View Road. Mr. Rowley stated if no improvements are made along Mountain View Road then it would discourage trucks from entering. Board Member Thompson inquired if there had been any conversations with Hall County about what will be required and if there would be time before the City Council meeting to come up with a plan. Deputy Director Tate stated since staff recommended flipping the truck parking from the rear to the front of the building, more conversations will be needed with Gainesville Public Works and Hall County to re-evaluate both driveway intersections with possibly limiting access on Mountainview Road or eliminating it.

There was a motion to recommend conditional approval of the zoning amendment request for an industrial warehouse / distribution with Planned Unit Development (P-U-D) zoning with the following conditions:

Conditions

Transportation/Traffic

1. All road improvements associated within the scope of the proposed development shall be at the full expense of the developer(s). The scope of the development shall be defined as those roads/intersections directly within, adjacent to, and within 1,500 feet of the subject property as studied within the Traffic Impact Study (TIS) submitted with this application. These road improvements are to include additional signalization, turn lanes, widening of roads, striping, and signage as stated in the TIS. This may include all or portions of Mundy Mill Road, Meeks Road, Fairbanks Drive, Old Oakwood Road, Old Flowery Branch Road, and Mountain View Road. The cost of the required road improvements shall be prorated based on developed property values of the residential, commercial, retail, office and industrial properties.
2. The developer(s) shall work with the Georgia Department of Transportation, Hall County Traffic Engineering, the City of Oakwood, and the City of Gainesville Public Works Department to ensure that these improvements are performed in a timely manner so as to not conflict with any of the existing or planned road projects that are scheduled to take place outside the scope of the proposed development.
3. All sign locations, access point (new and existing) designations for *new* roads, sight distances, and sight triangles shall be reviewed and clarified, in the beginning stages of plans and submittals with GDOT and the Public Works Director so as to limit the number of access points in that area.
4. A signal warrant study will be required for the major intersections of internal streets within the development. If a signal light is warranted at a specific intersection, such installation shall be completed at the expense of the developer(s) and shall meet all specifications as determined by the Public Works Department. A signal light shall not be installed until traffic volumes actually meet the levels as determined by the warrant study.
5. The developer(s) shall meet with Public Works prior to initiating the final civil design to discuss a traffic calming plan. A traffic calming plan consisting of tools such as landscaped traffic circles at intersections, raised crosswalks, landscaped center medians, chicanes, or other measures that aid in keeping the average speed on residential streets approximately 25 mph or below shall be prepared and approved by

Public Works. Specific measures in the approved plan shall be constructed at the same time the streets are constructed.

6. All roads dedicated to the City of Gainesville shall meet City specifications, and all private roads shall be constructed with materials that meet City specifications.
7. All interpretations relating to transportation and/or traffic improvement conditions shall be subject to approval of the Gainesville Public Works Director.
8. The new four lane parkway as reflected on the site plan shall be constructed and designed so as to allow a connection to the Tumbling Creek Connector across Old Oakwood Road.

Development Standards

9. Sidewalks shall be required along both sides of the streets within the development and shall be a minimum of four feet (4') wide along streets classified as residential streets and six feet (6') wide along collector streets and streets in the commercial zones. Alternatively, sidewalks shall be permitted along one side of the street in parkway areas at a minimum width of eight feet (8') and a minimum of five feet (5') along roads classified as residential streets.
10. All proposed single-family lots within the development shall only be allowed to access new interior roads within the subdivision. Direct access shall not be allowed onto roads that existed prior to this development.
11. Access to all service areas adjacent to single-family detached homes, including dumpster pads, shall be limited to the hours of between 9:00 a.m. and 6:00 p.m., unless an emergency situation warrants access to these areas.
12. Upon completion of the development, no outside storage of any materials shall be allowed. No storage of hazardous chemicals, as listed in the Standard Fire Code, shall be permitted.
13. Outdoor lighting used in this development; be it for recreational, security or general purposes, shall be of non-spill design and placed in a manner so as to minimize direct visibility by adjoining or adjacent properties.
14. The proposed residential, office, commercial, and accessory structures shall be similar in scale and architecture to the elevation drawings and pictures as submitted with the application.
15. The subject property shall be developed substantially in accordance with the site plan with minor engineering deviations excepted. All site plan, architectural renderings, pedestrian/trail access plan, and traffic impact studies shall become a part of the annexation, zoning and rezoning ordinances.
16. The number of *single-family detached homes* shall not exceed 1208 units and shall contain a minimum of 1,500 square feet of heated space. Front facades shall consist of masonry, stacked stone, cedar shake or stucco, architectural accents excluded. The remaining three facades shall consist of these materials or cementeous siding such as hardiplank. Single-family lots shall be no less than 6,000 square feet in size, with 60 feet of lot width at the building setback line and minimum lot width at right-of-way line of 20 feet, with the exception of Pod M of the concept plan which shall have a minimum lot width at the building setback line reduced to 50-feet.

Pod L of the concept plan dated 10/06/04 shall be the highest-end product proposed by the developer and shall contain a minimum of 1,800 square feet of heated space. Single-family lots shall be no less than 6,000 square feet in size, with 60 feet of lot width at the building setback line, and minimum lot width at right-of-way line of 20 feet. Front and side facades shall consist of masonry, stacked stone, cedar shake or stucco, architectural accents excluded. The rear facade may consist of these materials or cementeous siding such as hardiplank.

Each home within all single-family residential detached pods will have an attached garage for at least two cars. The front yard of each lot shall be sodded and planted with at least one hardwood tree. Monument signage shall be used for the entrance to any detached single-family residential pod as per the attached site plan, and each entrance shall have plantings or other architectural accents.

17. The number of attached *single-family condominiums*, fee simple townhomes or apartments shall not exceed 1,235 total units to include a total of 775 units for Pod's C and I and 460 units for Pod's J and K. The minimum unit/lot width for each condominium or fee simple townhome unit shall be 16 feet, and each unit shall contain a minimum of 1,200 feet of heated space. Building separations shall be as reflected on the site plan, and private drives built to City specs will be used within these communities. Front, side and rear facades shall consist of masonry, stacked stone, cedar shake, stucco, cementeous siding or a mixture thereof. No vinyl siding shall be allowed excluding soffit areas. No fewer than three or more than ten condominium or fee simple townhome units shall exist within one continuous structure, and front facades will be staggered. All single-family condominiums shall contain one car garages. Monument signage shall be used for the entrance to any attached single-family residential pod as per the sign plan.
18. The height of an apartment building shall not exceed three stories, although $\frac{3}{4}$ splits will be allowed. Each apartment unit will contain a minimum of 650 square feet for Pod's C, I, J and K. Each unit shall have at least 1.75 parking spaces. Front, side and rear facades shall consist of masonry, stacked stone, cedar shake, stucco, cementeous siding or a mixture thereof. No vinyl siding shall be allowed excluding soffit areas. Minimum building separations shall be as depicted on the site plan. Signage shall be as per the attached sign plan.
19. The subject property may be developed for up to 806,000 square feet of traditional office, mid-rise office, and office warehouse space. Within the 806,000 square foot maximum, commercial and retail uses may be allowed within Pods B and N. At no such time shall the maximum allowed square footage within those pods exceed what is specified on the approved concept plan. This space may be developed for these uses but sold in a condominium format. Height of such structures shall be limited to 3 stories from average finished grade. Parking spaces will be provided at a minimum ratio of 3.5 spaces per 1000 square feet of useable office space. Monument signage shall be required in any office pod as per Exhibit B, and lights shall be shielded and angled so as to minimize glare onto adjacent properties. Minimum setbacks shall be as per the site plan, but there shall be no minimum lot, lot width or lot frontage required.
20. The subject property may be developed for up to **210,000** square feet of industrial/office/warehouse space within Pod E and 580,000 square feet of commercial space within Pod I. The maximum height of any structure, excluding architectural accents; such as clocks, cupolas and bell towers; shall be 50 feet. Use of pitched roofs shall be encouraged. Minimum setbacks shall be as per the site plan, but there shall be no minimum lot, lot width or lot frontage required. Parking shall be provided at a minimum of four spaces per 1,000 square feet of space. Lights shall be shielded and angled so as to minimize glare onto adjacent properties, and dumpsters shall be screened. Under no circumstances shall the following uses be allowed: Pawn shops, adult entertainment, adult bookstores, extended-stay hotel, rooming house, or boarding house. Signage shall be as per the attached sign plan.
21. Architectural treatment shall be of consistent design throughout the community and as per the renderings.
22. A minimum of 100 acres shall be maintained as green space, with passive recreation and trails as per the plan. Sidewalks shall connect the residential and non-residential components of this community.

23. A Mandatory Property Owners Association will be created for the single-family detached community to insure that these conditions are observed during development and in terms of architectural consistency thereafter. Separate mandatory associations will be set up for the single-family detached and single-family attached products to own and manage open space, common areas, and architectural controls. Open space elsewhere in the project shall be maintained as common area by the overall Property Owner's Association, or by a separate Association within whose boundaries the common area is located. Maintenance of the amenities package set forth on the site plan shall be the responsibility of the owners of single-family detached homes. However, at the option of those residents, memberships may be extended to other Mundy Mill residents for a fee to cover maintenance. Amenities packages also may be established in the individual townhome or apartment pods, but shall be the responsibility of the owners of land therein.

Buffers

24. A 100 foot wide buffer shall be provided against Balus Creek and all other blue-line streams. The first 50 feet of the buffer shall be measured from the top of the creek bank and shall be undisturbed. The remaining 50 feet of the buffer, if disturbed, shall be stabilized and replanted with vegetation subject to Planning Department approval.
25. A 25 foot minimum perimeter buffer will be created and infilled as necessary with plant material. However, this buffer will not be required along any Mundy Mill Road frontages. Landscaped buffers of at least 25 feet are also required along any road frontages. **A staggered row of evergreen trees consisting of a mixture of Cryptomeria, Thuja Green Giant Arborvitae, Eastern Red Cedar and/or Holly trees shall be required adjacent to the entire perimeter buffer of Pod E excluding the westerly boundary adjacent to the city limits of Oakwood. The location, size and type of buffer trees shall be subject to the approval of the Community and Economic Development Department Director.**
26. Landscaped buffers of at least 25 feet also shall separate any non-residential pod or existing non-residential use from a residential pod. The buffer shall be subject to Planning Department approval.
27. All proposed detention ponds shall be sufficiently fenced and buffered from view from all roads and adjacent properties. All buffer materials shall be approved by the Planning Department.

Gainesville City Board of Education

28. As agreed to by the owner/developer, the 17.0 acre tract of land identified on the plat/site plan attached as Exhibit A shall be reserved for use as an elementary school site. At that time (or earlier at the owner/developer's discretion), and presupposing the School Board still wants the property for an elementary school, the owner/developer shall promptly convey to it, without charge. In the event the School Board does not secure a building permit and begin construction of an elementary school before December 31, 2012, then the developer shall retain all rights to development of the entire 17.0 acres tract as per the original terms of zoning approval except for this condition, and the School Board shall promptly convey marketable title to the property back to the owner/developer at no charge. Additionally, if no elementary school is actually constructed on this site by December 31, 2013, then the School Board shall return marketable title to the property to the developer without charge. The conveyance documents executed by the owner/developer to the School Board will contain these terms and requirements. This agreement to reserve the 17.0 acres tract shall not prohibit the owner/developer from including it in any plat it may prepare for its development of a single-family residential pod and also will allow the owner/developer to put on it any necessary utility or other storm water easements which may be required for the development as a whole, provided such improvements do not materially affect the Board's ability to use the site for a school. This agreement also shall not prohibit the owner/developer from earlier transferring the

17.0 acres site to the City to be held for the School Board, subject to the requirements of this paragraph. Finally, but for utility/drainage easements or right-of-way dedicated as part of the road system in or along the frontages of the Mundy Mill development, the owner/developer shall not be required to dedicate or give to the City of Gainesville any additional property incidental to this development. However, if the School Board fails to acquire this property, then the owner/developer shall convey three acres of land to the City for a public safety use.

Notwithstanding any of the foregoing, if at such time as the School Board has acquired the 17.0 acres site and is ready to begin feasibility assessments, and if the State Board of Education should determine that the site is not then suitable for use as a school under the applicable state standards, then the Board of Education may sell the 17.0 acres tract and retain the proceeds for use in purchasing an alternative site. Provided, however, that once an arms-length transaction for a fair market value purchase of the site has been secured by the School Board, the owner/developer shall have a right of first refusal to repurchase the tract at the exact same purchase price. Provided further, that the proceeds from such sale must be expended on a new school site within 60 days of closing, otherwise it shall be remitted instantly to the owner/developer.

The City notes that this condition may be imposed only because the owner/developer has agreed to it.

Quality Enhancement

29. In order to further enhance and assure the quality of development, the City expects the developer shall perform/provide the following:
- Detailed landscape plan for parkway, subject to approval by the Department of Planning and Development.
 - Reconstruction of Mundy Mill as focal point for community, subject to approval of the Georgia Department of Transportation.
 - A minimum of two amenity locations shall be provided for the entire development of the detached single-family residential pods. At minimum the amenity sites shall include a pool house, swimming pool and playground.
 - Sidewalks and streetlights throughout community.
 - All products within the development shall contain exterior construction materials limitation; must use brick, masonry stucco, stacked stone, cedar shake, or hardiplank.
 - Open space - 18%.
 - Pedestrian trail plan (3.5± miles) connecting entire community.
 - Parkway plan sidewalk width sufficient to create a bicycle lane.
 - Every single-family home built on the subject property shall contain ceramic tiled bathroom floors.
 - Every single-family home shall be built to accommodate at least one fireplace.
 - No vinyl siding on any product within development excluding soffit areas.
 - Each pod of townhouses and apartments will have its own amenities package.
 - All underground utilities.
 - Uniform mailboxes will be provided for each detached single-family residential pod.
 - Uniform street signs will be provided throughout the development.
30. Along Balus Creek, the developer shall reserve for the City, by way of easement, a ten-foot strip of land for use as a bicycle path. At such time as the City or County

constructs an element of its bike path system to which this easement might connect, the City and/or County, at its/their expense, may pave this strip. No development shall occur on the property which would interfere with the eventual construction of this path by the appropriate governmental entity, except for the boulevard which will cross the creek.

31. All access point design for the subject property shall require review and approval by the Gainesville Public Works Department Director and Hall County Traffic Engineering. All required access/traffic/sidewalk improvements associated with the proposal shall be at the full expense of the property owner.

32. The proposed truck bays, truck court and trailer storage shall be located in front of the building facing Old Oakwood Road. The rear of the proposed building adjacent to the Maple Park subdivision shall be limited to employee parking only.

Motion made by Board Member White

Motion seconded by Board Member Martin

Vote – 6 favor, 1 absent (Delgado)

Passed: _____

AN ORDINANCE

No. 2022-

AN ORDINANCE AMENDING THE EXISTING PLANNED UNIT DEVELOPMENT, WITH CONDITIONS (P-U-D-c) ZONING TOTALING 17.28± ACRES LOCATED WEST OF THE INTERSECTION OF OLD OAKWOOD ROAD AND MOUNTAIN VIEW ROAD, HAVING ROAD FRONTAGE ON THE NORTH SIDE OF OLD OAKWOOD ROAD AND THE SOUTH SIDE OF MOUNTAIN VIEW ROAD (A/K/A 0 OLD OAKWOOD 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

Transportation/Traffic

1. All road improvements associated within the scope of the proposed development shall be at the full expense of the developer(s). The scope of the development shall be defined as those roads/intersections directly within, adjacent to, and within 1,500 feet of the subject property as studied within the Traffic Impact Study (TIS) submitted with this application. These road improvements are to include additional signalization, turn lanes, widening of roads, striping, and signage as stated in the TIS. This may include all or portions of Mundy Mill Road, Meeks Road, Fairbanks Drive, Old Oakwood Road, Old Flowery Branch Road, and Mountain View Road. The cost of the required road improvements shall be prorated based on developed property values of the residential, commercial, retail, office and industrial properties.
2. The developer(s) shall work with the Georgia Department of Transportation, Hall County Traffic Engineering, the City of Oakwood, and the City of Gainesville Public Works Department to ensure that these improvements are performed in a timely manner so as to not conflict with any of the existing or planned road projects that are scheduled to take place outside the scope of the proposed development.
3. All sign locations, access point (new and existing) designations for *new* roads, sight distances, and sight triangles shall be reviewed and clarified, in the beginning stages of plans and submittals with GDOT and the Public Works Director so as to limit the number of access points in that area.
4. A signal warrant study will be required for the major intersections of internal streets within the development. If a signal light is warranted at a specific intersection, such installation shall be completed at the expense of the developer(s) and shall meet all

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specifications as determined by the Public Works Department. A signal light shall not be installed until traffic volumes actually meet the levels as determined by the warrant study.

5. The developer(s) shall meet with Public Works prior to initiating the final civil design to discuss a traffic calming plan. A traffic calming plan consisting of tools such as landscaped traffic circles at intersections, raised crosswalks, landscaped center medians, chicanes, or other measures that aid in keeping the average speed on residential streets approximately 25 mph or below shall be prepared and approved by Public Works. Specific measures in the approved plan shall be constructed at the same time the streets are constructed.
6. All roads dedicated to the City of Gainesville shall meet City specifications, and all private roads shall be constructed with materials that meet City specifications.
7. All interpretations relating to transportation and/or traffic improvement conditions shall be subject to approval of the Gainesville Public Works Director.
8. The new four lane parkway as reflected on the site plan shall be constructed and designed so as to allow a connection to the Tumbling Creek Connector across Old Oakwood Road.

Development Standards

9. Sidewalks shall be required along both sides of the streets within the development and shall be a minimum of four feet (4') wide along streets classified as residential streets and six feet (6') wide along collector streets and streets in the commercial zones. Alternatively, sidewalks shall be permitted along one side of the street in parkway areas at a minimum width of eight feet (8') and a minimum of five feet (5') along roads classified as residential streets.
10. All proposed single-family lots within the development shall only be allowed to access new interior roads within the subdivision. Direct access shall not be allowed onto roads that existed prior to this development.
11. Access to all service areas adjacent to single-family detached homes, including dumpster pads, shall be limited to the hours of between 9:00 a.m. and 6:00 p.m., unless an emergency situation warrants access to these areas.
12. Upon completion of the development, no outside storage of any materials shall be allowed. No storage of hazardous chemicals, as listed in the Standard Fire Code, shall be permitted.
13. Outdoor lighting used in this development; be it for recreational, security or general purposes, shall be of non-spill design and placed in a manner so as to minimize direct visibility by adjoining or adjacent properties.
14. The proposed residential, office, commercial, and accessory structures shall be similar in scale and architecture to the elevation drawings and pictures as submitted with the application.
15. The subject property shall be developed substantially in accordance with the site plan with minor engineering deviations excepted. All site plan, architectural renderings, pedestrian/trail access plan, and traffic impact studies shall become a part of the annexation, zoning and rezoning ordinances.
16. The number of *single-family detached homes* shall not exceed 1208 units and shall contain a minimum of 1,500 square feet of heated space. Front facades shall consist of masonry, stacked stone, cedar shake or stucco, architectural accents excluded. The remaining three facades shall consist of these materials or cementitious siding such as hardiplank. Single-family lots shall be no less than 6,000 square feet in size,

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with 60 feet of lot width at the building setback line and minimum lot width at right-of-way line of 20 feet, with the exception of Pod M of the concept plan which shall have a minimum lot width at the building setback line reduced to 50-feet.

Pod L of the concept plan dated 10/06/04 shall be the highest-end product proposed by the developer and shall contain a minimum of 1,800 square feet of heated space. Single-family lots shall be no less than 6,000 square feet in size, with 60 feet of lot width at the building setback line, and minimum lot width at right-of-way line of 20 feet. Front and side facades shall consist of masonry, stacked stone, cedar shake or stucco, architectural accents excluded. The rear facade may consist of these materials or cementeous siding such as hardiplank.

Each home within all single-family residential detached pods will have an attached garage for at least two cars. The front yard of each lot shall be sodded and planted with at least one hardwood tree. Monument signage shall be used for the entrance to any detached single-family residential pod as per the attached site plan, and each entrance shall have plantings or other architectural accents.

17. The number of attached *single-family condominiums*, fee simple townhomes or apartments shall not exceed 1,235 total units to include a total of 775 units for Pod's C and I and 460 units for Pod's J and K. The minimum unit/lot width for each condominium or fee simple townhome unit shall be 16 feet, and each unit shall contain a minimum of 1,200 feet of heated space. Building separations shall be as reflected on the site plan, and private drives built to City specs will be used within these communities. Front, side and rear facades shall consist of masonry, stacked stone, cedar shake, stucco, cementeous siding or a mixture thereof. No vinyl siding shall be allowed excluding soffit areas. No fewer than three or more than ten condominium or fee simple townhome units shall exist within one continuous structure, and front facades will be staggered. All single-family condominiums shall contain one car garages. Monument signage shall be used for the entrance to any attached single-family residential pod as per the sign plan.
18. The height of an apartment building shall not exceed three stories, although $\frac{3}{4}$ splits will be allowed. Each apartment unit will contain a minimum of 650 square feet for Pod's C, I, J and K. Each unit shall have at least 1.75 parking spaces. Front, side and rear facades shall consist of masonry, stacked stone, cedar shake, stucco, cementeous siding or a mixture thereof. No vinyl siding shall be allowed excluding soffit areas. Minimum building separations shall be as depicted on the site plan. Signage shall be as per the attached sign plan.
19. The subject property may be developed for up to 806,000 square feet of traditional office, mid-rise office, and office warehouse space. Within the 806,000 square foot maximum, commercial and retail uses may be allowed within Pods B and N. At no such time shall the maximum allowed square footage within those pods exceed what is specified on the approved concept plan. This space may be developed for these uses but sold in a condominium format. Height of such structures shall be limited to 3 stories from average finished grade. Parking spaces will be provided at a minimum ratio of 3.5 spaces per 1000 square feet of useable office space. Monument signage shall be required in any office pod as per Exhibit B, and lights shall be shielded and angled so as to minimize glare onto adjacent properties. Minimum setbacks shall be as per the site plan, but there shall be no minimum lot, lot width or lot frontage required.
20. The subject property may be developed for up to 210,000 square feet of industrial/office/warehouse space within Pod E and 580,000 square feet of commercial space within Pod I. The maximum height of any structure, excluding

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architectural accents; such as clocks, cupolas and bell towers; shall be 50 feet. Use of pitched roofs shall be encouraged. Minimum setbacks shall be as per the site plan, but there shall be no minimum lot, lot width or lot frontage required. Parking shall be provided at a minimum of four spaces per 1,000 square feet of space. Lights shall be shielded and angled so as to minimize glare onto adjacent properties, and dumpsters shall be screened. Under no circumstances shall the following uses be allowed: Pawn shops, adult entertainment, adult bookstores, extended-stay hotel, rooming house, or boarding house. Signage shall be as per the attached sign plan.

21. Architectural treatment shall be of consistent design throughout the community and as per the renderings.
22. A minimum of 100 acres shall be maintained as green space, with passive recreation and trails as per the plan. Sidewalks shall connect the residential and non-residential components of this community.
23. A Mandatory Property Owners Association will be created for the single-family detached community to insure that these conditions are observed during development and in terms of architectural consistency thereafter. Separate mandatory associations will be set up for the single-family detached and single-family attached products to own and manage open space, common areas, and architectural controls. Open space elsewhere in the project shall be maintained as common area by the overall Property Owner's Association, or by a separate Association within whose boundaries the common area is located. Maintenance of the amenities package set forth on the site plan shall be the responsibility of the owners of single-family detached homes. However, at the option of those residents, memberships may be extended to other Mundy Mill residents for a fee to cover maintenance. Amenities packages also may be established in the individual townhome or apartment pods, but shall be the responsibility of the owners of land therein.

Buffers

24. A 100 foot wide buffer shall be provided against Balus Creek and all other blue-line streams. The first 50 feet of the buffer shall be measured from the top of the creek bank and shall be undisturbed. The remaining 50 feet of the buffer, if disturbed, shall be stabilized and replanted with vegetation subject to Planning Department approval.
25. A 25 foot minimum perimeter buffer will be created and infilled as necessary with plant material. However, this buffer will not be required along any Mundy Mill Road frontages. Landscaped buffers of at least 25 feet are also required along any road frontages. **A staggered row of evergreen trees consisting of a mixture of Cryptomeria, Thuja Green Giant Arborvitae, Eastern Red Cedar and/or Holly trees shall be required adjacent to the entire perimeter buffer of Pod E excluding the westerly boundary adjacent to the city limits of Oakwood. The location, size and type of buffer trees shall be subject to the approval of the Community and Economic Development Department Director.**
26. Landscaped buffers of at least 25 feet also shall separate any non-residential pod or existing non-residential use from a residential pod. The buffer shall be subject to Planning Department approval.
27. All proposed detention ponds shall be sufficiently fenced and buffered from view from all roads and adjacent properties. All buffer materials shall be approved by the Planning Department.

Gainesville City Board of Education

28. As agreed to by the owner/developer, the 17.0 acre tract of land identified on the plat/site plan attached as Exhibit A shall be reserved for use as an elementary school

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site. At that time (or earlier at the owner/developer's discretion), and presupposing the School Board still wants the property for an elementary school, the owner/developer shall promptly convey to it, without charge. In the event the School Board does not secure a building permit and begin construction of an elementary school before December 31, 2012, then the developer shall retain all rights to development of the entire 17.0 acres tract as per the original terms of zoning approval except for this condition, and the School Board shall promptly convey marketable title to the property back to the owner/developer at no charge. Additionally, if no elementary school is actually constructed on this site by December 31, 2013, then the School Board shall return marketable title to the property to the developer without charge. The conveyance documents executed by the owner/developer to the School Board will contain these terms and requirements. This agreement to reserve the 17.0 acres tract shall not prohibit the owner/developer from including it in any plat it may prepare for its development of a single-family residential pod and also will allow the owner/developer to put on it any necessary utility or other storm water easements which may be required for the development as a whole, provided such improvements do not materially affect the Board's ability to use the site for a school. This agreement also shall not prohibit the owner/developer from earlier transferring the 17.0 acres site to the City to be held for the School Board, subject to the requirements of this paragraph. Finally, but for utility/drainage easements or right-of-way dedicated as part of the road system in or along the frontages of the Mundy Mill development, the owner/developer shall not be required to dedicate or give to the City of Gainesville any additional property incidental to this development. However, if the School Board fails to acquire this property, then the owner/developer shall convey three acres of land to the City for a public safety use.

Notwithstanding any of the foregoing, if at such time as the School Board has acquired the 17.0 acres site and is ready to begin feasibility assessments, and if the State Board of Education should determine that the site is not then suitable for use as a school under the applicable state standards, then the Board of Education may sell the 17.0 acres tract and retain the proceeds for use in purchasing an alternative site. Provided, however, that once an arms length transaction for a fair market value purchase of the site has been secured by the School Board, the owner/developer shall have a right of first refusal to repurchase the tract at the exact same purchase price. Provided further, that the proceeds from such sale must be expended on a new school site within 60 days of closing, otherwise it shall be remitted instantly to the owner/developer.

The City notes that this condition may be imposed only because the owner/developer has agreed to it.

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29. In order to further enhance and assure the quality of development, the City expects the developer shall perform/provide the following:

- Detailed landscape plan for parkway, subject to approval by the Department of Planning and Development.
- Reconstruction of Mundy Mill as focal point for community, subject to approval of the Georgia Department of Transportation.
- A minimum of two amenity locations shall be provided for the entire development of the detached single-family residential pods. At minimum the amenity sites shall include a pool house, swimming pool and playground.
- Sidewalks and streetlights throughout community.

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 - Open space - 18%.
 - Pedestrian trail plan (3.5± miles) connecting entire community.
 - Parkway plan sidewalk width sufficient to create a bicycle lane.
 - Every single-family home built on the subject property shall contain ceramic tiled bathroom floors.
 - Every single-family home shall be built to accommodate at least one fireplace.
 - No vinyl siding on any product within development excluding soffit areas.
 - Each pod of townhouses and apartments will have its own amenities package.
 - All underground utilities.
 - Uniform mailboxes will be provided for each detached single-family residential pod.
 - Uniform street signs will be provided throughout the development.
30. Along Balus Creek, the developer shall reserve for the City, by way of easement, a ten-foot strip of land for use as a bicycle path. At such time as the City or County constructs an element of its bike path system to which this easement might connect, the City and/or County, at its/their expense, may pave this strip. No development shall occur on the property which would interfere with the eventual construction of this path by the appropriate governmental entity, except for the boulevard which will cross the creek.
31. All access point design for the subject property shall require review and approval by the Gainesville Public Works Department Director and Hall County Traffic Engineering. All required access/traffic/sidewalk improvements associated with the proposal shall be at the full expense of the property owner.
32. The proposed truck bays, truck court and trailer storage shall be located in front of the building facing Old Oakwood Road. The rear of the proposed building adjacent to the Maple Park subdivision shall be limited to employee parking only.

Legal Description

All that tract or parcel of land lying and being in Land Lot 25, 8th Land District, City of Gainesville, Hall County, Georgia as shown on a Sketch and description prepared by Patton Land Surveying, LLC, for Butler Property, LLC, dated March 27th, 2018 and being more particularly described as follows:

Beginning at the Southerly mitered right-of-way corner at the Northeasterly intersection of Millside Parkway (varying width right-of-way) & Old Oakwood Road (varying width right-of-way) as recorded in Deed Book 8027, Pages 437-443 and shown on Plat Book 875, Page 229, Hall County Georgia records and located at Georgia State Plane Coordinate Northing 1544833.48, Easting 2388397.69, Georgia West Zone, North American Datum of 1983/2007 adjustment; Thence North 42 degrees 09 minutes 26 seconds East for a distance of 1,771.53 feet to a point on the Northerly right-of-way line of said Old Oakwood Road and said point being the TRUE POINT OF BEGINNING;

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Thence leaving said Mountain View Road the following courses:

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Thence following said Old Oakwood Road the following courses:

Thence along a curve to the left having a radius of 596.55 feet and an arc length of 61.01 feet, being subtended by a chord of South 15 degrees 19 minutes 36 seconds West for a distance of 60.99 feet to a point; Thence along a curve to the left having a radius of 806.43 feet and an arc length of 53.82 feet, being subtended by a chord of South 11 degrees 09 minutes 42 seconds West for a distance of 53.81 feet to a point; Thence South 10 degrees 25 minutes 44 seconds West for a distance of 134.64 feet to a point; Thence along a curve to the right having a radius of 1260.51 feet and an arc length of 159.08 feet, being subtended by a chord of South 15 degrees 02 minutes 26 seconds West for a distance of 158.97 feet to a point; Thence along a curve to the right having a radius of 1172.82 feet and an arc length of 101.87 feet, being subtended by a chord of South 21 degrees 16 minutes 45 seconds West for a distance of 101.84 feet to a point; Thence South 23 degrees 46 minutes 13 seconds West for a distance of 99.75 feet to a point; Thence along a curve to the left having a radius of 1945.43 feet and an arc length of 132.51 feet, being subtended by a chord of South 22 degrees 33 minutes 57 seconds West for a distance of 132.49 feet to a point and said point being the POINT OF BEGINNING. Said property contains 17.25 acres more or less.

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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.

W. Samuel Couvillon, 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

Passed: _____

AN ORDINANCE

No. 2022-

AN ORDINANCE AMENDING THE EXISTING PLANNED UNIT DEVELOPMENT, WITH CONDITIONS (P-U-D-c) ZONING TOTALING 17.28± ACRES LOCATED WEST OF THE INTERSECTION OF OLD OAKWOOD ROAD AND MOUNTAIN VIEW ROAD, HAVING ROAD FRONTAGE ON THE NORTH SIDE OF OLD OAKWOOD ROAD AND THE SOUTH SIDE OF MOUNTAIN VIEW ROAD (A/K/A 0 OLD OAKWOOD 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

Transportation/Traffic

- 1. All road improvements associated within the scope of the proposed development shall be at the full expense of the developer(s). The scope of the development shall be defined as those roads/intersections directly within, adjacent to, and within 1,500 feet of the subject property as studied within the Traffic Impact Study (TIS) submitted with this application. These road improvements are to include additional signalization, turn lanes, widening of roads, striping, and signage as stated in the TIS. This may include all or portions of Mundy Mill Road, Meeks Road, Fairbanks Drive, Old Oakwood Road, Old Flowery Branch Road, and Mountain View Road. The cost of the required road improvements shall be prorated based on developed property values of the residential, commercial, retail, office and industrial properties.**
- 2. The developer(s) shall work with the Georgia Department of Transportation, Hall County Traffic Engineering, the City of Oakwood, and the City of Gainesville Public Works Department to ensure that these improvements are performed in a timely manner so as to not conflict with any of the existing or planned road projects that are scheduled to take place outside the scope of the proposed development.**
- 3. All sign locations, access point (new and existing) designations for *new* roads, sight distances, and sight triangles shall be reviewed and clarified, in the beginning stages of plans and submittals with GDOT and the Public Works Director so as to limit the number of access points in that area.**
- 4. A signal warrant study will be required for the major intersections of internal streets within the development. If a signal light is warranted at a specific intersection, such installation shall be completed at the expense of the developer(s) and shall meet all**

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specifications as determined by the Public Works Department. A signal light shall not be installed until traffic volumes actually meet the levels as determined by the warrant study.

5. The developer(s) shall meet with Public Works prior to initiating the final civil design to discuss a traffic calming plan. A traffic calming plan consisting of tools such as landscaped traffic circles at intersections, raised crosswalks, landscaped center medians, chicanes, or other measures that aid in keeping the average speed on residential streets approximately 25 mph or below shall be prepared and approved by Public Works. Specific measures in the approved plan shall be constructed at the same time the streets are constructed.
6. All roads dedicated to the City of Gainesville shall meet City specifications, and all private roads shall be constructed with materials that meet City specifications.
7. All interpretations relating to transportation and/or traffic improvement conditions shall be subject to approval of the Gainesville Public Works Director.
8. The new four lane parkway as reflected on the site plan shall be constructed and designed so as to allow a connection to the Tumbling Creek Connector across Old Oakwood Road.

Development Standards

9. Sidewalks shall be required along both sides of the streets within the development and shall be a minimum of four feet (4') wide along streets classified as residential streets and six feet (6') wide along collector streets and streets in the commercial zones. Alternatively, sidewalks shall be permitted along one side of the street in parkway areas at a minimum width of eight feet (8') and a minimum of five feet (5') along roads classified as residential streets.
10. All proposed single-family lots within the development shall only be allowed to access new interior roads within the subdivision. Direct access shall not be allowed onto roads that existed prior to this development.
11. Access to all service areas adjacent to single-family detached homes, including dumpster pads, shall be limited to the hours of between 9:00 a.m. and 6:00 p.m., unless an emergency situation warrants access to these areas.
12. Upon completion of the development, no outside storage of any materials shall be allowed. No storage of hazardous chemicals, as listed in the Standard Fire Code, shall be permitted.
13. Outdoor lighting used in this development; be it for recreational, security or general purposes, shall be of non-spill design and placed in a manner so as to minimize direct visibility by adjoining or adjacent properties.
14. The proposed residential, office, commercial, and accessory structures shall be similar in scale and architecture to the elevation drawings and pictures as submitted with the application.
15. The subject property shall be developed substantially in accordance with the site plan with minor engineering deviations excepted. All site plan, architectural renderings, pedestrian/trail access plan, and traffic impact studies shall become a part of the annexation, zoning and rezoning ordinances.
16. The number of *single-family detached homes* shall not exceed 1208 units and shall contain a minimum of 1,500 square feet of heated space. Front facades shall consist of masonry, stacked stone, cedar shake or stucco, architectural accents excluded. The remaining three facades shall consist of these materials or cementitious siding such as hardiplank. Single-family lots shall be no less than 6,000 square feet in size,

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with 60 feet of lot width at the building setback line and minimum lot width at right-of-way line of 20 feet, with the exception of Pod M of the concept plan which shall have a minimum lot width at the building setback line reduced to 50-feet.

Pod L of the concept plan dated 10/06/04 shall be the highest-end product proposed by the developer and shall contain a minimum of 1,800 square feet of heated space. Single-family lots shall be no less than 6,000 square feet in size, with 60 feet of lot width at the building setback line, and minimum lot width at right-of-way line of 20 feet. Front and side facades shall consist of masonry, stacked stone, cedar shake or stucco, architectural accents excluded. The rear facade may consist of these materials or cementeous siding such as hardiplank.

Each home within all single-family residential detached pods will have an attached garage for at least two cars. The front yard of each lot shall be sodded and planted with at least one hardwood tree. Monument signage shall be used for the entrance to any detached single-family residential pod as per the attached site plan, and each entrance shall have plantings or other architectural accents.

17. The number of attached *single-family condominiums*, fee simple townhomes or apartments shall not exceed 1,235 total units to include a total of 775 units for Pod's C and I and 460 units for Pod's J and K. The minimum unit/lot width for each condominium or fee simple townhome unit shall be 16 feet, and each unit shall contain a minimum of 1,200 feet of heated space. Building separations shall be as reflected on the site plan, and private drives built to City specs will be used within these communities. Front, side and rear facades shall consist of masonry, stacked stone, cedar shake, stucco, cementeous siding or a mixture thereof. No vinyl siding shall be allowed excluding soffit areas. No fewer than three or more than ten condominium or fee simple townhome units shall exist within one continuous structure, and front facades will be staggered. All single-family condominiums shall contain one car garages. Monument signage shall be used for the entrance to any attached single-family residential pod as per the sign plan.
18. The height of an apartment building shall not exceed three stories, although $\frac{3}{4}$ splits will be allowed. Each apartment unit will contain a minimum of 650 square feet for Pod's C, I, J and K. Each unit shall have at least 1.75 parking spaces. Front, side and rear facades shall consist of masonry, stacked stone, cedar shake, stucco, cementeous siding or a mixture thereof. No vinyl siding shall be allowed excluding soffit areas. Minimum building separations shall be as depicted on the site plan. Signage shall be as per the attached sign plan.
19. The subject property may be developed for up to 806,000 square feet of traditional office, mid-rise office, and office warehouse space. Within the 806,000 square foot maximum, commercial and retail uses may be allowed within Pods B and N. At no such time shall the maximum allowed square footage within those pods exceed what is specified on the approved concept plan. This space may be developed for these uses but sold in a condominium format. Height of such structures shall be limited to 3 stories from average finished grade. Parking spaces will be provided at a minimum ratio of 3.5 spaces per 1000 square feet of useable office space. Monument signage shall be required in any office pod as per Exhibit B, and lights shall be shielded and angled so as to minimize glare onto adjacent properties. Minimum setbacks shall be as per the site plan, but there shall be no minimum lot, lot width or lot frontage required.
20. The subject property may be developed for up to 210,000 square feet of industrial/office/warehouse space within Pod E and 580,000 square feet of commercial space within Pod I. The maximum height of any structure, excluding

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architectural accents; such as clocks, cupolas and bell towers; shall be 50 feet. Use of pitched roofs shall be encouraged. Minimum setbacks shall be as per the site plan, but there shall be no minimum lot, lot width or lot frontage required. Parking shall be provided at a minimum of four spaces per 1,000 square feet of space. Lights shall be shielded and angled so as to minimize glare onto adjacent properties, and dumpsters shall be screened. Under no circumstances shall the following uses be allowed: Pawn shops, adult entertainment, adult bookstores, extended-stay hotel, rooming house, or boarding house. Signage shall be as per the attached sign plan.

