



INVOCATION:

PLEDGE OF ALLEGIANCE:

COUNCIL ANNOUNCEMENTS:

PUBLIC COMMENTS: (20 minutes maximum)

CONSENT AGENDA:

Appointments

- A. Cemetery Advisory Committee
 - Reappoint Bill Coates and Ben Mason
- B. Gainesville-Hall County Land Bank Authority
 - Appoint Richard "Rick" Boyd
- C. Gainesville Non-Profit Development Foundation
 - Reappoint Pamela Hayes, Theresa Puryear, Ruth Bruner and Carlyle Cox
- D. Parks & Recreation Board
 - Reappoint Kingsley Peeples and Jerry Castleberry
 - Appoint Blythe Hammons

Minutes

- A. November 14, 2024 Work Session
- B. November 19, 2024 Mayor/Council Meeting

Resolutions

- A. BR-2024-46 2025 Governing Body Meeting Calendar
- B. BR-2024-47 Adoption of Amended Active Employees/Elected Officials Benefits and Retirees Insurance Guidelines
- C. BR-2024-48 Amendment to Personnel Policies and Procedures Manual
- D. BR-2024-49 Approval of Agreement Regarding Term of Municipal Court Judge
- E. BR-2024-50 Authorization to Accept a Drinking Water State Revolving Fund (DWSRF) Loan with 25% Principal Forgiveness
- F. BR-2024-51 Cooperative Technical Assistance Intergovernmental Cost Sharing Agreement
- G. BR-2024-52 First Amended Tax Allocation District (TAD) Development Agreement Regarding The National
- H. BR-2024-53 Quit Claim Easement Release to Brandon and Cindy Dyer
- I. BR-2024-54 WaterFirst Renewal Application
- J. GR-2024-13 FY2025 Local Maintenance and Improvement Grant (LMIG)

GENERAL LEGISLATION:

A. Ordinance 2024-30

Amend Chapter 1-6 Entitled Personnel

AN ORDINANCE TO AMEND SECTIONS 1-6-3(b) AND 1-6-4 OF THE CODE OF ORDINANCES OF THE CITY OF GAINESVILLE, GEORGIA; TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE FOR SEVERABILITY; TO PROVIDE FOR CODIFICATION; TO PROVIDE FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

B. Ordinance 2024-31

Amend Chapter 4-1 As it Pertains to Animal Control

AN ORDINANCE TO AMEND CHAPTER 4-1 OF THE CODE OF ORDINANCES OF THE CITY OF GAINESVILLE, GEORGIA BY AMENDING SECTIONS 4-1-2(a), 4-1-5, 4-1-6, 4-1-7, 4-1-35, 4-1-37, 4-1-56(b), 4-1-58, AND 4-1-80 AND BY ADDING SECTIONS 4-1-13 AND 4-1-14; TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE FOR SEVERABILITY; TO PROVIDE FOR CODIFICATION; TO PROVIDE FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

C. Ordinance 2024-32

Amend Title 6 As It Pertains to Coin Operated Amusement Machines

AN ORDINANCE TO AMEND TITLE 6 OF THE CODE OF ORDINANCES OF THE CITY OF GAINESVILLE, GEORGIA BY AMENDING SECTION 6-4-84(a) AND BY ADDING A NEW CHAPTER 6-22; TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE FOR SEVERABILITY; TO PROVIDE FOR CODIFICATION; TO PROVIDE FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

PUBLIC HEARING(S):

Annexation/Zoning Items

- A. Request from **Grand Communities, LLC** to annex a 2.559± acres tract located on the east side of Crystal Drive, between Mountain View Drive and Springview Drive (a/k/a **1936 Crystal Drive**) and to establish a zoning of Planned Unit Development (P-U-D). **Ward Number: One.** Tax Parcel Number(s): 00-090-002-001. **Request: 53 single-family detached homes and 88 single-family attached townhomes.**

- Proposed Annexation Ordinance 2024-33
- Proposed Zoning Ordinance 2024-34

- B. Request from **Grand Communities, LLC** to rezone a 33.82± acres tract located on the west side of Thompson Bridge Road, between Mountain View Drive and Springview Drive (a/k/a **0, 1799, 1805, 1825, 1829 and 1981 Thompson Bridge Road, NW**) from Residential-I (R-I) to Planned Unit Development (P-U-D). **Ward Number: One.** Tax Parcel Number(s): 00-090-002-021, 022, 023, 024 and 032; 01-090-002-021. **Request: 53 single-family detached homes and 88 single-family attached townhomes.**

- Proposed Rezoning Ordinance 2024-35

- C. Request from the **City of Gainesville** to amend Chapter 9-21-1, entitled "Planning and Appeals Board, to include amendments to Section 9-21-1-1 entitled "Establishment and Continuation" and Section 9-21-1-2 entitled "Appointments, Terms of Office and Vacancies" of the Unified Land Development Code for the City of Gainesville, Georgia.

- Proposed Amendment Ordinance 2024-36

CITY MANAGER ISSUES:

CITY ATTORNEY ISSUES:

A. Ordinance 2024-37

Amend Chapter 1-5 As it Pertains to Planning and Appeals Board - Compensation

AN ORDINANCE TO AMEND ARTICLE 1 OF CHAPTER 1-5 OF THE CODE OF ORDINANCES OF THE CITY OF GAINESVILLE BY ADDING SECTION 1-5-7; TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE FOR SEVERABILITY; TO PROVIDE FOR CODIFICATION; TO PROVIDE FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

B. Business Resolution 2024-55

Appointment of Members of the Gainesville Planning and Appeals Board

C. Business Resolution 2024-56

Authorization of Participation in Amicus Brief in Appeal of Chang V. City of Milton

CITY CLERK ISSUES:

EXECUTIVE SESSION:

ADJOURNMENT:

Final: Monday, December 16, 2024, 1:30 PM



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: December 12, 2024
Date Submitted: December 12, 2024
Final Approval Date: December 12, 2024
Presenter: Sam Couvillon
Item of Business: Cemetery Advisory Committee

- Reappoint Bill Coates and Ben Mason

Meeting Date: December 17, 2024

Purpose of Request:

The purpose of this request is to address the expired terms.

Facts & Issues / History & Background:

The Committee follows the guidelines of the City Charter, the Code of Ordinances and Business Resolution 2013-48. Cemetery Committee members serve three-year terms. Bill Coates and Ben Mason have expressed a willingness to serve another term. An outstanding debt verification process was completed with no concerns.

Department Recommendation:

To approve the nominations as submitted by the Mayor during the December 12, 2024 Work Session.

Department Director:

Sam Couvillon

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

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

1. Cemetery Advisory Committee Members - Local Appointments List_11042024032038
2. 2024 Cemetery Advisory Committee Attendance Report

Cemetery Advisory Committee

This committee is strictly advisory and meets semi-annually to devise plans, suggest rules and regulations and perform such other duties as the Council may request. The committee consists of five members, one representing each ward, with three-year terms. There is one ex-officio member. The committee is referenced in the City Code (4-2-10) with the last amendment occurring in November 2013. The primary contacts are the Public Works Director and the Cemetery Manager.

Term of Office: 3 years

	Name:	Date Appointed:	Current Term Expiration Date:	
Ex-Officio	Tommy Casper	01/01/2020	12/31/2030	FILLED
Post - Ward 1	Nancy Kelemen	11/20/2023	11/19/2026	FILLED
Post - Ward 2	Bill Coates	11/16/2021	11/19/2024	FILLED
Post - Ward 3	Glenda Pierce	12/06/2022	11/19/2025	FILLED
Post - Ward 4	Margaret Howington	11/20/2023	11/19/2026	FILLED
Post - Ward 5	Ben Mason	11/16/2021	11/19/2024	FILLED

Updated: 11/9/2023 ag

CEMETERY ADVISORY COMMITTEE ATTENDANCE REPORT

MEETING			BOARD MEMBER				
	DATE	TYPE	KELEMEN	COATES	PIERCE	HOWINGTON	MASON
1	1/31/2023	R	0	1	1	1	1
2	9/21/2023	R	1	1	0	0	1
3	4/16/2024	R	1	0	1	1	1
4	10/29/2024	R	1	1	0	1	0
5							
6							
7							
8							
9							
10							
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17							
18							
19							
20							
21							
22							
23							
24							
25							
26							
	TOTAL	4	3	3	2	3	3
	ATTENDANCE %		75%	75%	50%	75%	75%

TYPE MEETING:	R =	Regular Scheduled Meeting	C =	Called Meeting
ATTENDANCE:	O =	Absent	1=	Attended

NOTES:

Submitted By: Tammi Johnson
Recording Secretary

11/5/2024
Date



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: December 12, 2024
Date Submitted: December 12, 2024
Final Approval Date: December 12, 2024
Presenter: Sam Couvillon
Item of Business: Gainesville-Hall County Land Bank Authority

- Appoint Richard "Rick" Boyd

Meeting Date: December 17, 2024

Purpose of Request:

The purpose of this request is to address the expired term position of the City of Gainesville representative position held by Carlyle Cox.

Facts & Issues / History & Background:

The committee was established in accordance with the Georgia Land Bank Act and follows the guidelines as set forth by the intergovernmental agreement between the City of Gainesville and Hall County. Members serve four-year terms. Mayor Couvillon submitted Richard "Rick" Boyd for nomination. Mr. Boyd has confirmed an interest in serving on the committee. An outstanding debt verification process was completed with no concerns.

Department Recommendation:

To approve the nomination as submitted by the Mayor during the December 12, 2024 Work Session.

Department Director:

Sam Couvillon

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

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

1. G-HC Land Bank Authority Members - Local Appointments List_09162024122107
2. G-HC Land Bank Attendance Report

Gainesville-Hall County Land Bank Authority

The General Assembly, recognizing the magnitude of the problem, enacted O.C.G.A. § 48-4-100 et seq, the Georgia Land Bank Act, to permit any city and the county containing such a city to enter into an intergovernmental contract for the purpose of establishing a land bank, the purpose of which would be to acquire dilapidated, abandoned, and tax delinquent properties of the County and/or the City in order to foster the public purpose of returning property which is in a non-revenue generating, nontax producing status to an effective utilization status in order to provide housing, new industry, and jobs for the citizens of the City, County and State. An intergovernmental agreement between the City of Gainesville and Hall County established the Gainesville-Hall County Land Bank.