21. Architectural treatment shall be of consistent design throughout the community and as per the renderings.
22. A minimum of 100 acres shall be maintained as green space, with passive recreation and trails as per the plan. Sidewalks shall connect the residential and non-residential components of this community.
23. A Mandatory Property Owners Association will be created for the single-family detached community to insure that these conditions are observed during development and in terms of architectural consistency thereafter. Separate mandatory associations will be set up for the single-family detached and single-family attached products to own and manage open space, common areas, and architectural controls. Open space elsewhere in the project shall be maintained as common area by the overall Property Owner's Association, or by a separate Association within whose boundaries the common area is located. Maintenance of the amenities package set forth on the site plan shall be the responsibility of the owners of single-family detached homes. However, at the option of those residents, memberships may be extended to other Mundy Mill residents for a fee to cover maintenance. Amenities packages also may be established in the individual townhome or apartment pods, but shall be the responsibility of the owners of land therein.

Buffers

24. A 100 foot wide buffer shall be provided against Balus Creek and all other blue-line streams. The first 50 feet of the buffer shall be measured from the top of the creek bank and shall be undisturbed. The remaining 50 feet of the buffer, if disturbed, shall be stabilized and replanted with vegetation subject to Planning Department approval.
25. A 25 foot minimum perimeter buffer will be created and infilled as necessary with plant material. However, this buffer will not be required along any Mundy Mill Road frontages. Landscaped buffers of at least 25 feet are also required along any road frontages. A staggered row of evergreen trees consisting of a mixture of Cryptomeria, Thuja Green Giant Arborvitae, Eastern Red Cedar and/or Holly trees shall be required adjacent to the entire perimeter buffer of Pod E excluding the westerly boundary adjacent to the city limits of Oakwood. The location, size and type of buffer trees shall be subject to the approval of the Community and Economic Development Department Director.
26. Landscaped buffers of at least 25 feet also shall separate any non-residential pod or existing non-residential use from a residential pod. The buffer shall be subject to Planning Department approval.
27. All proposed detention ponds shall be sufficiently fenced and buffered from view from all roads and adjacent properties. All buffer materials shall be approved by the Planning Department.

Gainesville City Board of Education

28. As agreed to by the owner/developer, the 17.0 acre tract of land identified on the plat/site plan attached as Exhibit A shall be reserved for use as an elementary school

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site. At that time (or earlier at the owner/developer's discretion), and presupposing the School Board still wants the property for an elementary school, the owner/developer shall promptly convey to it, without charge. In the event the School Board does not secure a building permit and begin construction of an elementary school before December 31, 2012, then the developer shall retain all rights to development of the entire 17.0 acres tract as per the original terms of zoning approval except for this condition, and the School Board shall promptly convey marketable title to the property back to the owner/developer at no charge. Additionally, if no elementary school is actually constructed on this site by December 31, 2013, then the School Board shall return marketable title to the property to the developer without charge. The conveyance documents executed by the owner/developer to the School Board will contain these terms and requirements. This agreement to reserve the 17.0 acres tract shall not prohibit the owner/developer from including it in any plat it may prepare for its development of a single-family residential pod and also will allow the owner/developer to put on it any necessary utility or other storm water easements which may be required for the development as a whole, provided such improvements do not materially affect the Board's ability to use the site for a school. This agreement also shall not prohibit the owner/developer from earlier transferring the 17.0 acres site to the City to be held for the School Board, subject to the requirements of this paragraph. Finally, but for utility/drainage easements or right-of-way dedicated as part of the road system in or along the frontages of the Mundy Mill development, the owner/developer shall not be required to dedicate or give to the City of Gainesville any additional property incidental to this development. However, if the School Board fails to acquire this property, then the owner/developer shall convey three acres of land to the City for a public safety use.

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

W. Samuel Couvillon, Mayor

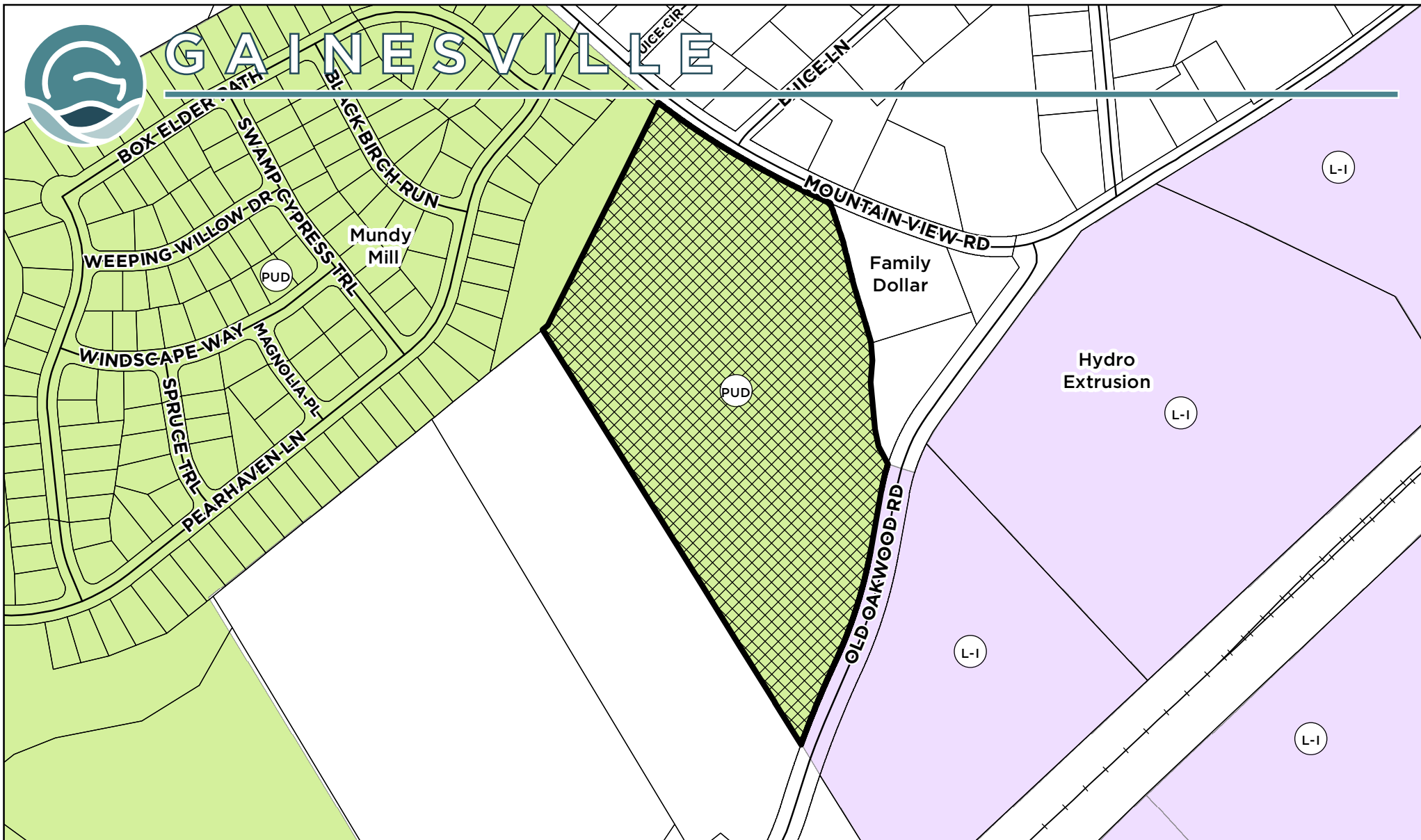
This is to certify that I am City Clerk of the City of Gainesville. As such, I keep its official records, including its minutes. In that capacity, my signature below certifies this Ordinance was adopted as stated and will be recorded in the official minutes.

ATTEST:

Denise O. Jordan, City Clerk



GAINESVILLE



Applicant: **CA INDUSTRIAL HOLDINGS, LLC**

ZONING AMENDMENT REQUEST

Subject Property Address:
0 Old Oakwood Road, SW

Tax Parcel:
08-024-005-363

Request:

Amend a portion of an existing Planned Unit Development (P-U-D) totaling 17.28+/- acres for industrial warehouse / distribution



Subject Property



Meeting Date: 08/09/2022

Map Prepared: 07/19/2022

0 190 380 570 760 Feet

SCALE: 1" = 333'



GAINESVILLE



Applicant: **CA INDUSTRIAL HOLDINGS, LLC**

ZONING AMENDMENT REQUEST

Subject Property Address:
0 Old Oakwood Road, SW

Tax Parcel:
08-024-005-363

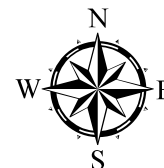
Request:

Amend a portion of an existing Planned Unit Development (P-U-D) totaling 17.28+/- acres for industrial warehouse / distribution



Subject Property

Aerial from 2021

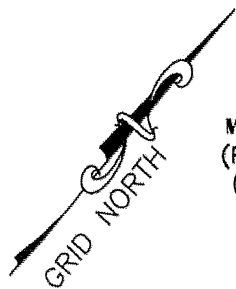


Meeting Date: 08/09/2022

Map Prepared: 07/19/2022

0 340 680 1,020 1,360 Feet

SCALE: 1" = 583'



**FINAL PLAT OF
MUNDY MILL-POD E-PHASE 1**
(PLAT BOOK 853, PAGES 247-250)
(PLAT BOOK 854, PAGES 1 & 2)
OPEN SPACE TRACT

P/L

1/2" O.T.F.

N 26°22'17" E 618.67'

C.P.
(TYPICAL)

E MOUNTAIN VIEW ROAD
(50' R/W)

1" O.T.F. (BENT)
(0.9' SOUTH,
ON P/L)

**SITE AREA:
17.25 Acres**

- N/F -
BUTLER PROPERTY, LLC
(DEED BOOK 6749, PAGE 226-240)

- N/F -
TONY MCGUIRE
(DEED BOOK 5504, PAGE 648)
(PLAT SLIDE 486, PAGE 192A)

POINT OF COMMENCEMENT
N 42°09'32" E 1771.51'
(FROM THE SOUTHERLY MITERED
R/W CORNER AT THE NORTHEASTERLY
INTERSECTION OF MILLSIDE PARKWAY &
OLD OAKWOOD ROAD)
N:1544833.48
E:2388397.69

1/2" R.B.F.
(5.7' SOUTH,
ON P/L
EXTENDED)

NAIL FOUND
(2.8' NORTH,
ON P/L)

C.P.
(TYPICAL)

- N/F -
ARACELY SALINAS &
JOSE D. SALINAS
(DEED BOOK 5817, PAGES 189-191)

- N/F -
JAMES T. RIDINGS
(DEED BOOK 7311, PAGES 462 & 463)

0 200
GRAPHIC SCALE
1 INCH = 200 FEET

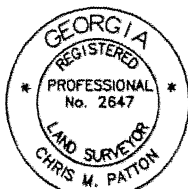
SHEET 1 OF 4



PATTON

LAND SURVEYING, LLC
REGISTERED PROFESSIONAL
LAND SURVEYORS

P.O. BOX 256
GAINESVILLE, GA. 30503
PHONE: (770) 532-6492
FAX: (770) 532-1995
www.pattonsurveying.com



HALL COUNTY SURVEYOR

SKETCH & DESCRIPTION FOR:

BUTLER PROPERTY, LLC

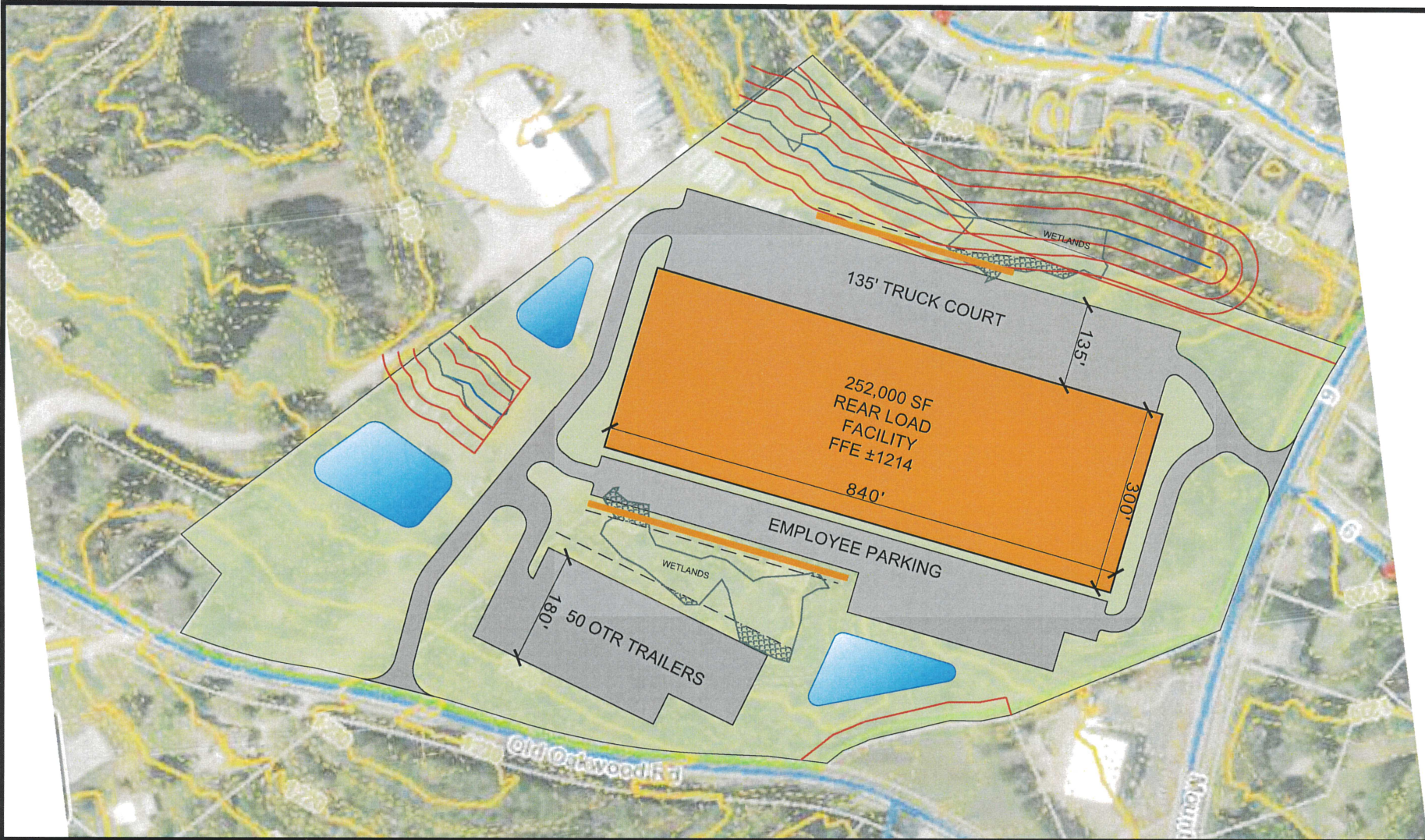
- LOCATED IN -

**LAND LOT 25
8TH LAND DISTRICT
CITY OF GAINESVILLE
HALL COUNTY, GEORGIA**

SCALE:
1" = 200'

DATE:
04/03/2018

Sketch-description-Multi-Family-Parcel-5.dwg
JN. 13-059Page 97 of 216



GRAPHIC SCALE



(IN FEET)
1 inch = 150 ft.

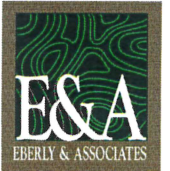
OLD OAKWOOD ROAD
OAKWOOD, GA

4/15/22



TEL 770.452.7849
2951 FLOWERS ROAD SOUTH, SUITE 119
ATLANTA, GEORGIA 30341
WWW.EBERLY.NET

LAND PLANNING
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE





TRAFFIC IMPACT STUDY FOR

OLD OAKWOOD ROAD INDUSTRIAL DEVELOPMENT

DATE:

June 28, 2022

LOCATION:

City of Gainesville, Hall County, Georgia

PREPARED FOR:

Eberly & Associates, Inc.

PREPARED BY:

NV5 Engineers and Consultants, Inc.
10745 Westside Way, Suite 300
Roswell, GA 30075
678.795.3600



Executive Summary

A new industrial development is proposed for construction along Old Oakwood Road and Mountain View Road in the City of Gainesville, Hall County, Georgia. The proposed development will consist of 252,000 square feet of warehousing and approximately 1.6 acres of trailer storage. The development will utilize two (2) new full-access driveways, one along Mountain View Road and one along Old Oakwood Road. The driveway along Mountain View Road will form a 4-leg intersection opposite of Buice Lane. The development has a projected build-out date of 2024.

When complete, the development is expected to generate a total of 496 new daily trips, 61 trips during the AM peak hour (46 entering and 15 exiting), and 61 during the PM peak hour (17 entering and 44 exiting).

Overall traffic operations at the study intersections are satisfactory in the existing conditions. Traffic operations at the study intersections are expected to worsen slightly as evidenced in the No-Build conditions.

The addition of project traffic is expected to have minimal impact on the Levels of Service (LOS) and delays at the study intersections. The LOS at each intersection are expected to be fairly consistent with that observed in the No-Build conditions. The proposed driveways are expected to have minimal impact on traffic operations along Mountain View Road and Old Oakwood Road.

Turn lanes are not warranted at either driveway.

Based on the analysis prepared for the proposed development, improvements at the study intersections are not required to mitigate the impact of the proposed development.

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- Appendix A – Development Concept Plan
- Appendix B – Traffic Counts
- Appendix C – Synchro Reports
- Appendix D – Turn Lane Evaluations
- Appendix E – Trailer Parking Trip Generation

A. Introduction

A new industrial development is proposed for construction along Old Oakwood Road and Mountain View Road in the City of Gainesville, Hall County, Georgia. The proposed development will consist of 252,000 square feet of warehousing and approximately 1.6 acres of trailer storage. The development will utilize two (2) new full-access driveways, one along Mountain View Road and one along Old Oakwood Road. The driveway along Mountain View Road will form a 4-leg intersection opposite of Buice Lane.

The traffic analyses in this report are for a single phase of construction. The purpose of this report is to identify the traffic expected to be generated by new vehicular trips when the development is completed. This study includes analysis of the Existing, No-Build, and Build conditions at the following intersections for the year 2024:

1. Mountain View Road and Pearhaven Lane / Private Driveway
2. Mountain View Road and Old Oakwood Road
3. Millside Parkway and Silver Oak Drive / Fiddlers Green Trace
4. Old Oakwood Road & Millside Parkway / Tumbling Creek Road
5. Mountain View Road & Buice Lane / Site Driveway 1
6. Old Oakwood Road & Site Driveway 2

The report summarizes the analysis of existing, background and projected traffic at the study locations, analysis of traffic impacts including Levels of Service (LOS) and conclusions and recommendations from the analysis.

Figure 1 depicts the study area (vicinity map) in Hall County, Georgia. The study intersections listed above are depicted in Figure 2. A copy of the development concept plan is included in Appendix A.

Figure 1: Vicinity Map

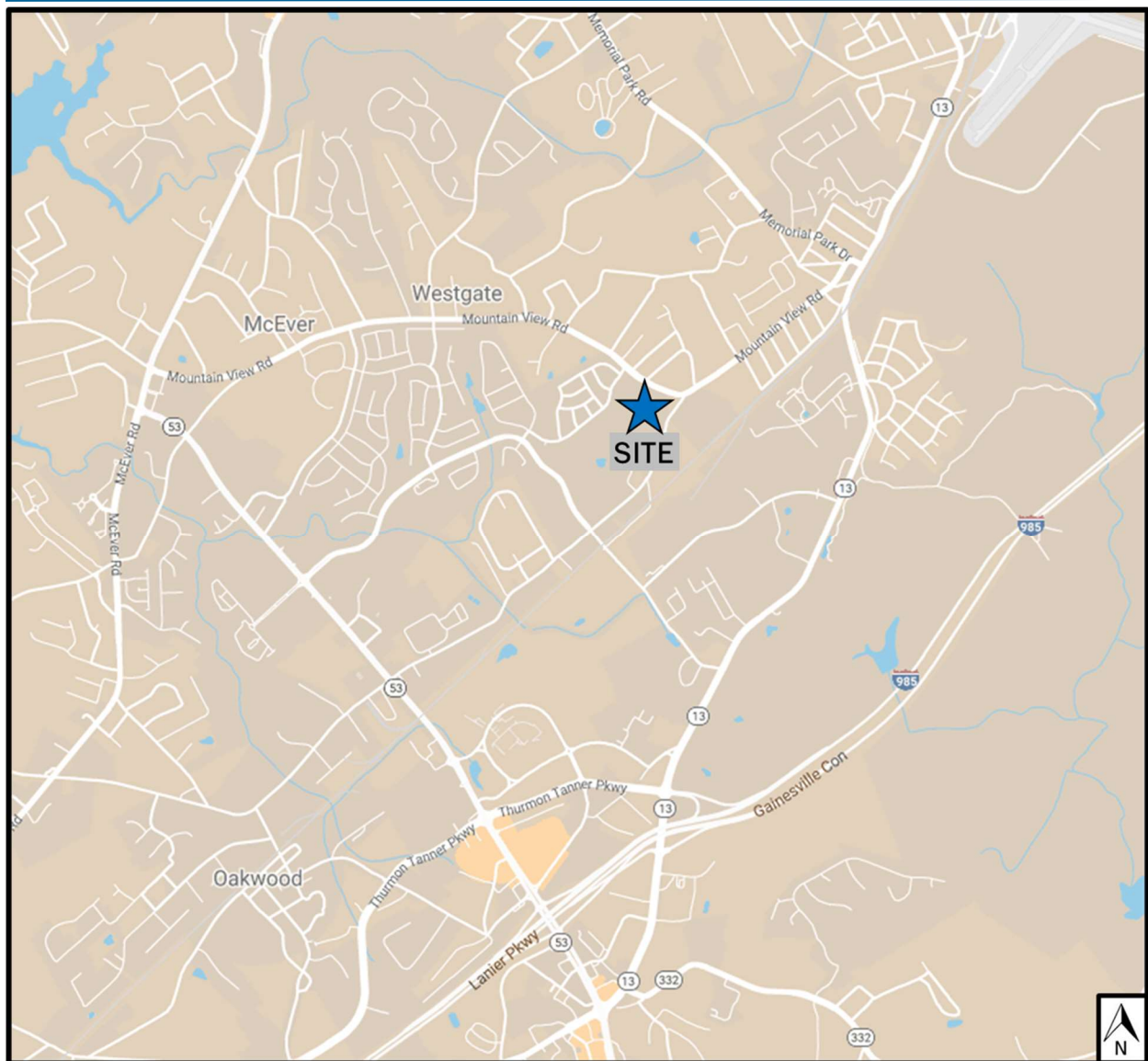
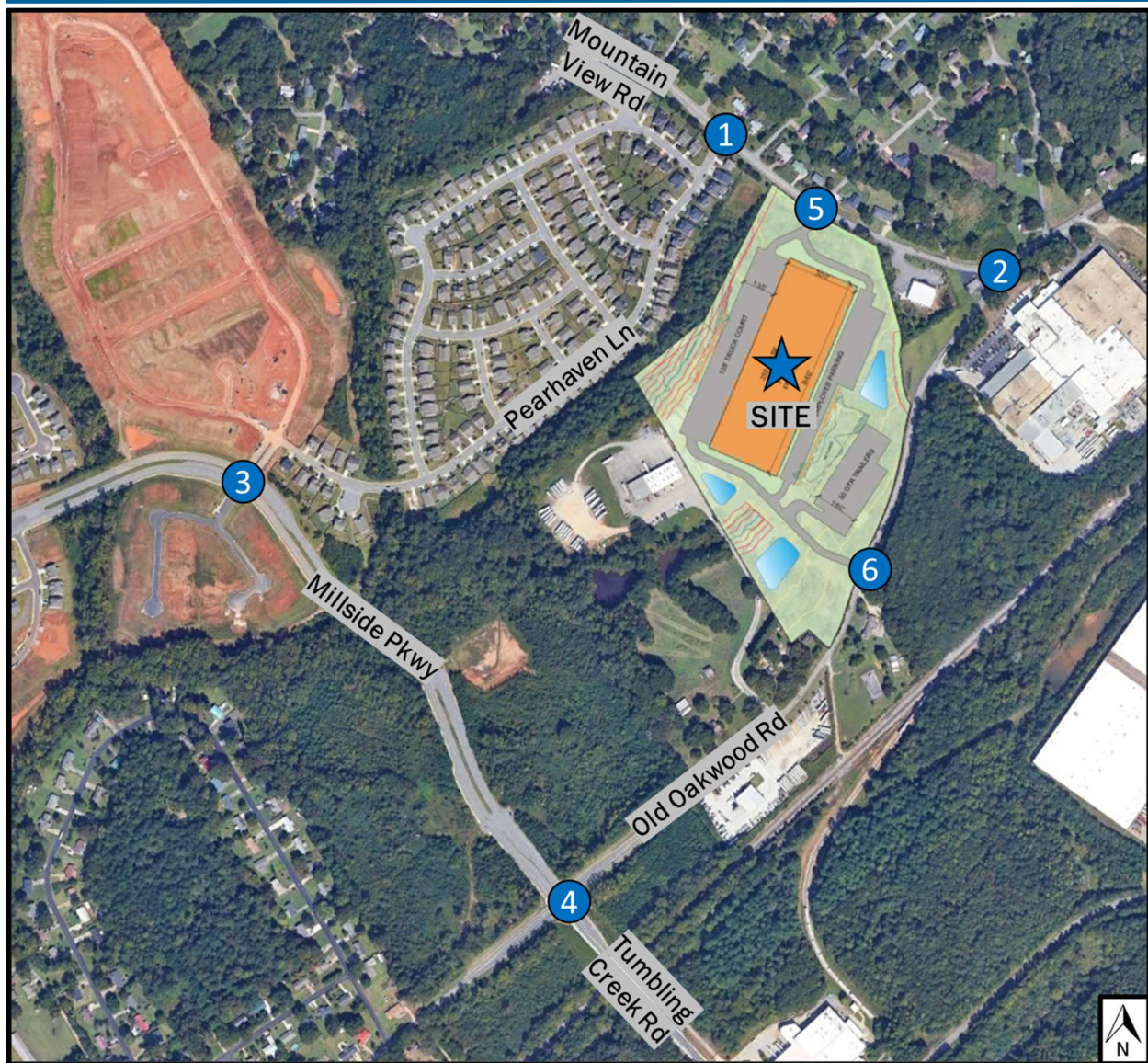


Figure 2: Site Location Aerial



1. Mountain View Road and Pearhaven Lane / Private Driveway
2. Mountain View Road and Old Oakwood Road
3. Millside Parkway and Silver Oak Drive / Fiddlers Green Trace
4. Old Oakwood Road & Millside Parkway / Tumbling Creek Road
5. Mountain View Road & Buice Lane / Site Driveway 1
6. Old Oakwood Road & Site Driveway 2

B. Existing Conditions

B.1. Transportation Facilities

Mountain View Road is a two-lane undivided roadway with a north/south orientation for the purposes of this study, that runs northwest towards McEver Road and southeast towards SR 13. Mountain View Road has a posted speed limit of 40 miles per hour and land uses are mostly residential around the project site with two commercial developments and one industrial development at its intersection with Old Oakwood Road.

Old Oakwood Road is a two-lane undivided roadway with an east/west orientation for the purposes of this study, that runs northeast towards Mountain View Road and southwest towards Oakwood, Georgia. Old Oakwood Road has a posted speed limit of 40 miles per hour in the study area and land uses are primarily industrial with some residential along its length.

Millside Parkway is a four-lane divided roadway with a north/south orientation, for the purposes of this study, that runs between Old Oakwood and SR 53. Millside Parkway has a posted speed limit of 35 miles per hour and land uses are primarily residential along its length and has access for Mundy Mill Academy.

Tumbling Creek Road is a two-lane undivided roadway with a north/south orientation, for the purposes of this study that runs northwest towards Old Oakwood Road and southeast towards SR 13. Tumbling Creek Road has a posted speed limit of 30 miles per hour in the study area and land uses include on residential development, two industrial developments, a school, and a nature trail.

Pearhaven Lane, Buice Lane, Silver Oak Drive, and Fiddlers Green Trace are driveways for residential developments with speed limits of 25 miles per hour. It is not expected that project traffic will travel on any of these roads.

B.2. Study Intersection Descriptions

Intersection #1: Mountain View Road and Pearhaven Lane / Private Driveway

This intersection is unsignalized with the eastbound approach of Pearhaven Lane being stop-controlled. Mountain View Road has a northbound left-turn lane and an southbound right-turn deceleration lane for traffic entering the Maple Park subdivision from Pearhaven Lane. The right-turn lane has approximately 190 feet of storage with a taper of approximately 120 feet. The left-turn lane has approximately 185 of storage with a taper of approximately 55 feet. Pearhaven lane has a single eastbound lane for both left and right turns. The westbound approach is a private driveway for a single-family home.

Intersection #2: Mountain View Road and Old Oakwood Road

This is an unsignalized intersection with the eastbound approach of Old Oakwood Road being stop-controlled. While there are no separate lanes for left or right turns at the intersection, the eastbound lane has a large channelization for traffic making a right turn onto Mountain View Road.

Intersection #3: Millside Parkway and Silver Oak Drive / Fiddlers Green Trace

This is an unsignalized intersection with Silver Oak Drive and Fiddlers Green Trace being stop-

controlled. Millside Parkway is a four-lane road with a wide median. Silver Oak Drive also has separate lanes for right and left turning traffic. Fiddlers Green Trace has a single lane for traffic exiting the subdivision. Millside Parkway has southbound and northbound left-turn lanes and right-turn lanes for traffic entering the two subdivisions. The southbound left-turn lane has approximately 165 feet of storage with a taper of approximately 80 feet. The southbound right-turn lane has approximately 200 feet of storage with a taper of approximately 100 feet. The northbound left-turn lane has approximately 185 feet of storage with a taper of approximately 75 feet. The northbound right-turn lane has approximately 185 feet of storage with a taper of approximately 80 feet.

Intersection #4: Old Oakwood Road and Millside Parkway / Tumbling Creek Road

This is a signalized intersection that has a cycle length of 104 seconds. The eastbound, westbound, and southbound approaches each have one left-turn lane, one through lane, and one right-turn lane. The northbound approach has a left-turn lane, a through lane, and a shared through/right lane since Millside Parkway has two receiving lanes. The left-turns are permissive with flashing yellow arrow signals. There are pedestrian crossings available at all four corners of the intersection, but there are only sidewalks on both sides of Tumbling Creek Road and the south side of Millside Parkway. The approximate turn lane dimensions are as follows:

- Southbound: Left – 135' storage & 75' taper
- Northbound: Left – 100' storage & 50' taper / Right – 150' storage & 100' taper
- Eastbound: Left – 250' storage & 50' taper / Right – 260' storage & 135' taper
- Westbound: Left – 230' storage & 50' taper / Right – 150' storage & 85' taper

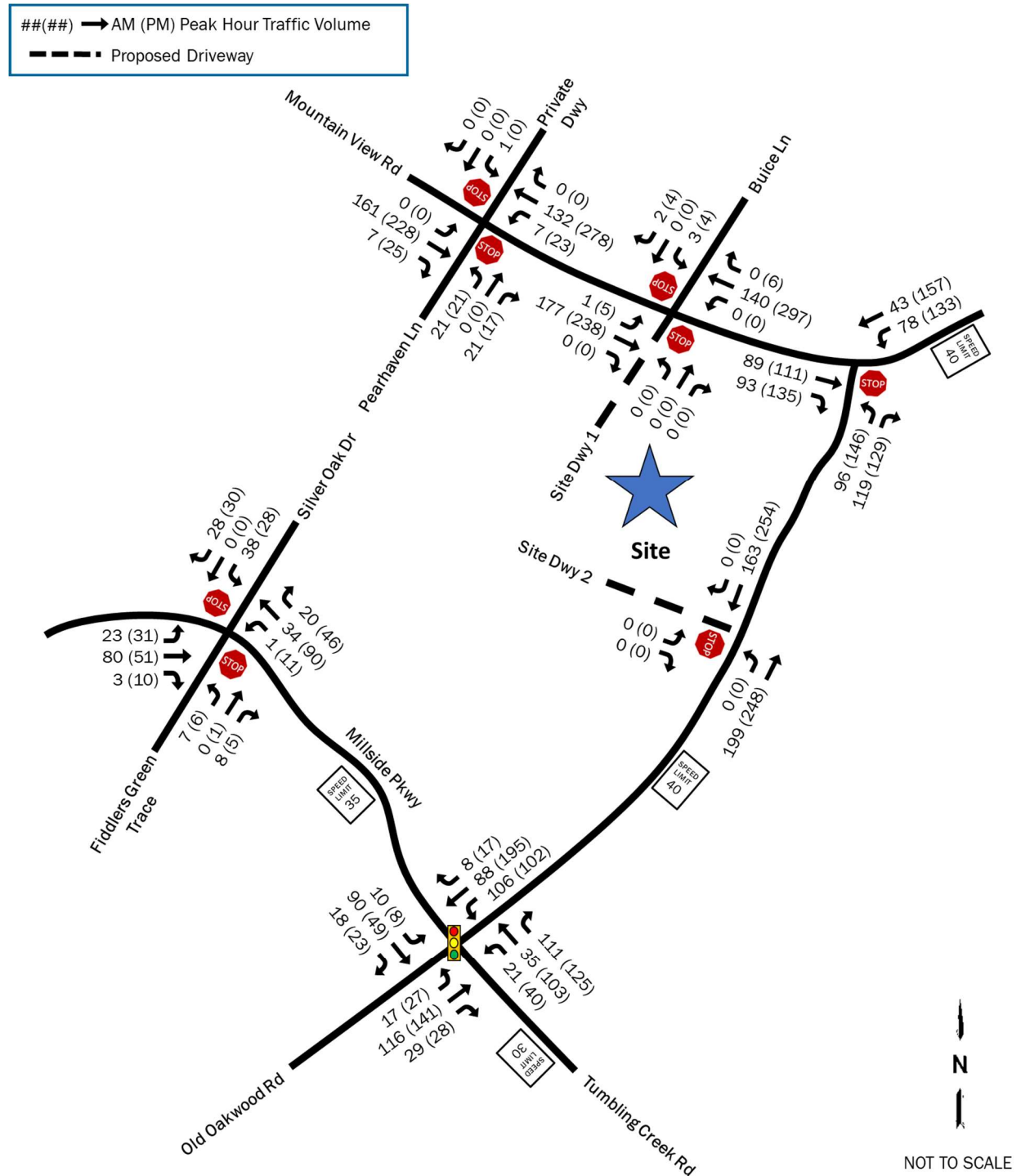
Intersection #5: Mountain View Road and Buice Lane

This is an unsignalized intersection with the westbound approach of Buice Lane being stop-controlled. There are no turn lanes at the intersection.

B.3. Traffic Counts

Weekday AM and PM peak period turning movement counts were collected at the study intersections on Tuesday, June 21, 2022. Average daily traffic counts were also taken on Mountain View Road and Old Oakwood Road near the proposed site driveways. The counts were then adjusted to account for schools being out of session. The AM counts were adjusted by a factor of 1.10 and the PM counts were adjusted by a factor of 1.12 based on comparison of GDOT ATPSM data available for June 21, 2022 and May 3, 2022 for the nearby intersection of SR 53 and Old Oakwood Road. The counts are included in Appendix B and are shown in Figure 3, 2022 Existing Traffic Volumes.

Figure 3: 2022 Existing Traffic Volumes



C. Future Conditions

C.1. Background Growth

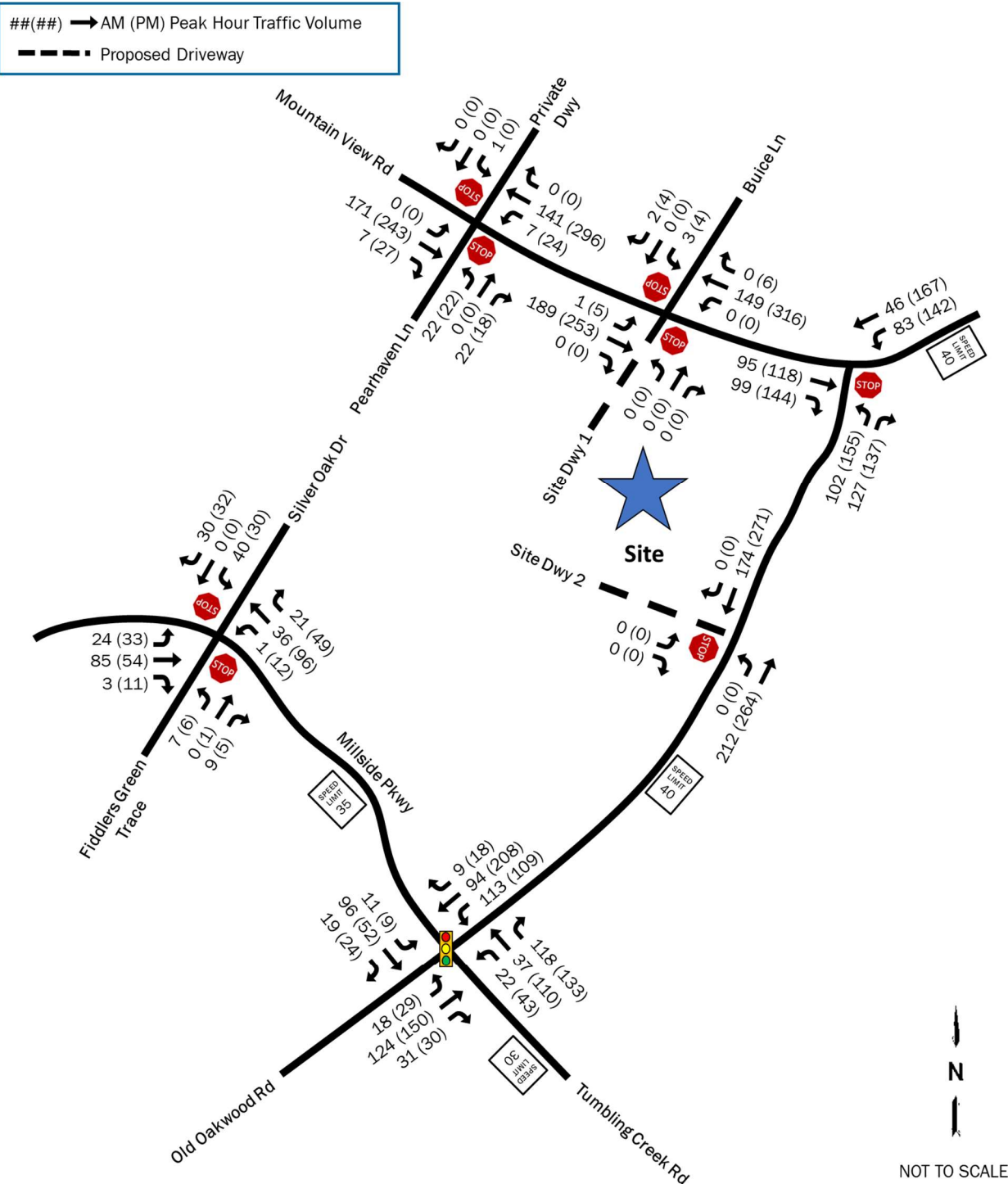
The growth rate in the study area is based upon an analysis of historical traffic counts collected by the Georgia Department of Transportation (GDOT). The project is expected to be built-out in 2024. To account for ambient growth and other future development in the area, the existing traffic counts for this study were grown by a conservative rate of 3.2% per year for two years. The expected volumes are depicted in Figure 4, 2024 No-Build Volumes. The growth rate development worksheet is included in Appendix B.

C.2. Concept Plan Analysis & Sight Distance

There are no pedestrian accommodations along the roadways adjacent to the project site. Since the proposed land use is industrial, it is not expected that many pedestrians will access the project site. The concept plan included in Appendix A show the proposed separation of personal vehicles and trucks, and it appears that on-site traffic will be able to move safely and efficiently.

The two proposed driveways appear to have adequate sight distance. The proposed driveway along Mountain View Road will be across from Buice Lane, which is approximately 340 feet southeast of Buice Circle and 470 southeast of Pearhaven Lane. The intersection is also approximately 375 feet northwest of a driveway for a Family Dollar Store. There are several private driveways for single-family residences along Mountain View Road that are not expected to interfere with the traffic at the proposed driveway. The proposed driveway along Old Oakwood Road will be approximately 1,350 feet southwest of Mountain View Road and approximately 1,900 feet northeast of Millside Parkway / Tumbling Creek Road.

Figure 4: 2024 No-Build Traffic Volumes



C.3. Project Trip Generation

Table 1 summarizes the project trip generation for the 252,000 square feet of warehousing calculated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021.

Table 1: Warehousing (LUC 150) Trip Generation

LAND USE	PERIOD	TOTAL	IN	OUT
Personal Vehicle Trips	Daily	292	146	146
	AM Peak Hour	49	39	10
	PM Peak Hour	49	12	37
Truck Trips	Daily	144	72	72
	AM Peak Hour	5	3	2
	PM Peak Hour	8	4	4
Total Trips (252,000 SF Warehouse)	Daily	436	218	218
	AM Peak Hour	54	42	12
	PM Peak Hour	57	16	41

The warehouse is expected to generate a total of 54 trips (42 entering and 12 exiting) during the AM peak hour, and a total of 57 trips (16 entering and 41 exiting) during the PM peak hour.

Trip generation data for the 1.6 acres of trailer storage were calculated from the average trip rate methodologies per parking space at three (3) similar trailer parking lot sites in the Savannah area. Traffic count data was collected at these locations on Wednesday, April 13th, 2022. Table 2 summarizes the project trip generation calculated for the approximately 1.6 acres of trailer storage. Data used to calculate average trip rates are provided in Appendix E.

Table 2: Trailor Parking Lot Trip Generation

LAND USE	PERIOD	TOTAL	IN	OUT
Personal Vehicle Trips	Daily	12	6	6
	AM Peak Hour	2	1	1
	PM Peak Hour	1	0	1
Truck Trips	Daily	48	24	24
	AM Peak Hour	5	3	2
	PM Peak Hour	3	1	2
Total Trips (1.6 Acres)	Daily	60	30	30
	AM Peak Hour	7	4	3
	PM Peak Hour	4	1	3

The additional trailer storage is expected to generate a total of 7 trips (4 entering and 3 exiting) during the AM peak hour, and a total of 4 trips (1 entering and 3 exiting) during the PM peak hour.

Table 3 summarizes the total trips for the site combining the projected trips for the warehouse and the additional trailer parking spaces.

Table 3: Total Project Trip Generation

LAND USE	PERIOD	TOTAL	IN	OUT
Personal Vehicle Trips	Daily	304	152	152
	AM Peak Hour	51	40	11
	PM Peak Hour	50	12	38
Truck Trips	Daily	192	96	96
	AM Peak Hour	10	6	4
	PM Peak Hour	11	5	6
Total Trips (252,000 SF Warehouse + 1.6 Acres Trailer Storage)	Daily	496	248	248
	AM Peak Hour	61	46	15
	PM Peak Hour	61	17	44

The development is expected to generate a total of 61 trips (46 entering and 15 exiting) during the AM peak hour, and a total of 61 trips (17 entering and 44 exiting) during the PM peak hour.

C.4. Trip Distribution and Assignment

The assignment and directional distribution of new project trips was based on the traffic patterns evidenced in the overall study area. It is expected that approximately 20% of the personal vehicles will travel to/from the west along Mountain View Road, approximately 30% will travel to/from the east along Mountain View Road, approximately 5% will travel to/from the southwest along Millside Parkway, approximately 15% will travel to/from the south along Old Oakwood Road, and approximately 30% will travel to/from the southeast along Tumbling Creek Road. It is expected that 100% of the trucks will travel to/from the southeast along Tumbling Creek Road towards Interstate 85. The trip distribution for the personal vehicles and trucks are shown in Figures 5 and 7, respectively. The separated project trips generated from the development utilizing the trip distributions are depicted in Figures 6 and 8. The total project trips generated from the development are depicted in Figure 9. The No-Build plus project trips (Build Volumes) are depicted in Figure 10.

Figure 5: Personal Vehicle Trip Distribution

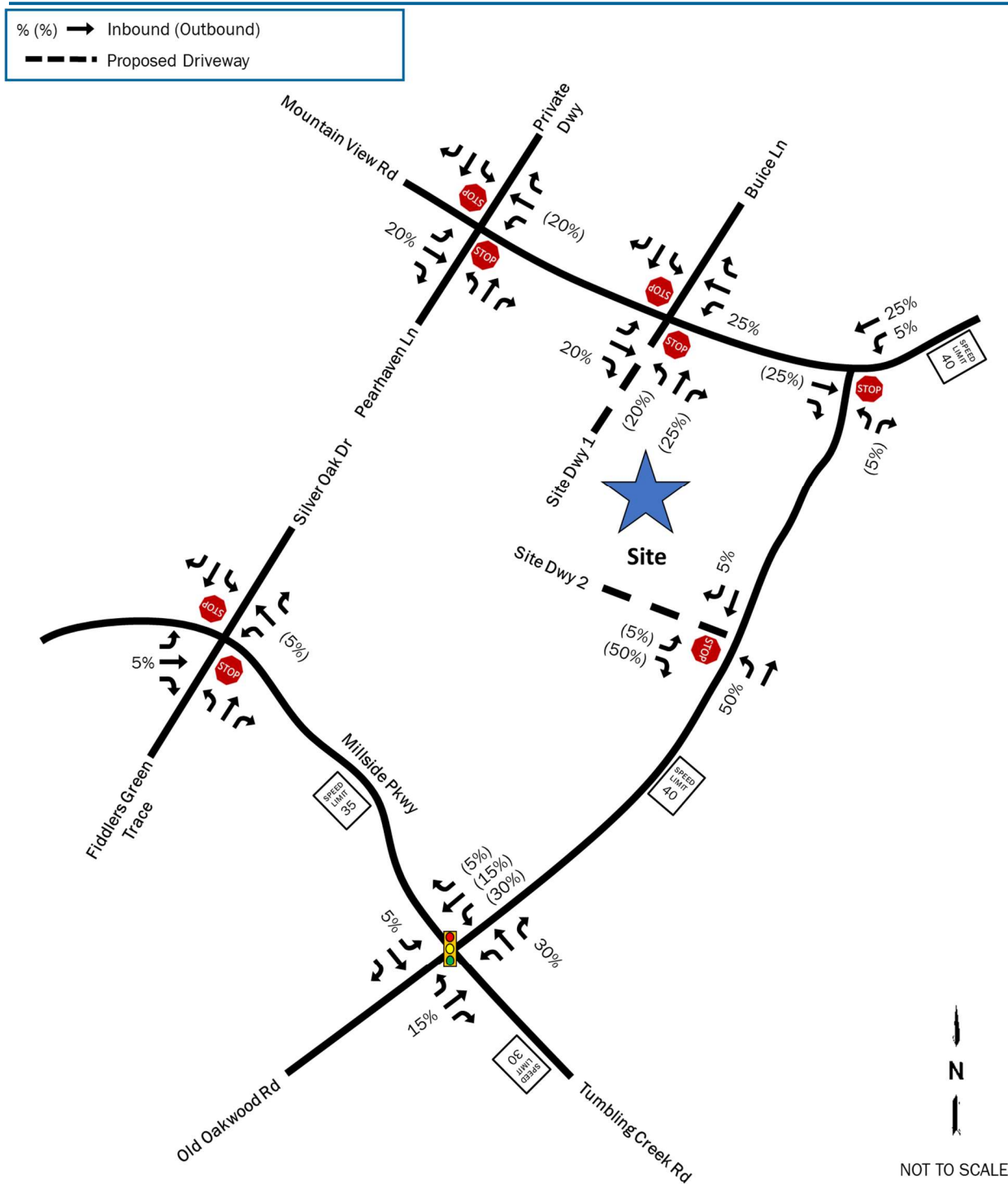


Figure 6: Personal Vehicle Development Trips

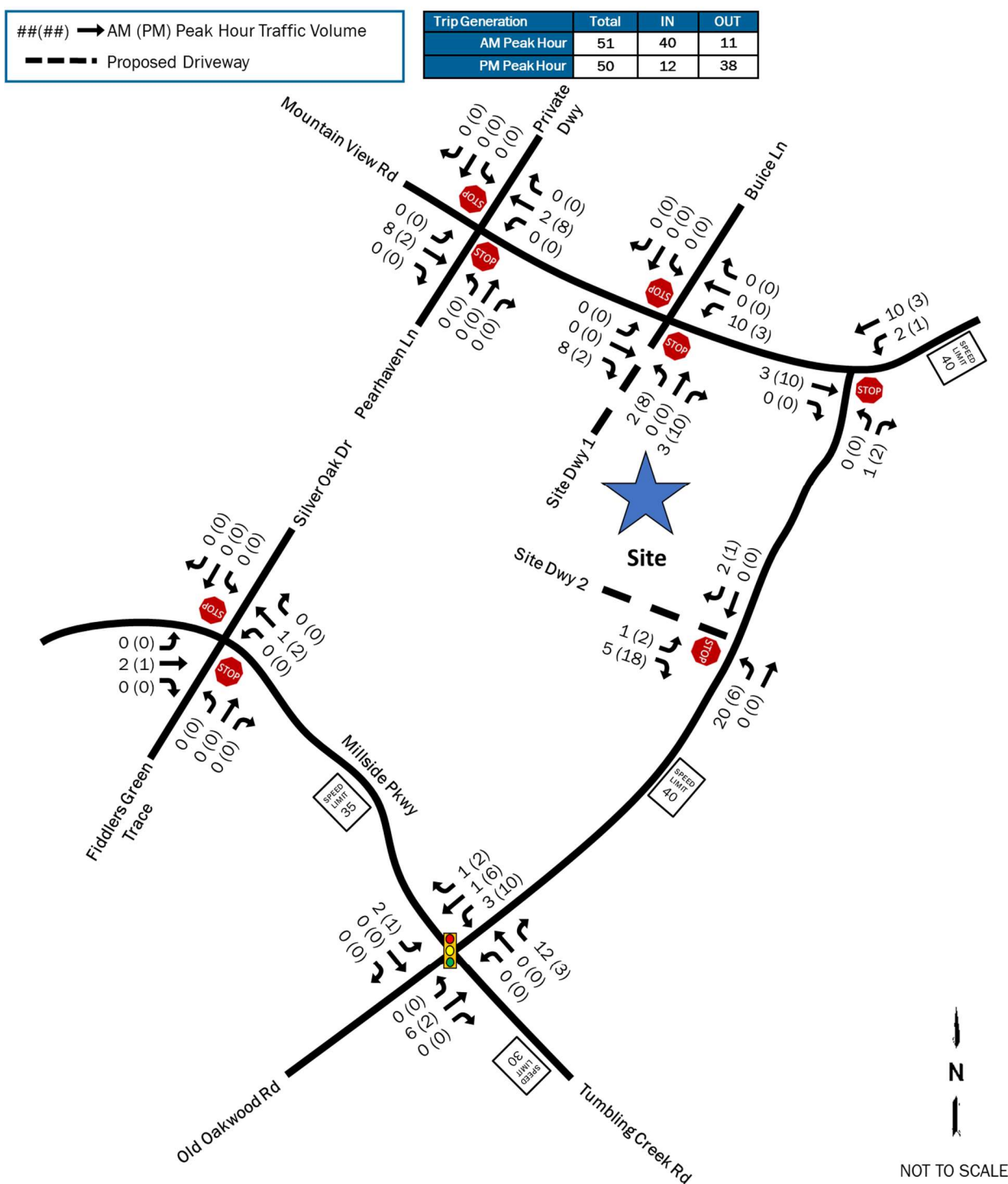


Figure 7: Truck Trip Distribution

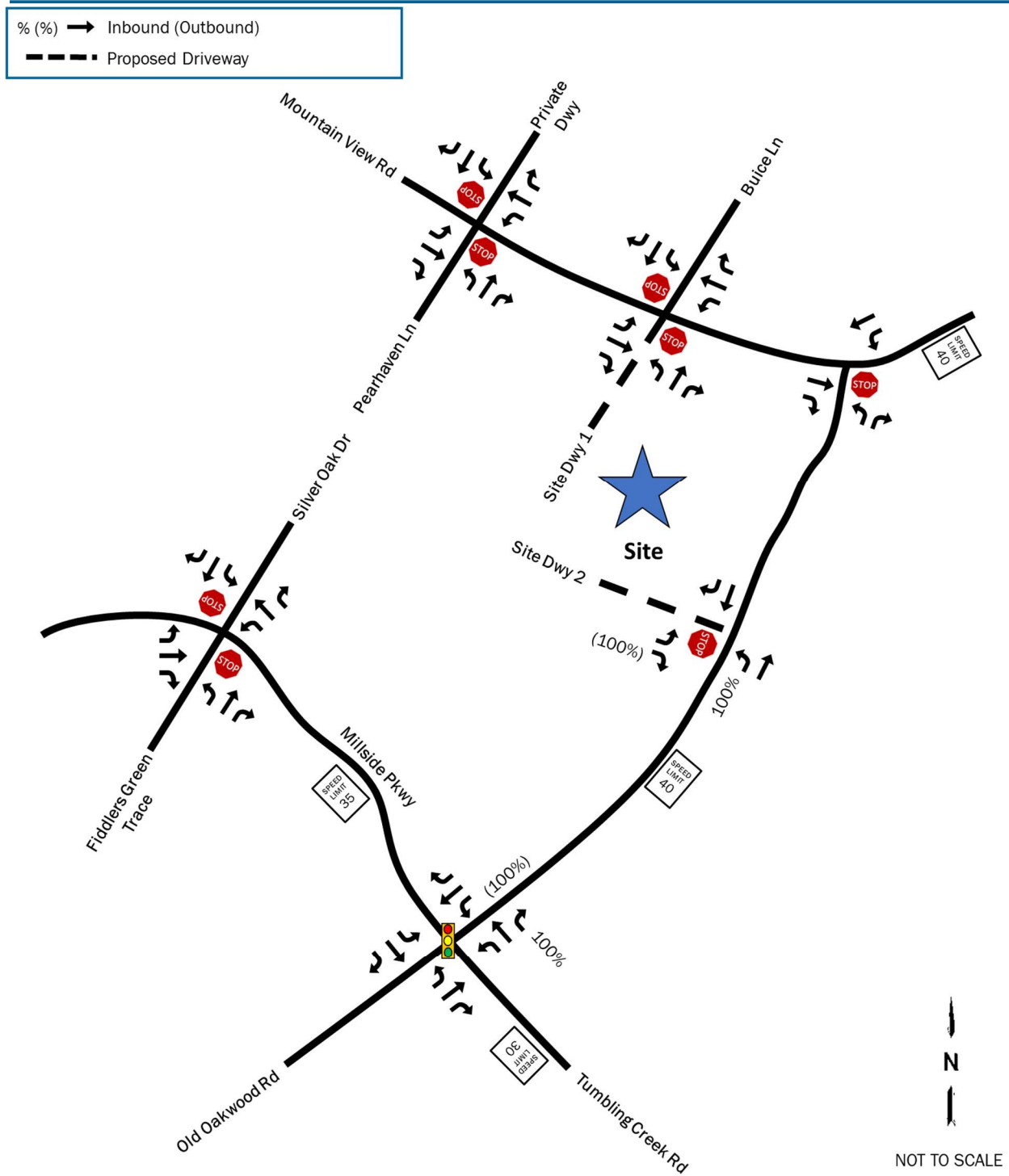


Figure 9: Total Project Development Trips

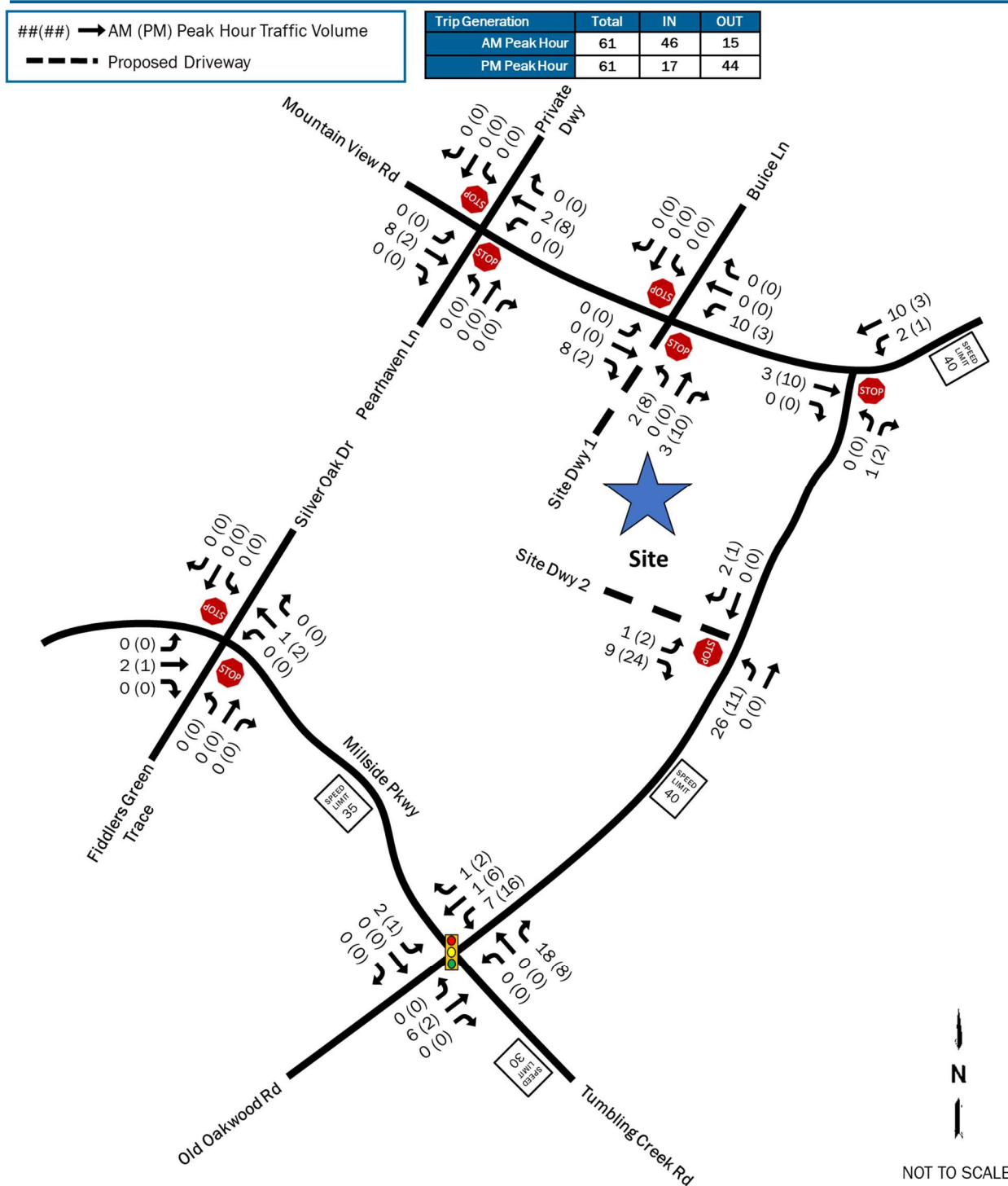
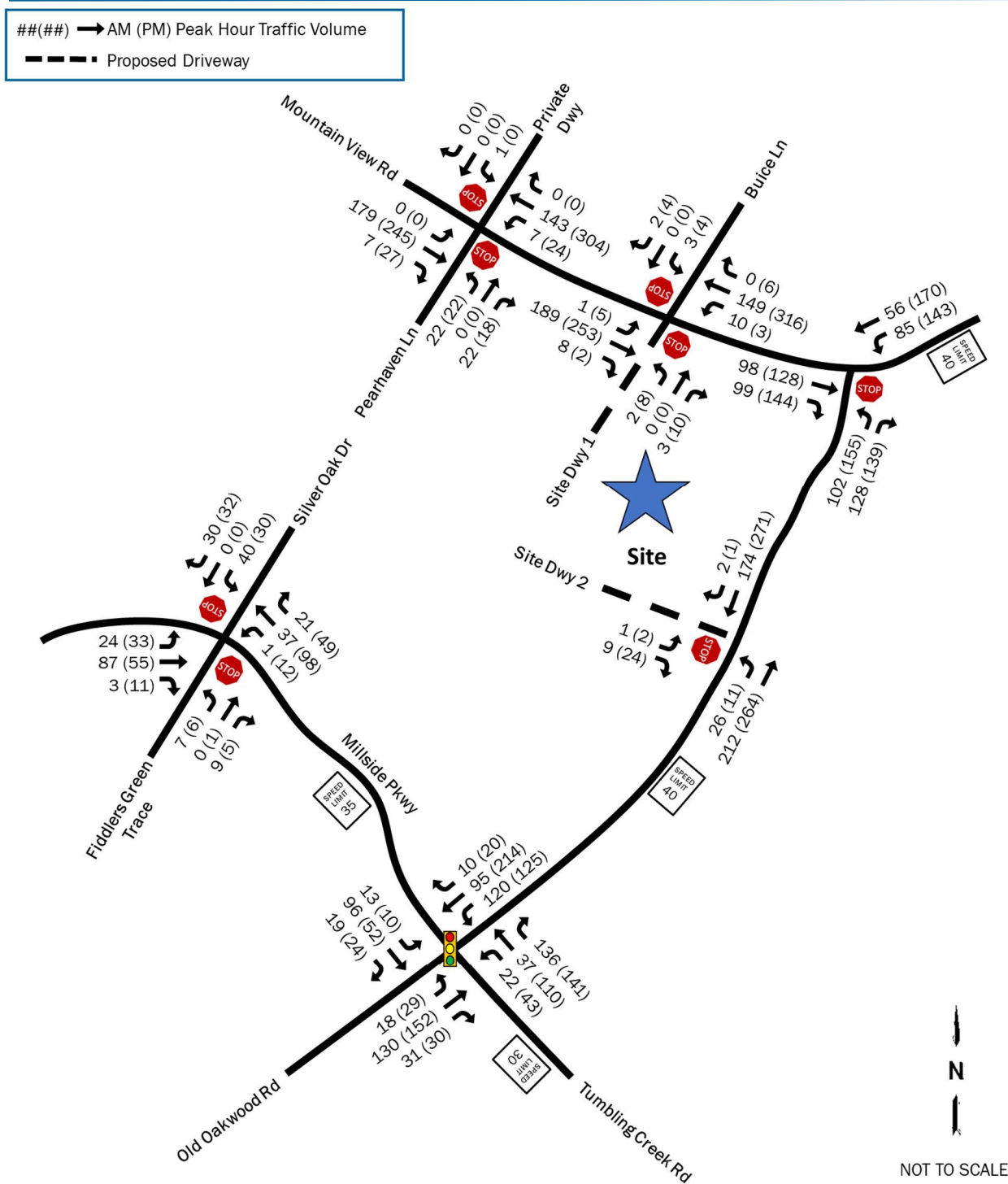


Figure 10: 2024 Build Traffic Volumes



D. Traffic Impact Analyses

The analysis in each of the scenarios for the study was performed using the traffic analysis software Synchro® 11. Average vehicular delays are calculated and reported as Levels of Service (LOS) as defined by the Highway Capacity Manual (HCM 6th Edition). HCM uses a grading system A through F, where A is the best (little to no delay), and F is the worst (very heavy delay). HCM Levels of Service (LOS) standards and Synchro® output reports are included in Appendix C.

D.1. 2022 Existing Conditions Analysis

The results of the 2022 existing conditions capacity analysis are shown in Table 2 and include analysis of the traffic volumes presented in Figure 3.

Table 4: 2022 Existing Conditions Capacity Analysis

ID	Intersection	Control	Movement	AM			PM		
				LOS	Delay	V/C	LOS	Delay	V/C
1	Mountain View Rd & Pearhaven Ln	Stop-Control	EB	B	10.4	0.07	B	12.5	0.08
			WB	B	11.2	0.00	-	-	-
			NBL	A	7.6	0.01	A	7.8	0.02
			SBL	-	-	-	-	-	-
2	Mountain View Rd & Old	Stop-Control	EB	B	11.9	0.30	C	20.9	0.57
			NBL	A	7.9	0.06	A	8.1	0.11
3	Millside Pkwy & Fiddlers Green Trace / Silver Oak Dr	Stop-Control	EB	A	9.4	0.02	A	9.8	0.02
			WB	A	9.3	0.06	A	9.8	0.06
			NBL	A	7.4	0.00	A	7.4	0.01
			SBL	A	7.5	0.02	A	7.7	0.03
4	Old Oakwood Rd & Millside Pkwy / Tumbling Creek Rd	Signal	Overall	A	9.4	0.23	A	9.6	0.27
			EB	A	7.6	0.19	A	8.2	0.24
			WB	A	8.3	0.19	A	8.9	0.33
			NB	B	11.3	0.35	B	11.3	0.38
			SB	B	10.9	0.23	B	10.5	0.13
5	Mountain View Rd & Buice Ln	Stop-Control	WB	B	10.0	0.01	B	11.4	0.02
			SBL	A	7.5	0.00	A	7.9	0.00

As shown in Table 2, the study intersections operate with acceptable Levels of Service during the AM and PM peak hours.

D.2. 2024 No-Build Conditions Capacity Analysis

The results of the 2024 No-Build conditions capacity analysis are shown in Table 3 for the operation of the study intersections with the traffic volumes presented in Figure 4.

Table 5: 2024 No-Build Capacity Analysis

ID	Intersection	Control	Movement	AM			PM		
				LOS	Delay	V/C	LOS	Delay	V/C
1	Mountain View Rd & Pearhaven Ln	Stop-Control	EB	B	10.6	0.07	B	12.9	0.09
			WB	B	11.4	0.00	-	-	-
			NBL	A	7.6	0.01	A	7.9	0.02
			SBL	-	-	-	-	-	-
2	Mountain View Rd & Old	Stop-Control	EB	B	12.4	0.33	C	24.6	0.64
			NBL	A	7.9	0.07	A	8.2	0.12
3	Millside Pkwy & Fiddlers Green Trace / Silver Oak Dr	Stop-Control	EB	A	9.5	0.03	A	9.9	0.02
			WB	A	9.4	0.07	A	9.9	0.06
			NBL	A	7.4	0.00	A	7.4	0.01
			SBL	A	7.5	0.02	A	7.7	0.03
4	Old Oakwood Rd & Millside Pkwy / Tumbling Creek Rd	Signal	Overall	A	9.5	0.25	A	9.7	0.29
			EB	A	7.7	0.20	A	8.3	0.26
			WB	A	8.5	0.21	A	9.1	0.35
			NB	B	11.4	0.37	B	11.4	0.40
			SB	B	10.9	0.24	B	10.6	0.13
5	Mountain View Rd & Buice Ln	Stop-Control	WB	B	10.1	0.01	B	11.7	0.02
			SBL	A	7.5	0.00	A	8.0	0.00

As shown in Table 3, traffic operations at the study intersections are expected to experience a nominal increase in delay due to the applied growth rate. The delays at the intersections increase slightly, however, the overall Levels of Service (LOS) remain acceptable.

D.3. 2024 Build Conditions Capacity Analysis

The results of the 2024 Build conditions intersection capacity analysis are shown in Table 4 for No-Build plus project volumes as presented in Figure 10.

Table 6: 2024 Build Capacity Analysis

ID	Intersection	Control	Movement	AM			PM		
				LOS	Delay	V/C	LOS	Delay	V/C
1	Mountain View Rd & Pearhaven Ln	Stop-Control	EB	B	10.7	0.07	B	13.0	0.09
			WB	B	11.6	0.00	-	-	-
			NBL	A	7.6	0.01	A	7.9	0.02
			SBL	-	-	-	-	-	-
2	Mountain View Rd & Old Oakwood Rd	Stop-Control	EB	B	12.6	0.34	D	25.7	0.65
			NBL	A	7.9	0.07	A	8.2	0.12
3	Millside Pkwy & Fiddlers Green Trace / Silver Oak Dr	Stop-Control	EB	A	9.5	0.03	A	9.9	0.02
			WB	A	9.5	0.07	A	9.9	0.06
			NBL	A	7.4	0.00	A	7.4	0.01
			SBL	A	7.5	0.02	A	7.7	0.03
4	Old Oakwood Rd & Millside Pkwy / Tumbling Creek Rd	Signal	Overall	A	9.6	0.27	A	9.8	0.30
			EB	A	7.8	0.21	A	8.3	0.26
			WB	A	8.6	0.22	A	9.2	0.36
			NB	B	11.6	0.42	B	11.5	0.42
			SB	B	11.0	0.24	B	10.6	0.13
5	Mountain View Rd & Buice Ln / Site Dwy 1	Stop-Control	EB	B	10.3	0.01	B	12.0	0.04
			WB	B	10.6	0.01	B	12.4	0.02
			NBL	A	7.7	0.01	A	7.8	0.00
			SBL	A	7.5	0.00	A	8.0	0.00
6	Old Oakwood Rd & Site Dwy 2	Stop-Control	SB	A	9.5	0.01	B	10.3	0.04
			EBL	A	7.7	0.02	A	7.9	0.01

As shown in Table 4, the addition of project traffic to the study intersections is expected to have minimal impact on the operation of the study intersections. The delays increase slightly with the addition of the project trips; however, the overall Levels of Service (LOS) remain fairly consistent with the No-Build conditions. The addition of the full access driveways along Mountain View Road and Old Oakwood Road do not impact the functionality of traffic operations along the roadways.

E. Turn Lane Evaluations

The need for turn lanes was evaluated for the two proposed site driveways along Mountain View Road and Old Oakwood Road using methodologies from the Georgia Department of Transportation (GDOT) Access Manual. The results of the evaluation are summarized in Table 5. It is noted that neither Mountain View Road nor Old Oakwood Road is a state route.

Table 7: GDOT Turn Lane Evaluations

ID	Intersection	Movement/ Turn Lane	Turn Volume	GDOT Volume Criteria	GDOT Criteria met?
5	Mountain View Rd & Buice Ln / Site Dwy 1	EBR	30 RT/Day	150 RT/Day	NO
		WBL	38 LT/Day	250 LT/Day	NO
6	Old Oakwood Rd & Site Dwy 2	SBR	8 RT/Day	150 RT/Day	NO
		NBL	172 LT/Day	250 LT/Day	NO

The ADT data collected along Mountain View Road in June 2022 shows the average weekday traffic to be approximately 5,600 vehicles per day. To account for schools being out of session the weekday traffic was grown by a factor of 1.10 in the AM and 1.12 in the PM, resulting in the average weekday traffic to be approximately 6,230 vehicles per day. The speed limit on Mountain View Road is 40 miles per hour in the vicinity of the project site. The right-turning traffic into the site driveway along Mountain View Road (site driveway 1) is estimated to be 30 vehicles per day and the left-turning traffic into the driveway is estimated to be 38 vehicles per day.

The ADT data collected along Old Oakwood Road in June 2022 shows the average weekday traffic to be approximately 6,090 vehicles per day. To account for schools being out of session the weekday traffic was grown by a factor of 1.10 in the AM and 1.12 in the PM, resulting in the average weekday traffic to be approximately 6,770 vehicles per day. The speed limit on Old Oakwood is 40 miles per hour in the vicinity of the project site. The right-turning traffic into the site driveway along Old Oakwood Road (site driveway 2) is estimated to be 8 vehicles per day and the left-turning traffic into the driveway is estimated to be 172 vehicles per day.

Based on the analysis, turn lanes are not warranted at either site driveway.

F. Conclusions

A new industrial development is proposed for construction along Old Oakwood Road and Mountain View Road in the City of Gainesville, Hall County, Georgia. The proposed development will consist of 252,000 square feet of warehousing and approximately 1.6 acres of trailer storage. The development will utilize two (2) new full-access driveways, one along Mountain View Road and one along Old Oakwood Road. The driveway along Mountain View Road will form a 4-leg intersection opposite of Buice Lane. The development has a projected build-out date of 2024.

When complete, the development is expected to generate a total of 496 new daily trips, 61 trips during the AM peak hour (46 entering and 15 exiting), and 61 during the PM peak hour (17 entering and 44 exiting).

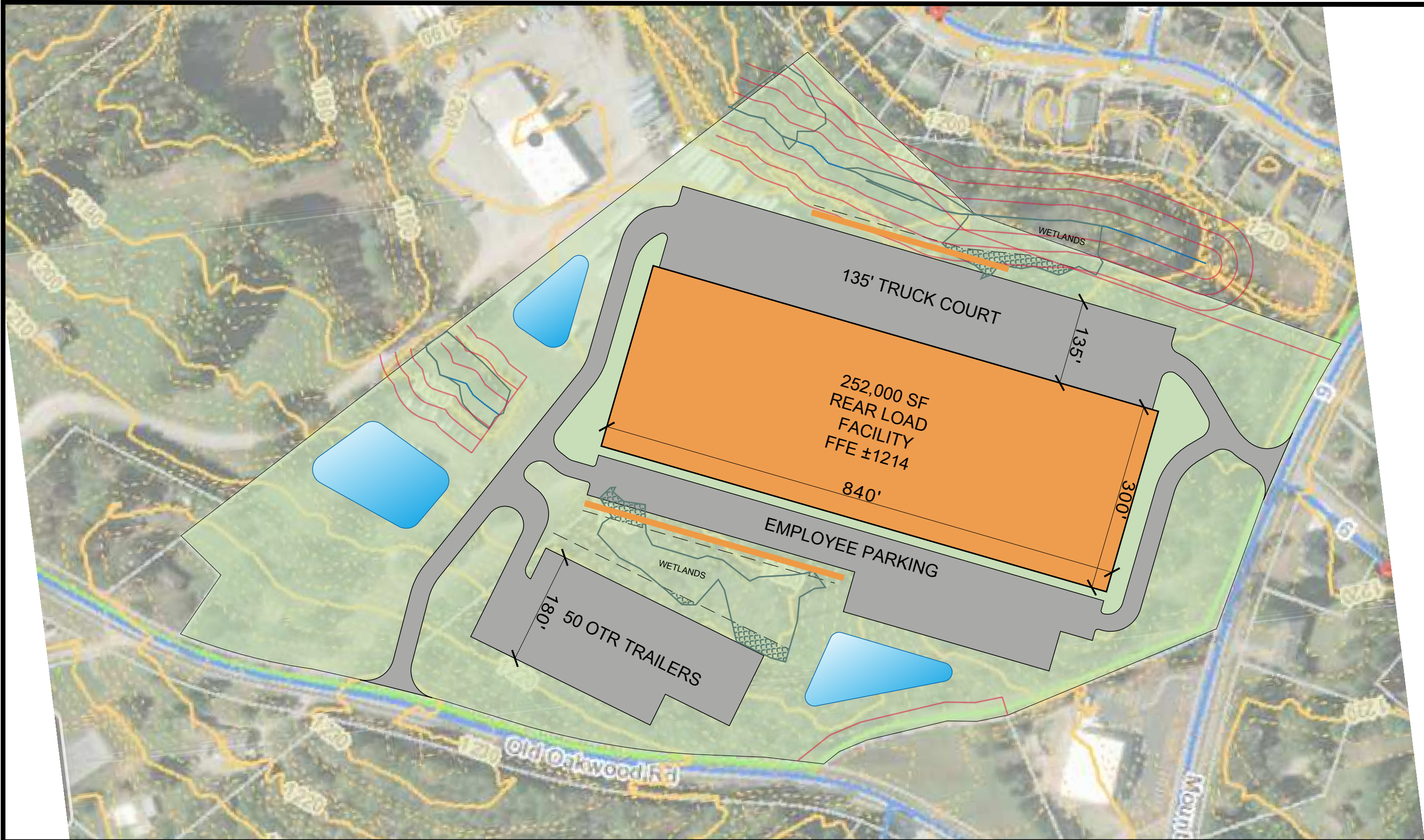
Overall traffic operations at the study intersections are satisfactory in the existing conditions. Traffic operations at the study intersections are expected to worsen slightly as evidenced in the No-Build conditions.

The addition of project traffic is expected to have minimal impact on the Levels of Service (LOS) and delays at the study intersections. The LOS at each intersection are expected to be fairly consistent with that observed in the No-Build conditions. The proposed driveways are expected to have minimal impact on traffic operations along Mountain View Road and Old Oakwood Road.

Turn lanes are not warranted at either driveway.

Based on the analysis prepared for the proposed development, improvements at the study intersections are not required to mitigate the impact of the proposed development.

APPENDIX A: DEVELOPMENT CONCEPT PLAN



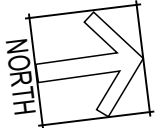
GRAPHIC SCALE



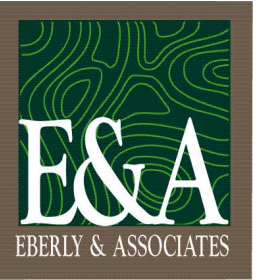
(IN FEET)
1 inch = 150 ft.