Term of Office: 4 years

Contact Information

For additional information, [contact Housing & Special Projects Manager Jessica Tullar](#) or call 770-531-6574.

	Name:	Date Appointed:	Current Term Expiration Date:	
City	Ken Thompson	05/02/2023	10/02/2026	FILLED
City	Doug Carter	05/02/2023	10/02/2026	FILLED
County Secretary	Glennis Barnes	01/14/2021	01/29/2025	FILLED
County Vice Chairman	Tate O'Rourke	01/12/2023	01/30/2027	FILLED
City Ex-Officio	Barbara Brooks	01/17/2024	01/07/2025	FILLED
Land Bank Ex-Officio		05/30/2024	05/29/2025	VACANT
City Chairman	Carlyle Cox	10/06/2020	10/02/2024	FILLED

**GAINESVILLE-HALL COUNTY LAND BANK AUTHORITY
ATTENDANCE REPORT**

MEETING			BOARD MEMBER					
	DATE	TYPE	Doug Carter	Willie Mitchell	Carlyle Cox	Tate O'Rourke (County)	Glennis Barnes (County)	
1	3/22/2023	C	1	1	1	1	1	
2								
3								
4								
5								
6								
7								
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9								
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20								
21								
22								
23								
24								
25								
TOTAL		1	1	1	1	1	1	
ATTENDANCE %			100%	100%	100%	100%	100%	

TYPE MEETING: R = Regular Scheduled Meeting
ATTENDANCE: 0 = Absent

C = Called Meeting
1 = Attended

NOTES:

Submitted By: Gwen Fleming
Recording Secretary

Date: 9/30/2024



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: December 12, 2024

Date Submitted: December 12, 2024

Final Approval Date: December 12, 2024

Presenter: Sam Couvillon

Item of Business: Gainesville Non-Profit Development Foundation

- Reappoint Pamela Hayes, Theresa Puryear, Ruth Bruner and Carlyle Cox

Meeting Date: December 17, 2024

Purpose of Request:

The purpose of this request is to address the expired terms.

Facts & Issues / History & Background:

The GNPDF follows the guidelines as set forth by the Charter, Code of Ordinances, Resolution BR-2014-16, BR-1997-48 and the By-Laws of the foundation. Members serve two-year terms. Pamela Hayes, Theresa Puryear, Ruth Bruner and Carlyle Cox have confirmed a willingness to serve another term. The outstanding debt verification process has been completed with no concerns.

Department Recommendation:

To approve the nominations as submitted by the Mayor during the December 12, 2024 Work Session.

Department Director:

Sam Couvillon

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

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

1. GNPDF Members
2. GNPDF Attendance Report

Gainesville Non-Profit Development Foundation (GNPDF)

Overview

In 1970, the City of Gainesville established the Gainesville Nonprofit Development Foundation Inc. (GNDF) to oversee land purchases and housing development. A seven-member board appointed by the Gainesville City Council and staffed by the Housing & Special Projects manager governs the GNDF. The mission of the GNDF is "to eliminate slums, combat community deterioration, secure adequate housing, purchase land and/or develop the land, improve living conditions in the City of Gainesville and engage in all lawful activities directly or indirectly related thereto." The term of office is for two years. Articles of Incorporation are on file with the State of Georgia.

Term of Office: 2 years

Loans

The Gainesville Nonprofit Development Foundation grants loans to applicants that are unable to obtain a loan from a private lender. The loan is used solely to help pay for repairs under the Rehabilitation Program.

Meetings

- Quarterly (on the 3rd Wednesday in February, May, August and November)
- Gainesville Administration Building, The Station (1st Floor), 300 Henry Ward Way Gainesville, GA 30501
- [Meetings Calendar](#)

Contact Information

For additional information, [contact Housing & Special Projects Manager Jessica Tullar](#) or call 770-531-6574.

	Name:	Date Appointed:	Current Term Expiration Date:	
Post - Ward 1 Vice President	Maria Calkins	10/08/2023	10/07/2025	FILLED
Post - Ward 2	Pamela Hayes	12/06/2022	10/07/2024	FILLED
Post - Ward 3	Theresa Puryear	12/06/2022	10/07/2024	FILLED
Post - Ward 4 President	Audrey Simmons	10/08/2023	10/07/2025	FILLED
Post - Ward 5	Ruth Bruner	12/06/2022	10/07/2024	FILLED

Post 6 (At-Large) Secretary	Carlyle Cox	12/06/2022	10/07/2024	FILLED
Post 7 (At-Large)	Joy Griffin	10/08/2023	10/07/2025	FILLED
Ex-Officio	Barbara Brooks	01/17/2024	01/07/2025	FILLED

**GAINESVILLE NON-PROFIT DEVELOPMENT FOUNDATION
ATTENDANCE REPORT**

MEETING			BOARD MEMBER							
	DATE	TYPE	Ruth Bruner	Carlyle Cox	Theresa A. Puryear	Joy Griffin	Maria Calkins	Audrey Simmons	Pamela Hayes	Barbara Brooks
1	8/17/2022	R		1		1	1	1		1
2	2/15/2023	R	1	1	1	1	1	1	1	1
3	5/17/2023	R	1	1	1	1	1	1	0	1
4	8/16/2023	R	1	1	1	0	1	0	0	0
5	2/21/2024	R	1	1	1	1	1	1	0	1
6	5/15/2024	R	1	1	1	0	1	1	1	1
7	8/21/2024	R	1	1	1	1	0	0	1	1
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22										
23										
24										
	TOTAL	7	6	7	6	5	6	5	3	6
	ATTENDANCE %		100%	100%	100%	71%	86%	71%	50%	86%

TYPE MEETING: R = Regular Scheduled Meeting
ATTENDANCE: 0 = Absent

C = Called Meeting
1 = Attended

NOTES:

Submitted By: _____ Gwen Fleming
Recording Secretary

Date: _____ 9/30/2024



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: December 12, 2024
Date Submitted: December 12, 2024
Final Approval Date: December 12, 2024
Presenter: Sam Couvillon
Item of Business: Parks & Recreation Board

- Reappoint Kingsley Peeples and Jerry Castleberry
- Appoint Blythe Hammons

Meeting Date: December 17, 2024

Purpose of Request:

To address the upcoming expiring terms for positions currently held by Kingsley Peeples, Kristin Daniel and Jerry Castleberry.

Facts & Issues / History & Background:

The Parks & Recreation board follow the guidelines as set forth in the City Charter, Code of Ordinances and Bylaws of the Gainesville Parks & Recreation Board. Members serve five-year terms or until a successor is appointed.

Kingsley Peeples and Jerry Castleberry have confirmed a willingness to serve another term. Blythe Hammons has expressed an interest in serving. The outstanding debt verification process was completed with no concerns.

Department Recommendation:

To approve the nominations as submitted by the Mayor during the December 12, 2024 Work Session.

Department Director:

Sam Couvillon

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

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

1. Parks and Rec Board Members - Local Appointments List_11042024034042
2. 2024 P&R Attendance Report

Parks & Recreation Board

Overview

The Gainesville Parks & Recreation Board was established as a legally separate entity through a special election in 1924, held pursuant to the Georgia Code of 1922, 69-6 et seq., now codified as O.C.G.A. 36-64-1. The board operates pursuant to this code. The board consists of nine members appointed by the Mayor subject to approval by the Gainesville City Council. The term of office is five years. The primary contact is the Director of the Parks and Recreation Agency.

Term of Office: 5 years

Contact Information

For additional information, [contact Parks and Recreation Director Kate Mattison](#) or call 770-531-2680. Also visit: [Parks & Recreation page here.](#)

	Name:	Date Appointed:	Current Term Expiration Date:	
Director	Kate Mattison	01/01/2000	12/31/2030	FILLED
Ward 1	Anna Hester	05/07/2024	12/31/2028	FILLED
Ward 1	Kingsley Peeples	12/17/2019	12/31/2024	FILLED
Ward 2	Kristin Daniel	12/17/2019	12/31/2024	FILLED
Ward 2	Alex Murray	01/19/2021	12/31/2025	FILLED
Ward 3 Chair	Robert Washington	01/01/2024	12/31/2028	FILLED
Ward 3	Jerry Castleberry	12/17/2019	12/31/2024	FILLED
Ward 4 Vice Chair	Brent Loggins	01/01/2022	12/31/2026	FILLED
Ward 4 Secretary/Treasurer	Chris Morgan	01/01/2022	12/31/2026	FILLED
Ward 5	Trey McPhaul	01/01/2024	12/31/2028	FILLED
Ex-Officio	Juli Hayes	01/17/2024	01/07/2025	FILLED

PARKS AND RECREATION BOARD ATTENDANCE REPORT

MEETING			BOARD MEMBER									
	DATE	TYPE	Castleberry	Daniel	Loggins	Morgan	Murray	Peeples	Hester	McPhaul	Washington	Hayes
1	1/9/2023	R	1	0	1	1	0	0		1	0	0
2	3/13/2023	R	1	1	1	1	1	1		1	1	1
3	4/10/2023	R	1	0	0	1	1	1		0	1	1
4	5/8/2023	R	1	0	1	1	1	1		0	1	1
5	6/12/2023	R	1	1	1	1	1	0		1	1	0
6	8/14/2023	R	1	0	1	1	1	1		0	1	1
7	10/9/2023	R	1	1	1	1	0	0		1	1	1
8	11/3/2023	R	1	1	1	0	1	0		1	1	1
9	1/8/2024	R	1	1	1	0	0	1		0	1	1
10	2/12/2024	R	1	0	1	0	1	1	0	1	1	
11	3/11/2024	R	1	1	1	0	0	1	1	1	1	
12	5/13/2024	R	1	1	1	0	1	0	1	1	1	
13	6/10/2024	R	1	1	1	0	1	0	1	0	1	1
14	8/12/2024	R	1	1	1	1	1	1	1	0	1	0
15	10/21/2024	R	1	1	1	1	1	1	1	1	1	1
	TOTAL	15	15	10	14	9	11	9	4	8	14	12
	ATTENDANCE %		100%	67%	93%	60%	73%	60%	100%	53%	93%	80%

TYPE MEETING: R = Regular Scheduled Meeting
ATTENDANCE: 0 = Absent

C = Called Meeting
1 = Attended

NOTES: August 2024 - no quorum

Submitted By: Kate Mattison
Recording Secretary

Date: 11/4/2024



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: April 5, 2024
Date Submitted: December 17, 2024
Final Approval Date: December 17, 2024
Presenter: Denise Jordan, City Clerk
Item of Business: November 14, 2024 Work Session
Meeting Date: December 17, 2024

Purpose of Request:

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

Facts & Issues / History & Background:

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

Department Recommendation:

Approve the minutes accepting edits as presented.