OLD OAKWOOD ROAD
OAKWOOD, GA

4/15/22



TEL 770.452.7849
2951 FLOWERS ROAD SOUTH, SUITE 119
ATLANTA, GEORGIA 30341
WWW.EBERLY.NET
▼
LAND PLANNING
▼
CIVIL ENGINEERING
▼
LANDSCAPE ARCHITECTURE



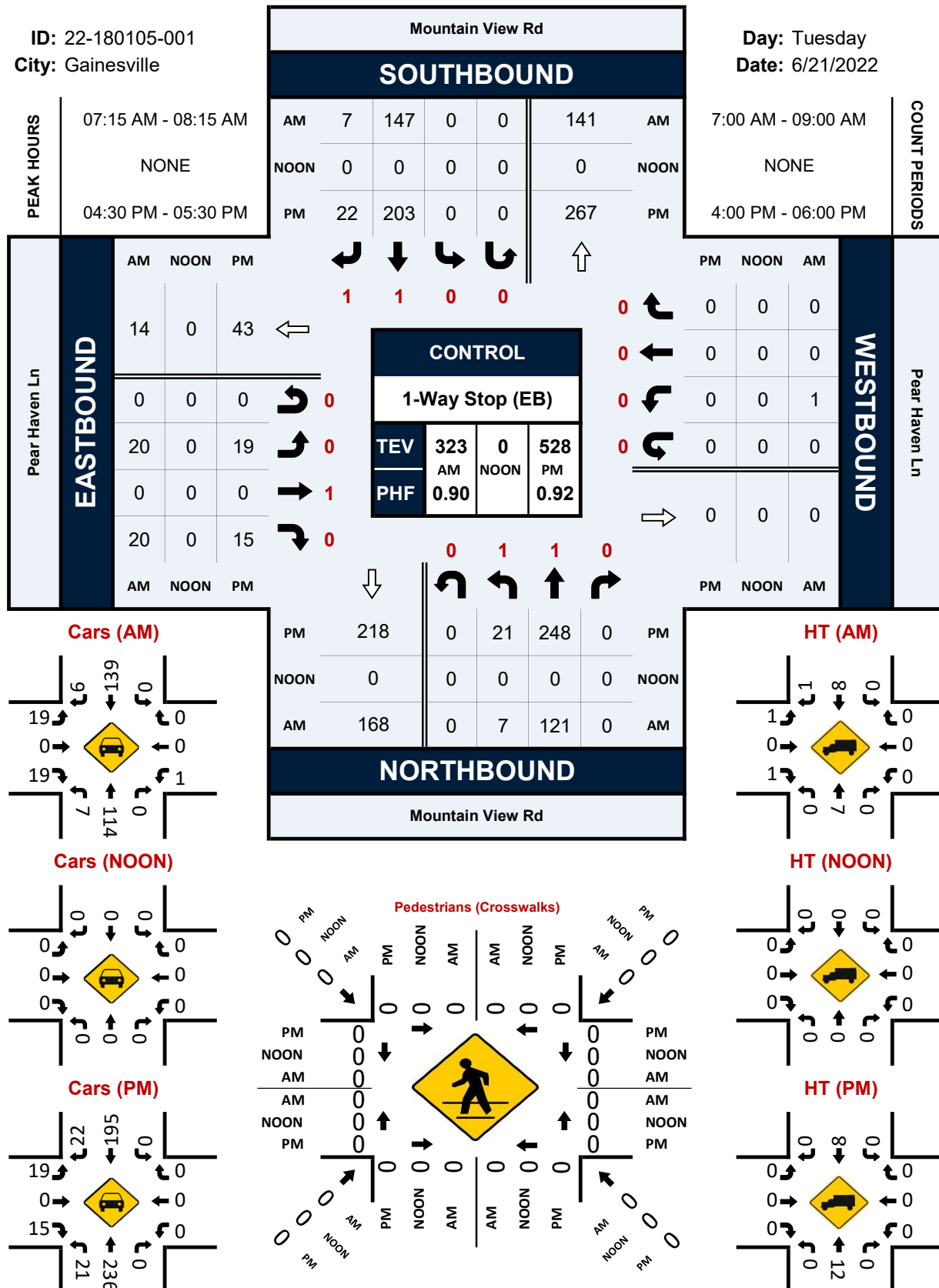
**APPENDIX B:
TRAFFIC COUNTS
& GROWTH RATE
DEVELOPMENT WORKSHEET**

Mountain View Rd & Pear Haven Ln

Peak Hour Turning Movement Count

ID: 22-180105-001
City: Gainesville

Day: Tuesday
Date: 6/21/2022



PEAK HOURS

07:00 AM - 08:00 AM
NONE
04:30 PM - 05:30 PM

AM 0 162 0 1 131 **AM** 7:00 AM - 09:00 AM
NOON 0 0 0 0 0 **NOON** NONE
PM 0 212 5 0 270 **PM** 4:00 PM - 06:00 PM

EASTBOUND

AM 0 0 0
NOON 0 0 0
PM 0 0 0

CONTROL

1-Way Stop (WB)

TEV 296 0 497
PHF 0.89 0.92

WESTBOUND

AM 4 0 2
NOON 0 0 0
PM 4 0 3

NORTHBOUND

AM 216 0 0 266 6 **AM**
NOON 0 0 0 0 0 **NOON**
PM 165 0 0 128 0 **PM**

Mountain View Rd

Cars (AM)

Cars (NOON)

Cars (PM)

HT (AM)

HT (NOON)

HT (PM)

Pedestrians (Crosswalks)

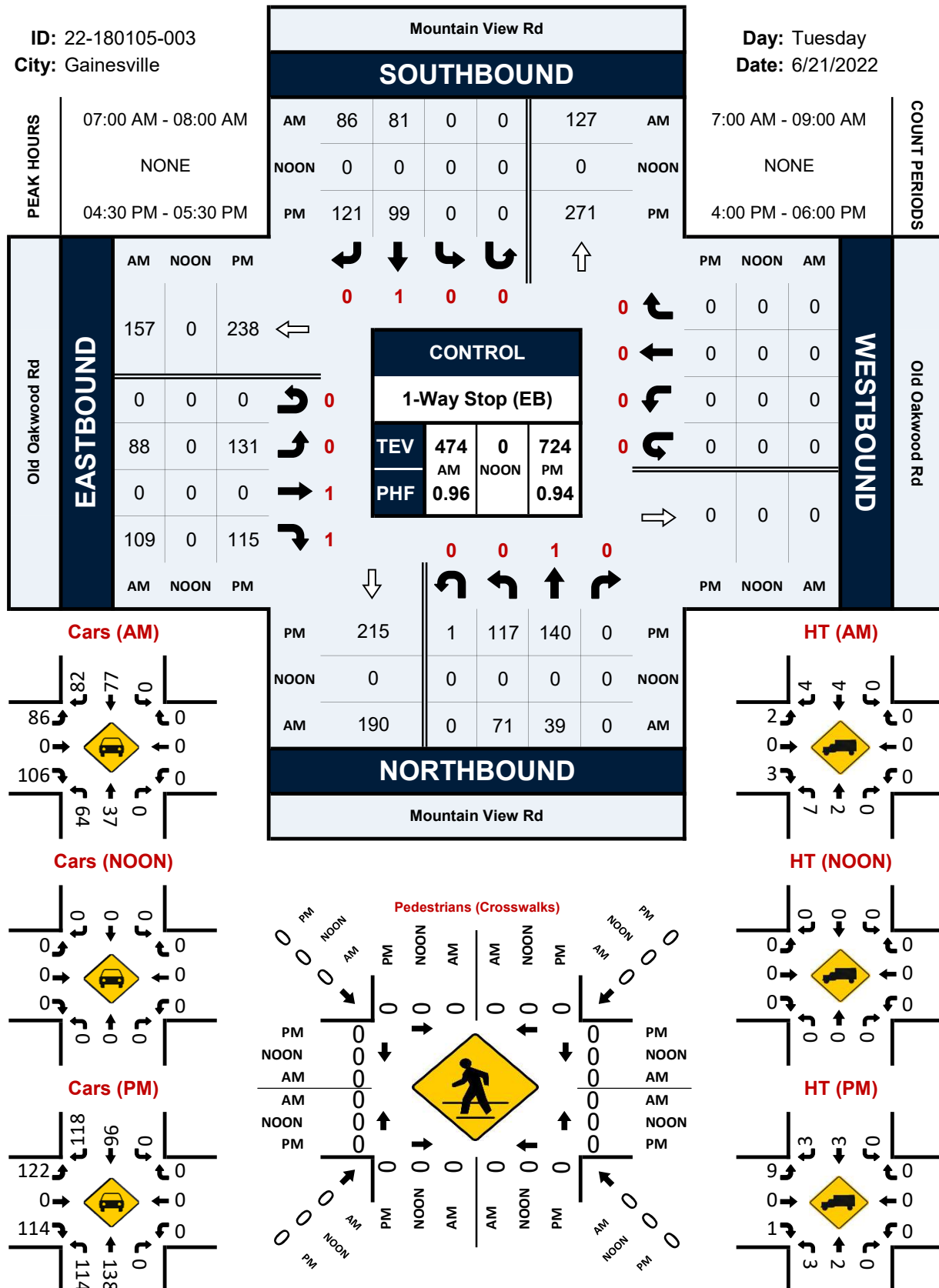
Buice Ln

Mountain View Rd & Old Oakwood Rd

Peak Hour Turning Movement Count

ID: 22-180105-003
City: Gainesville

Day: Tuesday
Date: 6/21/2022

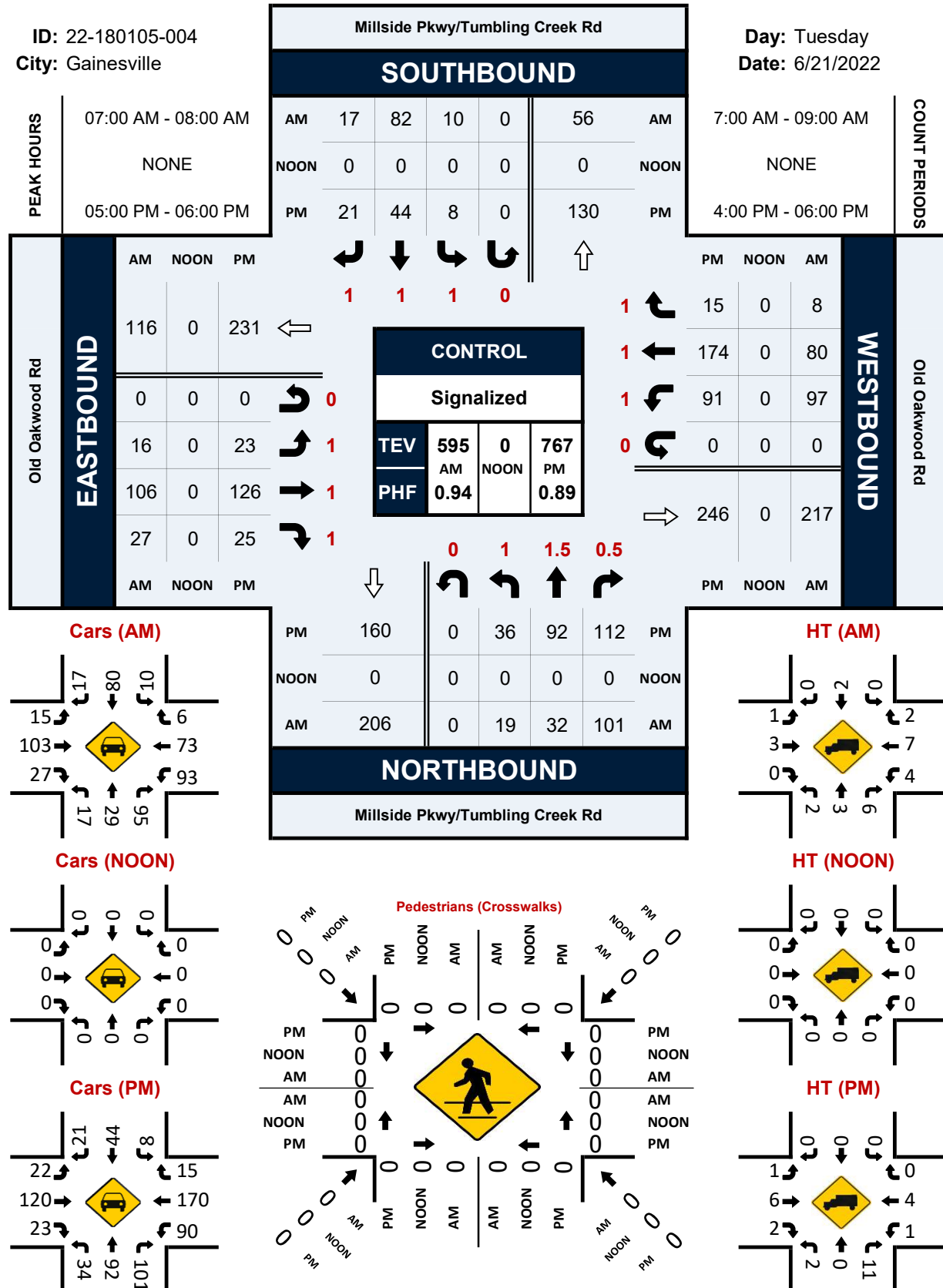


Millside Pkwy/Tumbling Creek Rd & Old Oakwood Rd

Peak Hour Turning Movement Count

ID: 22-180105-004
City: Gainesville

Day: Tuesday
Date: 6/21/2022

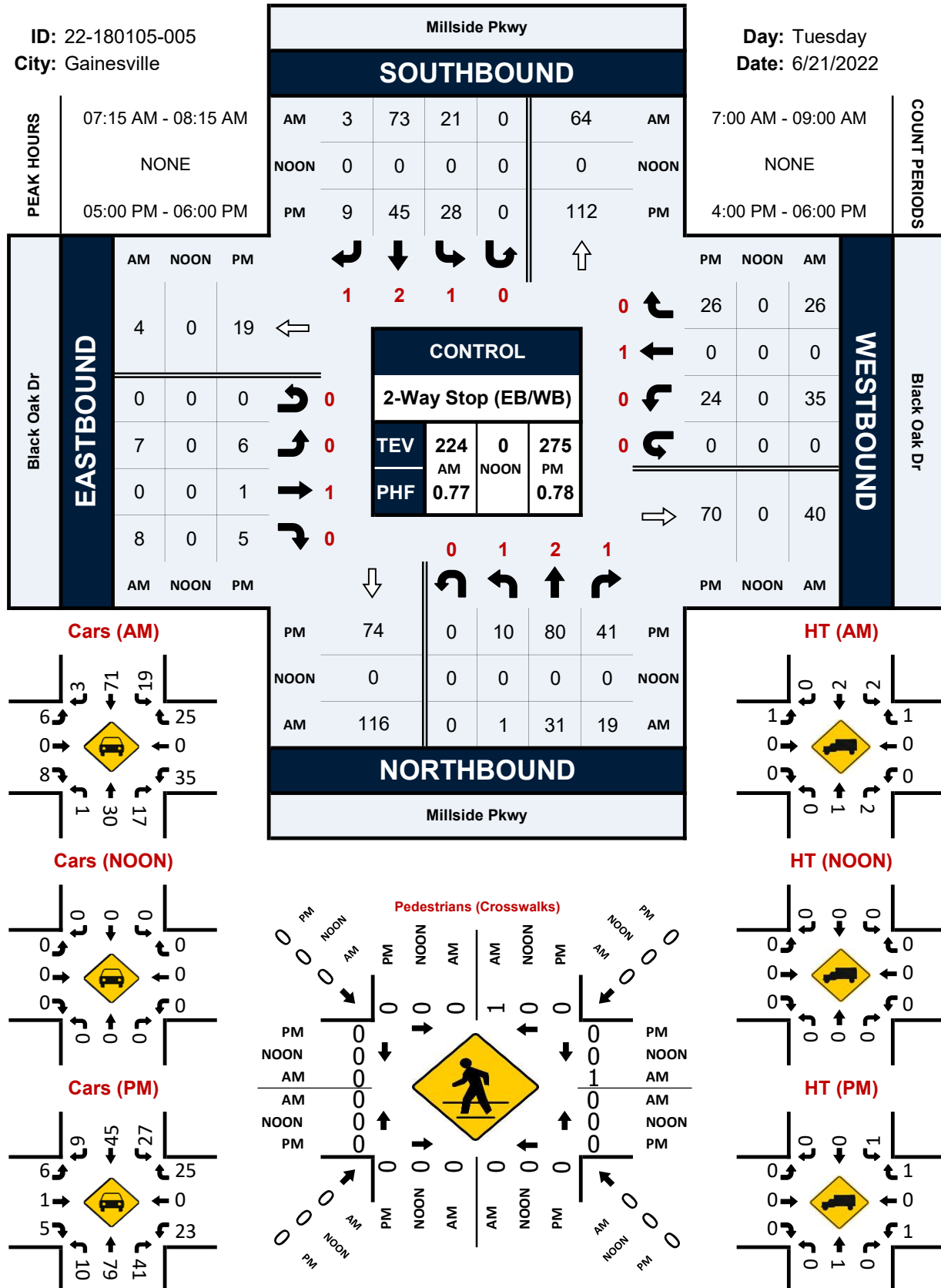


Millside Pkwy & Black Oak Dr

Peak Hour Turning Movement Count

ID: 22-180105-005
City: Gainesville

Day: Tuesday
Date: 6/21/2022



VOLUME
Mountain View Rd S/O Buice Ln

Day: Tuesday
Date: 6/21/2022

City: Gainesville
Project #: GA22_180106_001

DAILY TOTALS						NB	SB					Total
						2,720	2,883					5,603
								EB	WB			
								0	0			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
0:00	10	7	0	0	17	12:00	32	36	0	0	68	
0:15	3	7	0	0	10	12:15	27	27	0	0	54	
0:30	9	4	0	0	13	12:30	31	32	0	0	63	
0:45	8	30	6	24	14	12:45	28	118	45	140	73	258
1:00	7	5	0	0	12	13:00	33	37	0	0	70	
1:15	6	3	0	0	9	13:15	28	37	0	0	65	
1:30	8	4	0	0	12	13:30	19	36	0	0	55	
1:45	7	28	2	14	9	13:45	51	131	36	146	87	277
2:00	8	2	0	0	10	14:00	39	46	0	0	85	
2:15	14	7	0	0	21	14:15	28	34	0	0	62	
2:30	8	2	0	0	10	14:30	32	46	0	0	78	
2:45	6	36	2	13	8	14:45	44	143	39	165	83	308
3:00	6	4	0	0	10	15:00	41	50	0	0	91	
3:15	8	3	0	0	11	15:15	52	41	0	0	93	
3:30	8	3	0	0	11	15:30	59	50	0	0	109	
3:45	7	29	6	16	13	15:45	61	213	53	194	114	407
4:00	9	8	0	0	17	16:00	60	52	0	0	112	
4:15	5	17	0	0	22	16:15	53	45	0	0	98	
4:30	2	13	0	0	15	16:30	62	45	0	0	107	
4:45	7	23	23	61	30	16:45	68	243	61	203	129	446
5:00	13	23	0	0	36	17:00	61	63	0	0	124	
5:15	7	23	0	0	30	17:15	81	44	0	0	125	
5:30	13	37	0	0	50	17:30	53	44	0	0	97	
5:45	9	42	43	126	52	17:45	45	240	52	203	97	443
6:00	14	36	0	0	50	18:00	54	40	0	0	94	
6:15	27	39	0	0	66	18:15	62	59	0	0	121	
6:30	26	42	0	0	68	18:30	40	39	0	0	79	
6:45	26	93	35	152	61	18:45	42	198	45	183	87	381
7:00	32	34	0	0	66	19:00	50	40	0	0	90	
7:15	32	49	0	0	81	19:15	39	41	0	0	80	
7:30	33	37	0	0	70	19:30	60	35	0	0	95	
7:45	30	127	46	166	76	19:45	43	192	27	143	70	335
8:00	25	36	0	0	61	20:00	53	41	0	0	94	
8:15	30	38	0	0	68	20:15	45	37	0	0	82	
8:30	38	23	0	0	61	20:30	43	41	0	0	84	
8:45	34	127	33	130	67	20:45	25	166	32	151	57	317
9:00	21	32	0	0	53	21:00	23	29	0	0	52	
9:15	20	35	0	0	55	21:15	24	32	0	0	56	
9:30	15	46	0	0	61	21:30	29	42	0	0	71	
9:45	23	79	38	151	61	21:45	29	105	25	128	54	233
10:00	19	28	0	0	47	22:00	29	31	0	0	60	
10:15	29	29	0	0	58	22:15	23	25	0	0	48	
10:30	25	34	0	0	59	22:30	15	15	0	0	30	
10:45	20	93	25	116	45	22:45	19	86	19	90	38	176
11:00	32	28	0	0	60	23:00	19	13	0	0	32	
11:15	33	35	0	0	68	23:15	7	10	0	0	17	
11:30	36	27	0	0	63	23:30	15	10	0	0	25	
11:45	27	128	37	127	64	23:45	9	50	8	41	17	91
TOTALS	835	1096			1931	TOTALS	1885	1787			3672	
SPLIT %	43.2%	56.8%			34.5%	SPLIT %	51.3%	48.7%			65.5%	

DAILY TOTALS						NB	SB					Total
						2,720	2,883					5,603
								EB	WB			
								0	0			
AM Peak Hour	11:00	7:15			7:00	PM Peak Hour	16:30	16:15			16:30	
AM Pk Volume	128	168			293	PM Pk Volume	272	214			485	
Pk Hr Factor	0.889	0.857			0.904	Pk Hr Factor	0.840	0.849			0.940	
7 - 9 Volume	254	296	0	0	550	4 - 6 Volume	483	406	0	0	889	
7 - 9 Peak Hour	7:00	7:15			7:00	4 - 6 Peak Hour	16:30	16:15			16:30	
7 - 9 Pk Volume	127	168	0	0	293	4 - 6 Pk Volume	272	214	0	0	485	
Pk Hr Factor	0.962	0.857	0.000	0.000	0.904	Pk Hr Factor	0.840	0.849	0.000	0.000	0.940	

VOLUME

Old Oakwood Rd W/O Mountain View Rd

Day: Tuesday
Date: 6/21/2022

City: Gainesville
Project #: GA22_180106_002

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						3,141	2,952	6,093
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
0:00	0	0	7	8	15		12:00	0	0	42	44	86		
0:15	0	0	5	11	16		12:15	0	0	41	48	89		
0:30	0	0	7	2	9		12:30	0	0	36	38	74		
0:45	0	0	1	20	3	24	12:45	0	0	29	148	54	184	83 332
1:00	0	0	8	5	13		13:00	0	0	43	42	85		
1:15	0	0	6	2	8		13:15	0	0	28	29	57		
1:30	0	0	4	6	10		13:30	0	0	41	36	77		
1:45	0	0	6	24	2	15	13:45	0	0	51	163	45	152	96 315
2:00	0	0	6	5	11		14:00	0	0	35	45	80		
2:15	0	0	17	7	24		14:15	0	0	39	39	78		
2:30	0	0	11	2	13		14:30	0	0	48	50	98		
2:45	0	0	3	37	6	20	14:45	0	0	51	173	41	175	92 348
3:00	0	0	9	4	13		15:00	0	0	48	56	104		
3:15	0	0	6	3	9		15:15	0	0	54	39	93		
3:30	0	0	19	4	23		15:30	0	0	87	53	140		
3:45	0	0	6	40	4	15	15:45	0	0	56	245	61	209	117 454
4:00	0	0	16	10	26		16:00	0	0	52	58	110		
4:15	0	0	4	15	19		16:15	0	0	63	44	107		
4:30	0	0	7	11	18		16:30	0	0	49	56	105		
4:45	0	0	10	37	22	58	16:45	0	0	54	218	57	215	111 433
5:00	0	0	20	20	40		17:00	0	0	66	63	129		
5:15	0	0	16	26	42		17:15	0	0	63	64	127		
5:30	0	0	25	24	49		17:30	0	0	70	56	126		
5:45	0	0	23	84	29	99	17:45	0	0	49	248	71	254	120 502
6:00	0	0	23	39	62		18:00	0	0	57	43	100		
6:15	0	0	47	30	77		18:15	0	0	47	45	92		
6:30	0	0	48	34	82		18:30	0	0	45	33	78		
6:45	0	0	47	165	26	129	18:45	0	0	52	201	59	180	111 381
7:00	0	0	52	39	91		19:00	0	0	46	70	116		
7:15	0	0	55	39	94		19:15	0	0	46	45	91		
7:30	0	0	42	45	87		19:30	0	0	45	42	87		
7:45	0	0	50	199	40	163	19:45	0	0	42	179	33	190	75 369
8:00	0	0	41	27	68		20:00	0	0	50	20	70		
8:15	0	0	42	36	78		20:15	0	0	30	25	55		
8:30	0	0	57	32	89		20:30	0	0	44	21	65		
8:45	0	0	33	173	34	129	20:45	0	0	18	142	23	89	41 231
9:00	0	0	38	28	66		21:00	0	0	26	23	49		
9:15	0	0	21	34	55		21:15	0	0	29	23	52		
9:30	0	0	25	48	73		21:30	0	0	16	27	43		
9:45	0	0	30	114	33	143	21:45	0	0	24	95	30	103	54 198
10:00	0	0	28	28	56		22:00	0	0	27	19	46		
10:15	0	0	39	32	71		22:15	0	0	17	28	45		
10:30	0	0	22	37	59		22:30	0	0	21	15	36		
10:45	0	0	34	123	31	128	22:45	0	0	21	86	19	81	40 167
11:00	0	0	49	36	85		23:00	0	0	27	14	41		
11:15	0	0	37	40	77		23:15	0	0	11	14	25		
11:30	0	0	41	37	78		23:30	0	0	14	13	27		
11:45	0	0	35	162	34	147	23:45	0	0	13	65	9	50	22 115
TOTALS	1178 1070				2248		TOTALS	1963 1882				3845		
SPLIT %	52.4% 47.6%				36.9%		SPLIT %	51.1% 48.9%				63.1%		

DAILY TOTALS					NB	SB						EB	WB	Total
					0	0						3,141	2,952	6,093
AM Peak Hour			6:30	11:45	7:00		PM Peak Hour			15:30	17:00	17:00		
AM Pk Volume			202	164	362		PM Pk Volume			258	254	502		
Pk Hr Factor			0.918	0.854	0.963		Pk Hr Factor			0.741	0.894	0.973		
7 - 9 Volume	0	0	372	292	664		4 - 6 Volume	0	0	466	469	935		
7 - 9 Peak Hour			7:00	7:00	7:00		4 - 6 Peak Hour			16:45	17:00	17:00		
7 - 9 Pk Volume	0	0	199	163	362		4 - 6 Pk Volume	0	0	253	254	502		
Pk Hr Factor	0.000	0.000	0.905	0.906	0.963		Pk Hr Factor	0.000	0.000	0.904	0.894	0.973		

Old Oakwood Road Industrial - Growth Rate Calculation Worksheet

Percentage Growth									
Roadway	County	Traffic Count Station	2017 Traffic Volumes	2018 Traffic Volumes	2019 Traffic Volumes	2020 Traffic Volumes	2022 Traffic Volumes by Linear Regress.	2024 Traffic Volumes by Linear Regress.	Annual Growth 2022 to 2024
Mountain View Rd	Hall	139-0503	4,820	4,780	4,820	5,410	5,591	5,953	3.2%
Weighted Average			4,820	4,780	4,820	5,410	5,591	5,953	3.2%

APPENDIX C: SYNCHRO REPORTS

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	0	21	1	0	0	7	132	0	0	161	7
Future Vol, veh/h	21	0	21	1	0	0	7	132	0	0	161	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	190	-	-	-	-	190
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	92	90	92	92	92	90	90	92	92	90	90
Heavy Vehicles, %	5	2	5	2	2	2	0	6	2	2	5	14
Mvmt Flow	23	0	23	1	0	0	8	147	0	0	179	8
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	342	342	179	358	350	147	187	0	0	147	0	0
Stage 1	179	179	-	163	163	-	-	-	-	-	-	-
Stage 2	163	163	-	195	187	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.52	6.25	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.15	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.018	3.345	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	606	580	856	597	574	900	1399	-	-	1435	-	-
Stage 1	816	751	-	839	763	-	-	-	-	-	-	-
Stage 2	832	763	-	807	745	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	604	577	856	578	571	900	1399	-	-	1435	-	-
Mov Cap-2 Maneuver	604	577	-	578	571	-	-	-	-	-	-	-
Stage 1	811	751	-	834	758	-	-	-	-	-	-	-
Stage 2	827	758	-	785	745	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.4		11.2		0.4		0					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1399	-	-	708	578	1435	-	-				
HCM Lane V/C Ratio	0.006	-	-	0.066	0.002	-	-	-				
HCM Control Delay (s)	7.6	-	-	10.4	11.2	0	-	-				
HCM Lane LOS	A	-	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-				

Intersection						
Int Delay, s/veh	6.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	96	119	78	43	89	93
Future Vol, veh/h	96	119	78	43	89	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	3	10	5	5	5
Mvmt Flow	100	124	81	45	93	97
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	349	142	190	0	-	0
Stage 1	142	-	-	-	-	-
Stage 2	207	-	-	-	-	-
Critical Hdwy	6.42	6.23	4.2	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.327	2.29	-	-	-
Pot Cap-1 Maneuver	648	903	1337	-	-	-
Stage 1	885	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	608	903	1337	-	-	-
Mov Cap-2 Maneuver	608	-	-	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.9	5.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1337	-	742	-	-	
HCM Lane V/C Ratio	0.061	-	0.302	-	-	
HCM Control Delay (s)	7.9	0	11.9	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.2	-	1.3	-	-	

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	7	0	8	38	0	28	1	34	20	23	80	3
Future Vol, veh/h	7	0	8	38	0	28	1	34	20	23	80	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	185	-	185	165	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	14	0	0	0	0	4	0	3	10	10	3	0
Mvmt Flow	9	0	10	49	0	36	1	44	26	30	104	4
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	188	236	52	158	214	22	108	0	0	70	0	0
Stage 1	164	164	-	46	46	-	-	-	-	-	-	-
Stage 2	24	72	-	112	168	-	-	-	-	-	-	-
Critical Hdwy	7.78	6.5	6.9	7.5	6.5	6.98	4.1	-	-	4.3	-	-
Critical Hdwy Stg 1	6.78	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.78	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.64	4	3.3	3.5	4	3.34	2.2	-	-	2.3	-	-
Pot Cap-1 Maneuver	723	668	1011	798	687	1043	1495	-	-	1472	-	-
Stage 1	788	766	-	968	861	-	-	-	-	-	-	-
Stage 2	957	839	-	887	763	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	687	654	1011	777	673	1043	1495	-	-	1472	-	-
Mov Cap-2 Maneuver	687	654	-	777	673	-	-	-	-	-	-	-
Stage 1	787	751	-	967	860	-	-	-	-	-	-	-
Stage 2	923	838	-	860	748	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.4		9.3		0.1		1.6					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	1495	-	-	829	777	1043	1472	-	-			
HCM Lane V/C Ratio	0.001	-	-	0.023	0.064	0.035	0.02	-	-			
HCM Control Delay (s)	7.4	-	-	9.4	9.9	8.6	7.5	-	-			
HCM Lane LOS	A	-	-	A	A	A	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0.1	0.1	-	-			

HCM 6th Signalized Intersection Summary 4: Tumbling Creek Rd/Millside Pkwy & Old Oakwood Rd

Old Oakwood Rd Industrial TIS
Existing AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	116	29	106	88	8	21	35	111	10	90	18
Future Volume (veh/h)	17	116	29	106	88	8	21	35	111	10	90	18
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	1811	1856	1900	1841	1767	1530	1752	1767	1811	1900	1870	1900
Adj Flow Rate, veh/h	18	123	31	113	94	9	22	37	118	11	96	19
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	3	0	4	9	25	10	9	6	0	2	0
Cap, veh/h	617	664	576	594	632	464	433	377	336	413	420	361
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1250	1856	1610	1213	1767	1296	1196	1678	1497	1251	1870	1610
Grp Volume(v), veh/h	18	123	31	113	94	9	22	37	118	11	96	19
Grp Sat Flow(s),veh/h/ln	1250	1856	1610	1213	1767	1296	1196	1678	1497	1251	1870	1610
Q Serve(g_s), s	0.3	1.5	0.4	2.4	1.2	0.2	0.5	0.6	2.2	0.3	1.4	0.3
Cycle Q Clear(g_c), s	1.5	1.5	0.4	3.9	1.2	0.2	1.9	0.6	2.2	2.5	1.4	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	617	664	576	594	632	464	433	377	336	413	420	361
V/C Ratio(X)	0.03	0.19	0.05	0.19	0.15	0.02	0.05	0.10	0.35	0.03	0.23	0.05
Avail Cap(c_a), veh/h	2221	3044	2642	2150	2898	2127	1414	1752	1563	1438	1953	1681
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	7.8	7.4	7.0	8.7	7.3	7.0	11.4	10.3	10.9	12.0	10.6	10.2
Incr Delay (d2), s/veh	0.0	0.3	0.1	0.3	0.2	0.0	0.0	0.1	0.6	0.0	0.3	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	0.1	0.4	0.1	0.4	0.3	0.0	0.1	0.2	0.6	0.1	0.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.9	7.7	7.1	9.1	7.5	7.0	11.5	10.4	11.6	12.0	10.9	10.3
LnGrp LOS	A	A	A	A	A	A	B	B	B	B	B	B
Approach Vol, veh/h	172			216			177			126		
Approach Delay, s/veh	7.6			8.3			11.3			10.9		
Approach LOS	A			A			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	19.1			14.4			19.1			14.4		
Change Period (Y+Rc), s	7.1			6.9			7.1			6.9		
Max Green Setting (Gmax), s	55.0			35.0			55.0			35.0		
Max Q Clear Time (g_c+I1), s	3.5			4.2			5.9			4.5		
Green Ext Time (p_c), s	1.8			1.0			2.1			0.6		
Intersection Summary												
HCM 6th Ctrl Delay	9.4											
HCM 6th LOS	A											

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	2	140	0	1	177
Future Vol, veh/h	3	2	140	0	1	177
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	3	0	0	5
Mvmt Flow	3	2	157	0	1	199

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	358	157	0	0	157
Stage 1	157	-	-	-	-
Stage 2	201	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	644	894	-	-	1435
Stage 1	876	-	-	-	-
Stage 2	838	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	643	894	-	-	1435
Mov Cap-2 Maneuver	643	-	-	-	-
Stage 1	876	-	-	-	-
Stage 2	837	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	724	1435
HCM Lane V/C Ratio	-	-	0.008	0.001
HCM Control Delay (s)	-	-	10	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	↕
Traffic Vol, veh/h	21	0	17	0	0	0	23	278	0	0	228	25
Future Vol, veh/h	21	0	17	0	0	0	23	278	0	0	228	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	190	-	-	-	-	190
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	2	2	2	0	5	2	2	4	0
Mvmt Flow	23	0	18	0	0	0	25	302	0	0	248	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	600	600	248	623	627	302	275	0	0	302	0	0
Stage 1	248	248	-	352	352	-	-	-	-	-	-	-
Stage 2	352	352	-	271	275	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	416	415	796	398	400	738	1300	-	-	1259	-	-
Stage 1	760	701	-	665	632	-	-	-	-	-	-	-
Stage 2	669	632	-	735	683	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	410	407	796	383	392	738	1300	-	-	1259	-	-
Mov Cap-2 Maneuver	410	407	-	383	392	-	-	-	-	-	-	-
Stage 1	746	701	-	652	620	-	-	-	-	-	-	-
Stage 2	656	620	-	718	683	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.5		0		0.6		0	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1300	-	-	524	-	1259	-
HCM Lane V/C Ratio	0.019	-	-	0.079	-	-	-
HCM Control Delay (s)	7.8	-	-	12.5	0	0	-
HCM Lane LOS	A	-	-	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	-	0	-

Intersection						
Int Delay, s/veh	8.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	146	129	133	157	111	135
Future Vol, veh/h	146	129	133	157	111	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	7	1	3	1	3	2
Mvmt Flow	155	137	141	167	118	144

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	639	190	262
Stage 1	190	-	-
Stage 2	449	-	-
Critical Hdwy	6.47	6.21	4.13
Critical Hdwy Stg 1	5.47	-	-
Critical Hdwy Stg 2	5.47	-	-
Follow-up Hdwy	3.563	3.309	2.227
Pot Cap-1 Maneuver	432	854	1296
Stage 1	830	-	-
Stage 2	633	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	380	854	1296
Mov Cap-2 Maneuver	380	-	-
Stage 1	730	-	-
Stage 2	633	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.9	3.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1296	-	514	-	-
HCM Lane V/C Ratio	0.109	-	0.569	-	-
HCM Control Delay (s)	8.1	0	20.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.4	-	3.5	-	-

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	6	1	5	28	0	30	11	90	46	31	51	10
Future Vol, veh/h	6	1	5	28	0	30	11	90	46	31	51	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	185	-	185	165	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	4	0	4	0	1	0	4	0	0
Mvmt Flow	8	1	6	36	0	38	14	115	59	40	65	13

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	231	347	33	256	301	58	78	0	0	174	0	0
Stage 1	145	145	-	143	143	-	-	-	-	-	-	-
Stage 2	86	202	-	113	158	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.58	6.5	6.98	4.1	-	-	4.18	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.58	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.58	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.54	4	3.34	2.2	-	-	2.24	-	-
Pot Cap-1 Maneuver	710	580	1040	671	615	989	1533	-	-	1386	-	-
Stage 1	849	781	-	839	782	-	-	-	-	-	-	-
Stage 2	918	738	-	874	771	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	662	558	1040	647	592	989	1533	-	-	1386	-	-
Mov Cap-2 Maneuver	662	558	-	647	592	-	-	-	-	-	-	-
Stage 1	841	758	-	831	775	-	-	-	-	-	-	-
Stage 2	874	731	-	842	749	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB				
HCM Control Delay, s	9.8		9.8		0.6			2.6				
HCM LOS	A		A									

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1533	-	-	766 647 989	1386	-	-
HCM Lane V/C Ratio	0.009	-	-	0.02 0.055 0.039	0.029	-	-
HCM Control Delay (s)	7.4	-	-	9.8 10.9 8.8	7.7	-	-
HCM Lane LOS	A	-	-	A B A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1 0.2 0.1	0.1	-	-

HCM 6th Signalized Intersection Summary 4: Tumbling Creek Rd/Millside Pkwy & Old Oakwood Rd

Old Oakwood Rd Industrial TIS
Existing PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	141	28	102	195	17	40	103	125	8	49	23
Future Volume (veh/h)	27	141	28	102	195	17	40	103	125	8	49	23
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	1841	1826	1781	1885	1870	1900	1811	1900	1752	1900	1900	1900
Adj Flow Rate, veh/h	30	158	31	115	219	19	45	116	140	9	55	26
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, %	4	5	8	1	2	0	6	0	10	0	0	0
Cap, veh/h	516	648	536	567	664	572	478	416	371	393	438	371
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1124	1826	1510	1204	1870	1610	1276	1805	1610	1141	1900	1610
Grp Volume(v), veh/h	30	158	31	115	219	19	45	116	140	9	55	26
Grp Sat Flow(s),veh/h/ln	1124	1826	1510	1204	1870	1610	1276	1805	1610	1141	1900	1610
Q Serve(g_s), s	0.7	2.1	0.5	2.5	2.9	0.3	1.0	1.8	2.5	0.2	0.8	0.4
Cycle Q Clear(g_c), s	3.6	2.1	0.5	4.6	2.9	0.3	1.8	1.8	2.5	2.7	0.8	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	516	648	536	567	664	572	478	416	371	393	438	371
V/C Ratio(X)	0.06	0.24	0.06	0.20	0.33	0.03	0.09	0.28	0.38	0.02	0.13	0.07
Avail Cap(c_a), veh/h	1946	2971	2457	2099	3044	2620	1505	1869	1668	1311	1968	1668
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	9.3	7.7	7.2	9.3	8.0	7.1	11.0	10.7	11.0	12.1	10.3	10.2
Incr Delay (d2), s/veh	0.1	0.4	0.1	0.4	0.6	0.1	0.1	0.4	0.6	0.0	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	0.1	0.5	0.1	0.5	0.8	0.1	0.2	0.6	0.7	0.0	0.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.4	8.1	7.3	9.7	8.6	7.2	11.1	11.0	11.6	12.1	10.4	10.2
LnGrp LOS	A	A	A	A	A	A	B	B	B	B	B	B
Approach Vol, veh/h	219			353			301			90		
Approach Delay, s/veh	8.2			8.9			11.3			10.5		
Approach LOS	A			A			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	19.1			14.7			19.1			14.7		
Change Period (Y+Rc), s	7.1			6.9			7.1			6.9		
Max Green Setting (Gmax), s	55.0			35.0			55.0			35.0		
Max Q Clear Time (g_c+l1), s	5.6			4.7			6.6			4.5		
Green Ext Time (p_c), s	2.4			0.4			3.8			1.8		
Intersection Summary												
HCM 6th Ctrl Delay				9.6								
HCM 6th LOS				A								

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	4	297	6	5	238
Future Vol, veh/h	4	4	297	6	5	238
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	4	0	0	3
Mvmt Flow	4	4	323	7	5	259
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	596	327	0	0	330	0
Stage 1	327	-	-	-	-	-
Stage 2	269	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	470	719	-	-	1241	-
Stage 1	735	-	-	-	-	-
Stage 2	781	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	468	719	-	-	1241	-
Mov Cap-2 Maneuver	468	-	-	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.4	0		0.2		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	567	1241	-	
HCM Lane V/C Ratio	-	-	0.015	0.004	-	
HCM Control Delay (s)	-	-	11.4	7.9	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↔	↔			↔	↔
Traffic Vol, veh/h	22	0	22	1	0	0	7	141	0	0	171	7
Future Vol, veh/h	22	0	22	1	0	0	7	141	0	0	171	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	190	-	-	-	-	190
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	92	90	92	92	92	90	90	92	92	90	90
Heavy Vehicles, %	5	2	5	2	2	2	0	6	2	2	5	14
Mvmt Flow	24	0	24	1	0	0	8	157	0	0	190	8

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	363	363	190	379	371	157	198	0	0	157	0	0
Stage 1	190	190	-	173	173	-	-	-	-	-	-	-
Stage 2	173	173	-	206	198	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.52	6.25	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.15	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.018	3.345	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	587	565	844	579	559	889	1387	-	-	1423	-	-
Stage 1	805	743	-	829	756	-	-	-	-	-	-	-
Stage 2	822	756	-	796	737	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	585	562	844	560	556	889	1387	-	-	1423	-	-
Mov Cap-2 Maneuver	585	562	-	560	556	-	-	-	-	-	-	-
Stage 1	800	743	-	824	751	-	-	-	-	-	-	-
Stage 2	817	751	-	773	737	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.6		11.4		0.4		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1387	-	-	691 560	1423	-	-
HCM Lane V/C Ratio	0.006	-	-	0.071 0.002	-	-	-
HCM Control Delay (s)	7.6	-	-	10.6 11.4	0	-	-
HCM Lane LOS	A	-	-	B B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2 0	0	-	-

Intersection						
Int Delay, s/veh	6.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	102	127	83	46	95	99
Future Vol, veh/h	102	127	83	46	95	99
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	3	10	5	5	5
Mvmt Flow	106	132	86	48	99	103

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	371	151	202	0	-	0
Stage 1	151	-	-	-	-	-
Stage 2	220	-	-	-	-	-
Critical Hdwy	6.42	6.23	4.2	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.327	2.29	-	-	-
Pot Cap-1 Maneuver	630	893	1323	-	-	-
Stage 1	877	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	588	893	1323	-	-	-
Mov Cap-2 Maneuver	588	-	-	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	817	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.4	5.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1323	-	725	-	-
HCM Lane V/C Ratio	0.065	-	0.329	-	-
HCM Control Delay (s)	7.9	0	12.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.4	-	-

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	7	0	9	40	0	30	1	36	21	24	85	3
Future Vol, veh/h	7	0	9	40	0	30	1	36	21	24	85	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	185	-	185	165	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	14	0	0	0	0	4	0	3	10	10	3	0
Mvmt Flow	9	0	12	52	0	39	1	47	27	31	110	4

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	198	248	55	166	225	24	114	0	0	74	0	0
Stage 1	172	172	-	49	49	-	-	-	-	-	-	-
Stage 2	26	76	-	117	176	-	-	-	-	-	-	-
Critical Hdwy	7.78	6.5	6.9	7.5	6.5	6.98	4.1	-	-	4.3	-	-
Critical Hdwy Stg 1	6.78	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.78	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.64	4	3.3	3.5	4	3.34	2.2	-	-	2.3	-	-
Pot Cap-1 Maneuver	711	658	1007	788	678	1040	1488	-	-	1467	-	-
Stage 1	779	760	-	964	858	-	-	-	-	-	-	-
Stage 2	954	836	-	881	757	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	673	644	1007	766	663	1040	1488	-	-	1467	-	-
Mov Cap-2 Maneuver	673	644	-	766	663	-	-	-	-	-	-	-
Stage 1	778	744	-	963	857	-	-	-	-	-	-	-
Stage 2	918	835	-	852	741	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.5		9.4		0.1		1.6	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1488	-	-	827 766 1040	1467	-	-
HCM Lane V/C Ratio	0.001	-	-	0.025 0.068 0.037	0.021	-	-
HCM Control Delay (s)	7.4	-	-	9.5 10 8.6	7.5	-	-
HCM Lane LOS	A	-	-	A B A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1 0.2 0.1	0.1	-	-

HCM 6th Signalized Intersection Summary 4: Tumbling Creek Rd/Millside Pkwy & Old Oakwood Rd

Old Oakwood Rd Industrial TIS
No-Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	124	31	113	94	9	22	37	118	11	96	19
Future Volume (veh/h)	18	124	31	113	94	9	22	37	118	11	96	19
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	1811	1856	1900	1841	1767	1530	1752	1767	1811	1900	1870	1900
Adj Flow Rate, veh/h	19	132	33	120	100	10	23	39	126	12	102	20
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	3	0	4	9	25	10	9	6	0	2	0
Cap, veh/h	610	663	575	584	631	463	430	380	339	407	423	364
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1243	1856	1610	1201	1767	1296	1189	1678	1497	1240	1870	1610
Grp Volume(v), veh/h	19	132	33	120	100	10	23	39	126	12	102	20
Grp Sat Flow(s),veh/h/ln	1243	1856	1610	1201	1767	1296	1189	1678	1497	1240	1870	1610
Q Serve(g_s), s	0.4	1.7	0.5	2.6	1.3	0.2	0.5	0.6	2.4	0.3	1.5	0.3
Cycle Q Clear(g_c), s	1.7	1.7	0.5	4.2	1.3	0.2	2.0	0.6	2.4	2.7	1.5	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	610	663	575	584	631	463	430	380	339	407	423	364
V/C Ratio(X)	0.03	0.20	0.06	0.21	0.16	0.02	0.05	0.10	0.37	0.03	0.24	0.05
Avail Cap(c_a), veh/h	2200	3037	2635	2121	2891	2121	1399	1748	1559	1418	1948	1677
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	7.9	7.5	7.1	8.9	7.4	7.0	11.5	10.3	11.0	12.1	10.6	10.2
Incr Delay (d2), s/veh	0.0	0.3	0.1	0.4	0.2	0.0	0.1	0.1	0.7	0.0	0.3	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	0.1	0.4	0.1	0.5	0.3	0.0	0.1	0.2	0.7	0.1	0.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.0	7.8	7.2	9.3	7.6	7.0	11.5	10.4	11.7	12.1	10.9	10.2
LnGrp LOS	A	A	A	A	A	A	B	B	B	B	B	B
Approach Vol, veh/h	184			230			188			134		
Approach Delay, s/veh	7.7			8.5			11.4			10.9		
Approach LOS	A			A			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	19.1			14.5			19.1			14.5		
Change Period (Y+Rc), s	7.1			6.9			7.1			6.9		
Max Green Setting (Gmax), s	55.0			35.0			55.0			35.0		
Max Q Clear Time (g_c+I1), s	3.7			4.4			6.2			4.7		
Green Ext Time (p_c), s	1.9			1.1			2.3			0.6		
Intersection Summary												
HCM 6th Ctrl Delay	9.5											
HCM 6th LOS	A											

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	2	149	0	1	189
Future Vol, veh/h	3	2	149	0	1	189
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	3	0	0	5
Mvmt Flow	3	2	167	0	1	212
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	381	167	0	0	167	0
Stage 1	167	-	-	-	-	-
Stage 2	214	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	625	882	-	-	1423	-
Stage 1	867	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	624	882	-	-	1423	-
Mov Cap-2 Maneuver	624	-	-	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	825	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.1	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 707		1423	-	
HCM Lane V/C Ratio	-	- 0.008		0.001	-	
HCM Control Delay (s)	-	- 10.1		7.5	0	
HCM Lane LOS	-	- B		A	A	
HCM 95th %tile Q(veh)	-	- 0		0	-	

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	0	18	0	0	0	24	296	0	0	243	27
Future Vol, veh/h	22	0	18	0	0	0	24	296	0	0	243	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	190	-	-	-	-	190
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	2	2	2	0	5	2	2	4	0
Mvmt Flow	24	0	20	0	0	0	26	322	0	0	264	29
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	638	638	264	663	667	322	293	0	0	322	0	0
Stage 1	264	264	-	374	374	-	-	-	-	-	-	-
Stage 2	374	374	-	289	293	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	392	394	780	375	380	719	1280	-	-	1238	-	-
Stage 1	746	690	-	647	618	-	-	-	-	-	-	-
Stage 2	651	618	-	719	670	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	386	386	780	360	372	719	1280	-	-	1238	-	-
Mov Cap-2 Maneuver	386	386	-	360	372	-	-	-	-	-	-	-
Stage 1	731	690	-	634	606	-	-	-	-	-	-	-
Stage 2	638	606	-	701	670	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	12.9		0		0.6		0					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1280	-	-	500	-	1238	-	-				
HCM Lane V/C Ratio	0.02	-	-	0.087	-	-	-	-				
HCM Control Delay (s)	7.9	-	-	12.9	0	0	-	-				
HCM Lane LOS	A	-	-	B	A	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.3	-	0	-	-				

Intersection						
Int Delay, s/veh	9.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	155	137	142	167	118	144
Future Vol, veh/h	155	137	142	167	118	144
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	7	1	3	1	3	2
Mvmt Flow	165	146	151	178	126	153
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	683	203	279	0	-	0
Stage 1	203	-	-	-	-	-
Stage 2	480	-	-	-	-	-
Critical Hdwy	6.47	6.21	4.13	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.309	2.227	-	-	-
Pot Cap-1 Maneuver	407	840	1278	-	-	-
Stage 1	819	-	-	-	-	-
Stage 2	612	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	354	840	1278	-	-	-
Mov Cap-2 Maneuver	354	-	-	-	-	-
Stage 1	712	-	-	-	-	-
Stage 2	612	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	24.6	3.8		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1278	-	486	-	-	
HCM Lane V/C Ratio	0.118	-	0.639	-	-	
HCM Control Delay (s)	8.2	0	24.6	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.4	-	4.4	-	-	

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	6	1	5	30	0	32	12	96	49	33	54	11
Future Vol, veh/h	6	1	5	30	0	32	12	96	49	33	54	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	185	-	185	165	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	4	0	4	0	1	0	4	0	0
Mvmt Flow	8	1	6	38	0	41	15	123	63	42	69	14

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	245	369	35	272	320	62	83	0	0	186	0	0
Stage 1	153	153	-	153	153	-	-	-	-	-	-	-
Stage 2	92	216	-	119	167	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.58	6.5	6.98	4.1	-	-	4.18	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.58	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.58	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.54	4	3.34	2.2	-	-	2.24	-	-
Pot Cap-1 Maneuver	694	563	1037	654	600	984	1527	-	-	1371	-	-
Stage 1	840	775	-	828	775	-	-	-	-	-	-	-
Stage 2	911	728	-	867	764	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	645	540	1037	629	575	984	1527	-	-	1371	-	-
Mov Cap-2 Maneuver	645	540	-	629	575	-	-	-	-	-	-	-
Stage 1	832	751	-	820	767	-	-	-	-	-	-	-
Stage 2	864	721	-	834	740	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB				
HCM Control Delay, s	9.9		9.9		0.6			2.6				
HCM LOS	A		A									

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1527	-	-	751 629 984	1371	-	-
HCM Lane V/C Ratio	0.01	-	-	0.02 0.061 0.042	0.031	-	-
HCM Control Delay (s)	7.4	-	-	9.9 11.1 8.8	7.7	-	-
HCM Lane LOS	A	-	-	A B A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1 0.2 0.1	0.1	-	-

HCM 6th Signalized Intersection Summary 4: Tumbling Creek Rd/Millside Pkwy & Old Oakwood Rd

Old Oakwood Rd Industrial TIS
No-Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	150	30	109	208	18	43	110	133	9	52	24
Future Volume (veh/h)	29	150	30	109	208	18	43	110	133	9	52	24
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	1841	1826	1781	1885	1870	1900	1811	1900	1752	1900	1900	1900
Adj Flow Rate, veh/h	33	169	34	122	234	20	48	124	149	10	58	27
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, %	4	5	8	1	2	0	6	0	10	0	0	0
Cap, veh/h	503	647	535	556	663	571	476	418	373	385	440	373
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1108	1826	1510	1189	1870	1610	1271	1805	1610	1124	1900	1610
Grp Volume(v), veh/h	33	169	34	122	234	20	48	124	149	10	58	27
Grp Sat Flow(s),veh/h/ln	1108	1826	1510	1189	1870	1610	1271	1805	1610	1124	1900	1610
Q Serve(g_s), s	0.8	2.2	0.5	2.8	3.1	0.3	1.1	1.9	2.7	0.3	0.8	0.4
Cycle Q Clear(g_c), s	3.9	2.2	0.5	5.0	3.1	0.3	1.9	1.9	2.7	2.9	0.8	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	503	647	535	556	663	571	476	418	373	385	440	373
V/C Ratio(X)	0.07	0.26	0.06	0.22	0.35	0.04	0.10	0.30	0.40	0.03	0.13	0.07
Avail Cap(c_a), veh/h	1911	2968	2454	2066	3040	2617	1497	1867	1665	1287	1965	1665
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	9.5	7.8	7.2	9.5	8.1	7.1	11.0	10.7	11.0	12.2	10.3	10.2
Incr Delay (d2), s/veh	0.1	0.5	0.1	0.4	0.7	0.1	0.1	0.4	0.7	0.0	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	0.1	0.6	0.1	0.5	0.9	0.1	0.2	0.6	0.8	0.1	0.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.6	8.2	7.3	10.0	8.7	7.2	11.1	11.1	11.7	12.3	10.4	10.2
LnGrp LOS	A	A	A	A	A	A	B	B	B	B	B	B
Approach Vol, veh/h	236			376			321			95		
Approach Delay, s/veh	8.3			9.1			11.4			10.6		
Approach LOS	A			A			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	19.1			14.7			19.1			14.7		
Change Period (Y+Rc), s	7.1			6.9			7.1			6.9		
Max Green Setting (Gmax), s	55.0			35.0			55.0			35.0		
Max Q Clear Time (g_c+I1), s	5.9			4.9			7.0			4.7		
Green Ext Time (p_c), s	2.6			0.4			4.1			1.9		
Intersection Summary												
HCM 6th Ctrl Delay	9.7											
HCM 6th LOS	A											

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	4	4	316	6	5	253
Future Vol, veh/h	4	4	316	6	5	253
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	4	0	0	3
Mvmt Flow	4	4	343	7	5	275
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	632	347	0	0	350	0
Stage 1	347	-	-	-	-	-
Stage 2	285	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	448	701	-	-	1220	-
Stage 1	720	-	-	-	-	-
Stage 2	768	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	446	701	-	-	1220	-
Mov Cap-2 Maneuver	446	-	-	-	-	-
Stage 1	720	-	-	-	-	-
Stage 2	764	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	11.7	0	0.2			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	545	1220	-	
HCM Lane V/C Ratio	-	-	0.016	0.004	-	
HCM Control Delay (s)	-	-	11.7	8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	0	22	1	0	0	7	143	0	0	179	7
Future Vol, veh/h	22	0	22	1	0	0	7	143	0	0	179	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	190	-	-	-	-	190
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	92	90	92	92	92	90	90	92	92	90	90
Heavy Vehicles, %	5	2	5	2	2	2	0	6	2	2	5	14
Mvmt Flow	24	0	24	1	0	0	8	159	0	0	199	8
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	374	374	199	390	382	159	207	0	0	159	0	0
Stage 1	199	199	-	175	175	-	-	-	-	-	-	-
Stage 2	175	175	-	215	207	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.52	6.25	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.15	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.018	3.345	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	578	557	834	569	551	886	1376	-	-	1420	-	-
Stage 1	796	736	-	827	754	-	-	-	-	-	-	-
Stage 2	820	754	-	787	731	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	576	554	834	550	548	886	1376	-	-	1420	-	-
Mov Cap-2 Maneuver	576	554	-	550	548	-	-	-	-	-	-	-
Stage 1	791	736	-	822	749	-	-	-	-	-	-	-
Stage 2	815	749	-	764	731	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.7		11.6		0.4		0					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1376	-	-	681	550	1420	-	-				
HCM Lane V/C Ratio	0.006	-	-	0.072	0.002	-	-	-				
HCM Control Delay (s)	7.6	-	-	10.7	11.6	0	-	-				
HCM Lane LOS	A	-	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-				

Intersection						
Int Delay, s/veh	6.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	102	128	85	56	98	99
Future Vol, veh/h	102	128	85	56	98	99
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	3	10	5	5	5
Mvmt Flow	106	133	89	58	102	103

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	390	154	205	0	-	0
Stage 1	154	-	-	-	-	-
Stage 2	236	-	-	-	-	-
Critical Hdwy	6.42	6.23	4.2	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.327	2.29	-	-	-
Pot Cap-1 Maneuver	614	889	1320	-	-	-
Stage 1	874	-	-	-	-	-
Stage 2	803	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	571	889	1320	-	-	-
Mov Cap-2 Maneuver	571	-	-	-	-	-
Stage 1	813	-	-	-	-	-
Stage 2	803	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.6	4.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1320	-	713	-	-
HCM Lane V/C Ratio	0.067	-	0.336	-	-
HCM Control Delay (s)	7.9	0	12.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.5	-	-

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	7	0	9	40	0	30	1	37	21	24	87	3
Future Vol, veh/h	7	0	9	40	0	30	1	37	21	24	87	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	185	-	185	165	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	14	0	0	0	0	4	0	3	10	10	3	0
Mvmt Flow	9	0	12	52	0	39	1	48	27	31	113	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	201	252	57	169	229	24	117	0	0	75	0	0
Stage 1	175	175	-	50	50	-	-	-	-	-	-	-
Stage 2	26	77	-	119	179	-	-	-	-	-	-	-
Critical Hdwy	7.78	6.5	6.9	7.5	6.5	6.98	4.1	-	-	4.3	-	-
Critical Hdwy Stg 1	6.78	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.78	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.64	4	3.3	3.5	4	3.34	2.2	-	-	2.3	-	-
Pot Cap-1 Maneuver	708	655	1004	784	674	1040	1484	-	-	1466	-	-
Stage 1	776	758	-	963	857	-	-	-	-	-	-	-
Stage 2	954	835	-	879	755	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	670	641	1004	762	659	1040	1484	-	-	1466	-	-
Mov Cap-2 Maneuver	670	641	-	762	659	-	-	-	-	-	-	-
Stage 1	775	742	-	962	856	-	-	-	-	-	-	-
Stage 2	918	834	-	850	739	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.5		9.5		0.1		1.6	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1484	-	-	824 762 1040	1466	-	-
HCM Lane V/C Ratio	0.001	-	-	0.025 0.068 0.037	0.021	-	-
HCM Control Delay (s)	7.4	-	-	9.5 10.1 8.6	7.5	-	-
HCM Lane LOS	A	-	-	A B A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1 0.2 0.1	0.1	-	-

HCM 6th Signalized Intersection Summary

4: Tumbling Creek Rd/Millside Pkwy & Old Oakwood Rd

Old Oakwood Rd Industrial TIS

Build AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	130	31	120	95	10	22	37	136	13	96	19
Future Volume (veh/h)	18	130	31	120	95	10	22	37	136	13	96	19
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	1811	1856	1900	1841	1767	1530	1752	1767	1811	1900	1870	1900
Adj Flow Rate, veh/h	19	138	33	128	101	11	23	39	145	14	102	20
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	3	0	4	9	25	10	9	6	0	2	0
Cap, veh/h	607	661	574	578	629	462	432	383	341	391	426	367
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1240	1856	1610	1195	1767	1296	1189	1678	1497	1219	1870	1610
Grp Volume(v), veh/h	19	138	33	128	101	11	23	39	145	14	102	20
Grp Sat Flow(s),veh/h/ln	1240	1856	1610	1195	1767	1296	1189	1678	1497	1219	1870	1610
Q Serve(g_s), s	0.4	1.7	0.5	2.8	1.3	0.2	0.5	0.6	2.8	0.3	1.5	0.3
Cycle Q Clear(g_c), s	1.7	1.7	0.5	4.6	1.3	0.2	2.0	0.6	2.8	3.1	1.5	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	607	661	574	578	629	462	432	383	341	391	426	367
V/C Ratio(X)	0.03	0.21	0.06	0.22	0.16	0.02	0.05	0.10	0.42	0.04	0.24	0.05
Avail Cap(c_a), veh/h	2191	3030	2630	2103	2885	2117	1396	1744	1556	1380	1944	1673
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	8.0	7.5	7.1	9.1	7.4	7.0	11.4	10.3	11.1	12.4	10.6	10.2
Incr Delay (d2), s/veh	0.0	0.3	0.1	0.4	0.3	0.0	0.1	0.1	0.8	0.0	0.3	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	0.1	0.5	0.1	0.5	0.3	0.0	0.1	0.2	0.8	0.1	0.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.0	7.9	7.2	9.5	7.7	7.1	11.5	10.4	12.0	12.5	10.9	10.2
LnGrp LOS	A	A	A	A	A	A	B	B	B	B	B	B
Approach Vol, veh/h	190			240			207			136		
Approach Delay, s/veh	7.8			8.6			11.6			11.0		
Approach LOS	A			A			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	19.1			14.6			19.1			14.6		
Change Period (Y+Rc), s	7.1			6.9			7.1			6.9		
Max Green Setting (Gmax), s	55.0			35.0			55.0			35.0		
Max Q Clear Time (g_c+I1), s	3.7			4.8			6.6			5.1		
Green Ext Time (p_c), s	2.0			1.3			2.4			0.6		
Intersection Summary												
HCM 6th Ctrl Delay	9.6											
HCM 6th LOS	A											

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	3	3	0	2	10	149	0	1	189	8
Future Vol, veh/h	2	0	3	3	0	2	10	149	0	1	189	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	2	0	0	3	0	0	5	0
Mvmt Flow	2	0	3	3	0	2	11	167	0	1	212	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	409	408	217	409	412	167	221	0	0	167	0	0
Stage 1	219	219	-	189	189	-	-	-	-	-	-	-
Stage 2	190	189	-	220	223	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.52	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4.018	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	556	536	828	556	530	882	1360	-	-	1423	-	-
Stage 1	788	726	-	817	744	-	-	-	-	-	-	-
Stage 2	816	748	-	787	719	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	550	531	828	549	525	882	1360	-	-	1423	-	-
Mov Cap-2 Maneuver	550	531	-	549	525	-	-	-	-	-	-	-
Stage 1	781	725	-	810	737	-	-	-	-	-	-	-
Stage 2	807	741	-	783	718	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.3		10.6		0.5		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1360	-	-	689	647	1423	-
HCM Lane V/C Ratio	0.008	-	-	0.008	0.009	0.001	-
HCM Control Delay (s)	7.7	0	-	10.3	10.6	7.5	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	212	174	2	1	9
Future Vol, veh/h	26	212	174	2	1	9
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	28	230	189	2	1	10
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	191	0	-	0	476	190
Stage 1	-	-	-	-	190	-
Stage 2	-	-	-	-	286	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1383	-	-	-	548	852
Stage 1	-	-	-	-	842	-
Stage 2	-	-	-	-	763	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1383	-	-	-	535	852
Mov Cap-2 Maneuver	-	-	-	-	535	-
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	763	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.8	0		9.5		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1383	-	-	-	804	
HCM Lane V/C Ratio	0.02	-	-	-	0.014	
HCM Control Delay (s)	7.7	0	-	-	9.5	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0	

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	0	18	0	0	0	24	304	0	0	245	27
Future Vol, veh/h	22	0	18	0	0	0	24	304	0	0	245	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	190	-	-	-	-	190
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	2	2	2	0	5	2	2	4	0
Mvmt Flow	24	0	20	0	0	0	26	330	0	0	266	29
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	648	648	266	673	677	330	295	0	0	330	0	0
Stage 1	266	266	-	382	382	-	-	-	-	-	-	-
Stage 2	382	382	-	291	295	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.52	6.2	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	386	389	778	369	375	712	1278	-	-	1229	-	-
Stage 1	744	689	-	640	613	-	-	-	-	-	-	-
Stage 2	645	613	-	717	669	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	380	381	778	354	368	712	1278	-	-	1229	-	-
Mov Cap-2 Maneuver	380	381	-	354	368	-	-	-	-	-	-	-
Stage 1	729	689	-	627	601	-	-	-	-	-	-	-
Stage 2	632	601	-	699	669	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	13		0		0.6		0					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1278	-	-	494	-	1229	-	-				
HCM Lane V/C Ratio	0.02	-	-	0.088	-	-	-	-				
HCM Control Delay (s)	7.9	-	-	13	0	0	-	-				
HCM Lane LOS	A	-	-	B	A	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.3	-	0	-	-				

Intersection						
Int Delay, s/veh	9.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	155	139	143	170	128	144
Future Vol, veh/h	155	139	143	170	128	144
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	7	1	3	1	3	2
Mvmt Flow	165	148	152	181	136	153
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	698	213	289	0	-	0
Stage 1	213	-	-	-	-	-
Stage 2	485	-	-	-	-	-
Critical Hdwy	6.47	6.21	4.13	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.309	2.227	-	-	-
Pot Cap-1 Maneuver	399	830	1267	-	-	-
Stage 1	811	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	346	830	1267	-	-	-
Mov Cap-2 Maneuver	346	-	-	-	-	-
Stage 1	703	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	25.7	3.8		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1267	-	478	-	-	
HCM Lane V/C Ratio	0.12	-	0.654	-	-	
HCM Control Delay (s)	8.2	0	25.7	-	-	
HCM Lane LOS	A	A	D	-	-	
HCM 95th %tile Q(veh)	0.4	-	4.6	-	-	

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	6	1	5	30	0	32	12	98	49	33	55	11
Future Vol, veh/h	6	1	5	30	0	32	12	98	49	33	55	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	185	-	185	165	-	200
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	4	0	4	0	1	0	4	0	0
Mvmt Flow	8	1	6	38	0	41	15	126	63	42	71	14

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	248	374	36	276	325	63	85	0	0	189	0	0
Stage 1	155	155	-	156	156	-	-	-	-	-	-	-
Stage 2	93	219	-	120	169	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.58	6.5	6.98	4.1	-	-	4.18	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.58	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.58	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.54	4	3.34	2.2	-	-	2.24	-	-
Pot Cap-1 Maneuver	690	560	1035	649	596	982	1524	-	-	1368	-	-
Stage 1	838	773	-	825	772	-	-	-	-	-	-	-
Stage 2	909	726	-	866	763	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	641	537	1035	624	572	982	1524	-	-	1368	-	-
Mov Cap-2 Maneuver	641	537	-	624	572	-	-	-	-	-	-	-
Stage 1	830	749	-	817	764	-	-	-	-	-	-	-
Stage 2	862	719	-	833	739	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB				
HCM Control Delay, s	9.9		9.9		0.6			2.6				
HCM LOS	A		A									

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1524	-	-	748 624 982	1368	-	-
HCM Lane V/C Ratio	0.01	-	-	0.021 0.062 0.042	0.031	-	-
HCM Control Delay (s)	7.4	-	-	9.9 11.1 8.8	7.7	-	-
HCM Lane LOS	A	-	-	A B A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1 0.2 0.1	0.1	-	-

HCM 6th Signalized Intersection Summary

4: Tumbling Creek Rd/Millside Pkwy & Old Oakwood Rd

Old Oakwood Rd Industrial TIS

Build PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	152	30	125	214	20	43	110	141	10	52	24
Future Volume (veh/h)	29	152	30	125	214	20	43	110	141	10	52	24
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	1841	1826	1781	1885	1870	1900	1811	1900	1752	1900	1900	1900
Adj Flow Rate, veh/h	33	171	34	140	240	22	48	124	158	11	58	27
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, %	4	5	8	1	2	0	6	0	10	0	0	0
Cap, veh/h	498	647	535	554	663	571	477	419	374	378	441	374
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1100	1826	1510	1186	1870	1610	1271	1805	1610	1115	1900	1610
Grp Volume(v), veh/h	33	171	34	140	240	22	48	124	158	11	58	27
Grp Sat Flow(s),veh/h/ln	1100	1826	1510	1186	1870	1610	1271	1805	1610	1115	1900	1610
Q Serve(g_s), s	0.8	2.3	0.5	3.2	3.2	0.3	1.1	1.9	2.8	0.3	0.8	0.4
Cycle Q Clear(g_c), s	4.0	2.3	0.5	5.5	3.2	0.3	1.9	1.9	2.8	3.1	0.8	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	498	647	535	554	663	571	477	419	374	378	441	374
V/C Ratio(X)	0.07	0.26	0.06	0.25	0.36	0.04	0.10	0.30	0.42	0.03	0.13	0.07
Avail Cap(c_a), veh/h	1895	2966	2453	2061	3039	2616	1496	1866	1665	1272	1964	1665
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	9.6	7.8	7.2	9.7	8.1	7.2	11.0	10.7	11.1	12.4	10.3	10.2
Incr Delay (d2), s/veh	0.1	0.5	0.1	0.5	0.7	0.1	0.1	0.4	0.8	0.0	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	0.1	0.6	0.1	0.6	0.9	0.1	0.2	0.6	0.8	0.1	0.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.7	8.2	7.3	10.2	8.8	7.2	11.1	11.1	11.8	12.4	10.4	10.2
LnGrp LOS	A	A	A	B	A	A	B	B	B	B	B	B
Approach Vol, veh/h	238			402			330			96		
Approach Delay, s/veh	8.3			9.2			11.5			10.6		
Approach LOS	A			A			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	19.1			14.8			19.1			14.8		
Change Period (Y+Rc), s	7.1			6.9			7.1			6.9		
Max Green Setting (Gmax), s	55.0			35.0			55.0			35.0		
Max Q Clear Time (g_c+I1), s	6.0			5.1			7.5			4.8		
Green Ext Time (p_c), s	2.6			0.4			4.4			2.0		
Intersection Summary												
HCM 6th Ctrl Delay	9.8											
HCM 6th LOS	A											

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	0	10	4	0	4	3	316	6	5	253	2
Future Vol, veh/h	8	0	10	4	0	4	3	316	6	5	253	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	2	0	0	4	0	0	3	0
Mvmt Flow	9	0	11	4	0	4	3	343	7	5	275	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	641	642	276	645	640	347	277	0	0	350	0	0
Stage 1	286	286	-	353	353	-	-	-	-	-	-	-
Stage 2	355	356	-	292	287	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.52	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4.018	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	390	395	768	388	393	701	1298	-	-	1220	-	-
Stage 1	726	679	-	668	631	-	-	-	-	-	-	-
Stage 2	666	633	-	720	674	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	385	392	768	380	390	701	1298	-	-	1220	-	-
Mov Cap-2 Maneuver	385	392	-	380	390	-	-	-	-	-	-	-
Stage 1	724	676	-	666	629	-	-	-	-	-	-	-
Stage 2	660	631	-	706	671	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	12		12.4		0.1		0.2					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1298	-	-	533	493	1220	-	-				
HCM Lane V/C Ratio	0.003	-	-	0.037	0.018	0.004	-	-				
HCM Control Delay (s)	7.8	0	-	12	12.4	8	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	264	271	1	2	24
Future Vol, veh/h	11	264	271	1	2	24
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	12	287	295	1	2	26

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	296	0	0 607 296
Stage 1	-	-	- 296 -
Stage 2	-	-	- 311 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1265	-	- 460 743
Stage 1	-	-	- 755 -
Stage 2	-	-	- 743 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1265	-	- 455 743
Mov Cap-2 Maneuver	-	-	- 455 -
Stage 1	-	-	- 747 -
Stage 2	-	-	- 743 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	10.3
HCM LOS	B		

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1265	-	-	-	709
HCM Lane V/C Ratio	0.009	-	-	-	0.04
HCM Control Delay (s)	7.9	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

APPENDIX D: TURN LANE EVALUATIONS

GDOT Turn Lane Evaluations

ID	Intersection	Movement/ Turn Lane	Turn Volume	GDOT Volume Criteria	GDOT Criteria met?
5	Mountain View Rd & Buice Ln / Site Dwy 1	EBR	30 RT/Day	75 RT/Day	NO
		WBL	38 LT/Day	175 LT/Day	NO
6	Old Oakwood Rd & Site Dwy 2	SBR	8 RT/Day	75 RT/Day	NO
		NBL	172 LT/Day	175 LT/Day	NO

Mountain View Rd: 40 MPH, AADT > 6000				
Old Oakwood Rd: 40 MPH, AADT > 6000				
	Personal Veh Distribution	Truck Distribution	Total Volume	Threshold
RTV	20%	0%	30	75
LTV	25%	0%	38	175
RTV	5%	0%	8	75
LTV	50%	100%	172	175

			IN	OUT
Personal Vehicles	Daily	304	152	152
	AM Peak Hour	51	40	11
	PM Peak Hour	50	12	38
Trucks	Daily	192	96	96
	AM Peak Hour	10	6	4
	PM Peak Hour	11	5	6

APPENDIX E:
TRAILER PARKING
TRIP GENERATION

TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

DRIVEWAY TURNING MOVEMENT COUNT SUMMARY

CLIENT: NV5
PROJECT: SAVANNAH GA DRIVEWAY COUNTS
DATE: WEDNESDAY APRIL 13TH 2022
PERIOD: 12:00 AM TO 12:00 AM (24 HOURS)
LOCATION: DRIVEWAY #1

15 MIN COUNTS	INBOUND					OUTBOUND				
PERIOD	CARS	AXLE TRUCKS				CARS	AXLE TRUCKS			
		2	3	4	5+		2	3	4	5+
0000-0015	0	0	0	0	0	0	0	0	0	0
0015-0030	0	0	0	0	0	0	0	0	0	0
0030-0045	0	0	0	0	0	0	0	0	0	0
0045-100	0	0	0	0	0	0	0	0	0	0
100-115	0	0	0	0	0	0	0	0	0	0
115-130	0	0	0	0	0	0	0	0	0	0
130-145	0	0	0	0	0	0	0	0	0	0
145-200	0	0	0	0	0	0	0	0	0	0
200-215	0	0	0	0	0	0	0	0	0	0
215-230	0	0	0	0	0	0	0	0	0	0
230-245	0	0	0	0	0	0	0	0	0	0
245-300	0	0	0	0	0	0	0	0	0	0
300-315	0	0	0	0	0	1	0	0	0	0
315-330	1	0	0	0	0	0	0	0	0	0
330-345	2	0	0	0	3	0	0	0	0	1
345-400	0	0	0	0	0	1	0	0	0	0
400-415	0	0	0	0	0	0	0	1	0	2
415-430	0	0	0	0	1	0	0	0	0	0
430-445	0	0	0	0	0	1	0	0	0	0
445-500	0	0	0	0	0	0	0	0	0	0
500-515	0	0	0	0	0	0	0	0	1	0
515-530	0	0	0	0	1	0	0	0	0	0
530-545	0	0	0	1	1	0	0	0	0	0
545-600	1	0	0	0	1	1	0	0	0	1
600-615	0	0	0	0	2	0	0	0	0	2
615-630	0	0	0	0	2	1	0	0	1	1
630-645	1	0	0	0	1	0	0	0	0	2
645-700	0	0	0	0	1	0	0	0	0	0
700-715	1	0	0	0	2	0	0	0	2	1
715-730	1	0	0	1	3	1	0	0	0	2
730-745	0	0	0	0	0	0	0	0	0	3
745-800	0	0	1	0	1	0	0	0	0	0
800-815	0	0	0	0	0	0	0	0	0	1
815-830	0	0	0	0	0	0	0	0	0	0
830-845	0	0	0	0	1	0	0	0	0	0
845-900	0	0	0	0	0	1	0	0	2	0
900-915	1	0	0	0	2	0	0	0	0	0
915-930	0	0	0	0	1	1	0	0	0	1
930-945	0	0	0	0	0	0	0	0	0	1
945-1000	0	0	0	0	0	0	0	0	0	0
1000-1015	1	0	0	0	0	0	0	0	1	0
1015-1030	0	0	0	0	0	0	0	0	0	0
1030-1045	0	0	0	0	0	0	0	0	0	1
1045-1100	0	0	0	0	1	0	0	0	0	0
1100-1115	1	0	0	0	0	1	0	0	0	2
1115-1130	0	0	0	0	0	0	0	0	0	0
1130-1145	0	0	0	0	0	0	0	0	0	0
1145-1200	0	0	0	0	0	1	0	0	1	0
1200-1215	0	0	0	0	0	0	0	0	0	1
1215-1230	1	0	0	0	1	0	0	0	0	1
1230-1245	0	0	0	0	0	0	0	0	0	0
1245-1300	0	0	0	0	2	0	0	0	0	1
1300-1315	0	0	0	0	0	0	0	0	1	1
1315-1330	1	0	0	0	2	0	0	0	0	2
1330-1345	0	0	0	0	0	1	0	0	0	0
1345-1400	0	0	0	0	1	0	0	0	0	1

1400-1415	0	0	0	1	0	0	0	0	0	0
1415-1430	0	0	0	0	1	0	0	0	0	1
1430-1445	0	0	0	0	2	2	0	0	0	0
1445-1500	0	0	0	0	0	0	0	0	0	3
1500-1515	0	0	0	0	0	0	0	0	0	1
1515-1530	0	0	0	0	1	0	0	0	0	1
1530-1545	0	0	0	0	0	0	0	0	0	0
1545-1600	0	0	0	1	0	0	0	0	0	2
1600-1615	0	0	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0	0	0
1900-1915	0	0	0	0	0	0	0	0	0	0
1915-1930	0	0	0	0	0	0	0	0	0	0
1930-1945	0	0	0	0	0	0	0	0	0	0
1945-2000	0	0	0	0	0	0	0	0	0	0
2000-2015	0	0	0	0	0	0	0	0	0	0
2015-2030	0	0	0	0	0	0	0	0	0	0
2030-2045	0	0	0	0	0	0	0	0	0	0
2045-2100	0	0	0	0	0	0	0	0	0	0
2100-2115	0	0	0	0	0	0	0	0	0	0
2115-2130	0	0	0	0	0	0	0	0	0	0
2130-2145	0	0	0	0	0	0	0	0	0	0
2145-2200	0	0	0	0	0	0	0	0	0	0
2200-2215	0	0	0	0	0	0	0	0	0	0
2215-2230	0	0	0	0	0	0	0	0	0	0
2230-2245	0	0	0	0	0	0	0	0	0	0
2245-2300	0	0	0	0	0	0	0	0	0	0
2300-2315	0	0	0	0	0	0	0	0	0	0
2315-2330	0	0	0	0	0	0	0	0	0	0
2330-2345	0	0	0	0	0	0	0	0	0	0
2345-0000	0	0	0	0	0	0	0	0	0	0
TOTAL	12	0	1	4	34	13	0	1	9	36