Department Director:

Bryan Lackey

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

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

None



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: April 5, 2024
Date Submitted: December 17, 2024
Final Approval Date: December 17, 2024
Presenter: Denise Jordan, City Clerk
Item of Business: November 19, 2024 Mayor/Council Meeting
Meeting Date: December 17, 2024

Purpose of Request:

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

Facts & Issues / History & Background:

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

Department Recommendation:

Approve the minutes accepting edits as presented.

Department Director:

Bryan Lackey

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

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

None



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: December 12, 2024
Date Submitted: December 16, 2024
Final Approval Date: December 16, 2024
Presenter: Bryan Lackey, City Manager
Item of Business: BR-2024-46 2025 Governing Body Meeting Calendar
Meeting Date: December 17, 2024

Purpose of Request:

The purpose of this request is to present the proposed 2025 Work Session and Council Meeting calendar.

Facts & Issues / History & Background:

The regular scheduled meeting calendar was prepared with the first and third Tuesday identified as Council Meeting dates. Work Sessions were scheduled on Thursday prior to each Council Meeting. Adjustments were made to address holidays.

Department Recommendation:

Adopt the resolution.

Department Director:

Bryan Lackey

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

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

1. BR-2024-46 2025 Governing Body Meeting Calendar
2. Attachment 2025 Governing Body Meeting Calendar

RESOLUTION BR-2024-46

2025 GOVERNING BODY MEETING CALENDAR

WHEREAS, the governing body holds regular scheduled meetings each month; and

WHEREAS, regular scheduled Mayor/Council Meetings occur on the first and third Tuesday of each month; and

WHEREAS, regular scheduled Work Sessions occur on the Thursday before each Mayor/Council Meeting; and

WHEREAS, the Charter for the City of Gainesville requires a resolution to establish regular meeting dates of the governing body.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body of the City of Gainesville hereby adopts the attached as the regularly scheduled meeting calendar for 2025.

BE IT FURTHER RESOLVED THAT amendments to the meeting calendar may occur in accordance with Chapter 14 of Title 50 of the Official Code of Georgia Annotated and in accordance with the Section 2.20 of the City Charter.

Adopted this _____ day of December, 2024.

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

2025 GOVERNING BODY MEETING CALENDAR

Work Session
Thursday, 9:00 AM
Administration Building
Board Room
300 Henry Ward Way

Council Meeting
Tuesday, 5:30 PM
Public Safety Complex
Municipal Court Room
701 Queen City Parkway

1	1/2/2025	1/7/2025
2	1/16/2025	1/21/2025
3	1/30/2025	2/4/2025
4	2/13/2025	2/18/2025
5	2/27/2025	3/4/2025
6	3/13/2025	3/18/2025
7	3/27/2025	4/1/2025
8	5/1/2025	5/6/2025
9	5/15/2025	5/20/2025
10	5/29/2025	6/3/2025
11	6/12/2025	6/17/2025
12	6/26/2025	7/1/2025
13	7/10/2025	7/15/2025
14	7/31/2025	8/5/2025
15	8/14/2025	8/19/2025
16	9/11/2025	9/16/2025
17	10/2/2025	10/7/2025
18	10/16/2025	10/21/2025
19	10/30/2025	11/4/2025
20	11/13/2025	11/18/2025
21	12/11/2025	12/16/2025
22	--	1/6/2026



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: December 12, 2024
Date Submitted: December 16, 2024
Final Approval Date: December 16, 2024
Presenter: Bryan Lackey, City Manager
Item of Business: BR-2024-47 Adoption of Amended Active Employees/Elected Officials Benefits and Retirees Insurance Guidelines
Meeting Date: December 17, 2024

Purpose of Request:

To update the benefits offered to our employees and Elected Officials while active and for post-employment/service.

Facts & Issues / History & Background:

As certain benefits change over time, the active and post-employment/service offerings and requirements also change.

Department Recommendation:

Adopt the resolution.

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. BR-2024-47 Adoption of Amended Employee-Elected Official Benefits and Post Employment Benefits
2. Attachment: Active Employees/Elected Officials Benefits
3. Attachment: Post Employment Service Insurance Benefits

RESOLUTION BR-2024-47

**ADOPTION OF AMENDED ACTIVE EMPLOYEES/ELECTED OFFICIALS BENEFITS AND
RETIREE INSURANCE GUIDELINES**

WHEREAS, the governing body for the City of Gainesville provides benefits for current employees and Elected Officials; and

WHEREAS, the governing body also provides post-employment benefits for Retirees; and

WHEREAS, the governing body desires to amend its current benefit structure and its post-employment benefits for Retirees.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby adopts the new Active Employees/Elected Officials Benefits and the new Post-Employment/Service Benefit Eligibility Guidelines as attached to be effective January 1, 2025.

BE IT FURTHER RESOLVED THAT all resolutions regarding the City's current benefit structure and Retiree Insurance Guidelines approved prior to adoption of this Resolution shall be rescinded.

Adopted this _____ **day of** _____, **2024.**

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

Active Employees/Elected Officials Benefits
Effective 01/01/25

Active City Employees:

- Medical Insurance – City supplements costs
- Dental and Vision Insurance – available at Employee cost
- Basic Life Coverage – 1 x Base Salary up to \$75,000 – City covers cost
- Supplemental Life – available at Employee cost
- Dependent Life – available at Employee cost, only if Supplemental Life is also purchased
- Nationwide D/C – available at Employee cost
- Short –Term Disability – City covers cost
- Long-Term Disability – available at Employee cost
- Flexible Spending – available at Employee cost
- Health Saving Account – funded by Employee and City
- Health Reimbursement Account – City funded through Wellness Activities
- Work Place Products – available at Employee cost
- For information regarding Post-Employee Benefits, reference the Post-Employee Eligibility Rules

Active-Service Elected Officials (Mayor and Council)

(Entitled to insurance coverage as stipulated in Sections (a) and (d) of Ordinance _____)

- Medical/Dental/Vision – City covers cost (to include family coverage)
- Basic Life Coverage - \$10,000 – City covers cost
- Supplemental Life – available at Employee cost
- Dependent Life – available at Employee cost, only if Supplemental Life is also purchased
- Nationwide D/C – City contributes 6% on behalf of Mayor and Council Members
- Health Saving Account – funded by Employee and City
- Health Reimbursement Account – City funded through Wellness Activities
- Short –Term Disability – Not Eligible
- Long-Term Disability – Not Eligible
- Work Place Products – Not Eligible
- For information regarding Post-Service Benefits, reference the Post-Employee Eligibility Rules

Appointed Officials

City Attorney, Municipal Court Judge and Solicitor positions will not be eligible for benefits effective 1/1/2016 with the following exceptions:

- Municipal Court Judge, Judge G. H. Law may retain family medical, vision and dental, at the same cost as other City employees, in a grandfathered status until any such coverage is dropped, no longer offered by the city, or employment ends. Any dropped coverage cannot be picked up at a later time.

Post-Employment/Service Benefit Eligibility Guidelines

Effective January 1, 2025 post-employment/service insurance availability will be provided according to the following guidelines. Eligibility requirements apply to medical, dental, vision, and life insurance (reduced maximum limits apply).

This policy and the benefit to the City's retired employees and Former Mayor and Council Members do not create a contractual obligation of the City to continue to provide any or all of the benefits described below; rather, the continuation of the insurance coverage is contingent upon the City's needs and ability to pay as determined by the City Council in its sole discretion.

City Employee's Ability to Retain Coverage at Retirement

- A retiree may retain coverage if retiring in a normal status at the same or lower level as coverage held at termination. See guidelines A - I below.
- A retiree may retain coverage if retiring in an Early or Disability Status with 20 or more years of service, at the same or lower level as coverage held at termination. See guidelines A - I below.
- If Retiree's employment is terminated by the City, Retiree will not be eligible to retain benefits coverage.

Eligibility of Mayor or Council Member to receive Post-Service Benefits

- Former Mayor or Council Member whose term of service begins prior to December 31, 2015, upon leaving office, have completed six (6) or more years of elected official service with the city are eligible for post-service benefits. All benefits will be paid by the City until member reaches age 65.
- Former Mayor or Council Member whose term of service begins on or after January 1, 2016, upon leaving office, have completed twelve (12) or more years of elected official service with the City are eligible for post-service benefits. All benefits will be paid by the City until member reaches age 65.
- Eligible former Mayor or Council member may retain coverage at the same or lower level as coverage held at end of service. See guidelines A - I below.

Guidelines for Post-Employment/Service Benefits:

- A.** Retiree or former Mayor or Council Member must elect coverage to begin the day following the last day of employment.
- B.** Retiree or former Mayor or Council Member must be insured in order to insure a spouse or dependent.
- C.** Retiree or former Mayor or Council Member may elect to insure additional children who become eligible under the insurance carrier's guidelines only when child coverage was retained at retirement and is currently held.
- E.** Retiree or former Mayor or Council Member who retained retiree-only coverage at retirement may not add a spouse at a later time.
- F.** Retiree or former Mayor or Council Member who retained spouse coverage may not later change coverage to a different spouse.

- G. If a spouse or child is dropped from coverage the retiree or former Mayor or Council Member may not add the spouse or child at a later time.
- H. Once a specific coverage is dropped, the retiree or former Mayor or Council Member loses eligibility for that specific type of coverage (dental, life insurance, medical, vision).
- I. Monthly premiums for coverage must be paid directly to the City in the event that the retirement payment is insufficient to cover the monthly premiums due. This direct payment is required to be paid via automatic bank draft.