HOURL TOTALS	INBOUND					OUTBOUND				
TIME	CARS	AXLE TRUCKS				CARS	AXLE TRUCKS			
		2	3	4	5+		2	3	4	5+
1200-100	0	0	0	0	0	0	0	0	0	0
1215-115	0	0	0	0	0	0	0	0	0	0
1230-130	0	0	0	0	0	0	0	0	0	0
1245-145	0	0	0	0	0	0	0	0	0	0
100-200	0	0	0	0	0	0	0	0	0	0
115-215	0	0	0	0	0	0	0	0	0	0
130-230	0	0	0	0	0	0	0	0	0	0
145-245	0	0	0	0	0	0	0	0	0	0
200-300	0	0	0	0	0	0	0	0	0	0
215-315	0	0	0	0	0	1	0	0	0	0
230-330	1	0	0	0	0	1	0	0	0	0
245-345	3	0	0	0	3	1	0	0	0	1
300-400	3	0	0	0	3	2	0	0	0	1
315-415	3	0	0	0	3	1	0	1	0	3
330-430	2	0	0	0	4	1	0	1	0	3
345-445	0	0	0	0	1	2	0	1	0	2
400-500	0	0	0	0	1	1	0	1	0	2
415-515	0	0	0	0	1	1	0	0	1	0
430-530	0	0	0	0	1	1	0	0	1	0
445-545	0	0	0	1	2	0	0	0	1	0
500-600	1	0	0	1	3	1	0	0	1	1
515-615	1	0	0	1	5	1	0	0	0	3
530-630	1	0	0	1	6	2	0	0	1	4
545-645	2	0	0	0	6	2	0	0	1	6
600-700	1	0	0	0	6	1	0	0	1	5
615-715	2	0	0	0	6	1	0	0	3	4
630-730	3	0	0	1	7	1	0	0	2	5
645-745	2	0	0	1	6	1	0	0	2	6
700-800	2	0	1	1	6	1	0	0	2	6
715-815	1	0	1	1	4	1	0	0	0	6
730-830	0	0	1	0	1	0	0	0	0	4
745-845	0	0	1	0	2	0	0	0	0	1
800-900	0	0	0	0	1	1	0	0	2	1
815-915	1	0	0	0	3	1	0	0	2	0
830-930	1	0	0	0	4	2	0	0	2	1
845-945	1	0	0	0	3	2	0	0	2	2
900-1000	1	0	0	0	3	1	0	0	0	2
915-1015	1	0	0	0	1	1	0	0	1	2
930-1030	1	0	0	0	0	0	0	0	1	1
945-1045	1	0	0	0	0	0	0	0	1	1
1000-1100	1	0	0	0	1	0	0	0	1	1
1015-1115	1	0	0	0	1	1	0	0	0	3
1030-1130	1	0	0	0	1	1	0	0	0	3
1045-1145	1	0	0	0	1	1	0	0	0	2
1100-1200	1	0	0	0	0	2	0	0	1	2
1115-1215	0	0	0	0	0	1	0	0	1	1
1130-1230	1	0	0	0	1	1	0	0	1	2
1145-1245	1	0	0	0	1	1	0	0	1	2
1200-100	1	0	0	0	3	0	0	0	0	3
1215-115	1	0	0	0	3	0	0	0	1	3
1230-130	1	0	0	0	4	0	0	0	1	4
1245-145	1	0	0	0	4	1	0	0	1	4
100-200	1	0	0	0	3	1	0	0	1	4
115-215	1	0	0	1	3	1	0	0	0	3
130-230	0	0	0	1	2	1	0	0	0	2
145-245	0	0	0	1	4	2	0	0	0	2
200-300	0	0	0	1	3	2	0	0	0	4
215-315	0	0	0	0	3	2	0	0	0	5
230-330	0	0	0	0	3	2	0	0	0	5
245-345	0	0	0	0	1	0	0	0	0	5
300-400	0	0	0	1	1	0	0	0	0	4
315-415	0	0	0	1	1	0	0	0	0	3
330-430	0	0	0	1	0	0	0	0	0	2
345-445	0	0	0	1	0	0	0	0	0	2
400-500	0	0	0	0	0	0	0	0	0	0
415-515	0	0	0	0	0	0	0	0	0	0
430-530	0	0	0	0	0	0	0	0	0	0
445-545	0	0	0	0	0	0	0	0	0	0

500-600	0	0	0	0	0	0	0	0	0	0
515-615	0	0	0	0	0	0	0	0	0	0
530-630	0	0	0	0	0	0	0	0	0	0
545-645	0	0	0	0	0	0	0	0	0	0
600-700	0	0	0	0	0	0	0	0	0	0
615-715	0	0	0	0	0	0	0	0	0	0
630-730	0	0	0	0	0	0	0	0	0	0
645-745	0	0	0	0	0	0	0	0	0	0
700-800	0	0	0	0	0	0	0	0	0	0
715-815	0	0	0	0	0	0	0	0	0	0
730-830	0	0	0	0	0	0	0	0	0	0
745-845	0	0	0	0	0	0	0	0	0	0
800-900	0	0	0	0	0	0	0	0	0	0
815-915	0	0	0	0	0	0	0	0	0	0
830-930	0	0	0	0	0	0	0	0	0	0
845-945	0	0	0	0	0	0	0	0	0	0
900-1000	0	0	0	0	0	0	0	0	0	0
915-1015	0	0	0	0	0	0	0	0	0	0
930-1030	0	0	0	0	0	0	0	0	0	0
945-1045	0	0	0	0	0	0	0	0	0	0
1000-1100	0	0	0	0	0	0	0	0	0	0
1015-1115	0	0	0	0	0	0	0	0	0	0
1030-1130	0	0	0	0	0	0	0	0	0	0
1045-1145	0	0	0	0	0	0	0	0	0	0
1100-1200	0	0	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

DRIVEWAY TURNING MOVEMENT COUNT SUMMARY

CLIENT: NV5
PROJECT: SAVANNAH GA DRIVEWAY COUNTS
DATE: THURSDAY APRIL 14TH 2022
PERIOD: 12:00 AM TO 12:00 AM (24 HOURS)
LOCATION: DRIVEWAY #1

15 MIN COUNTS	INBOUND					OUTBOUND				
PERIOD	CARS	AXLE TRUCKS				CARS	AXLE TRUCKS			
		2	3	4	5+		2	3	4	5+
0000-0015	0	0	0	0	0	0	0	0	0	0
0015-0030	0	0	0	0	0	0	0	0	0	0
0030-0045	0	0	0	0	0	0	0	0	0	0
0045-100	0	0	0	0	0	0	0	0	0	0
100-115	1	0	0	0	0	0	0	0	0	0
115-130	0	0	0	0	0	0	0	0	0	1
130-145	0	0	0	0	0	0	0	0	0	0
145-200	0	0	0	0	0	0	0	0	0	0
200-215	0	0	0	0	1	0	0	0	0	0
215-230	0	0	0	0	0	0	0	0	0	0
230-245	0	0	0	0	0	0	0	0	0	0
245-300	0	0	0	0	0	0	0	0	0	0
300-315	0	0	0	0	0	0	0	0	0	0
315-330	1	0	0	0	1	0	0	0	0	1
330-345	0	0	0	1	0	0	0	0	0	0
345-400	0	0	0	0	1	0	0	0	0	0
400-415	0	0	0	0	0	0	0	0	0	1
415-430	0	0	0	0	0	0	0	0	0	0
430-445	1	0	0	0	2	0	0	0	0	0
445-500	0	0	0	0	0	0	0	0	0	2
500-515	0	0	0	0	2	0	0	0	0	2
515-530	0	0	0	1	0	1	0	0	0	1
530-545	0	0	0	0	2	0	0	0	0	0
545-600	0	0	0	0	1	0	0	0	2	1
600-615	0	0	0	0	1	1	0	0	0	1
615-630	1	0	0	0	2	0	0	0	0	2
630-645	0	0	0	0	1	0	0	0	0	0
645-700	2	0	0	0	1	2	0	0	0	1
700-715	0	0	0	0	0	0	0	0	0	2
715-730	1	0	0	0	1	1	0	0	0	1
730-745	0	0	0	0	0	0	0	0	1	1
745-800	1	0	0	0	0	0	0	0	0	0
800-815	0	0	0	0	0	0	0	0	0	0
815-830	0	0	0	0	2	0	0	0	1	0
830-845	0	0	0	0	1	0	0	0	0	1
845-900	0	0	0	0	2	0	0	0	0	
900-915	0	0	0	1	0	0	0	0	0	2
915-930	0	0	0	0	0	0	0	0	2	1
930-945	0	0	0	0	0	0	0	0	0	0
945-1000	0	0	0	0	1	0	0	0	0	1
1000-1015	2	0	0	1	0	0	0	0	0	0
1015-1030	0	0	0	0	1	0	0	0	0	2
1030-1045	0	0	0	0	1	0	0	0	0	0
1045-1100	0	0	0	0	0	0	0	0	0	0
1100-1115	1	0	0	0	0	0	0	1	0	1
1115-1130	0	0	0	0	2	2	0	0	0	1
1130-1145	0	0	0	1	1	0	0	0	0	0
1145-1200	0	0	0	0	0	0	0	0	0	0
1200-1215	1	0	0	0	1	0	0	0	0	2
1215-1230	1	0	0	0	1	0	0	0	0	0
1230-1245	0	0	1	0	0	2	0	0	0	1
1245-1300	0	0	0	0	3	0	0	0	0	0
1300-1315	0	0	0	0	0	0	0	0	0	1
1315-1330	0	0	0	0	1	1	0	0	0	3
1330-1345	0	0	0	0	0	0	0	0	0	0
1345-1400	0	0	0	0	2	0	0	0	0	0

1400-1415	0	0	0	0	0	1	0	0	0	2
1415-1430	0	0	0	0	0	0	0	0	0	0
1430-1445	1	0	0	0	1	0	0	0	0	4
1445-1500	0	0	0	0	2	0	0	0	0	0
1500-1515	0	0	0	0	1	0	0	0	0	2
1515-1530	0	0	0	0	0	0	0	0	1	0
1530-1545	0	0	0	0	0	1	0	0	0	1
1545-1600	0	0	0	0	1	0	0	0	0	0
1600-1615	0	0	0	0	1	0	0	0	0	2
1615-1630	1	0	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0	0	1
1645-1700	0	0	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0	0	0
1715-1730	0	0	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0	1	0
1745-1800	0	0	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0	0	0
1845-1900	0	0	0	0	0	0	0	0	0	0
1900-1915	0	0	0	0	0	0	0	0	0	0
1915-1930	0	0	0	0	0	0	0	0	1	0
1930-1945	0	0	0	0	0	0	0	0	0	0
1945-2000	0	0	0	0	0	0	0	0	0	0
2000-2015	0	0	0	0	0	0	0	0	0	0
2015-2030	0	0	0	0	0	0	0	0	0	0
2030-2045	0	0	0	0	0	0	0	0	0	0
2045-2100	0	0	0	0	0	0	0	0	0	0
2100-2115	0	0	0	0	0	0	0	0	0	0
2115-2130	0	0	0	0	0	0	0	0	0	0
2130-2145	0	0	0	0	0	0	0	0	0	0
2145-2200	0	0	0	0	0	0	0	0	0	0
2200-2215	0	0	0	0	0	0	0	0	0	0
2215-2230	0	0	0	0	0	0	0	0	0	0
2230-2245	0	0	0	0	0	0	0	0	0	0
2245-2300	0	0	0	0	0	0	0	0	0	0
2300-2315	0	0	0	0	0	0	0	0	0	0
2315-2330	0	0	0	0	0	0	0	0	0	0
2330-2345	0	0	0	0	0	0	0	0	0	0
2345-0000	0	0	0	0	0	0	0	0	0	0
TOTAL	15	0	1	5	41	12	0	1	9	45

HOURL TOTALS	INBOUND					OUTBOUND				
TIME	CARS	AXLE TRUCKS				CARS	AXLE TRUCKS			
		2	3	4	5+		2	3	4	5+
1200-100	0	0	0	0	0	0	0	0	0	0
1215-115	1	0	0	0	0	0	0	0	0	0
1230-130	1	0	0	0	0	0	0	0	0	1
1245-145	1	0	0	0	0	0	0	0	0	1
100-200	1	0	0	0	0	0	0	0	0	1
115-215	0	0	0	0	1	0	0	0	0	1
130-230	0	0	0	0	1	0	0	0	0	0
145-245	0	0	0	0	1	0	0	0	0	0
200-300	0	0	0	0	1	0	0	0	0	0
215-315	0	0	0	0	0	0	0	0	0	0
230-330	1	0	0	0	1	0	0	0	0	1
245-345	1	0	0	1	1	0	0	0	0	1
300-400	1	0	0	1	2	0	0	0	0	1
315-415	1	0	0	1	2	0	0	0	0	2
330-430	0	0	0	1	1	0	0	0	0	1
345-445	1	0	0	0	3	0	0	0	0	1
400-500	1	0	0	0	2	0	0	0	0	3
415-515	1	0	0	0	4	0	0	0	0	4
430-530	1	0	0	1	4	1	0	0	0	5
445-545	0	0	0	1	4	1	0	0	0	5
500-600	0	0	0	1	5	1	0	0	2	4
515-615	0	0	0	1	4	2	0	0	2	3
530-630	1	0	0	0	6	1	0	0	2	4
545-645	1	0	0	0	5	1	0	0	2	4
600-700	3	0	0	0	5	3	0	0	0	4
615-715	3	0	0	0	4	2	0	0	0	5
630-730	3	0	0	0	3	3	0	0	0	4
645-745	3	0	0	0	2	3	0	0	1	5
700-800	2	0	0	0	1	1	0	0	1	4
715-815	2	0	0	0	1	1	0	0	1	2
730-830	1	0	0	0	2	0	0	0	2	1
745-845	1	0	0	0	3	0	0	0	1	1
800-900	0	0	0	0	5	0	0	0	1	1
815-915	0	0	0	1	5	0	0	0	1	3
830-930	0	0	0	1	3	0	0	0	2	4
845-945	0	0	0	1	2	0	0	0	2	3
900-1000	0	0	0	1	1	0	0	0	2	4
915-1015	2	0	0	1	1	0	0	0	2	2
930-1030	2	0	0	1	2	0	0	0	0	3
945-1045	2	0	0	1	3	0	0	0	0	3
1000-1100	2	0	0	1	2	0	0	0	0	2
1015-1115	1	0	0	0	2	0	0	1	0	3
1030-1130	1	0	0	0	3	2	0	1	0	2
1045-1145	1	0	0	1	3	2	0	1	0	2
1100-1200	1	0	0	1	3	2	0	1	0	2
1115-1215	1	0	0	1	4	2	0	0	0	3
1130-1230	2	0	0	1	3	0	0	0	0	2
1145-1245	2	0	1	0	2	2	0	0	0	3
1200-100	2	0	1	0	5	2	0	0	0	3
1215-115	1	0	1	0	4	2	0	0	0	2
1230-130	0	0	1	0	4	3	0	0	0	5
1245-145	0	0	0	0	4	1	0	0	0	4
100-200	0	0	0	0	3	1	0	0	0	4
115-215	0	0	0	0	3	2	0	0	0	5
130-230	0	0	0	0	2	1	0	0	0	2
145-245	1	0	0	0	3	1	0	0	0	6
200-300	1	0	0	0	3	1	0	0	0	6
215-315	1	0	0	0	4	0	0	0	0	6
230-330	1	0	0	0	4	0	0	0	1	6
245-345	0	0	0	0	3	1	0	0	1	3
300-400	0	0	0	0	2	1	0	0	1	3
315-415	0	0	0	0	2	1	0	0	1	3
330-430	1	0	0	0	2	1	0	0	0	3
345-445	1	0	0	0	2	0	0	0	0	3
400-500	1	0	0	0	1	0	0	0	0	3
415-515	1	0	0	0	0	0	0	0	0	1
430-530	0	0	0	0	0	0	0	0	0	1
445-545	0	0	0	0	0	0	0	0	1	0

500-600	0	0	0	0	0	0	0	0	1	0
515-615	0	0	0	0	0	0	0	0	1	0
530-630	0	0	0	0	0	0	0	0	1	0
545-645	0	0	0	0	0	0	0	0	0	0
600-700	0	0	0	0	0	0	0	0	0	0
615-715	0	0	0	0	0	0	0	0	0	0
630-730	0	0	0	0	0	0	0	0	1	0
645-745	0	0	0	0	0	0	0	0	1	0
700-800	0	0	0	0	0	0	0	0	1	0
715-815	0	0	0	0	0	0	0	0	1	0
730-830	0	0	0	0	0	0	0	0	0	0
745-845	0	0	0	0	0	0	0	0	0	0
800-900	0	0	0	0	0	0	0	0	0	0
815-915	0	0	0	0	0	0	0	0	0	0
830-930	0	0	0	0	0	0	0	0	0	0
845-945	0	0	0	0	0	0	0	0	0	0
900-1000	0	0	0	0	0	0	0	0	0	0
915-1015	0	0	0	0	0	0	0	0	0	0
930-1030	0	0	0	0	0	0	0	0	0	0
945-1045	0	0	0	0	0	0	0	0	0	0
1000-1100	0	0	0	0	0	0	0	0	0	0
1015-1115	0	0	0	0	0	0	0	0	0	0
1030-1130	0	0	0	0	0	0	0	0	0	0
1045-1145	0	0	0	0	0	0	0	0	0	0
1100-1200	0	0	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

DRIVEWAY TURNING MOVEMENT COUNT SUMMARY

CLIENT: NV5
PROJECT: SAVANNAH GA DRIVEWAY COUNTS
DATE: WEDNESDAY APRIL 13TH 2022
PERIOD: 12:00 AM TO 12:00 AM (24 HOURS)
LOCATION: DRIVEWAY #2

15 MIN COUNTS	INBOUND					OUTBOUND				
PERIOD	CARS	AXLE TRUCKS				CARS	AXLE TRUCKS			
		2	3	4	5+		2	3	4	5+
0000-0015	0	0	0	0	0	0	0	0	0	0
0015-0030	0	0	0	0	0	0	0	0	0	0
0030-0045	0	0	0	0	0	0	0	0	0	0
0045-100	0	0	0	0	1	0	0	0	0	0
100-115	0	0	0	0	0	0	0	0	0	0
115-130	0	0	0	0	0	0	0	0	0	0
130-145	0	0	0	0	0	0	0	0	0	0
145-200	0	0	0	0	0	0	0	0	0	0
200-215	0	0	0	0	0	0	0	0	0	0
215-230	0	0	0	0	0	0	0	0	0	0
230-245	0	0	0	0	0	0	0	0	0	0
245-300	0	0	0	0	0	0	0	0	0	0
300-315	0	0	0	0	0	0	0	0	0	0
315-330	0	0	0	0	0	0	0	0	0	0
330-345	0	0	0	0	0	0	0	0	0	0
345-400	0	0	0	0	0	0	0	0	0	0
400-415	0	0	0	0	0	0	0	0	0	0
415-430	1	0	0	0	0	0	0	0	0	0
430-445	0	0	0	0	0	0	0	0	0	0
445-500	0	0	0	0	0	0	0	0	0	0
500-515	2	0	0	0	0	0	0	0	0	0
515-530	0	0	0	0	0	1	0	0	0	0
530-545	1	0	0	0	0	0	0	0	0	0
545-600	0	0	0	0	1	1	0	0	0	0
600-615	0	0	0	0	0	0	0	0	0	0
615-630	1	0	0	1	1	0	0	0	0	1
630-645	0	0	0	0	1	0	0	0	0	0
645-700	1	0	0	0	0	0	0	0	0	2
700-715	0	0	0	0	2	1	0	0	0	1
715-730	0	0	0	0	1	1	0	0	1	1
730-745	0	0	0	0	2	0	0	0	0	0
745-800	0	0	0	1	1	0	0	0	0	1
800-815	0	0	1	0	0	0	0	0	0	0
815-830	0	0	0	0	1	0	0	0	0	0
830-845	1	0	0	0	2	2	0	0	0	1
845-900	0	0	0	0	0	0	0	0	0	0
900-915	0	0	0	0	0	0	0	0	0	0
915-930	0	0	0	0	1	0	0	0	0	0
930-945	0	0	0	0	0	0	0	0	0	1
945-1000	2	0	0	1	0	0	0	0	0	0
1000-1015	0	0	0	0	1	0	0	0	0	0
1015-1030	0	0	0	0	0	1	0	0	0	2
1030-1045	0	0	0	0	0	0	0	0	0	0
1045-1100	0	0	0	1	0	1	0	0	0	0
1100-1115	1	0	0	1	0	0	0	0	0	0
1115-1130	0	0	0	0	0	0	0	0	0	0
1130-1145	0	0	0	0	1	0	0	0	0	0
1145-1200	0	0	0	0	0	0	0	0	0	1
1200-1215	1	0	0	0	2	1	0	0	0	3
1215-1230	0	0	0	0	0	0	0	0	0	0
1230-1245	0	0	0	2	2	0	0	0	0	2
1245-1300	0	0	0	0	0	0	0	0	0	0
1300-1315	0	0	0	0	0	0	0	0	0	0
1315-1330	0	0	1	0	2	0	0	0	0	2
1330-1345	1	0	0	0	1	0	0	0	1	1
1345-1400	0	0	0	1	1	0	0	0	0	0

1400-1415	0	0	0	0	0	0	0	0	0	1
1415-1430	0	0	0	0	1	0	0	0	0	0
1430-1445	0	0	0	0	1	0	0	0	0	1
1445-1500	0	0	0	1	1	0	0	0	0	1
1500-1515	0	0	1	0	1	0	0	0	0	0
1515-1530	0	0	0	0	1	0	0	0	0	2
1530-1545	0	0	0	0	1	1	0	0	0	0
1545-1600	0	0	0	0	1	0	0	0	1	1
1600-1615	2	0	0	0	2	1	0	0	0	3
1615-1630	0	0	0	0	1	1	0	0	0	1
1630-1645	0	0	0	0	0	0	0	0	0	1
1645-1700	0	0	0	0	1	0	0	0	1	0
1700-1715	0	0	0	0	2	0	0	0	0	3
1715-1730	0	0	0	0	2	0	0	0	0	2
1730-1745	0	0	0	0	1	0	0	0	2	0
1745-1800	1	0	0	0	1	0	0	0	0	2
1800-1815	0	0	0	0	0	0	0	0	0	1
1815-1830	0	0	0	0	0	0	0	0	1	0
1830-1845	1	0	0	0	0	0	0	0	1	0
1845-1900	0	0	0	0	0	0	0	0	0	0
1900-1915	0	0	0	0	1	0	0	0	0	0
1915-1930	0	0	0	0	0	0	0	0	0	0
1930-1945	0	0	0	0	0	0	0	0	0	0
1945-2000	0	0	0	0	0	0	0	0	2	0
2000-2015	0	0	0	0	0	0	0	0	0	0
2015-2030	0	0	0	0	0	0	0	0	0	0
2030-2045	0	0	0	0	0	0	0	0	0	0
2045-2100	0	0	0	0	0	0	0	0	0	0
2100-2115	0	0	0	0	0	0	0	0	0	0
2115-2130	0	0	0	0	0	0	0	0	0	0
2130-2145	0	0	0	0	0	0	0	0	1	0
2145-2200	0	0	0	0	0	0	0	0	0	0
2200-2215	0	0	0	0	0	0	0	0	0	0
2215-2230	0	0	0	0	0	0	0	0	0	0
2230-2245	0	0	0	0	0	0	0	0	0	0
2245-2300	0	0	0	0	0	0	0	0	0	0
2300-2315	0	0	0	0	0	0	0	0	0	0
2315-2330	0	0	0	0	0	0	0	0	0	0
2330-2345	0	0	0	0	0	0	0	0	0	0
2345-0000	0	0	0	0	0	0	0	0	0	0
TOTAL	16	0	3	9	42	12	0	0	11	38

HOUR TOTALS										
TIME	CARS	AXLE TRUCKS				CARS	AXLE TRUCKS			
		2	3	4	5+		2	3	4	5+
1200-100	0	0	0	0	1	0	0	0	0	0
1215-115	0	0	0	0	1	0	0	0	0	0
1230-130	0	0	0	0	1	0	0	0	0	0
1245-145	0	0	0	0	1	0	0	0	0	0
100-200	0	0	0	0	0	0	0	0	0	0
115-215	0	0	0	0	0	0	0	0	0	0
130-230	0	0	0	0	0	0	0	0	0	0
145-245	0	0	0	0	0	0	0	0	0	0
200-300	0	0	0	0	0	0	0	0	0	0
215-315	0	0	0	0	0	0	0	0	0	0
230-330	0	0	0	0	0	0	0	0	0	0
245-345	0	0	0	0	0	0	0	0	0	0
300-400	0	0	0	0	0	0	0	0	0	0
315-415	0	0	0	0	0	0	0	0	0	0
330-430	1	0	0	0	0	0	0	0	0	0
345-445	1	0	0	0	0	0	0	0	0	0
400-500	1	0	0	0	0	0	0	0	0	0
415-515	3	0	0	0	0	0	0	0	0	0
430-530	2	0	0	0	0	1	0	0	0	0
445-545	3	0	0	0	0	1	0	0	0	0
500-600	3	0	0	0	1	2	0	0	0	0
515-615	1	0	0	0	1	2	0	0	0	0
530-630	2	0	0	1	2	1	0	0	0	1
545-645	1	0	0	1	3	1	0	0	0	1
600-700	2	0	0	1	2	0	0	0	0	3
615-715	2	0	0	1	4	1	0	0	0	4
630-730	1	0	0	0	4	2	0	0	1	4
645-745	1	0	0	0	5	2	0	0	1	4
700-800	0	0	0	1	6	2	0	0	1	3
715-815	0	0	1	1	4	1	0	0	1	2
730-830	0	0	1	1	4	0	0	0	0	1
745-845	1	0	1	1	4	2	0	0	0	2
800-900	1	0	1	0	3	2	0	0	0	1
815-915	1	0	0	0	3	2	0	0	0	1
830-930	1	0	0	0	3	2	0	0	0	1
845-945	0	0	0	0	1	0	0	0	0	1
900-1000	2	0	0	1	1	0	0	0	0	1
915-1015	2	0	0	1	2	0	0	0	0	1
930-1030	2	0	0	1	1	1	0	0	0	3
945-1045	2	0	0	1	1	1	0	0	0	2
1000-1100	0	0	0	1	1	2	0	0	0	2
1015-1115	1	0	0	2	0	2	0	0	0	2
1030-1130	1	0	0	2	0	1	0	0	0	0
1045-1145	1	0	0	2	1	1	0	0	0	0
1100-1200	1	0	0	1	1	0	0	0	0	1
1115-1215	1	0	0	0	3	1	0	0	0	4
1130-1230	1	0	0	0	3	1	0	0	0	4
1145-1245	1	0	0	2	4	1	0	0	0	6
1200-100	1	0	0	2	4	1	0	0	0	5
1215-115	0	0	0	2	2	0	0	0	0	2
1230-130	0	0	1	2	4	0	0	0	0	4
1245-145	1	0	1	0	3	0	0	0	1	3
100-200	1	0	1	1	4	0	0	0	1	3
115-215	1	0	1	1	4	0	0	0	1	4
130-230	1	0	0	1	3	0	0	0	1	2
145-245	0	0	0	1	3	0	0	0	0	2
200-300	0	0	0	1	3	0	0	0	0	3
215-315	0	0	1	1	4	0	0	0	0	2
230-330	0	0	1	1	4	0	0	0	0	4
245-345	0	0	1	1	4	1	0	0	0	3
300-400	0	0	1	0	4	1	0	0	1	3
315-415	2	0	0	0	5	2	0	0	1	6
330-430	2	0	0	0	5	3	0	0	1	5
345-445	2	0	0	0	4	2	0	0	1	6
400-500	2	0	0	0	4	2	0	0	1	5
415-515	0	0	0	0	4	1	0	0	1	5
430-530	0	0	0	0	5	0	0	0	1	6
445-545	0	0	0	0	6	0	0	0	3	5

500-600	1	0	0	0	6	0	0	0	2	7
515-615	1	0	0	0	4	0	0	0	2	5
530-630	1	0	0	0	2	0	0	0	3	3
545-645	2	0	0	0	1	0	0	0	2	3
600-700	1	0	0	0	0	0	0	0	2	1
615-715	1	0	0	0	1	0	0	0	2	0
630-730	1	0	0	0	1	0	0	0	1	0
645-745	0	0	0	0	1	0	0	0	0	0
700-800	0	0	0	0	1	0	0	0	2	0
715-815	0	0	0	0	0	0	0	0	2	0
730-830	0	0	0	0	0	0	0	0	2	0
745-845	0	0	0	0	0	0	0	0	2	0
800-900	0	0	0	0	0	0	0	0	0	0
815-915	0	0	0	0	0	0	0	0	0	0
830-930	0	0	0	0	0	0	0	0	0	0
845-945	0	0	0	0	0	0	0	0	1	0
900-1000	0	0	0	0	0	0	0	0	1	0
915-1015	0	0	0	0	0	0	0	0	1	0
930-1030	0	0	0	0	0	0	0	0	1	0
945-1045	0	0	0	0	0	0	0	0	0	0
1000-1100	0	0	0	0	0	0	0	0	0	0
1015-1115	0	0	0	0	0	0	0	0	0	0
1030-1130	0	0	0	0	0	0	0	0	0	0
1045-1145	0	0	0	0	0	0	0	0	0	0
1100-1200	0	0	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

DRIVEWAY TURNING MOVEMENT COUNT SUMMARY

CLIENT: NV5
PROJECT: SAVANNAH GA DRIVEWAY COUNTS
DATE: THURSDAY APRIL 14TH 2022
PERIOD: 12:00 AM TO 12:00 AM (24 HOURS)
LOCATION: DRIVEWAY #2

15 MIN COUNTS	INBOUND					OUTBOUND				
PERIOD	CARS	AXLE TRUCKS				CARS	AXLE TRUCKS			
		2	3	4	5+		2	3	4	5+
0000-0015	0	0	0	0	0	0	0	0	0	0
0015-0030	0	0	0	0	0	0	0	0	0	0
0030-0045	0	0	0	0	0	0	0	0	0	0
0045-100	0	0	0	0	0	0	0	0	0	0
100-115	0	0	0	0	0	0	0	0	0	0
115-130	0	0	0	0	0	0	0	0	0	0
130-145	0	0	0	0	0	0	0	0	0	0
145-200	0	0	0	0	0	0	0	0	0	0
200-215	0	0	0	0	0	0	0	0	0	0
215-230	0	0	0	0	0	0	0	0	0	0
230-245	0	0	0	0	0	0	0	0	0	0
245-300	0	0	0	0	0	1	0	0	0	0
300-315	0	0	0	0	0	0	0	0	0	0
315-330	0	0	0	0	0	0	0	0	0	0
330-345	0	0	0	0	0	0	0	0	0	0
345-400	0	0	0	0	0	0	0	0	0	0
400-415	0	0	0	0	0	1	0	0	1	0
415-430	0	0	0	0	0	0	0	0	0	0
430-445	0	0	0	0	0	0	0	0	0	0
445-500	1	0	0	0	0	0	0	0	0	0
500-515	0	0	0	0	0	0	0	0	0	0
515-530	0	0	0	0	0	0	0	0	0	0
530-545	0	0	0	0	0	0	0	0	0	0
545-600	0	0	0	0	0	1	0	0	0	0
600-615	0	0	0	0	0	0	0	0	0	0
615-630	0	0	0	0	0	0	0	0	1	0
630-645	0	0	0	0	1	0	0	0	0	0
645-700	1	0	0	0	1	0	0	0	0	0
700-715	0	0	0	0	2	0	0	0	0	1
715-730	0	0	0	0	2	0	0	0	0	1
730-745	0	0	0	0	0	0	0	0	0	2
745-800	0	0	0	0	0	0	0	0	0	1
800-815	2	0	0	0	1	0	0	0	0	0
815-830	0	0	0	0	1	0	0	0	0	0
830-845	0	0	0	0	1	0	0	0	0	1
845-900	0	0	0	0	2	0	0	0	0	1
900-915	0	0	0	0	1	0	0	0	0	1
915-930	1	0	0	1	0	0	0	0	1	1
930-945	0	0	0	0	0	0	0	0	1	0
945-1000	0	0	0	0	1	1	0	0	0	0
1000-1015	0	0	0	0	0	0	0	0	0	2
1015-1030	0	0	1	0	0	0	0	0	0	1
1030-1045	1	0	0	0	2	0	0	0	0	0
1045-1100	0	0	0	0	2	0	0	0	0	0
1100-1115	0	0	0	0	0	1	0	0	0	3
1115-1130	0	0	0	0	1	1	0	0	0	0
1130-1145	0	0	0	0	0	0	0	0	0	1
1145-1200	1	0	0	0	3	0	0	0	0	0
1200-1215	0	0	1	0	1	0	0	0	0	0
1215-1230	0	0	0	1	0	0	0	0	2	0
1230-1245	0	0	0	0	0	0	0	0	0	1
1245-1300	0	0	0	0	1	0	0	0	0	0
1300-1315	1	0	0	0	0	0	0	0	0	1
1315-1330	0	0	0	0	1	0	0	0	0	0
1330-1345	0	0	0	0	0	0	0	0	1	0
1345-1400	1	0	0	0	0	0	0	0	0	1

1400-1415	0	0	0	1	1	0	0	0	0	0
1415-1430	0	0	0	0	0	0	0	0	0	0
1430-1445	0	0	0	0	0	0	0	0	0	0
1445-1500	0	0	0	0	0	0	0	0	0	0
1500-1515	0	0	0	0	2	1	0	0	0	0
1515-1530	0	0	0	1	0	0	0	0	0	1
1530-1545	0	0	0	0	1	0	0	0	0	2
1545-1600	0	0	0	0	2	0	0	0	0	0
1600-1615	0	0	0	0	0	0	0	0	0	0
1615-1630	0	0	0	2	0	0	0	0	0	1
1630-1645	0	0	0	0	1	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0	0	1
1700-1715	0	0	0	0	1	0	0	0	0	4
1715-1730	0	0	0	1	1	0	0	0	0	1
1730-1745	0	0	0	0	2	0	0	0	0	2
1745-1800	0	0	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	1	0	0	0	1	1
1815-1830	0	0	0	0	1	0	0	0	0	0
1830-1845	0	0	0	1	0	0	0	0	0	1
1845-1900	0	0	0	0	7	0	0	0	0	2
1900-1915	0	0	0	0	0	0	0	0	0	1
1915-1930	0	0	0	0	0	0	0	0	0	0
1930-1945	0	0	0	0	0	0	0	0	0	0
1945-2000	0	0	0	0	0	0	0	0	0	1
2000-2015	0	0	1	0	1	0	0	0	0	0
2015-2030	0	0	0	0	0	0	0	0	0	1
2030-2045	0	0	0	0	0	0	0	0	0	0
2045-2100	0	0	0	0	0	0	0	0	0	0
2100-2115	0	0	0	0	1	0	0	0	0	0
2115-2130	0	0	0	0	0	0	0	0	0	0
2130-2145	0	0	0	0	0	0	0	0	0	0
2145-2200	0	0	0	0	0	0	0	0	0	0
2200-2215	0	0	0	0	0	0	0	0	0	0
2215-2230	0	0	0	0	0	0	0	0	0	0
2230-2245	0	0	0	0	0	0	0	0	0	0
2245-2300	0	0	0	0	0	0	0	0	0	0
2300-2315	0	0	0	0	0	0	0	0	0	0
2315-2330	0	0	0	0	0	0	0	0	0	0
2330-2345	0	0	0	0	0	0	0	0	0	0
2345-0000	0	0	0	0	0	0	0	0	0	0
TOTAL	9	0	3	8	46	7	0	0	8	38

HOUR TOTALS										
TIME	INBOUND					OUTBOUND				
	CARS	AXLE TRUCKS				CARS	AXLE TRUCKS			
		2	3	4	5+		2	3	4	5+
1200-100	0	0	0	0	0	0	0	0	0	0
1215-115	0	0	0	0	0	0	0	0	0	0
1230-130	0	0	0	0	0	0	0	0	0	0
1245-145	0	0	0	0	0	0	0	0	0	0
100-200	0	0	0	0	0	0	0	0	0	0
115-215	0	0	0	0	0	0	0	0	0	0
130-230	0	0	0	0	0	0	0	0	0	0
145-245	0	0	0	0	0	0	0	0	0	0
200-300	0	0	0	0	0	1	0	0	0	0
215-315	0	0	0	0	0	1	0	0	0	0
230-330	0	0	0	0	0	1	0	0	0	0
245-345	0	0	0	0	0	1	0	0	0	0
300-400	0	0	0	0	0	0	0	0	0	0
315-415	0	0	0	0	0	1	0	0	1	0
330-430	0	0	0	0	0	1	0	0	1	0
345-445	0	0	0	0	0	1	0	0	1	0
400-500	1	0	0	0	0	1	0	0	1	0
415-515	1	0	0	0	0	0	0	0	0	0
430-530	1	0	0	0	0	0	0	0	0	0
445-545	1	0	0	0	0	0	0	0	0	0
500-600	0	0	0	0	0	1	0	0	0	0
515-615	0	0	0	0	0	1	0	0	0	0
530-630	0	0	0	0	0	1	0	0	1	0
545-645	0	0	0	0	1	1	0	0	1	0
600-700	1	0	0	0	2	0	0	0	1	0
615-715	1	0	0	0	4	0	0	0	1	1
630-730	1	0	0	0	6	0	0	0	0	2
645-745	1	0	0	0	5	0	0	0	0	4
700-800	0	0	0	0	4	0	0	0	0	5
715-815	2	0	0	0	3	0	0	0	0	4
730-830	2	0	0	0	2	0	0	0	0	3
745-845	2	0	0	0	3	0	0	0	0	2
800-900	2	0	0	0	5	0	0	0	0	2
815-915	0	0	0	0	5	0	0	0	0	3
830-930	1	0	0	1	4	0	0	0	1	4
845-945	1	0	0	1	3	0	0	0	2	3
900-1000	1	0	0	1	2	1	0	0	2	2
915-1015	1	0	0	1	1	1	0	0	2	3
930-1030	0	0	1	0	1	1	0	0	1	3
945-1045	1	0	1	0	3	1	0	0	0	3
1000-1100	1	0	1	0	4	0	0	0	0	3
1015-1115	1	0	1	0	4	1	0	0	0	4
1030-1130	1	0	0	0	5	2	0	0	0	3
1045-1145	0	0	0	0	3	2	0	0	0	4
1100-1200	1	0	0	0	4	2	0	0	0	4
1115-1215	1	0	1	0	5	1	0	0	0	1
1130-1230	1	0	1	1	4	0	0	0	2	1
1145-1245	1	0	1	1	4	0	0	0	2	1
1200-100	0	0	1	1	2	0	0	0	2	1
1215-115	1	0	0	1	1	0	0	0	2	2
1230-130	1	0	0	0	2	0	0	0	0	2
1245-145	1	0	0	0	2	0	0	0	1	1
100-200	2	0	0	0	1	0	0	0	1	2
115-215	1	0	0	1	2	0	0	0	1	1
130-230	1	0	0	1	1	0	0	0	1	1
145-245	1	0	0	1	1	0	0	0	0	1
200-300	0	0	0	1	1	0	0	0	0	0
215-315	0	0	0	0	2	1	0	0	0	0
230-330	0	0	0	1	2	1	0	0	0	1
245-345	0	0	0	1	3	1	0	0	0	3
300-400	0	0	0	1	5	1	0	0	0	3
315-415	0	0	0	1	3	0	0	0	0	3
330-430	0	0	0	2	3	0	0	0	0	3
345-445	0	0	0	2	3	0	0	0	0	1
400-500	0	0	0	2	1	0	0	0	0	2
415-515	0	0	0	2	2	0	0	0	0	6
430-530	0	0	0	1	3	0	0	0	0	6
445-545	0	0	0	1	4	0	0	0	0	8