Group Plan Determination

- Retirees, former Mayor or Council Member, and spouse/dependents eligible for group insurance coverage will be assigned individually to either the group retiree medical insurance plan or the group Medicare Advantage plan based on Medicare eligibility.
- Persons insured must obtain Medicare Part A and B upon becoming Medicare eligible.
- Insured persons must transition to the Medicare Advantage program upon becoming Medicare eligible.
- Failure to obtain and maintain Medicare Part A and B when eligible disqualifies the individual from coverage under any City group plan.
- The City reserves the right to change the Guidelines if Congress subsequently amends Medicare such that, in the opinion of the City the provisions of the Guidelines are inconsistent with the Medicare Act or the best interest of the City.

Coverage Upon Death of Retiree or Former Mayor or Council Member

- Spouse and dependent insurance coverage may be continued upon the death of the retiree or former Mayor or Council Member.
 - Eligible spouse coverage may continue for the remainder of the surviving spouse's lifetime.
 - Continuing dependent eligibility will be based on the insurance carrier's plan guidelines.
- Monthly premiums for coverage must be paid directly to the City in the event that no spousal form of retirement benefit payment is available or, when the benefit payment is insufficient to cover the monthly premiums due. This direct payment is required to be paid via automatic bank draft.
- Unpaid premiums in excess of thirty days will result in a loss of coverage.
- Transition to Medicare Advantage plan applies to surviving spouse and dependents.

Coverage Upon Divorce of Retiree

- It is the responsibility of the retiree or former Mayor or Council Member to notify the City of a divorce within 60 days of the final divorce decree. If retiree fails to notify the City, retiree may lose coverage.
- Spousal coverage ceases on the date of divorce from the retiree.
- Spousal coverage ceases upon the remarriage of the spouse and shall cease for the covered dependent children as may be provided by the plan.
- A child's eligibility for continued coverage will be determined by the insurance carrier's eligibility requirements based on the relationship of the child to the retiree.

- COBRA will be offered when applicable.

City-Paid Supplement

- The City will supplement a portion of the cost for post-employment/service medical insurance dependent upon ability to fund.
- Retiree pays full cost of spouse and dependent medical insurance.
- Retiree pays full cost of dental, life insurance and vision coverage.
- Upon death of retiree, the City will not supplement any portion of the premiums due from Spouse and/or Dependents.

Mayor or Council Member Insurance Benefit Continuation During Periods of Resignation While Running for an Elected City Position.

- If service time makes member ineligible for post-service benefits:
 - The member's hire date for insurance benefit continuation rights shall be based on the earliest consecutive term of elected official service.
 - COBRA Medical, Dental and Vision coverage and rates will be available and must be paid by member.
 - Life insurance coverage can be converted to an individual policy during this time and would be paid by member.
 - If the member wins the election, the benefits will revert back to active service status.
- If service time makes member eligible for post-service benefits:
 - The official's hire date for insurance benefit continuation rights shall be based on the earliest consecutive term of elected official service.
 - Coverage continuation will be based on Former Mayor/Council eligibility rules.
 - Member will temporarily remain on the City's primary medical insurance coverage even if Medicare eligible.
 - Special coverage period applies to the member, spouse and/or dependents and is allowed for the period 30 days prior to the qualification period and through the time the election results are known.
 - Premium payments must be paid by member during this time.
 - If the member does not win the election, and wishes to remain insured, he/she will be moved to the appropriate post-service benefits coverage.
 - If the member wins the election, the special arrangements will continue until the member is sworn in.



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: December 12, 2024
Date Submitted: December 16, 2024
Final Approval Date: December 16, 2024
Presenter: Bryan Lackey, City Manager
Item of Business: BR-2024-48 Amendment to Personnel Policies and Procedures Manual
Meeting Date: December 17, 2024

Purpose of Request:

To revise the various sections of the Personnel Policy.

Facts & Issues / History & Background:

From time to time, it is necessary to revise our current personnel policies to comply with changing laws, remain competitive and to retain our current workforce.

Department Recommendation:

Adopt the resolution.

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. BR-2024-48 Amendment to Personnel Policies and Procedure Manual
2. Attachment: Amended Policies - December 2024
3. Summary of Changes to Policy Manual 12-2024
4. Personnel Policies and Procedures Manual February 21, 2023

RESOLUTION BR-2024-48

**AMENDMENT TO THE CITY OF GAINESVILLE
PERSONNEL POLICIES AND PROCEDURES MANUAL**

WHEREAS, the governing body for the City of Gainesville adopted a new Personnel Policies and Procedures Manual in 2021 (amended in February 2023), 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 following policies:

- 1.03 – Equal Employment Opportunity
- 2.02 – Recruitment and Selection
- 2.08 – Pay Practices
- 3.05 – Technology and Electronic Information
- 3.12 – Drug-Free Workplace
- 4.00 – Leave Benefits
- 4.01 – Educational Assistance Program
- 5.00 – Workers' Compensation

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 December 17, 2024.

Adopted this ____ **day of** _____, **2024.**

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

1.03 EQUAL EMPLOYMENT OPPORTUNITY

The City of Gainesville does not tolerate discrimination based on someone's race, color, religion, sex (including pregnancy, sexual orientation, or gender identity), national origin, age (40 or older), disability and genetic information (including family medical history) or protected class as established by law. Anyone who believes he or she is being subjected to discrimination or who has witnessed such conduct must immediately report such conduct. Generally, the employee should report the conduct to their department head. If the department head is involved, or if the employee is otherwise uncomfortable reporting the conduct to their department head, the employee may proceed directly to the Administrative Services Director. All complaints of discrimination will be properly investigated. The City will preserve the confidentiality of such complainants and witnesses as much as possible consistent with a thorough investigation. Prompt, corrective action, up to and including termination of employment will be taken when an investigation of a discrimination complaint confirms the allegations.

This policy relates to all phases of employment in all positions including, but not limited to recruitment, employment, placement, upgrading, demotion, transfer, layoff, recall, termination, rates of pay and other compensation and benefits, training, use of facilities, and participation in City-sponsored employee activities. The Gainesville City Government is committed to maintaining a work environment that is free of unlawful conduct. In keeping with this commitment, the City will not tolerate harassment, discrimination, or the unlawful treatment of employees by anyone, including any supervisor, co-worker, vendor, client, or citizen of the City.

It is the intention of the Gainesville City Government to fully comply with the Americans with Disabilities Act of 1990 (ADA) in providing reasonable accommodations whenever and wherever necessary throughout City departments. The City will not discriminate against qualified individuals on the basis of a disability in consideration of any terms and conditions of employment or in admission and access to programs, services, and activities. Any concerns or questions regarding ADA compliance should be directed to the Administrative Services Director.

2.02 RECRUITMENT AND SELECTION (INTERNAL/EXTERNAL PROCEDURES)

The City of Gainesville is committed to employ, in its best judgment, the best qualified candidates for positions while engaging in recruitment and selection practices that are in compliance with all applicable employment laws. It is the City's policy to provide equal employment opportunity for employment to all applicants and employees. It will be the City's preference to promote and transfer from within as determined by the Department Director and Administrative Services Director.

1. The appropriate authorization is required to initiate any action for an open position, including any recruitment efforts, advertising, interviewing and offers of employment.
2. The hiring process includes multiple steps and various practices, including creating and distributing job announcements, advertising through various sources, use of employment applications, interviews, pre-employment testing, reference checks, and background checks.
3. Vacant positions may be posted internally or externally and shall be announced publicly for a minimum of ten calendar days. Under special circumstances and with the approval of the Administrative Services Director, the posting of a vacant position may be waived and a current City employee may be selected at the Department Director's discretion to fill this vacant position.
4. Human Resources may use various methods of web site publicity and media to provide notice of vacancies to as many qualified persons as possible and to assure obtaining qualified applicants. Human Resources will routinely seek new opportunities for advertisement of open positions in an effort to attract a diverse group of applicants.
5. Application requirements may differ depending on the position. Typically, candidates, internal or external, must complete an online Employment Application. However, for some positions, a letter of interest and resume, in lieu of an application may be submitted. The job posting will specify application requirements. Additional documents may be required depending on the position.
6. Deliberate omission or falsification of any discovered fact on an application shall be grounds for disqualification of a candidate from consideration of employment, transfer, or promotion. Disciplinary action may be taken against a current employee for omitting or falsifying a fact on an application.
7. Starting pay is typically at the minimum of the pay range. However, Department Directors have the authority to offer the candidate up to 15% above minimum. Offers above this amount up to midpoint may be extended with the approval of the Administrative Services Director. Offers made at the established mid pay range of the job, or higher must have sufficient justification and be approved by the Administrative Services Director and City Manager prior to tendering an employment offer.
8. Participation in one of the City's retirement plans shall be dictated by the position the employee holds. Subsequent movement to other jobs throughout the City may necessitate the employee to alter retirement plan participation. However, the employee affected shall be entitled to all credited service with the City even if that service is split between retirement plans.

Pre-Employment Procedures for New Hires

All candidates must undergo a background investigation prior to being employed. The background investigation will include (but is not limited to) criminal, motor vehicle record, and reference checks.

Candidates will also be required to have a drug screen and physical (if safety sensitive position). A more extensive background check will be conducted by the Police Department for Police Officers.

Upon a satisfactory background check and approval from Human Resources, a start date will be issued.

Employment Documentation - Each new employee must complete and sign personal information forms, tax withholding forms, USCIS Form I-9, and other documents prior to being added to the City's payroll. Each prospective employee must be able to prove their identity and their ability to live and earn wages in the United States. Some City jobs may require citizenship in the United States and have specific minimum age requirements. Each new employee will be scheduled for a new employee orientation meeting to discuss and enroll in City benefits through Human Resources.

Mandatory Direct Deposit of Payroll Funds - All employees will be required to use direct deposit to receive payroll related payments. In accordance with federal requirements each employee may select the financial institution of his/her choice to accommodate the receipt of direct deposit funds.

The Administrative Services Director has exclusive authority to grant an exemption in the case that an employee does not have an account at an eligible financial institution, and further provides evidence that he/she cannot obtain an account at an eligible financial institution. An employee desiring exemption consideration should contact the payroll office to obtain a "Direct Deposit Personal Exemption Request Form".

Filling Vacant Positions Internally

Vacant positions may be filled internally by reclassification, promotion, demotion, or transfer.