500-600	0	0	0	1	4	0	0	0	0	7
515-615	0	0	0	1	4	0	0	0	1	4
530-630	0	0	0	0	4	0	0	0	1	3
545-645	0	0	0	1	2	0	0	0	1	2
600-700	0	0	0	1	9	0	0	0	1	4
615-715	0	0	0	1	8	0	0	0	0	4
630-730	0	0	0	1	7	0	0	0	0	4
645-745	0	0	0	0	7	0	0	0	0	3
700-800	0	0	0	0	0	0	0	0	0	2
715-815	0	0	1	0	1	0	0	0	0	1
730-830	0	0	1	0	1	0	0	0	0	2
745-845	0	0	1	0	1	0	0	0	0	2
800-900	0	0	1	0	1	0	0	0	0	1
815-915	0	0	0	0	1	0	0	0	0	1
830-930	0	0	0	0	1	0	0	0	0	0
845-945	0	0	0	0	1	0	0	0	0	0
900-1000	0	0	0	0	1	0	0	0	0	0
915-1015	0	0	0	0	0	0	0	0	0	0
930-1030	0	0	0	0	0	0	0	0	0	0
945-1045	0	0	0	0	0	0	0	0	0	0
1000-1100	0	0	0	0	0	0	0	0	0	0
1015-1115	0	0	0	0	0	0	0	0	0	0
1030-1130	0	0	0	0	0	0	0	0	0	0
1045-1145	0	0	0	0	0	0	0	0	0	0
1100-1200	0	0	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

DRIVEWAY TURNING MOVEMENT COUNT SUMMARY

CLIENT: NV5
PROJECT: SAVANNAH GA DRIVEWAY COUNTS
DATE: WEDNESDAY APRIL 13TH 2022
PERIOD: 12:00 AM TO 12:00 AM (24 HOURS)
LOCATION: DRIVEWAY #3

15 MIN COUNTS	INBOUND					OUTBOUND				
PERIOD	CARS	AXLE TRUCKS				CARS	AXLE TRUCKS			
		2	3	4	5+		2	3	4	5+
0000-0015	0	0	0	0	0	0	0	0	0	0
0015-0030	1	0	0	0	0	0	0	0	0	0
0030-0045	0	0	0	0	2	0	0	0	0	2
0045-100	0	0	0	0	0	0	0	0	0	0
100-115	0	0	0	1	0	0	0	0	0	0
115-130	0	0	0	0	0	0	0	0	0	0
130-145	0	0	0	0	0	0	0	0	0	1
145-200	0	0	0	0	0	0	0	0	0	0
200-215	0	0	0	0	0	0	0	0	0	0
215-230	0	0	0	0	0	0	0	0	0	0
230-245	0	0	0	0	0	0	0	0	1	0
245-300	1	0	0	0	0	0	0	0	0	0
300-315	0	0	0	0	0	0	0	0	0	0
315-330	0	0	0	0	0	0	0	0	0	0
330-345	0	0	0	1	0	0	0	0	0	0
345-400	0	0	0	0	0	0	0	0	0	0
400-415	0	0	0	0	1	0	0	0	0	1
415-430	0	0	0	0	0	0	0	0	0	0
430-445	0	0	0	0	0	0	0	0	0	0
445-500	0	0	0	0	0	0	0	0	1	0
500-515	0	0	0	0	0	0	0	0	0	0
515-530	0	0	0	0	0	0	0	0	0	0
530-545	0	0	0	0	0	0	0	0	0	0
545-600	0	0	0	0	1	0	0	0	0	1
600-615	1	0	0	1	0	0	0	0	0	0
615-630	0	0	0	0	0	0	0	0	0	0
630-645	0	0	0	0	0	0	0	0	1	0
645-700	0	0	0	0	0	1	0	0	0	0
700-715	0	0	0	0	0	0	0	0	0	0
715-730	0	0	0	0	0	0	0	0	0	0
730-745	0	0	0	0	0	0	0	0	0	0
745-800	0	0	0	0	0	0	0	0	2	0
800-815	0	0	0	0	1	0	0	0	0	0
815-830	0	0	0	0	0	0	0	0	0	1
830-845	0	0	0	0	0	0	0	0	0	0
845-900	0	0	0	0	1	0	0	0	0	0
900-915	0	0	0	0	1	0	0	0	0	0
915-930	0	0	0	0	0	0	0	0	0	1
930-945	0	0	0	0	1	0	0	0	0	1
945-1000	0	0	0	1	0	0	0	0	0	0
1000-1015	0	0	0	0	1	0	0	0	0	0
1015-1030	1	0	0	0	0	0	0	0	1	1
1030-1045	0	0	0	0	0	0	0	0	1	0
1045-1100	0	0	0	0	1	0	0	0	0	0
1100-1115	0	0	0	0	0	1	0	0	0	1
1115-1130	0	0	0	0	1	0	0	0	0	0
1130-1145	0	0	0	0	0	0	0	0	0	1
1145-1200	0	0	0	0	0	0	0	0	0	0
1200-1215	0	0	0	0	0	0	0	0	0	0
1215-1230	0	0	0	0	0	0	0	0	0	0
1230-1245	0	0	0	0	1	0	0	0	0	1
1245-1300	0	0	0	0	0	0	0	0	0	0
1300-1315	0	0	0	0	0	0	0	0	0	0
1315-1330	0	0	0	0	1	0	0	0	1	0
1330-1345	0	0	0	0	0	0	0	0	0	0
1345-1400	0	0	0	0	0	0	0	0	0	0

1400-1415	0	0	0	0	0	0	0	0	0	1
1415-1430	0	0	0	0	0	0	0	0	0	0
1430-1445	0	0	0	0	1	1	0	0	1	0
1445-1500	0	0	0	1	0	0	0	0	0	1
1500-1515	0	0	0	0	0	0	0	0	0	0
1515-1530	0	0	0	0	0	0	0	0	0	0
1530-1545	0	0	0	0	2	0	0	0	0	2
1545-1600	0	0	0	0	0	2	0	0	0	0
1600-1615	0	0	0	0	0	0	0	0	0	0
1615-1630	1	0	0	0	0	0	0	0	0	0
1630-1645	0	0	0	0	0	0	0	0	1	0
1645-1700	0	0	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0	0	0
1715-1730	0	0	1	0	0	0	0	0	0	0
1730-1745	0	0	0	0	0	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0	0	0
1800-1815	0	0	0	0	0	0	0	0	0	0
1815-1830	0	0	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	1	0	0	0	0	1
1845-1900	0	0	0	0	0	0	0	0	0	0
1900-1915	0	0	0	0	0	0	0	0	0	0
1915-1930	0	0	0	0	1	0	0	0	0	1
1930-1945	0	0	0	0	0	0	0	0	0	0
1945-2000	0	0	0	0	1	0	0	0	0	1
2000-2015	0	0	0	0	0	0	0	0	0	0
2015-2030	0	0	0	0	0	0	0	0	0	0
2030-2045	0	0	0	0	0	0	0	0	0	0
2045-2100	0	0	0	0	0	0	0	0	0	0
2100-2115	0	0	0	0	0	0	0	0	0	0
2115-2130	1	0	0	0	0	0	0	0	0	0
2130-2145	0	0	0	0	0	0	0	0	0	0
2145-2200	0	0	0	0	0	0	0	0	0	0
2200-2215	0	0	0	0	0	0	0	0	0	0
2215-2230	0	0	0	0	0	0	0	0	0	0
2230-2245	0	0	0	0	0	0	0	0	0	0
2245-2300	0	0	0	0	1	0	0	0	0	1
2300-2315	0	0	0	0	0	0	0	0	0	0
2315-2330	0	0	0	0	0	0	0	0	0	0
2330-2345	0	0	0	0	0	0	0	0	0	0
2345-0000	0	0	0	0	0	0	0	0	0	0
TOTAL	6	0	1	5	20	5	0	0	10	20

HOURL TOTALS	INBOUND					OUTBOUND				
TIME	CARS	AXLE TRUCKS				CARS	AXLE TRUCKS			
		2	3	4	5+		2	3	4	5+
1200-100	1	0	0	0	2	0	0	0	0	2
1215-115	1	0	0	1	2	0	0	0	0	2
1230-130	0	0	0	1	2	0	0	0	0	2
1245-145	0	0	0	1	0	0	0	0	0	1
100-200	0	0	0	1	0	0	0	0	0	1
115-215	0	0	0	0	0	0	0	0	0	1
130-230	0	0	0	0	0	0	0	0	0	1
145-245	0	0	0	0	0	0	0	0	1	0
200-300	1	0	0	0	0	0	0	0	1	0
215-315	1	0	0	0	0	0	0	0	1	0
230-330	1	0	0	0	0	0	0	0	1	0
245-345	1	0	0	1	0	0	0	0	0	0
300-400	0	0	0	1	0	0	0	0	0	0
315-415	0	0	0	1	1	0	0	0	0	1
330-430	0	0	0	1	1	0	0	0	0	1
345-445	0	0	0	0	1	0	0	0	0	1
400-500	0	0	0	0	1	0	0	0	1	1
415-515	0	0	0	0	0	0	0	0	1	0
430-530	0	0	0	0	0	0	0	0	1	0
445-545	0	0	0	0	0	0	0	0	1	0
500-600	0	0	0	0	1	0	0	0	0	1
515-615	1	0	0	1	1	0	0	0	0	1
530-630	1	0	0	1	1	0	0	0	0	1
545-645	1	0	0	1	1	0	0	0	1	1
600-700	1	0	0	1	0	1	0	0	1	0
615-715	0	0	0	0	0	1	0	0	1	0
630-730	0	0	0	0	0	1	0	0	1	0
645-745	0	0	0	0	0	1	0	0	0	0
700-800	0	0	0	0	0	0	0	0	2	0
715-815	0	0	0	0	1	0	0	0	2	0
730-830	0	0	0	0	1	0	0	0	2	1
745-845	0	0	0	0	1	0	0	0	2	1
800-900	0	0	0	0	2	0	0	0	0	1
815-915	0	0	0	0	2	0	0	0	0	1
830-930	0	0	0	0	2	0	0	0	0	1
845-945	0	0	0	0	3	0	0	0	0	2
900-1000	0	0	0	1	2	0	0	0	0	2
915-1015	0	0	0	1	2	0	0	0	0	2
930-1030	1	0	0	1	2	0	0	0	1	2
945-1045	1	0	0	1	1	0	0	0	2	1
1000-1100	1	0	0	0	2	0	0	0	2	1
1015-1115	1	0	0	0	1	1	0	0	2	2
1030-1130	0	0	0	0	2	1	0	0	1	1
1045-1145	0	0	0	0	2	1	0	0	0	2
1100-1200	0	0	0	0	1	1	0	0	0	2
1115-1215	0	0	0	0	1	0	0	0	0	1
1130-1230	0	0	0	0	0	0	0	0	0	1
1145-1245	0	0	0	0	1	0	0	0	0	1
1200-100	0	0	0	0	1	0	0	0	0	1
1215-115	0	0	0	0	1	0	0	0	0	1
1230-130	0	0	0	0	2	0	0	0	1	1
1245-145	0	0	0	0	1	0	0	0	1	0
100-200	0	0	0	0	1	0	0	0	1	0
115-215	0	0	0	0	1	0	0	0	1	1
130-230	0	0	0	0	0	0	0	0	0	1
145-245	0	0	0	0	1	1	0	0	1	1
200-300	0	0	0	1	1	1	0	0	1	2
215-315	0	0	0	1	1	1	0	0	1	1
230-330	0	0	0	1	1	1	0	0	1	1
245-345	0	0	0	1	2	0	0	0	0	3
300-400	0	0	0	0	2	2	0	0	0	2
315-415	0	0	0	0	2	2	0	0	0	2
330-430	1	0	0	0	2	2	0	0	0	2
345-445	1	0	0	0	0	2	0	0	1	0
400-500	1	0	0	0	0	0	0	0	1	0
415-515	1	0	0	0	0	0	0	0	1	0
430-530	0	0	1	0	0	0	0	0	1	0
445-545	0	0	1	0	0	0	0	0	0	0

500-600	0	0	1	0	0	0	0	0	0	0
515-615	0	0	1	0	0	0	0	0	0	0
530-630	0	0	0	0	0	0	0	0	0	0
545-645	0	0	0	0	1	0	0	0	0	1
600-700	0	0	0	0	1	0	0	0	0	1
615-715	0	0	0	0	1	0	0	0	0	1
630-730	0	0	0	0	2	0	0	0	0	2
645-745	0	0	0	0	1	0	0	0	0	1
700-800	0	0	0	0	2	0	0	0	0	2
715-815	0	0	0	0	2	0	0	0	0	2
730-830	0	0	0	0	1	0	0	0	0	1
745-845	0	0	0	0	1	0	0	0	0	1
800-900	0	0	0	0	0	0	0	0	0	0
815-915	0	0	0	0	0	0	0	0	0	0
830-930	1	0	0	0	0	0	0	0	0	0
845-945	1	0	0	0	0	0	0	0	0	0
900-1000	1	0	0	0	0	0	0	0	0	0
915-1015	1	0	0	0	0	0	0	0	0	0
930-1030	0	0	0	0	0	0	0	0	0	0
945-1045	0	0	0	0	0	0	0	0	0	0
1000-1100	0	0	0	0	1	0	0	0	0	1
1015-1115	0	0	0	0	1	0	0	0	0	1
1030-1130	0	0	0	0	1	0	0	0	0	1
1045-1145	0	0	0	0	1	0	0	0	0	1
1100-1200	0	0	0	0	0	0	0	0	0	0

TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122

DRIVEWAY TURNING MOVEMENT COUNT SUMMARY

CLIENT: NV5
PROJECT: SAVANNAH GA DRIVEWAY COUNTS
DATE: THURSDAY APRIL 14TH 2022
PERIOD: 12:00 AM TO 12:00 AM (24 HOURS)
LOCATION: DRIVEWAY #3

15 MIN COUNTS	INBOUND					OUTBOUND				
PERIOD	CARS	AXLE TRUCKS				CARS	AXLE TRUCKS			
		2	3	4	5+		2	3	4	5+
0000-0015	0	0	0	0	0	0	0	0	0	0
0015-0030	0	0	0	0	0	0	0	0	0	0
0030-0045	0	0	0	0	0	0	0	0	0	0
0045-100	0	0	0	0	0	0	0	0	0	0
100-115	0	0	0	0	0	0	0	0	0	0
115-130	0	0	0	0	0	0	0	0	0	0
130-145	0	0	0	0	0	0	0	0	0	0
145-200	0	0	0	0	0	0	0	0	0	0
200-215	0	0	0	0	0	0	0	0	0	0
215-230	0	0	0	0	0	0	0	0	0	0
230-245	0	0	0	1	0	1	0	0	0	0
245-300	0	0	0	0	0	0	0	0	0	0
300-315	0	0	0	0	0	0	0	0	0	0
315-330	0	0	0	0	0	0	0	0	0	0
330-345	0	0	0	0	0	0	0	0	0	0
345-400	0	0	0	0	1	0	0	0	0	0
400-415	0	0	0	0	0	0	0	0	0	0
415-430	0	0	0	0	0	0	0	0	0	2
430-445	0	0	0	0	0	0	0	0	0	0
445-500	0	0	0	0	0	0	0	0	0	0
500-515	1	0	0	0	1	0	0	0	0	0
515-530	0	0	0	0	0	0	0	0	0	0
530-545	0	0	0	0	0	0	0	0	0	1
545-600	0	0	0	0	0	0	0	0	0	0
600-615	0	0	0	0	0	0	0	0	0	0
615-630	2	0	0	1	1	0	0	0	0	1
630-645	0	0	0	0	0	0	0	0	0	0
645-700	0	0	0	0	0	2	0	0	0	0
700-715	0	0	0	0	1	0	0	0	0	0
715-730	0	0	0	0	0	0	0	0	0	0
730-745	0	0	0	0	0	0	0	0	0	0
745-800	0	0	0	0	0	0	0	0	0	1
800-815	0	0	0	0	0	0	0	0	0	0
815-830	0	0	0	0	3	0	0	0	0	0
830-845	0	0	0	0	1	0	0	0	0	0
845-900	0	0	0	0	0	0	0	0	0	0
900-915	0	0	0	0	2	0	0	0	0	3
915-930	1	0	0	0	0	0	0	0	0	0
930-945	0	0	0	0	1	1	0	0	0	2
945-1000	0	0	0	0	0	0	0	0	0	0
1000-1015	0	0	0	0	2	0	0	0	0	1
1015-1030	0	0	0	0	0	0	0	0	0	0
1030-1045	0	0	0	0	0	0	0	0	0	0
1045-1100	0	0	0	0	0	0	0	0	0	1
1100-1115	0	0	0	0	1	0	0	0	0	0
1115-1130	0	0	0	0	0	0	0	0	0	0
1130-1145	0	0	0	1	0	0	0	0	0	0
1145-1200	0	0	0	0	1	1	0	0	0	0
1200-1215	0	0	0	0	0	0	0	0	0	1
1215-1230	0	0	0	0	0	0	0	0	0	0
1230-1245	0	0	0	0	1	0	0	0	0	0
1245-1300	0	0	0	0	0	1	0	0	0	0
1300-1315	0	0	0	0	0	0	0	0	0	1
1315-1330	0	0	0	0	1	0	0	0	0	0
1330-1345	0	0	0	1	0	0	0	0	0	0
1345-1400	0	0	0	0	0	0	0	0	0	0

1400-1415	0	0	0	0	0	1	0	0	0	0
1415-1430	1	0	0	1	2	0	0	0	0	0
1430-1445	1	0	0	0	0	0	0	0	1	1
1445-1500	0	0	0	0	0	0	0	0	0	0
1500-1515	0	0	0	0	0	1	0	0	0	0
1515-1530	0	0	0	0	0	0	0	0	0	1
1530-1545	0	0	0	0	0	0	0	0	0	3
1545-1600	0	0	0	0	0	0	0	0	2	0
1600-1615	0	0	0	0	0	0	0	0	0	0
1615-1630	0	0	0	0	0	0	0	0	1	0
1630-1645	0	0	0	0	1	0	0	0	0	0
1645-1700	0	0	0	0	0	0	0	0	0	0
1700-1715	0	0	0	0	0	0	0	0	1	0
1715-1730	0	0	0	0	0	0	0	0	0	0
1730-1745	0	0	0	0	1	0	0	0	0	0
1745-1800	0	0	0	0	0	0	0	0	0	1
1800-1815	0	0	0	0	0	0	0	0	0	1
1815-1830	0	0	0	0	0	0	0	0	0	0
1830-1845	0	0	0	0	0	0	0	0	0	1
1845-1900	0	0	0	0	0	0	0	0	0	0
1900-1915	0	0	0	0	1	0	0	0	0	1
1915-1930	0	0	0	0	1	0	0	0	0	0
1930-1945	0	0	0	0	0	0	0	0	0	1
1945-2000	0	0	0	0	0	0	0	0	0	0
2000-2015	0	0	0	0	1	0	0	0	1	1
2015-2030	0	0	0	0	1	0	0	0	0	1
2030-2045	0	0	0	0	2	0	0	0	0	1
2045-2100	0	0	0	0	1	0	0	0	0	2
2100-2115	0	0	0	0	0	0	0	0	0	0
2115-2130	0	0	0	0	1	0	0	0	0	1
2130-2145	0	0	0	0	0	0	0	0	0	0
2145-2200	0	0	0	0	1	0	0	0	0	1
2200-2215	0	0	0	0	0	0	0	0	0	0
2215-2230	0	0	0	0	1	0	0	0	0	1
2230-2245	0	0	0	0	0	0	0	0	0	0
2245-2300	0	0	0	0	1	0	0	0	0	1
2300-2315	0	0	0	0	0	0	0	0	0	0
2315-2330	0	0	0	0	0	0	0	0	0	0
2330-2345	0	0	0	0	0	0	0	0	0	0
2345-0000	0	0	0	0	0	0	0	0	0	0
TOTAL	6	0	0	5	32	8	0	0	6	33

HOURL TOTALS	INBOUND					OUTBOUND				
TIME	CARS	AXLE TRUCKS				CARS	AXLE TRUCKS			
		2	3	4	5+		2	3	4	5+
1200-100	0	0	0	0	0	0	0	0	0	0
1215-115	0	0	0	0	0	0	0	0	0	0
1230-130	0	0	0	0	0	0	0	0	0	0
1245-145	0	0	0	0	0	0	0	0	0	0
100-200	0	0	0	0	0	0	0	0	0	0
115-215	0	0	0	0	0	0	0	0	0	0
130-230	0	0	0	0	0	0	0	0	0	0
145-245	0	0	0	1	0	1	0	0	0	0
200-300	0	0	0	1	0	1	0	0	0	0
215-315	0	0	0	1	0	1	0	0	0	0
230-330	0	0	0	1	0	1	0	0	0	0
245-345	0	0	0	0	0	0	0	0	0	0
300-400	0	0	0	0	1	0	0	0	0	0
315-415	0	0	0	0	1	0	0	0	0	0
330-430	0	0	0	0	1	0	0	0	0	2
345-445	0	0	0	0	1	0	0	0	0	2
400-500	0	0	0	0	0	0	0	0	0	2
415-515	1	0	0	0	1	0	0	0	0	2
430-530	1	0	0	0	1	0	0	0	0	0
445-545	1	0	0	0	1	0	0	0	0	1
500-600	1	0	0	0	1	0	0	0	0	1
515-615	0	0	0	0	0	0	0	0	0	1
530-630	2	0	0	1	1	0	0	0	0	2
545-645	2	0	0	1	1	0	0	0	0	1
600-700	2	0	0	1	1	2	0	0	0	1
615-715	2	0	0	1	2	2	0	0	0	1
630-730	0	0	0	0	1	2	0	0	0	0
645-745	0	0	0	0	1	2	0	0	0	0
700-800	0	0	0	0	1	0	0	0	0	1
715-815	0	0	0	0	0	0	0	0	0	1
730-830	0	0	0	0	3	0	0	0	0	1
745-845	0	0	0	0	4	0	0	0	0	1
800-900	0	0	0	0	4	0	0	0	0	0
815-915	0	0	0	0	6	0	0	0	0	3
830-930	1	0	0	0	3	0	0	0	0	3
845-945	1	0	0	0	3	1	0	0	0	5
900-1000	1	0	0	0	3	1	0	0	0	5
915-1015	1	0	0	0	3	1	0	0	0	3
930-1030	0	0	0	0	3	1	0	0	0	3
945-1045	0	0	0	0	2	0	0	0	0	1
1000-1100	0	0	0	0	2	0	0	0	0	2
1015-1115	0	0	0	0	1	0	0	0	0	1
1030-1130	0	0	0	0	1	0	0	0	0	1
1045-1145	0	0	0	1	1	0	0	0	0	1
1100-1200	0	0	0	1	2	1	0	0	0	0
1115-1215	0	0	0	1	1	1	0	0	0	1
1130-1230	0	0	0	1	1	1	0	0	0	1
1145-1245	0	0	0	0	2	1	0	0	0	1
1200-100	0	0	0	0	1	1	0	0	0	1
1215-115	0	0	0	0	1	1	0	0	0	1
1230-130	0	0	0	0	2	1	0	0	0	1
1245-145	0	0	0	1	1	1	0	0	0	1
100-200	0	0	0	1	1	0	0	0	0	1
115-215	0	0	0	1	1	1	0	0	0	0
130-230	1	0	0	2	2	1	0	0	0	0
145-245	2	0	0	1	2	1	0	0	1	1
200-300	2	0	0	1	2	1	0	0	1	1
215-315	2	0	0	1	2	1	0	0	1	1
230-330	1	0	0	0	0	1	0	0	1	2
245-345	0	0	0	0	0	1	0	0	0	4
300-400	0	0	0	0	0	1	0	0	2	4
315-415	0	0	0	0	0	0	0	0	2	4
330-430	0	0	0	0	0	0	0	0	3	3
345-445	0	0	0	0	1	0	0	0	3	0
400-500	0	0	0	0	1	0	0	0	1	0
415-515	0	0	0	0	1	0	0	0	2	0
430-530	0	0	0	0	1	0	0	0	1	0
445-545	0	0	0	0	1	0	0	0	1	0

500-600	0	0	0	0	1	0	0	0	1	1
515-615	0	0	0	0	1	0	0	0	0	2
530-630	0	0	0	0	1	0	0	0	0	2
545-645	0	0	0	0	0	0	0	0	0	3
600-700	0	0	0	0	0	0	0	0	0	2
615-715	0	0	0	0	1	0	0	0	0	2
630-730	0	0	0	0	2	0	0	0	0	2
645-745	0	0	0	0	2	0	0	0	0	2
700-800	0	0	0	0	2	0	0	0	0	2
715-815	0	0	0	0	2	0	0	0	1	2
730-830	0	0	0	0	2	0	0	0	1	3
745-845	0	0	0	0	4	0	0	0	1	3
800-900	0	0	0	0	5	0	0	0	1	5
815-915	0	0	0	0	4	0	0	0	0	4
830-930	0	0	0	0	4	0	0	0	0	4
845-945	0	0	0	0	2	0	0	0	0	3
900-1000	0	0	0	0	2	0	0	0	0	2
915-1015	0	0	0	0	2	0	0	0	0	2
930-1030	0	0	0	0	2	0	0	0	0	2
945-1045	0	0	0	0	2	0	0	0	0	2
1000-1100	0	0	0	0	2	0	0	0	0	2
1015-1115	0	0	0	0	2	0	0	0	0	2
1030-1130	0	0	0	0	1	0	0	0	0	1
1045-1145	0	0	0	0	1	0	0	0	0	1
1100-1200	0	0	0	0	0	0	0	0	0	0

Trailer Storage

Based upon methodology from Trip Generation Study at three similar sites in Savannah, GA (May 2022)

Project Land Use	Project Density	Project Trips			ITE Code	Variable	Equation Used ¹	In/Out Distribution		Average Rate
		Total	Inbound	Outbound						
Trailer Storage	Personal Vehicle Trips	1.6 Acres								
	Daily		6	6	N/A	Acres	$T = 7 * X$	50%	50%	7.00
	AM Peak Hour		1	1			$T = 1.15 * X$	54%	46%	1.15
	PM Peak Hour		0	1			$T = 0.46 * X$	41%	59%	0.46
	Truck Trips									
	Daily		24	24			$T = 30.2 * X$	50%	50%	30.20
	AM Peak Hour		3	2			$T = 2.87 * X$	54%	46%	2.87
	PM Peak Hour		1	2			$T = 2.07 * X$	41%	59%	2.07
TOTAL PROJECT TRIPS										
	Daily		30	30						
	AM Peak Hour		4	3						
	PM Peak Hour		1	3						

Note:

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



CITY OF GAINESVILLE

Work Session Agenda Request

Item Created: August 22, 2022

Date Submitted: August 23, 2022

Final Approval Date: August 29, 2022

Presenter: Abb Hayes, City Attorney

Item of Business: **Public Hearing Item: September 6, 2022 Council Meeting**
Request from **Kaiz Isani** for a special use on a 3.74± acres tract located at the southeast corner of Candler Road and Calvary Church Road (a/k/a **1311 Calvary Church Road, SW**), having a zoning of Light Industrial (L-I). **Ward Number: Three**. Tax Parcel Number: 15-035-000-024. **Request: Retail sales of alternative nicotine products.**

Meeting Date: September 1, 2022

Purpose of Request:

To provide an overview of the zoning request as presented at the August 9, 2022 Planning and Appeals Board Meeting.

Facts & Issues / History & Background:

The applicant is proposing a special use request for a retail store that sells tobacco and alternative nicotine products such as premium cigars, vape, CBD, kratoms and accessories. The store is not a lounge and there is no smoking allowed inside. The anticipated hours of operation are from 9:00 A.M. to 9:00 P.M. / 7 days a week. There will be two employees. The applicant desires to occupy a vacant suite within the retail strip center. There are no proposed changes to the exterior of the building except for updating the sign. Access will remain from Calvary Church Road. Other uses within the retail center include AAA Bonding, Easy Out Bail Bonds and Candler Package Store. The property is located within the Gateway Corridor Overlay Zone and the surrounding uses include a gas station, cellular tower, tree service business and a single-family home.

Department Recommendation:

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

SAMPLE MOTIONS:

Approval of Resolution ZR-2022- :

I move to approve the resolution to allow retail sales of alternative nicotine products within Light Industrial (L-I) zoning district with one condition as presented.

Denial of the Request:

I move to deny the request.

Department Director:

Rusty Ligon

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

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

1. CC Legal Ad
2. PAB Recommendation Report
3. Proposed Resolution
4. Location Maps
5. Narrative
6. Site plan
7. Pictures

GA 30501 or via email to KAhedo@gainesvillega.gov or fax to (770) 297-7826. City of Gainesville is committed to providing all persons with equal access to its services, activities, education and employment regardless of race, color, national origin, religion, sex, familial status, disability, or age. Persons with special needs relating to handicapped accessibility or foreign language should contact Karen Ahedo at (770) 531-6570.

AVISO PÚBLICO
CIUDAD DE GAINESVILLE
Subvención en bloque para el desarrollo comunitario (CDBG)
Informe Anual Consolidado de Desempeño y Evaluación 2021 (CAPER)
La Ciudad de Gainesville ha completado su año de programa 2021 del programa de Subsidios en Bloque para el Desarrollo Comunitario (CDBG) del Departamento de Vivienda y Desarrollo Urbano de los EE. UU. (HUD) y ha preparado un "borrador" del Informe de Evaluación y Desempeño Anual Consolidado (CAPER). CAPER sirve como un informe anual que describe los logros del programa CDBG de la ciudad. Este informe cubre del 1 de Julio de 2021 al 30 de Junio de 2022.
El borrador de CAPER 2021 estará disponible para su revisión y comentarios públicos desde el 22 de Agosto del 2022 hasta el 20 de Septiembre del 2022. El borrador del documento CAPER 2021 se puede ver electrónicamente en el sitio web de la Ciudad en https://www.gainesville.org/hud-consolidated-plan o en persona entre las 8:00 a.m. y las 5:00 p.m., de Lunes a Viernes en la oficina del Departamento de Desarrollo Comunitario y Económico de la Ciudad. El CAPER PY2021 se enviará a HUD el 28/09/2022. Comentarios escritos recibidos antes de las 5:00 p. m. el 26/09/2022 se incluirán en el informe final. Los comentarios deben enviarse por escrito al Departamento de Desarrollo Económico y Comunitario, 311 Henry Ward Way, Gainesville, GA 30501 o por correo electrónico a KAhedo@gainesvillega.gov o por fax al (770) 297-7826
La ciudad de Gainesville se compromete a brindar a todas las personas el mismo acceso a sus servicios, actividades, educación y empleo, independientemente de su raza, color, origen nacional, religión, sexo, estado familiar, discapacidad o edad. Las personas con necesidades especiales relacionadas con la accesibilidad para discapacitados o un idioma extranjero deben comunicarse con Karen Ahedo al (770) 531-6570.
110779 8/10, 17

Miscellaneous

ABANDONED MOTOR VEHICLE ADVERTISEMENT NOTICE
(REPAIR FACILITY)
Vehicle Make: FORD
Year: 2008
Model: PICKUP F350 DUPER DUTY
Vehicle ID #: 1FTWW31R68EB53701
License
#:RVG1685 State GA
Person who left vehicle at facility: TYLER BAGWELL
Any information relating to owner: TYLER SCOTT BAGWELL OR KYLA RENEE FELTMANN
You are hereby notified, in accordance with OCGA 40-11-19 (b) (2), that the above-referenced vehicle is subject to a lien and a petition may be filed in court to foreclose a lien for all amounts owed. If the lien is foreclosed, a court shall order the sale of the vehicle to satisfy the debt.
The vehicle is currently located at Diesel Tech Services Inc. Anyone with an ownership interest in this vehicle should contact the following business immediately:
Business Name: Diesel Tech Services Inc.
Address: 2322 Brownsbridge Rd. Gainesville Ga 30504
Telephone #:7705304460
Name: Diesel Tech Service Inc.
Billing address : 2322 Browns Bridge Rd, Gainesville, GA 30504
Phone number: 7705367766
Email you would like associated with the account: dieseltch79@gmail.com
111129 8/17, 24

ABANDONED MOTOR VEHICLE ADVERTISEMENT NOTICE
(TOWING OR STORAGE COMPANY)

You are hereby notified, in accordance with OCGA 40-11-19 (a) (2), that each of the below-referenced vehicles are subject to a lien and a petition may be filed in court to foreclose a lien for all amounts owed. If the lien is foreclosed, a court shall order the sale of the vehicle to satisfy the debt.
The vehicles are currently located at Statewide Wrecker Service Inc., 2315 Murphy Blvd, Gainesville, GA 30501
The vehicles subject to liens as stated above are identified as:
2007 Honda CRF80, JH2HE01097K606955, NO TAG
Anyone with an ownership interest in any of these vehicles should contact the following business immediately:
Business Name: Statewide Wrecker Service, Inc.
Address: PO Box 1778, Flowery Branch, GA 30542-0030
Telephone #: 770-381-1140
110530 8/3,10,17

ABANDONED MOTOR VEHICLE NOTICE YOU ARE HEREBY NOTIFIED IN ACCORDANCE WITH O.C.G.A. SECTION 40-11-10, (8)(2) That the below referenced vehicles are subject to a lien and petition may be filed in Hall COUNTY MAGISTRATE COURT TO FORECLOSE A LIEN AGAINST THE VEHICLE LISTED BELOW FOR ALL AMOUNTS OWED. IF A LIEN IS FORECLOSED THE COURT SHALL ORDER THE SALE OF THE VEHICLE TO SATISFY THE DEBT. Vehicle is deemed abandoned and will be disposed of if not claimed by 8/24/22
Location 2308 Browns Bridge Road Gainesville GA 30504
VIN JHLRD2849WC002547
998 Honda CRV
Location 4748 Atlanta Hwy Flowery Branch GA 30542
VIN WBKAKB8C58BCY66911
2011 BMW 750Li
110812 8/10,17

ABANDONED MOTOR VEHICLE PETITION ADVERTISEMENT
You are hereby notified, in accordance with O.C.G.A. Section 40-11-19.1, that petitions were filed in the Magistrate Court of HALL County to foreclose liens against the vehicles listed below for all amounts owed. If a lien is foreclosed, the Court shall order the sale of the vehicle to satisfy the debt.
The present location of the vehicles is: Statewide Wrecker Service, Inc. 2315 Murphy Blvd, Gainesville, GA 30504
Anyone with an ownership interest in a vehicle listed herein may file an answer to the petition on or before: 08/22/2022
Answer forms may be found in the Magistrate Court Clerk's office.
Forms may also be obtained online at www.georgiamagistratecouncil.com.
2003 Honda Pilot, 2HKYF18503H523727, CLT3948 (Georgia), MV-2022-193536P
2011 Chevrolet Malibu, 1G1ZA5EU9BF295461, DA275410 (Arkansas), MV-2022-193537P
1997 Honda Odyssey, JHMRA1873VC014734, NO TAG, MV-2022-193772P
MAG 40-10
110529 8/3,10,17

ABANDONED MOTOR VEHICLE Petition and Advertisment YOU ARE HEREBY NOTIFIED IN ACCORDANCE WITH O.C.G.A. SECTION 40-11-19,1 That petition was filed in Hall COUNTY MAGISTRATE COURT TO FORECLOSE A LIEN AGAINST THE VEHICLES LISTED BELOW FOR ALL AMOUNTS OWED. IF A LIEN IS FORECLOSED THE COURT SHALL ORDER THE SALE OF THE VEHICLE TO SATISFY THE DEBT.
The present location of the vehicles is 2308 Browns Bridge Road Gainesville GA 30504
VIN JHLRD2849WC002547
1998 Honda CRV
Location 4748 Atlanta Hwy Flowery Branch GA 30542
VIN WBKAKB8C58BCY66911
2011 BMW 750Li
110814 8/17,24

IN THE UNITED STATES DISTRICT COURT FOR THE NORTHERN DISTRICT OF GEORGIA
GAINESVILLE DIVISION
ALLIANCE INSPECTION MANAGEMENT, LLC
Plaintiff,
v.
RICHARD RODEN
Defendant.
CIVIL ACTION NO. 2:22-cv-038-RWS
NOTICE OF PUBLICATION
To: Richard Roden
Current Address Unknown
Last Known Address: 175 Summerbrook Road

Braselton, GA 35017
You are hereby notified that on February 25, 2022, Alliance Inspection Management, LLC ("Alliance") filed a lawsuit against you. Its suit, as amended, alleges that you unlawfully converted Alliance's property, breached fiduciary duties owed to Alliance, violated the Georgia Computer Systems Protection Act, breached legal duties owed to Alliance, unjustly enriched yourself at Alliance's expense, and committed acts of bad faith entitling Alliance to recover attorneys' fees and litigation costs. Alliance is therefore seeking relief against you in the form of legal relief, equitable relief, and any other relief deemed appropriate by the Court. By reason of an Order for service by publication entered by the Court on June 1, 2022:

You are hereby commanded and required to file with the Clerk of the United States District Court for the Northern District of Georgia, and to serve upon Bradley Strawn, counsel for Alliance Inspection Management, LLC, whose address is 3424 Peachtree Road N.E., Suite 1200, Atlanta, GA 30326, an Answer in writing within sixty (60) days of the date of the Court's Order by Publication. WITNESS, the Honorable Richard W. Story, United States District Judge. This 7th day of June, 2022.
By: Kevin P. Weimer
Clerk of Court
United States District Court,
Northern District of Georgia
Prepared by: /s/ Bradley E. Strawn
Bradley E. Strawn
Georgia Bar No. 004419
bstrawn@littler.com
James S. Fielding
Georgia Bar No. 170003
jfielding@littler.com
LITTLER MENDELSON, P.C.
3424 Peachtree Road N.E.
Suite 1200
Atlanta, GA 30326.1127
404.233.0330
Attorneys for Plaintiff
Alliance Inspection Management, LLC
108766 6/15, 22, 29, 7/6, 13, 20, 27, 8/3, 10, 17