Reclassification

Modifying an employee's job duties to better meet the needs of the department. The modification may result in a new title and pay grade. Such reclassification shall not create a vacant position. A reclassification must be approved by the Department Director, Administrative Services Director, Chief Financial Officer and City Manager.

Promotion

The City encourages promoting qualified individuals to higher level positions in an effort to boost morale and give employees an incentive to learn and grow in their careers.

Promotion is defined as the (re)assignment of an employee to a position within the same department and career path that has a higher grade, which carries a greater scope of responsibility. Upon promotion, an employee will receive a 5% increase for one grade promotion, 10% increase for two or more grades, or the employee will be moved to the minimum of the new grade, whichever is higher. Promotional increases may exceed this provided the Department Director can justify the increase due to the employee's experience, education, skills, or market data showing the employee should be at a higher salary. A memo requesting approval must be submitted to the Administrative Services Director and City Manager.

Demotion

Demotions may be proposed for poor employee performance. Each circumstance should be carefully considered prior to determining that demotion is the appropriate action. Supervisors should thoroughly

examine if a demotion can truly achieve the desired purpose. Supervisors should consult with the Administrative Services Director or designee prior to demoting an employee.

An employee who is demoted shall have his or her salary reduced. A demotion of one grade results in a 5% reduction; a demotion of two or more grades results in a 10% reduction. Exceptions to this provision must be approved by the Administrative Services Director.

Transfer

A vacancy may be filled by the transfer of an employee from another department, subject to relevant competitive procedures. As a courtesy, Department Directors should discuss the timing of the transfer so as not to cause a hardship on the releasing department; but not to exceed two (2) pay periods from the offer date.

If an employee is transferring to a completely new Department or Division, where there is a substantial change to type of work being performed, they will be treated as a new hire regarding starting pay. Exceptions to this provision must be approved by the Administrative Services Director.

From time to time, an employee may wish to transfer to a lower level position for various reasons. Typically, moving to a lower level position will result in a 5% reduction for one pay grade; or 10% reduction for two or more grades. However, with approval from the Administrative Services Director, if skills are transferable, the pay may remain the same.

2.08 PAY PRACTICES

The City of Gainesville has established guidelines consistent with federal and state statutes that will govern its actions associated with compensation for its employees. In accordance with these guidelines, the following procedures have been established.

For more information on pay practices, see Policy 2.02 Recruitment and Selection.

1. The normal workday for City employees is one regularly assigned workday or shift. All employees are expected to be at work every scheduled day and at the appropriate starting time.
2. Employees will be classified as non-exempt (eligible to receive overtime pay), or exempt (ineligible for overtime pay), and these classifications shall meet the criteria established by the Fair Labor Standards Act (FLSA). All non-exempt employees shall be compensated for authorized overtime worked as specified by the FLSA.
3. Exempt employees are considered salaried and shall not be compensated in any manner for excess hours worked during the work period.
4. Overtime shall be those hours actually worked by an employee in excess of 40 hours per week for a seven-day work period, or as otherwise established by federal law.
5. In the case of law enforcement, overtime calculation shall be based on hours worked in excess of 85.5 in a 14-day work period; in the case of Fire and Emergency Medical Services employees 212 hours worked in a 28-day work period.
6. Employees are not permitted to work overtime without permission from their Department Director or his/her designee. Employees who work without permission will be paid, but are subject to discipline up to and including termination.
7. The City does not recognize compensatory time and does not allow any employee to “bank” hours.
8. The City recognizes the importance of continuing education (i.e., degrees, certifications, etc.) obtained by employees that will benefit the City. The Administrative Services Director or the City Manager may identify specific positions that qualify for incentive pay upon the recommendation of the Department Director. A waiting period may apply before pursuing a certification. Please contact Human Resources to determine eligibility prior to beginning the process of pursuing a degree or certification to ensure incentive pay eligibility. Also, reach out to Human Resources for information regarding caps (typically 15%) set on the total amount of incentive pay allowable. The maximum allowable incentive pay shall be applicable while the employee is working in the established career field. However, if an employee transfers to a new department/division where their pay is comparable to a new hire, they will

be allowed the ability to earn, while in the new position, an additional 15% incentive pay for continuing education with approval from Administrative Services Director and City Manager.

9. The City has established a bi-weekly pay cycle for regular, full-time employees. Elected and appointed personnel shall be paid monthly.

3.05 Technology and Electronic Information

The City of Gainesville has established a technology policy, which will define the proper use of electronic communications, electronic information and internet access. The City is committed to providing an environment that encourages the use of technology to improve customer service and support the City's business. General examples of the equipment in use include computers, telephones and smart devices. It is the responsibility of each employee to ensure that this technology is used for proper business purposes and in a manner that does not compromise the confidentiality of proprietary or other sensitive information. The use of programs, systems, and equipment of the City is a privilege and requires the users to be responsible and accountable for their actions at all times.

The City's network, including its connection to the internet, is to be used primarily for business related purposes. By using electronic communications such as email and telephones, sending or receiving information, accessing the internet, or by using any of the City's equipment and software, employees agree and understand that this technology has been provided by the City at its own expense for use by its employees in business transactions and business communications for the City of Gainesville. Electronic communications are an extension of the City and should always be in good taste.

The City understands that from time to time some of this equipment might be used, with advance approval of the manager, for an employee's personal use. Limited internet use, infrequent contact with family or friends on proper topics is permitted, provided it is brief, infrequent, and within the spirit and intent of these guidelines.

All electronic information and electronic communications related to the City network are the property of the City. The City reserves the right to review, audit, and monitor its electronic equipment, including an employee's mailbox and internet usage at its discretion in the ordinary course of business. As such the City can access these resources at anytime, including periodic announced or unannounced inspections. Employees do not have personal privacy rights regarding web browsing and any information that has been composed, created, received, downloaded, retrieved, saved, sent, or deleted using the City's internal network.

Prohibited Uses:

1. Violation or attempted violation of any law.
2. There shall be no inappropriate messages or documents that refer to someone's race, color, national origin, age, disability, gender, religion, genetic information or other protected class status as established by law.
3. There shall be no harassment in any form including, but not limited to, insensitive, derogatory, offensive or insulting messages, comments or unfounded gossip of any kind.

4. All sexually explicit materials including indecent images, cartoons, or jokes are explicitly banned.
5. Personal attacks on co-workers or business associates are forbidden, as is hate mail, vulgar or otherwise offensive language, chain letters and jokes, all of which can constitute harassment and can undermine employee productivity and efficiency.
6. Sharing of network logon passwords and application passwords.
7. Storing and writing of network logon passwords and application passwords in unapproved password managers and unsecure locations (i.e., Excel document with passwords, passwords written down on sticky notes and cards, etc.)
8. Logging into personal accounts not related to City business.
9. Downloading, saving, sending, installing, or accessing any music, audio or video file is prohibited unless necessary for business.
10. Downloading any computer software from the internet without advance written permission of Information Technologies.
11. Unauthorized dissemination of sensitive or confidential City information or citizen information not within the scope of job duties.
12. Using your City email account for personal email subscriptions or personal social media accounts or other personal web-based accounts.
13. Others:
 - Use for a personal business or personal causes
 - Use of unassigned equipment
 - Misrepresenting one's identity
 - Removing required business programs or files
 - Sending personal emails with large attachments to your City account

Use of Employee-Owned Devices:

During working time, personally-owned devices should only be used in a limited manner that does not affect productivity. Given the evolving smart device market, there will always be other devices that are inappropriate or unprofessional. The City may prohibit the use of these devices at any time.

3.12 DRUG-FREE WORKPLACE

The City of Gainesville is committed to:

- Providing quality service to citizens by employing qualified, capable employees who are fit and ready to perform their duties in a safe, efficient and productive manner;
- Safeguarding the welfare of citizens, mindful of their safety and the safety of their property;
- Providing a safe, healthy and secure work environment for our employees;
- Ensuring that employees are not impaired in their ability to perform assigned duties in a manner that is safe for them, for their fellow employees, for citizens and the public they serve and persons with whom they interact;
- Maintaining City facilities and equipment and ensuring their proper use to minimize risk or harm; and,
- Ensuring that all employees project a positive and professional image while representing the City – this includes operating a City vehicle, wearing a City uniform or identification, and/or representing the City in any capacity.

Maintaining a workplace free of illegal drugs and prohibiting the misuse or abuse of alcohol or other intoxicants by City employees is critical to achieving this commitment.

Under this policy, the City will hold employees accountable for complying with the requirements necessary to maintain a drug-free workplace and to perform their job duties unimpaired by the use of drugs or misuse or abuse of alcohol.

To enforce this policy, the City will use drug testing and alcohol screening to administer the Federal Drug Free Workplace Act and comply with state and federal laws, rules and regulations as provided in the following:

- The Federal Drug Free Workplace Act of 1988, which requires the establishment of drug-free workplace policies and requirements for reporting certain drug-related offenses to specified Federal agencies; and
- The Omnibus Transportation Employee Testing Act of 1991 as administered by the Department of Transportation. The US Department of Transportation (DOT) requirements published in 49 CFR Part 40, as amended which sets standards for collection and testing of urine specimens in screening for the presence of drugs and breath tests for alcohol.

Based on our commitment to compliance, the City has adopted this policy and the procedures necessary for its administration.

APPLICABILITY - This policy applies to all City employees, as follows.

Group One - “FTA Safety-Sensitive” (Covered by Federal Transit Administration [FTA]):

Employees whose duties may include at any time:

- Operating a revenue service vehicle, whether or not such vehicle is in revenue service.

- Controlling dispatch or movement of a transit service vehicle.
- Maintaining a revenue service vehicle or equipment used in revenue service.

Group Two - “FMCSA Safety-Sensitive” (Covered by Federal Motor Carrier Safety Administration):

Employees whose duties may include at any time:

- Operating any vehicle (regularly or as needed) required to be operated by a holder of a Commercial Drivers License (CDL).

Group Three - “City Safety-Sensitive”:

- Performing work as a POST (Peace Officer Standards and Training Council) Certified law enforcement officer.
- Performing emergency medical rescue, fire suppression, accident prevention, or other protective functions.
- Interacting with prison work details or similar situations.
- Carrying a firearm for security or law enforcement purposes.
- Performing duties essential to drug interdiction.
- Performing duties which directly affect public health, where the duties require the prevention of disease, prolonged life, and promoting health.
- Performing duties which directly affect public safety, where the duties require the prevention and protection of events that could endanger the safety of the public from danger, injury, harm, or damage, such as crimes or disasters (natural or man-made).
- Operating a city vehicle, motorized equipment, or machinery in the normal course of their duties.
- Maintenance functions for the repair, overhaul, and rebuild of engines, vehicles and/or equipment, which may require test driving or moving a vehicle.
- Otherwise classified as “safety-sensitive” in Group One or Group Two above.

Group Four – “All Other”

- City employees whose job duties do not fall in Groups One, Two or Three.

Employees may be assigned to more than one Group. The City has reviewed the actual duties performed or may be performed by employees in all job classifications to determine which employees perform safety-sensitive functions, and has determined which job classifications may require the performance of safety-sensitive functions.

Any newly-created job classification will be assessed to determine whether the job should be considered safety-sensitive and, if so, in which group(s) the position should be placed.

A current list of all safety-sensitive positions is maintained by Human Resources.

1. **PROHIBITED SUBSTANCES** - Prohibited substances addressed by this policy include the following:

- a. Illegally Used Controlled Substances or Drugs

The illegal use of any drug or substance identified in Schedules I-V of O.C.G.A. §§16-13-25 through 16-13-29, Schedules I through V of Section 202 of the Controlled Substance Act (21 U.S.C. 812), as further defined by 21 CFR 1300.11 through 1300.15 is prohibited at all times unless a legal prescription has been written by a medical professional authorized by law to write prescriptions for the substance. This includes, but is not limited to: marijuana, amphetamines, opiates, phencyclidine (PCP), and cocaine, as well as any drug or substance not approved by the U.S. Drug Enforcement Administration or the U.S. Food and Drug Administration for medical use or consumption by humans. Illegal use includes use of any illegal drug, misuse of legally prescribed drugs, use of a legally prescribed drug contrary to the instructions given to the employee, and illegal use of prescription drugs, including the use or consumption of the prescription drugs of another person.

b. Alcohol

An employee is prohibited from consuming any beverage or other substance containing alcohol while performing City work unless approved in advance by the Department Director or designee, including prescription drugs or over-the-counter medication.

2. LEGAL DRUGS

A legally prescribed drug means that an individual has a prescription or other written approval from a physician for the use of a drug in the course of medical treatment.

The appropriate use of legally prescribed drugs and non-prescription medication is not prohibited. Any drug or substance, whether prescribed or not, that contains any amount of alcohol may not be consumed while performing City work unless approved prior to beginning work by the Department Director or designee. It is, however, the employee's responsibility to inform his/her physician of the assigned job duties and determine from the physician, or other health care professional, whether or not the prescribed drug may impair the employee's job performance or mental or motor function. It is the responsibility of the employee to remove himself/herself from service if he/she is unfit for duty.

Employees are required to report the use of medically authorized drugs or other substances that may create a direct threat by impairing job performance of safety-sensitive functions to his/her supervisor and provide proper written medical authorization to work from a physician. Failure to report the use of such drugs or failure to provide proper evidence of medical authorization may result in disciplinary action.

3. EDUCATION AND AWARENESS

The City has established a drug awareness program to educate employees about the dangers of alcohol and drug abuse in the workplace. As part of this program, the City provides all employees with a copy of this policy, which includes information concerning penalties that may be imposed for violations of the policy. Information regarding alcohol and drug abuse, drug counseling, treatment and rehabilitation, and employee assistance programs will be periodically supplied to employees.

Furthermore, the City provides ongoing training for managers and supervisors responsible for the administration and enforcement of this policy, including training to determine whether reasonable

suspicion exists that will authorize the testing for drugs and alcohol and the availability of assistance for employees.

4. EMPLOYEE ASSISTANCE PROGRAM

The City provides employees with access to an Employee Assistance Program (EAP). Employees may seek education, counseling and treatment for any substance abuse concerns they might have. Any employee who uses illegal drugs or legal drugs in an illegal manner or abuses alcohol is encouraged to acknowledge his/her substance abuse and seek professional advice and assistance before the problem leads to an incident requiring disciplinary action.

However, the City will not permit any employee who is known to be using illegal drugs or legal drugs in an illegal manner or misusing alcohol to perform his/her usual job functions. An employee may not return to duty performing his/her job functions without documentation of full compliance with requirements of the treatment program, including verification of compliance through drug/alcohol testing. Participation in a treatment or rehabilitation program does not preclude normal disciplinary action for violations of this policy or relieve an employee of responsibility for satisfactorily performing assigned duties.

Under no circumstances shall self-identification and enrollment in a treatment program be used to interfere with required testing. An employee may not identify himself/herself as unfit to perform work after having been notified of an impending test and expect to avoid the consequences of a positive test or a refusal to test.

Failure to comply with all requirements of a drug/alcohol treatment program or continued substance abuse following completion of a program in violation of any part of this policy shall result in disciplinary action up to and including termination.

5. NON-DISCRIMINATION

Nothing in this policy is intended to discriminate against any person on the basis of addiction to drugs or alcohol, or on the basis of an individual's medical history of addiction to drugs or alcohol as defined by the Americans with Disabilities Act of 1990. However, the City reserves the right to consider, for purposes of employment or disciplinary action, any history of criminal activity related to such use to the extent that it may lead to disqualification for employment.

6. PROHIBITED CONDUCT

a. Manufacture, Trafficking, Possession, and Use

Pursuant to the Drug-Free Workplace Act of 1988, all City employees are prohibited from engaging in the unlawful manufacture, distribution, dispensing, sale or solicitation for the purpose of purchase or sale, possession, or use of prohibited substances while on any City property, any City land or buildings, any City owned or leased vehicles or while in any way performing City business whether on or away from City property or while on City business.

b. Intoxication or Impairment

Reporting to work or engaging in any work activity on behalf of the City in an impaired condition which may pose a threat of harm to the employee or any other person is prohibited. This policy also prohibits reporting to or engaging in any work on behalf of the City in a condition which may impair the employee's ability to perform any essential job duty because of the use or abuse of drugs or alcohol.

Any employee who is reasonably suspected of being intoxicated, impaired, or not fit for duty shall be removed from job duties immediately and tested for the presence of intoxicants in his or her system in violation of this policy. An employee removed from job duties for reasonable suspicion testing will not be allowed to return to work until completion of an investigation and verification of test results.

c. Use of Alcohol Prior to Reporting for Duty

No employee shall perform his or her duties, or report to work as ready to perform duties within four hours after using alcohol or at any time when alcohol is measurably present in the employee's body.

d. Misuse of Prescription or Over-the-Counter Medications

Abusing or misusing prescription or over-the-counter medication when such conduct could reasonably interfere with the safe or satisfactory performance of any essential job function is prohibited. This includes, but is not limited to, the use, possession, sale or solicitation for the purpose of purchase or sale of any prescription medication for which the employee lacks a valid prescription in the employee's name.

This policy also prohibits lawful use of any prescription or over-the-counter medication while on-duty or prior to reporting for duty when that medication may impair the ability of the employee to perform any safety-sensitive function or duty.

e. Interfering with Investigation

Any employee who hinders, obstructs, or refuses to cooperate or participate in any investigation shall be considered in violation of this policy. This includes, but is not limited to, providing false, misleading or incomplete information in response to any inquiry from a supervisor or from Human Resources related to a suspected violation of this policy. It also includes refusing to undergo a drug or alcohol test or interfering with the testing process in any way.

f. Arrests for Drug or Alcohol Related Offenses

Any employee who is arrested for a drug or alcohol related offense must notify his/her Department Director of the arrest before the end of his/her next shift. The City will make a determination at that time whether the arrest causes temporary or permanent disqualification from remaining in the current position or constitutes grounds for disciplinary action. See the Vehicle Use Policy for information regarding operating a City Vehicle after an arrest for Drug or Alcohol Related Offenses.

7. **REQUIRED TESTING** - Testing will be required under the following circumstances. Testing procedures will be accordance with the Medical Review Officer's established guidelines.

a. Pre-employment Testing

Applicants given a conditional offer of employment for a full-time or part-time position in a Safety-Sensitive position (Groups One, Two or Three) will be subject to a drug test. If an applicant refuses to take a drug test, or if evidence of the use of illegal drugs is discovered, either through testing or other means, the conditional offer will be rescinded.

Any incumbent employee in Group Four (non-safety-sensitive) who is given a conditional offer of promotion to a Safety-Sensitive position (into Groups One, Two, or Three) must have a drug test before assuming the position. If an incumbent employee refuses to test, action will be taken in accordance with this policy.

b. Post Accident Testing

Supervisors are required to escort all City employees to a drug-testing facility for a post accident drug screen following any accident while operating a City vehicle or personal vehicle for City business. An accident is defined as an event causing property damage and/or any injury to any person when medical treatment may be necessary.

Safety-Sensitive employees (Group One) will follow post accident testing procedures on qualifying accidents and follow the applicable DOT Drug and Alcohol Testing Policy. If the accident does not qualify under DOT Policy, then the employee will be tested under City authority.

Such testing shall be performed as soon after the accident as practicable. However, an employee who is subject to post accident testing shall remain readily available for such testing, or may be deemed to have refused to submit to the testing. If an accident or incident occurs after normal business hours or over the weekend, when drug testing facilities are not open, and emergency treatment is not necessary, then the employee must be tested immediately upon reopening of a medical testing facility. (Exception: Employees who seek medical treatment for work-related injuries will be tested, under City authority, in conjunction with initial medical treatment, regardless of the amount of time that has passed since the injury.) If emergency treatment is necessary, the employee should go to the ER for treatment and the drug-screen will be conducted there.

c. Reasonable Suspicion

Any employee may be subject to testing for drugs and/or alcohol when there is a reasonable suspicion that the employee is impaired and/or intoxicated in violation of the City's policy and/or DOT Policy.

An employee may be required to submit to drug and/or alcohol testing to determine fitness for duty, which may include appropriate urine and/or breath testing. A reasonable suspicion drug and/or alcohol test shall be conducted just before, during, or just after the performance of assigned duties.

Reasonable suspicion is a belief that an employee is using or has used drugs or alcohol in violation of the policy based on specific objective and perceptible facts and reasonable inferences drawn from those facts in light of experience and careful observation. A determination for a reasonable suspicion drug and/or alcohol screen will be made by a supervisor who has been trained to determine reasonable suspicion.