NEW SEX OFFENDER TO HALL COUNTY
NAME: David Daniel Morgan
ADDRESS: 6340 Gearin Rd., Murrayville, GA 30564
DATE OF OFFENSE: 12/14/2016
OFFENSE: Incest
COURT OF CONVICTION: Hall County Superior Court
WEBSITE: https://gbi.georgia.gov/georgia-sex-offender-registry
111165 8/17



NEW SEX OFFENDER TO HALL COUNTY
NAME: Rosetta Marie Wilmont
ADDRESS: 3719 Hollow Creek Dr., Flowery Branch, GA 30542
DATE OF OFFENSE: 01/26/1988
OFFENSE: Child Molestation
COURT OF CONVICTION: Hall County Superior Court
WEBSITE: https://gbi.georgia.gov/georgia-sex-offender-registry
111154 8/17

Name Changes

HALL COUNTY SUPERIOR COURT
STATE OF GEORGIA
Civil Action Case Number: 2022CV1242C
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Jennyfer Gabriela Rosales Garcia filed a petition in the Hall County Superior Court on July 19th, 2022 to change the name from: Jennyfer Gabriela Rosales Garcia to Jennyfer Gabriela Castaneda Garcia. Any interested party has the right to appear in this case and file objections within 30 days after the Petition was filed.
Dated: 7/19/2022
Jennyfer Gabriela Rosales Garcia Petitioner, Pro se
Name: Jennyfer Gabriela Rosales Garcia

Address: 3832 Green Ridge Ct Gainesville, Ga 30507
Phone (day): 678-630-3391
110192 7/27, 8/3, 8/10, 8/17

IN THE SUPERIOR COURT OF HALL COUNTY
STATE OF GEORGIA
IN re the Name Change of: LENORA RENEE HAGERMAN Petitioner.
Civil Action Case Number: 2022CV1397A
NOTICE OF PETITION TO CHANGE NAME OF ADULT
LENORA RENEE HAGERMAN filed a petition in the Hall County Superior Court on 8TH of AUGUST of 2022 to change the name from LENORA RENEE HAGERMAN to LENORA HAGERMAN NIX within 30 days after the Petition was filed.
Dated: 8/8/22
LENORA RENEE HAGERMAN
Petitioner, Pro Se
3840 CARTER ROAD
BUFORD, GEORGIA 30518
PHONE: 304-663-4077
EMAIL: walkingdiva1@gmail.com
110933 8/17,24,31,9/7

IN THE SUPERIOR COURT OF HALL COUNTY
STATE OF GEORGIA
In re the Name Change of: Ivey Michelle Shadburn, Petitioner.
Civil Action Case Number 2022CV1404A
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Ivey Michelle Shadburn filed a petition in the Superior Court of Hall County on August 9th, 2022, to change the name from: Ivey Michelle Shadburn to Ivey-Belle Michelle Shadburn. Any interested party has the right to appear in this case and file objections within 30 days after the Petition was filed.
Dated: August 9th, 2022
Ivey Michelle Shadburn
Petitioner, Pro se
Name: Ivey Michelle Shadburn
Address: 5474 Morgan Manor Ct Lula, Ga 30554
Email: ibmshad32@gmail.com
Phone (day): (678) 630-5732
110994 8/17, 24, 31, 9/7

SUPERIOR COURT OF HALL COUNTY
STATE OF GEORGIA
In re the Name Change of: Cristeen Teasley
Petitioner
Civil Action Case Number: 2022CV1323A
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Cristeen Teasley. file a petition in the Superior Court of Hall County on 28th day of July, 2022 to change the name from Cristeen Teasley to Betty Christine Martin. Any interested party has the right to appear in this case and file objections within 30 days after the Petition was filed.
Cristeen Teasley
Petitioner, Pro se (Signature)
Name: Cristeen Teasley
Address: 2570 West Dennis Drive Gainesville, Georgia 30507
Email: brawnerlela@bellsouth.net
Phone (day): 770-532-4450
110703 8/10, 17, 24, 31

SUPERIOR COURT OF HALL COUNTY
STATE OF GEORGIA
In re the Name Change of Children):
Doreah Tonni Awey
David Selasi Awu
Michael Nuna Awu
Doreah Tonni Awey
Petitioner
V
Respondent
Civil Action Case Number 2022CV1276J
NOTICE OF PETITION TO CHANGE NAME(S) OF MINOR CHILD(REN)
Doreah Tonni Awey filed a petition in the Superior Court of Hall County on July 19 2022 to change the names of the following minor children from
David Selasi Awu to Rio Brown Awey
from Michael Nuna Awu to: Toby Awey
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).
/s/Doreah Tonni Awey
Petitioner, Prose
110356 7/27,8/3,10,17

SUPERIOR COURT OF HALL COUNTY
STATE OF GEORGIA
In re the Name Change of: Joyce Elizabeth Fraser Coker, Petitioner.
Civil Action Case Number: 2022CV1349B
NOTICE O PETITION TO CHANGE NAME OF ADULT
Joyce Elizabeth Fraser Coker filed a petition in the Superior Court of Hall County on August 2nd, 2022, to change name from Joyce Elizabeth Fraser Coker to Joyce Elizabeth Fraser. Any interested party has the right to appear in this case and file objections

within 30 days after the Petition was filed.
Dated August 2nd, 2022.
Joyce F. Coker
Petitioner, Pro se
Name: Joyce Fraser Coker
Address: 3850 Popular Springs Rd Gainesville, Ga 30507
Email: joycecoker4@gmail.com
Phone (day): 678-343-3757
11830 8/10, 17, 24, 31

Public Hearings

NOTICE is hereby given that the Hall County Planning Commission shall conduct a public hearing at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia, at 5:15 p.m. on Tuesday, September 6, 2022 to consider the following:
1. Application of Douglas Shadburn for a road frontage variance from 150 feet to 50 feet on a 29.35± acre tract located on the east side of Roy Parks Road approximately 914 feet from its intersection with A L Mangum Road; a.k.a. 3667 Roy Parks Road; Zoned AR-IV; Tax Parcel 15013 000023C. Proposed use: 3-lot subdivision. * Commission District 3.
2. Application of Dhaval Patel to rezone from Vacation-Cottage (V-C) to Planned Commercial Development (PCD) on a 1.13± acre tract located on the west side of McEver Road at its intersection with Pemican Run; a. k. a. 1050 McEver Road; Zoned V-C; Tax Parcel 08005 000044 (pt.). Proposed use: auto rentals and outdoor storage. ** Commission District 2.
3. Application of Dhaval Patel to amend conditions of a Planned Commercial Development (PCD) on a 2.68± acre tract located on the west side of McEver Road at its intersection with Pemican Run; a. k. a. 1050 McEver Road; Zoned PCD & V-C; Tax Parcel 08005 000044. Proposed use: auto rentals and outdoor storage. ** Commission District 2.
4. Application of Scott Puckett, Inc to rezone from Agricultural Residential-III (AR-III) to Planned Residential Development (PRD) on a 115.98± acre tract located on the south side of Friendship Circle at its intersection with Friendship Place; a. k. a. 3746, 3760, & 3774 Friendship Circle & 3654 Friendship Road; Zoned AR-III; Tax Parcels 15048 000007, 000008, 000025C, & 000204. Proposed use: 349-unit residential development. ** Commission District 1.
5. Application of Rochester and Associates, LLC to rezone from Agricultural Residential-III (AR-III) and Agricultural Residential-IV (AR-IV) to Planned Industrial Development (PID) on a 24.66± acre tract located on the west side of Athens Highway at its intersection with Barrett Road; a. k. a. 2562, 2564, 2592, & 2596 Athens Highway; Zoned AR-III & AR-IV; Tax Parcels 15023A000035 (pt.), 000035A - 000035B, & 000036. Proposed use: vehicle salvage. ** Commission District 3.
6. Application of Rochester and Associates, LLC to rezone from Agricultural Residential-III (AR-III), Residential-I (R-I), and Vacation Cottage (V-C) to Planned Residential Development (PRD) on a 60.39± acre tract located on the north side of Price Road approximately 628 feet from its intersection with Summit Chase; a. k. a. 3824, 3830, 3842, 0, & 0 Price Road; Zoned AR-III, R-I, & V-C; Tax Parcels 10100 000006-000007, 000103, 000108, & 000159. Proposed use: 202-unit residential subdivision. ** Commission District 2.
NOTE: In accordance with Georgia law, anyone who (a) wishes to express opposition to the proposed rezoning and (b) has made, within two years immediately preceding the filing of the proposed rezoning, campaign contributions aggregating \$250 or more to a member of the County Commission shall file a disclosure of contributions with the Planning Department at least five (5) days prior to the first hearing of the proposed rezoning by the County Commission. (OCGA § 36-67A-3 [C]).
*The Planning Commission's decision will be the final action taken unless appealed to the Board of Commissioners. To do so, file an application with the Planning Department within five working days of the Planning Commission's decision. The Hall County Board

of Commissioners will hear appeals at a public hearing Thursday, October 13, 2022 at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.
**The Planning Commission's recommendation will be forwarded to the Board of Commissioners for final action at a public hearing on Thursday, October 13, 2022. The Board will meet at 6:00 p.m. at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia.
111074 8/17

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, September 6, 2022 at 5:30 p.m. in the Gainesville Justice Center (Municipal Courtroom at the Public Safety Complex), 701 Queen City Parkway in Gainesville on the following requests:
1) Request from Elizabeth Evans to annex a 2.70± acres tract located on the east side of Crescent Drive, north of the intersection of Jesse Jewell Parkway and Crescent Drive, having frontage on I-985 (a/k/a 410 Crescent Drive) and to establish a zoning of General Business (G-B).
Ward Number: Two
Tax Parcel Number(s): 15-033C-000-011
Request: Climate controlled & non-climate controlled storage
2) Request from CA Industrial Holdings, LLC to amend a portion of an existing Planned Unit Development (P-U-D) zoning totaling 17.28± acres located west of the intersection of Old Oakwood Road and Mountain View Road, having road frontage on the north side of Old Oakwood Road and the south side of Mountain View Road (a/k/a 0 Old Oakwood Road, SW).
Ward Number: Four
Tax Parcel Number(s): 08-024-005-363
Request: Industrial warehouse / distribution
3) Request from Kaiz Isani for a special use on a 3.74± acres tract located at the southeast corner of Candler Road and Calvary Church Road (a/k/a 1311 Calvary Church Road, SW), having a zoning of Light Industrial (L-I).
Ward Number: Three
Tax Parcel Number(s): 15-035-000-024
Request: Retail sales of alternative nicotine products
Additional information is available from the Community and Economic Development Department, Planning Division, by calling 770-531-6570.
NOTE: In accordance with Georgia law, anyone who wishes to express opposition to the proposed zoning action, and has made, within two years immediately preceding the filing of the proposed zoning action, campaign contributions aggregating \$250 or more to a local government official who will consider the application, shall file a disclosure of contribution(s) with the Planning Division at least five (5) days prior to the first reading of the proposed zoning action by the City Council. (OCGA § 36-67A-3 [c])
111128 8/17

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

The City of Buford Planning Commission will hold a public hearing and make recommendation on such application for annexation and rezoning on Tuesday, August 9, 2022, at 7:00 pm, Buford City Hall, 2300 Buford Highway, Buford, Gwinnett County, Georgia 30518. The Buford City

Commission will hold a public hearing to discuss and pass upon the proposed applications for annexation and rezoning on Tuesday, September 6, 2022 at 7:00 p.m., Buford City Arena, 2795 Sawnee Avenue, Buford, Gwinnett County, Georgia 30518. Please note that this is a change in location from the regular monthly City Commission meeting. This 12th day of July, 2022.
CHANDLER, BRITT & JAY, LLC
City Attorneys
EXHIBIT "A"
OWNER: NGO PHAN PROPERTIES, LLC
CURRENTLY ZONED: AR-III
PROPOSED ZONING: RA-200
ADDRESS: 3605 CARTER RD
ALL THAT LOT, TRACT OR PARCEL OF LAND, WITH ALL IMPROVEMENTS THEREON, LYING AND BEING IN LAND LOT 158 OF THE 8TH LAND DISTRICT, HALL COUNTY, GEORGIA, LOCATED ON THE SOUTHEASTERLY SIDE OF CARTER ROAD, AND BEING MORE FULLY DESCRIBED BY A PLAT PREPARED BY HENRY BAILEY, GEORGIA REGISTERED LAND SURVEYOR, AND BEING ENTITLED "JAMES YOUNGBLOOD AND VIVIAN YOUNGBLOOD", DATED MARCH 1, 1988, AND AS PER SAID PLAT, THE PROPERTY CONTAINS 1.00 ACRES, MORE OR LESS, THE SUBJECT PLAT BEING RECORDED IN PLAT BOOK 128, PAGE 102 OF THE HALL COUNTY, GEORGIA PLAT RECORDS, SAID PLAT AND THE RECORD THEREOF ARE INCORPORATED HEREIN BY REFERENCE FOR A MORE COMPLETE DESCRIPTION AND ALL OTHER LEGAL PURPOSES. EXHIBIT "A"
OWNER: SWEATT PROPERTIES, LLC
CURRENTLY ZONED: AR-III
PROPOSED ZONING: M-1
ADDRESS: 3754 EAST JONES DR
ALL THAT TRACT OR PARCEL OF LAND IN LAND LOT 156 IN THE 8TH LAND DISTRICT OF HALL COUNTY, GEORGIA AS FOLLOWS:
BEGINNING AT AN IRON PIN ON AN UNNAMED DIRT ROAD ABOUT 150' FROM FRIENDSHIP ROAD, SAID PIN BEING CORNER BETWEEN TIDS PROPERTY AND PROPERTY OF JOHN A BOWMAN; THENCE NORTH 100' ALONG DIRT ROAD TO IRON PIN CORNER; THENCE S 77 DEGREES 30 MINUTES W 205.3' TO IRON PIN CORNER; THENCE S 14 DEGREES 30 MINUTES E 148.2'; THENCE N 58 DEGREES 42 MINUTES E 179.5' TO BEGINNING IRON PIN CORNER.
109992 7/20,27, 8/3,10,17,24,31

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 September 2022 at 7:00 p.m., at the Oakwood City Hall, 4035 Walnut Circle, Oakwood, Georgia for the application of:
• bSide Partners, LLC has made application to rezone and modify an existing PRD on a total of +/- 7.39 acres with the zoning from Oakwood PRD "Planned Residential Development" to Oakwood PRD "Planned Residential Development" on Tax Parcel No's. 08027 000004, 08027 000013, and 08027 000003A and further identified as 2772 Atlanta Hwy, 2808 Frontage Rd., and 2814 Frontage Rd. according to the current street numbering system of Hall County, Georgia.
At said public hearing all persons or residents 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
110997 8/17

PUBLIC NOTICE
The Planning Commission of the City of Lula will hear the following requests during the Planning Commission Meeting on Tuesday, August 30, 2022 that begins at 6:00 PM, and the Council of the City of Lula will hear the same requests during the Council Meeting on Monday, September 19, 2022 that begins at 7:00 PM. Both meetings will be at Lula City Hall located at 6055 Main Street, Lula. Property located at 6232 Athens Street, Lula, Georgia; Hall County Tax Parcel 09072 000001, consisting of 202.22 acres.

GAINESVILLE PLANNING and APPEALS BOARD RECOMMENDATION

Applicant.....Kaiz Isani
Property OwnerAJ Cube, LLC
Location1311 Calvary Church Road, SW
Request.....Special Use within L-I zoning
Size.....3.74± acres
Ward.....Three
Proposed Use.....Retail sales of alternative nicotine products
Planning Division Staff Recommendation.....**Approval, with condition**
Planning & Appeals Board Recommendation.....**Approval, with condition**
DateAugust 9, 2022

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

The proposal is for a special use to permit a retail store that sells tobacco and alternative nicotine products such as premium cigars, vape, CBD, kratoms and accessories. The applicant desires to occupy the remaining vacant suite within the existing shopping center which was previously part of a package store. The existing uses within the strip center include AAA Bonding, Easy Out Bail Bonds and Candler Package Store. The proposed store is 1,400 square feet in size and will not include a smoke lounge. The anticipated hours of operation are from 9:00 A.M. to 9:00 P.M. / 7 days a week with two employees. There are no proposed changes to the exterior of the building except for updating the signs. Access from the shopping center will remain from Calvary Church Road.

The property is located within the Gateway Corridor Overlay Zone.

▪ **Adjacent Land Use and Zoning**

Location	Use	Zoning
North	Future Convenience Store and Gas Station	Heavy Industrial (H-I)
South	Single-family homes	Agricultural Residential-III (AR-III)- County
East	Tree Service Business	Light Industrial (I-I) -County
West	Calvary Creek Industrial Park; Cell Tower; Convenience Store and Gas Station	Light Industrial (L-I) and General Business (G-B)

▪ **Other Departmental Comments**

There were no other departmental 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 City of Gainesville to rezone a 1,320± acres tract located at 1701 Fulenwider Road from Residential-I-A (R-I-A) and Heavy Industrial (H-I) to Planned Unit Development (P-U-D) was approved with conditions for a business park.

2020 - A request by 1430 Calvary Church Rd LLC to annex a 0.46± acre tract located at 1442 Calvary Church Road with Light Industrial (L-I) zoning for a warehouse addition was approved with conditions.

2019 - A request by City of Gainesville to rezone 395.69± acres located at 1701 Fulenwider Road, SW from Residential-I-A (R-I-A) to Heavy Industrial (H-I) was approved with conditions for future industrial uses.

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

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

▪ **Staff Analysis**

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

The proposed use appears suitable given it would be located within an existing shopping center and is adjacent to other commercial uses which include two bail bonds businesses and a package store.

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

The proposed use should not adversely impact the existing use or usability of the adjacent property. The retail sales of nicotine products will function similar to other retail uses within the center. The proposal does not include a smoke or vape lounge or bar.

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

The Gainesville Future Development Map places the property within the *Industrial* land use category which includes a wide range of office, business, light industrial, manufacturing, research, and development uses; and commercial uses that directly support or are otherwise linked to the dominant business use.

The subject property is also located within the *Economic Development Gateways* Character Area. The primary vision for the area is to continue to support economic development, while preserving and strengthening important natural and cultural resources. Other goals include creating gateways for visitors entering the city from I-985. Land uses allowed within this area include public / institutional, parks and recreation, general mixed-use, commercial (retail and office), industrial; and public and institutional.

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

The property is currently zoned Light Industrial (L-I). The applicant is not proposing to rezone the property but is asking for a special use within L-I zoning. The Unified Land Development Code was previously amended in 2019 which now requires a special use for stores that specialize in the retail sales of alternative nicotine products. If the request were to be denied, the retail suite would still reserve its right to be occupied for other uses permitted within the L-I zoning district. The proposal appears reasonable given the adjacent and surrounding uses.

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

The proposal should not cause an excessive or burdensome use of public facilities or services. The development proposes to utilize City water and sewer services and capacity is sufficient. Existing public safety services already respond to the adjacent and nearby properties. Gainesville Fire Station #1 is located 2.2± miles from the property. The additional traffic created by the proposal is expected to be minimal given the shopping center has been in operation for many years. According to the Institute of Transportation Engineers (ITE) Trip Generation Handbook (9th Edition), the proposed use could generate 62± new trips per weekday, 10± A.M. and 10± P.M. peak hour trips. The proposed development is nonresidential and should have no impact on Gainesville City Schools.

(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 property is expected to remain nonresidential due to commercial and industrial zoning and growth along Candler Road and Calvary Church 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 adjacent mixture of uses, it appears the proposal reflects a reasonable balance between the promotion of the public health, safety, morality, or general welfare and the right to unrestricted use of property, with the proposed conditions.

Additional Criteria

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

Proposed access is Calvary Church Road which is adequate to serve the proposed use.

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

The proposed use should have minimal impact on the existing roads. The existing roads appear adequate to serve emergency vehicles. There are existing ADA pedestrian crossings at the fully signalized intersection of Candler Road and Calvary Church Road. There are no sidewalks along the property frontage.

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

Existing public facilities are adequate to serve the proposed use. Police and Fire facilities are located within 2.2 miles of the property.

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

All parking, loading and service areas are currently in place. Parking is more than sufficient and is located to the front and sides of the shopping center. The dumpster area is located to the side of the building and is buffered. The existing building is located a considerable distance from the adjacent residential uses and is significantly buffered by mature vegetation.

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

The applicant states the proposed store hours are seven days a week from 9:00 A.M. to 9:00 P.M. which is typical of other retail stores.

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

The applicant is proposing to occupy an existing suite. The proposed exterior of the building will remain the same except for replacing the existing wall and monument sign.

▪ **Staff Recommendation**

The Planning Division staff is recommending **conditional approval** of this special use request based on the Comprehensive Plan and the adjacent mixture of uses.

Condition

The outline-lighting of windows and doors with any form of lighting shall not be permitted.

Excerpts from the August 9, 2022 PAB Meeting Minutes

Applicant Presentation: The applicant remained seated and Chairman Carter stated the applicant agreed with the recommendations as presented in the staff presentation.

FAVOR: None

OPPOSE: None

PLANNING AND APPEALS BOARD COMMENTS: None

There was a motion to recommend conditional approval of the special use request for retail sales of alternative nicotine products having a zoning of Light Industrial (L-I) with the following condition:

Condition

The outline-lighting of windows and doors with any form of lighting shall not be permitted.

Motion made by Board Member Martin

Motion seconded by Board Member Simmons

Vote – 6 favor, 1 absent (Delgado)

RESOLUTION ZR-2022-____

APPROVAL OF A REQUEST FOR A SPECIAL USE
SUBJECT TO APPROVAL BY THE CITY COUNCIL

WHEREAS, under **Chapter 9-6-5 Light Industrial (L-I)** zoning district of the Unified Land Development Code of the City of Gainesville, Georgia; **Section 9-6-5-2 Permitted and Special Uses** allows for *retail sales of alternative nicotine products* subject to City Council approval after review and recommendation by the Gainesville Planning and Appeals Board; and

WHEREAS, an application has been received from **Kiaz Isani** to allow *retail sales of alternative nicotine products* within a Light Industrial (L-I) zoning district identified as follows:

15-035-000-024
1311 Calvary Church Road, SW
Ward Three

WHEREAS, the application has been evaluated under any criteria specified in the aforesaid section; and

WHEREAS, the **Gainesville Planning and Appeals Board**, held a public hearing regarding this matter on **August 9, 2022**.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby approves the applicant's request for a special use permit as stated above and subject to all the terms of the Unified Land Development Code with the following condition:

Condition

The outline-lighting of windows and doors with any form of lighting shall not be permitted.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby approves the applicant's request for a special use permit as stated above and subject to all the terms of the Unified Land Development Code.

Adopted this _____ day of _____, 2022.

W. Samuel Couvillon, Mayor

RESOLUTION ZR-2022-__

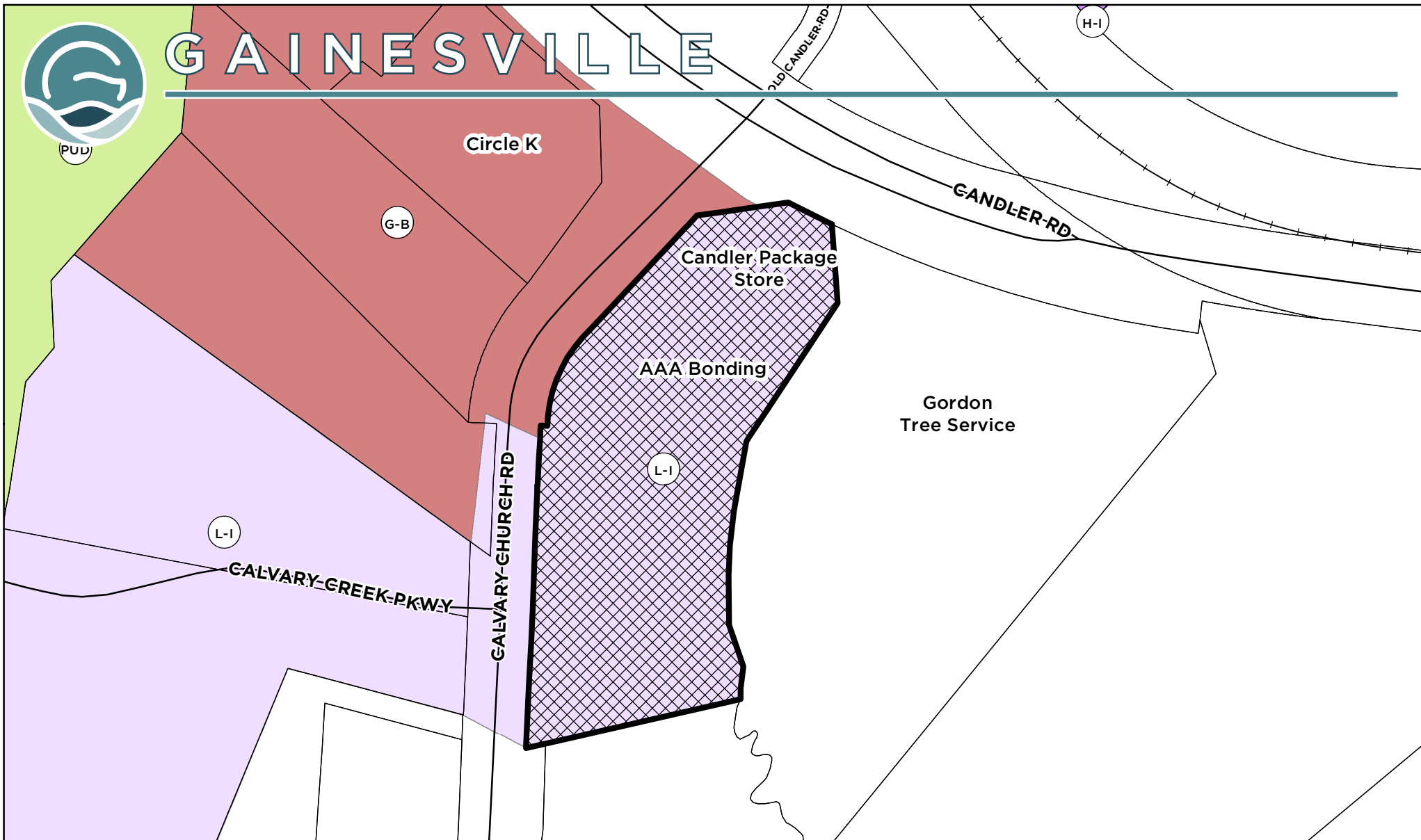
This is to certify that I am City Clerk of the City of Gainesville. As such, I keep its official records, including its minutes. In that capacity, my signature below certifies this Resolution was adopted as stated and will be recorded in the official minutes.

ATTEST:

Denise O. Jordan, City Clerk



GAINESVILLE



Applicant: **KAIZ ISANI**

SPECIAL USE REQUEST

Subject Property Address:
1311 Calvary Church Road, SW

Tax Parcel:
15-035-000-024

Request:

Special use on a 3.74+/- acres tract within Light Industrial (L-I) zoning district for retail sales of alternative nicotine products



Subject Property



Meeting Date: 08/09/2022

Map Prepared: 07/19/2022

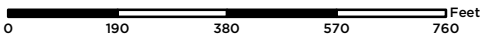
0 90 180 270 360 Feet

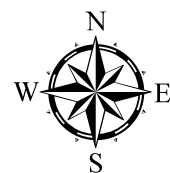
SCALE: 1" = 167'



GAINESVILLE



Applicant: KAIZ ISANI		Request: Special use on a 3.74+/- acres tract within Light Industrial (L-I) zoning district for retail sales of alternative nicotine products	
SPECIAL USE REQUEST			
Subject Property Address: 1311 Calvary Church Road, SW	Tax Parcel: 15-035-000-024	 Subject Property	Aerial from 2021
Meeting Date: 08/09/2022	Map Prepared: 07/19/2022		SCALE: 1" = 333'



KAIZ ISANI

1647 BENHILL DR
SNEVILLE, GA 30078
404-457-1170
KAIZISANI@GMAIL.COM

June 6th 2022

Dear Reader,

I am proposing a zoning request for a special use permit. I am planning to open a retail tobacco shop (not a lounge and no one allowed to smoke inside and its like buy and go) under the name of PHOENIX SMOKE AND VAPE at 1311 Calvary Church Road, Gainesville GA 30507. We are planning to sell alternative nicotine products, tobacco products and accessories, premium cigars, vape, CBD, kratoms etc. So, our store hours will be 9:00am to 9:00pm for 7 days a week. We are going to have two employees who will be working there mostly.

Sincerely,

Kaiz Isani

CURVE TABLE				
Curve	Radius	Length	Chord	Chord Bear.
C1	200.00'	9.21'	9.21'	N 03°44'16" E
C2	170.21'	114.46'	112.31'	N 24°46'00" E
C3	1522.39'	61.06'	61.06'	S 62°55'48" E

CALL TABLE		
Course	Bearing	Distance
L2	S 50°45'53" W	34.11'
L3	S 17°27'22" E	70.33'
L4	S 01°56'53" W	23.24'
L5	S 04°01'25" W	52.64'
L6	S 00°29'29" E	56.79'
L7	S 16°49'41" E	64.84'
L8	S 07°24'44" W	37.80'
L9	S 88°13'59" E	10.42'
L10	N 03°08'16" E	17.22'

Calvary Church Road
~Right of Way Varies~
(PER DB 6904, Pg. 677)

Georgia State Route 60
(Candler Highway)
~Right of Way Varies~

3.53 Acres

PROPERTY LINE AS PLATTED AFTER DITCH WAS
"COVERED OVER" PER REVISED SURVEY PREPARED
FOR HOKE & JOAN LOGAN, BY WILLIAM COLLINS AND
WILLIAM WHIDDEN ON 08/23/2004. CURRENT
FLOWLINE/DITCH (SHOWN) MORE ACCURATELY
DEPICTS THE HISTORIC PROPERTY LINE.

N/F
Allen, Paul
DB 5357, Pg. 249
PB 85/208

SURVEYOR'S NOTES:

- The field data upon which this plat is based has a closure of 1:72,872 feet, an angular error of 2.2" per point, and was adjusted using the Least Squares Method.
- This plat has been calculated for closure and has a mathematical error of 1:320,780.
- Field angles and measurements acquired for the production of this plat were obtained on November 10, 2015 using a Nikon DTM-S22 Total Station.
- The bearings shown hereon are based upon Grid North (Georgia West Zone) and were acquired using a dual-frequency GPS receiver and an OPUS solution.
- This plat was prepared without benefit of a current title examination. Easements or other encumbrances may exist which are not shown hereon. No provisions have been made to secure the delineation of any wetlands, historical, or cultural features that may exist on this property.
- All Iron Pins Found (IPF) are 1/2" rebar unless otherwise noted.
- I hereby certify that this plat represents a boundary survey of an existing parcel of land as shown in Hall County Public record(s) identified as Tax Parcel 15035 000024 and described in DB 5848, Pg. 658.
- Municipal boundaries and zoning shown are based upon record documents and current Hall County online systems. The purpose of this plat is for a proposed re-zoning to "L-1".

FLOOD NOTE:

This property is not located within a Special Flood Hazard Area as shown on FEMA Flood Insurance Rate Map (FIRM) 13135C0185F, Community Panel Nos. 130263 and 130466, dated September 29, 2006.

In my professional opinion, this plat and the field survey upon which it is based were performed in accordance with the standards set forth in Chapter 180-7 of the Georgia Board of Professional Engineers and Land Surveyors and O.C.G.A. 15-5-67, in effect at the time of this survey.

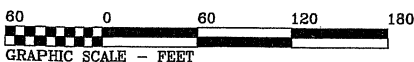


Russell Wallis Howard
G.A.R.L.S. No. 3238

LEGEND

PF - Iron Pin Found
IPF - Iron Pin Set (1/2" Capped Rebar)
RWM - Right of Way Monument Found
CP - Calculated Point
PP - Power Pole
UPT - Underground Power Transformer
EM - Electric Meter
LP - Light Pole
FH - Fire Hydrant
CMP - Corrugated Metal Pipe
RCP - Reinforced Concrete Pipe
WM - Water Meter
WV - Water Valve
ICV - Irrigation Control Valve
UGL - Underground Gas Line
UT - Underground Telephone Line
SM - Sewer Manhole
R/W - Right of Way
N/F - Now or Formerly
DB, pg - Deed Book and Page
PB, pg - Plat Book and Page

Boundary Line
Overhead Electric
City Limits



R.W. Howard Surveying, Inc.

Georgia LSF License No. 1143

89 Ivy Ridge Drive

Jasper, Georgia 30143

(678) 859-0035 www.jaspersurveyor.com

BOUNDARY SURVEY & CONCEPT PLAN
PREPARED FOR
SHREE GANESH INVESTMENTS, LLC

LOCATED IN GENERAL MILITIA DISTRICT 1385
(CANDLER DISTRICT)
CITY OF GAINESVILLE
HALL COUNTY, GEORGIA

DATE: 11/21/2015

SCALE: 1"=60'

DRAWING: 15280

COORD: 15280

SHEET #: 1 of 1







CITY OF GAINESVILLE

Work Session Agenda Request

Item Created: August 29, 2022
Date Submitted: August 29, 2022
Final Approval Date: August 31, 2022
Presenter: Bryan Lackey, City Manager
Item of Business: Resolution: Authorization to Execute a Memorandum of Understanding Regarding Renaissance Park
Meeting Date: September 1, 2022

Purpose of Request:

To execute a Memorandum of Understanding with Brenau University regarding Public Art in Renaissance Park.

Facts & Issues / History & Background:

The City desires to include the display of public art in the Park, and wishes to partner with a local institution having experience in placing and maintaining public art. Brenau University has extensive experience in placing and maintaining public art, and has a strong desire to see the Park maintained to a high standard since the Park is located in close proximity to their downtown Health Sciences Campus.

Department Recommendation:

Approval of the resolution.

Department Director:

Bryan Lackey

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

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

1. Resolution: Authorization to Execute a Memorandum of Understanding Regarding Renaissance Park
2. Attachment: Gainesville Brenau Renaissance Park MOU

RESOLUTION BR-2022-__

**AUTHORIZATION TO EXECUTE A MEMORANDUM OF UNDERSTANDING REGARDING
RENAISSANCE PARK**

WHEREAS, Parks are an integral part of communities, benefit the citizens and promote physical and mental health and wellness; and

WHEREAS, Renaissance Park (“the Park”) attracts a wide variety of users of all ages and backgrounds who look for comfortable and safe place to gather and socialize; and

WHEREAS, the Park serves as a focal point of activities and interests in downtown Gainesville; and

WHEREAS, the Park is easily accessible to all citizens and safely connects the Downtown Gainesville Square to Roosevelt Square and Midtown; and

WHEREAS, the City of Gainesville (“the City”) is providing a public park to be known as Renaissance Park and desires to include the display of public art in the Park; and

WHEREAS, the City wishes to partner with a local institution having experience in placing and maintaining public art; and

WHEREAS, Brenau University (“Brenau”) has extensive experience in placing and maintaining public art; and

WHEREAS, Brenau has a strong desire to see the Park maintained to a high standard since the Park is located in close proximity to their downtown Health Sciences Campus.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby authorizes the Mayor, City Manager, and/or the City Attorney to execute a document in substantially the same form as the attached Memorandum of Agreement and such other documents as necessary to effectuate the approvals set forth in this Resolution.

Adopted this _____ day of _____, 2022.

W. Samuel Couvillon, 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

MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding executed as of the _____ day of _____, 2022 is entered into between the City of Gainesville, Georgia ("City") and Brenau University, Inc. ("Brenau") relating to the use of a public park as described below (the "Agreement").

City and Brenau desire to partner to provide a public park to be known as Renaissance Park, which park is more particularly described in the attached Exhibit "A" (hereinafter referred to as the "Park"), including the display of public art in the Park.

THEREFORE, the parties set forth the following terms and understanding, which will help guide the development and maintenance of the Parks, as follows:

City agrees to maintain the landscaping and hardscape in the Park in a manner commensurate with City's maintenance of public parks throughout the City of Gainesville. City shall also handle all permitting of special events in the Park in a manner commensurate with the City's handling of special events throughout the City of Gainesville. City will notify Brenau at least 30 days in advance of any entity who will be using the park to enable time for planning and dialogue.

City agrees to work in good faith with Brenau for the purpose of Brenau locating and displaying sculptures, installations, or other forms of art (the "Art") in the Park. The locations for displaying the Art shall be further defined as initially approved by City's Director of Community and Economic Development throughout the process of approval of the development of the Park. Brenau shall keep art in the park, and notify the City in writing at least 30 days in advance of making changes to enable time for planning and dialogue. Maintenance of the Art will be the responsibility of Brenau, and Brenau agrees to maintain the Art in a good condition and in a manner acceptable to City. In the event that City determines, in City's sole discretion, that the Art is not being maintained in good condition and in a manner acceptable to the City, the City may give Brenau written notice of any such issues. In the event that Brenau does not cure any problems raised by City within ten (10) days of the provision of written notice by City to Brenau, City may remove the Art, with the expense to be borne by Brenau. Upon removal of the Art, Brenau will restore the Art to substantially the same condition it was in prior to the time Brenau first displayed the Art.

Should the City of Gainesville create a park committee, Brenau will hold a permanent seat on the committee.

This Agreement may be terminated by either party at any time, with or without cause, upon sixty (60) days prior written notice.

Any notice, demand, or request required or permitted to be given under the provisions of the Agreement shall be in writing and shall be deemed to have been duly delivered (i) on the date of personal delivery, or (ii) on the date of receipt if mailed by registered or certified mail, postage prepaid and return receipt requested, or by overnight courier, to the following addresses, or to such other address as any party may request by notice to all of the other parties to the Agreement:

If to the City:

Bryan Lackey
City Manager
PO Box 2496
Gainesville, GA 30503

If to Brenau:

Anne Skleder
President
500 Washington St.
Gainesville, GA 30501

The waiver or failure of either party to exercise in any respect any right provided for herein shall not be deemed a waiver of any further right herein.

The Agreement cannot be amended, supplemented, or modified except by an agreement in writing which is signed by both parties.

The Agreement shall bind and inure to the benefit of the respective heirs, personal representatives, successors, and assigns of the parties.

It is specifically declared that time is of the essence in all provisions of the Agreement.

The Agreement may be executed in any number of counterparts, each of which shall be deemed an original, but all of which taken together shall constitute one single agreement between the parties hereto.

Therefore, the parties hereby execute the Agreement as follows:

APPROVED AS TO FORM

CITY OF GAINESVILLE

Abbott S. Hayes, Jr.
Hulsey, Oliver & Mahar, LLP
City Attorney

By: _____
Samuel Couvillon
Mayor

Attest: _____
Denise O. Jordan, City Clerk

CITY SEAL

BRENAU UNIVERSITY, INC.

By: _____
Anne Skleder, CEO

Attest: _____
Jody Wall

CORPORATE SEAL

576834-2
57083.0