If impairment is detected outside of normal business hours or on the weekend then testing must be done at the Emergency Room.

d. Random Testing

Safety-sensitive employees in Groups One and Two are subject to random drug and/or alcohol screens as prescribed by the Department of Transportation and in accordance with applicable policy.

City Safety-Sensitive employees in Group Three will be subject to random testing for drugs, with the number of random tests determined based upon the total number of employees in the Group. The number of random drug screens conducted will be no less than 25% of the number of employees in the Group. Percentages are subject to periodic review and adjustment for each subsequent year.

The selection of employees for random drug and alcohol testing will be made using a scientifically valid method that ensures each covered employee will have an equal chance of being selected each time selections are made. The names of all employees selected for random testing will be returned to the random testing pool for their respective group to ensure each covered employee will have an equal chance of being selected each time selections are made. The random tests will be unannounced and spread throughout the year. Based upon the City's operations, random testing may be conducted on all days and hours during which safety-sensitive functions are performed.

Employees can be tested before, during and after an employee's shift. Employees are required to proceed immediately and directly to the collection site upon notification of their random selection.

If the employee selected is absent from work and, therefore, unavailable to be notified for testing or to submit to testing, the employee will be tested as soon as he or she returns to work. The employee will not be notified in advance.

e. Post Rehabilitation Testing & Follow-Up Testing

The City of Gainesville offers employees the use of counseling and rehabilitative services pursuant to coverage limitations and in accordance with the terms of the benefit programs. Employees are personally responsible for seeking treatment for alcohol and/or drug dependency. Any voluntary request by an employee for assistance with his or her own alcohol and/or drug dependency will remain as confidential as possible and shall not, on its own, be used as a basis for disciplinary action.

This section will not apply to an employee who tests positive through the testing program. The employee must voluntarily seek treatment prior to being notified of a pending drug and/or alcohol test or being involved in a situation that requires a reasonable suspicion or post accident FTA drug and/or alcohol test. The employee cannot self-identify in order to avoid testing.

f. Return to Work Testing

Employees under Group One who have been absent more than 90 days will be required to submit to a pre-employment drug screen in accordance with DOT guidelines. For all other employees, return-to-work drug screens following absence for medical reasons may be required at the discretion of the Administrative Services Director or designee.

8. SEARCHES

Employees shall have no right of privacy with respect to City facilities and equipment. The City reserves the right to conduct searches of property, including City vehicles or equipment owned or being operated by the City at any time or place.

The City also reserves the right to conduct searches of an employee's personal property and possessions kept in City offices, vehicles, desks, or lockers when there is a reasonable suspicion that an employee is buying, selling, transporting, or otherwise in possession of intoxicants or controlled substances on the City's property or during working time. A refusal to submit to, or cooperate with a search may result in disciplinary action, including termination.

9. CONFIDENTIALITY

All reports of test results for drug and alcohol, searches, or any employee referral or treatment in an Employee Assistance Program or any treatment program for addictive disorders, will be maintained in confidence as allowed by law. Any person authorized to have access to such confidential information, who, without authorization to do so, discloses it to another person shall have engaged in gross misconduct and shall be subject to disciplinary action up to and including termination. The confidentiality of such information shall not apply to any use or communication to the City of Gainesville or its designee, or where the information is relevant to the City's defense in any administrative or civil action. Such confidential information may also be disclosed to the extent required by any federal, state or local law, statute, ordinance or regulation.

Employees should treat their own testing information and results as confidential and hold it in the strictest confidence. Unless the information needs to be conveyed for a business purpose, the information should not be discussed or shared with other employees.

10. CONSEQUENCES

- Any employee in violation of any part of this policy will be subject to disciplinary action, up to and including termination of employment.
- Any employee that has a verified positive drug test will be terminated.
- Any employee with a confirmed alcohol level of .04 or higher will be terminated. Any employee with a confirmed alcohol level of at least .02 but less than .04 will be removed from duty and subject to disciplinary action, up to and including termination.

- Refusing to submit to a required drug or alcohol test will be considered a positive result and will result in termination of employment.
- Hindering, delaying or obstructing a test for drugs or alcohol, including but not limited to, tampering with a sample or interfering in any way with the chain of custody of a sample shall be considered a positive test result and a direct act of insubordination and will result in termination.

11. CONDITION OF RE-EMPLOYMENT

Any employee who has been terminated for violation of the Drug-Free Workplace policy may be considered for rehire provided the following conditions are met:

- At least 12 months have passed since termination.
- Previous work history, attendance record, and performance were favorable.
- Must receive recommendation from previous City of Gainesville supervisor.
- Must submit to a pre-employment drug screen (even if not being considered for a safety-sensitive position).
- May be drug tested upon request at any time for a period of two (2) years, in addition to participation in the random pool.
- May be required to produce a rehabilitation/assessment certification (at applicant's expense) prior to actual employment.
- Any confirmed failure would be cause for immediate termination with no further eligibility for re-hire.
- Probationary period may be extended by the Administrative Services Director.

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. However, upon termination, employees will only be paid for accumulated unused PTO up to the maximum annual accrual amount*.

***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 Shift Employees):

Service Years	Annual Accrual Hours	Maximum PTO Payout
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	Maximum PTO Payout
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 (excluding Chief and Deputy Chief):

Service Years	Annual Accrual Hours	Maximum PTO Payout
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.

** 20 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 20 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. PTO requests of more than 120 hours to be taken at one time must be approved by the Department Director and the Administrative Services 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.**
6. PTO Bank – Effective February 1, 2023, all balances in the PTO Bank will be transferred into the PTO Accrual Accounts and the PTO Bank will be dissolved.
7. 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.

8. 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.

LEAVE FOR MEDICAL PURPOSES

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.

FMLA AND SHORT-TERM DISABILITY

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.

The City may allow employees on approved intermittent FMLA to make-up time to replace lost wages at Department Director discretion. The request should be made to the supervisor to make-up the missed time and they will obtain approval from the Department Director. The make-up time must fall within the standard workday or shift and has to be made up within the same calendar week. The approved FMLA time will still be counted toward the employee's available FMLA entitlement. This make-up is only allowed to compensate for lost wages if the FMLA leave was unpaid.

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. 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.
17. 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.
18. 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.

19. 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.
20. 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.
21. 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.
22. 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.

PREGNANT WORKERS FAIRNESS ACT ACCOMMODATIONS

23. The City of Gainesville will provide reasonable accommodations for known limitations related to pregnancy (including termination of pregnancy), childbirth, or other related medical conditions or medical appointments (including fertility treatments), provided that such accommodations would not create an undue hardship.

The following accommodations will generally be presumed to be reasonable and will be granted as soon as possible and without supporting documentation:

- Carrying or keeping water nearby and drinking
- Additional restroom breaks
- The ability to alternate between sitting and standing
- Breaks to eat and drink

If you need accommodation, notify your manager or Human Resources. If the need for a particular accommodation is not obvious, you may be asked to provide additional information, such as how it will address limitations caused by pregnancy, childbirth, or related medical conditions. If additional discussion is necessary, the City of Gainesville will engage with you in the interactive process to accurately understand your limitations and find reasonable accommodations. Documentation to support a request for accommodation may be required, but only when reasonable under the circumstances.

If leave is provided as a reasonable accommodation, it may run concurrently with other leaves provided by federal, state, or local law.

OTHER LEAVE TYPES

24. Bereavement/Funeral Leave - 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/funeral leave must be approved. 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, Military 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.
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/Court Appearance - 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. Any full-time employee subpoenaed as a witness in a case that is not work related will be required to take PTO for any time missed.

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.

An employee who has pre-approved PTO, prior to an announcement of City closure due to inclement weather, may not substitute the inclement weather pay for PTO.

4.01 EDUCATIONAL ASSISTANCE PROGRAM

The City will provide educational assistance to employees to improve existing job skills and prepare for development as it relates to future career promotional opportunities. This assistance will be provided based on the approval of the request by the Department Director, and concurrence with the Administrative Services Director. Any assistance will be determined by the fiscal soundness of the City at the time of the request.

Full-time employees who have completed at least one year of service and have completed their probationary period will be eligible to request educational assistance. Employees must have received an overall performance rating of “good” or higher and must be actively employed at the time of the educational assistance request.

1. Tuition reimbursement will be made through the department’s professional development budget of each participating department and is limited to \$3,000.00 per fiscal year per employee.
2. City funding for tuition will be subject to the applicant first applying for other financial aid available, including, but not limited to HOPE grants, military benefits funding, etc. Prior to reimbursement from the City, the employee shall be required to submit proof of application for an award or non-award of assistance from the financial aid office of the school and from other financial sources.
3. Tuition assistance is offered for degree, certificate, or diploma programs, including graduate level classes. All requests are subject to the approval and the fiscal soundness of the City at the time of the request. The program is funded annually. In the event of budget constraints, applications for reimbursement will be determined based on City service, job performance, and date of application.
4. This program also includes the full reimbursement for the cost of the GED test. The City will reimburse the employee upon successful completion of each portion of the GED once proof of passing each test has been submitted. Costs associated with preparing for the test will not be covered. Reimbursement shall be provided for one attempt only.
5. Tuition assistance will cover tuition and lab fees offered by accredited colleges, universities, technical colleges, and certification and accreditation courses.
6. The amount of reimbursement will depend upon the grade received as defined below:
 - Grade A or Pass 100% reimbursement
 - Grade B 75% reimbursement
 - Grade C 50% Reimbursement

There is no reimbursement for a grade below “C” or a grade of “Fail” for a pass/fail course. Before reimbursement can be made, the employee must submit proof of the grade obtained to Human Resources.

7. If an employee should voluntarily terminate employment after receiving tuition assistance from the City, that employee may be required to pay back all or a portion of the education funding received. The following schedule will be applicable in these cases:
 - An employee who voluntarily leaves City employment within one year of last reimbursement shall be required to pay the City 100% of the last reimbursement received.
 - An employee who voluntarily leaves City employment one year and one day to two years shall be required to pay the City 50% of the last reimbursement received.
8. No reimbursement shall be required from employees who are terminated involuntarily from City employment or who voluntarily leave City employment beyond two years from the last tuition reimbursement payment.
9. Employees may not attend classes during regular working hours and there is no overtime pay or comp time allowed for attending classes. The City of Gainesville will follow IRS and State guidelines regarding the taxability issues associated with tuition reimbursement.

5.00 WORKERS' COMPENSATION

The safety of each individual employee and general safe working conditions are primary concerns of the City in every phase of its operations. Operating methods and procedures taught during training periods were developed with maximum safety considerations. The City believes that safety is every supervisor's and every employee's responsibility. In the event of an accident or injury arising out of and in the course and scope of employment that occurs on the job, employees will be covered through workers' compensation insurance. Standard safety procedures as established by the City and its departments shall be adhered to at all times.

1. Any employee who sustains an injury on the job must, at the time of the injury or as soon as possible thereafter, notify his/her supervisor. All accidents, no matter how minor, should be reported.
2. Employees will be required to submit to a post accident drug test following any work related injury. The City reserves the right to deny payment of medical expenses should the employee test positive on a post accident drug screen.
3. The supervisor shall promptly file the first report of injury and other related documentation with Risk Management.
4. If the injury necessitates the employee's absence from work, the employee shall receive his/her regular rate of pay via payroll for the first seven (7) calendar days (or if intermittent a maximum of 40 hours). This pay may include initial time lost, as well as time used for doctor visits, therapy, or other authorized, related treatment.
5. If the nature of the injury necessitates an absence longer than seven workdays, the City's workers' compensation carrier shall determine if the employee is eligible for further compensation. If an absence for WC goes beyond the first seven (7) calendar days (or if intermittent maximum of 40 hours), PTO may not be used to supplement payment received through WC.
6. Once **(a)** an employee is returned to work (either with or without restrictions) by his/her authorized treating physician, and **(b)** has exceeded the 40 hours listed in Item 3 above, follow-up visits, therapy, etc., will be treated as any other absence. Payment for time missed due to such visits will be charged as sick or PTO (if available) or the time will be unpaid leave for payroll purposes. Alternatively, employees may choose to accept unpaid leave and submit a request to the insurance carrier for reimbursement of lost wages. The decision regarding eligibility for such a reimbursement will be made by the insurer alone, but employees should be aware that any reimbursement is subject to the percentage restrictions and the weekly benefit maximums set by State law. In no case will an employee collect PTO and be paid by the insurer for the same time period.
7. Filing a fraudulent claim is grounds for disciplinary action up to and including termination of employment and criminal prosecution from the State.

8. Under Georgia State Law, employees are required to use the posted panel of physicians to accommodate the workers' compensation medical treatment. The names, addresses, and phone numbers of the panel physicians are available to each employee and are posted on official City bulletin boards.
9. Violation of City safety regulations such as performing work in an unsafe manner or failure to use required safety equipment is grounds for discipline and termination of employment.
10. The provisions of this policy are intended to be consistent with Georgia's Workers' Compensation Act, and if inconsistent at any time, the provisions of the Act will control.

11. TEMPORARY MODIFIED DUTY:

The City is committed to providing work, when possible, for employees who have been restricted due to a work-related injury or illness. Such work will be provided subject to availability. Work will be assigned due to the nature of the injury or illness and the limitations set forth by the authorized treating physician. Every effort will be made to place employees in positions within their own departments, but if necessary, employees will be placed wherever an appropriate position is available. While on temporary modified duty, employees will continue to receive their regular rate of pay. Employees on temporary modified duty must furnish an updated work status to their supervisor from the authorized treating physician after each visit in order to remain in the reassigned job.

12. Employees must immediately report back to their supervisor following the initial visit with the authorized treating physician and after each subsequent visit.

Please refer to the Workers' Compensation Claims Handling Procedures for step-by-step instructions.

Changes to Policy Manual – December 2024

Policy 1.03 – Equal Employment Opportunity

- Language pertaining to protected classes slightly revised to mirror EEOC

Policy 2.02 – Recruitment and Selection

- Clarified Definition of Promotion
- Clarified Transfer Policy as it relates to pay

Policy 2.08 – Pay Practices

- Clarified Certification/Continuing Education Incentive Policy
- Added 15% Maximum Allowable while working in established career field

Policy 3.05 – Technology and Electronic Information

- Changes to Prohibited Uses – Sharing of passwords to manager
- Changes to Prohibited Uses – Storing of passwords in unapproved password managers
- Changes to Prohibited Uses – Logging into personal accounts not related to City business

Policy 3.12 – Drug-Free Workplace

- Removed the 32-hour window for post—accident drug testing
- Added if accident occurs after normal business hours or weekend, must test upon re-opening of testing facility
- Added if impairment is detected, then must go to ER
- Removed random alcohol testing for Group 3
- Return to Work – Added “pre-employment” for DOT

Policy 4.00 – Leave Benefits

- PTO Accruals - Added “Shift” to clarify exclusion
- Annual Maximum changed to Maximum PTO Payout
- For Sworn accruals, added exclusion of Chief and Deputy Chief
- Fix discrepancy related to PTO given to Police Sworn and amount that is removed if they terminate in the first year
- Added section on making up time while on intermittent FMLA leave
- Added section on Pregnancy Workers Fairness Act
- Clarified Bereavement/Funeral Leave
- Clarified PTO must be used for Court Appearance for personal reasons
- Added that employee may not substitute the inclement weather pay for PTO

Policy 4.01 – Educational Assistance Program

- Increased amount of reimbursement from \$1,500 to \$3,000

Policy 5.00 – Workers’ Compensation

- Added the City reserves the right to deny payment of medical expenses for failing a post-accident drug test
- Added PTO may not be used to supplement payment received through WC



PERSONNEL POLICIES & PROCEDURES MANUAL



CITY OF GAINESVILLE, GA

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1.00 WELCOME MESSAGE FROM THE CITY MANAGER

Dear Employee,

Welcome to the City of Gainesville!

The mission of the City of Gainesville is to enrich the community by practicing good stewardship of resources and by providing exemplary services for all people. The City's core values include integrity, innovation, responsiveness and teamwork.

As the City Manager, it's my responsibility to implement the policies and procedures adopted by Council. Please take the time to review this manual as it contains important information that you need to know throughout the course of your employment.

I am excited to have you as part of our team. I look forward to establishing a good working relationship with each and every one of you.

Sincerely,



Bryan Lackey
City Manager



1.01 A WORD ABOUT THIS MANUAL

The City of Gainesville creates these Personnel Policies and Procedures to ensure the effective and efficient administration and utilization of human resources in the operation of the City and for the benefit of the City's employees and the citizens they serve.

This manual supersedes all previous employee manuals and memos. This manual contains a summary of the personnel policies and procedures of the City of Gainesville. Additional details may be obtained from the Human Resources Department. If you have any questions regarding policies or procedures, we encourage you to discuss them with your department director or human resources.

This manual is intended to provide a better understanding of city policies and procedures. The policies outlined in this manual should be regarded as guidelines which may change from time to time.

All employees are considered 'at-will' employees, and nothing contained in this manual is to be construed by any employee as establishing, creating or constituting as written or implied contract of employment, and no oral statements made by department heads, elected officials, or other management can alter this disclaimer or create a contract. Furthermore, nothing herein shall be construed as a guarantee of continued employment nor as a guarantee of benefits or conditions of employment. Only the City Manager has the authority to create an employment contract, and such contract must be in writing and signed by the City Manager, City Attorney and City Clerk to be valid.

1.02 ROLES AND RESPONSIBILITIES

CITY MANAGER

While allocating the City's resources to achieve the desired objectives of the City Government, the City Manager also provides direction and guidance through the issuance of rules, policies, and procedures. The City Manager shall be the executive officer of the City in charge of all City employees under the merit system, which includes all employees in classified and non-classified service. The City Manager is responsible for the efficient operation of all departments of the City and the personnel thereof.

The City Manager, with the assistance of the Administrative Services Director, is responsible for administering the policies in this manual and any amendments thereto that may be subsequently adopted by the Governing Body of the City of Gainesville.

DEPARTMENT DIRECTOR

The Department Director is responsible for insuring the optimum performance of his/her department by providing leadership, guidance, and direction to achieve organizational goals and assure departmental integrity through coordinated teamwork as governed by the City's adopted Policies and Procedures. Each Department Director has the authority to establish additional policies or standard operating procedures, which specifically apply to that department's activity and may not apply to the general employee population. Supplementary departmental policies and standard operating procedures must be consistent and compatible with these policies and procedures.

1.03 EQUAL EMPLOYMENT OPPORTUNITY

The City of Gainesville does not tolerate discrimination based on someone's race, color, national origin, age, disability, gender, religion, genetic information or protected class as established by law. Anyone who believes he or she is being subjected to discrimination or who has witnessed such conduct must immediately report such conduct. Generally, the employee should report the conduct to their department head. If the department head is involved, or if the employee is otherwise uncomfortable reporting the conduct to their department head, the employee may proceed directly to the Administrative Services Director. All complaints of discrimination will be properly investigated. The City will preserve the confidentiality of such complainants and witnesses as much as possible consistent with a thorough investigation. Prompt, corrective action, up to and including termination of employment will be taken when an investigation of a discrimination complaint confirms the allegations.

This policy relates to all phases of employment in all positions including, but not limited to recruitment, employment, placement, upgrading, demotion, transfer, layoff, recall, termination, rates of pay and other compensation and benefits, training, use of facilities, and participation in City-sponsored employee activities. The Gainesville City Government is committed to maintaining a work environment that is free of unlawful conduct. In keeping with this commitment, the City will not tolerate harassment, discrimination, or the unlawful treatment of employees by anyone, including any supervisor, co-worker, vendor, client, or citizen of the City.

It is the intention of the Gainesville City Government to fully comply with the Americans with Disabilities Act of 1990 (ADA) in providing reasonable accommodations whenever and wherever necessary throughout City departments. The City will not discriminate against qualified individuals on the basis of a disability in consideration of any terms and conditions of employment or in admission and access to programs, services, and activities. Any concerns or questions regarding ADA compliance should be directed to the Administrative Services Director.

2.00 Employment Status

There are five types of active employment status the City recognizes:

1. Regular Status Full-time - Employees are employed in positions which are utilized on a continuing, year-round basis and who are employees for 40 or more hours per week. During a rare hardship for very temporary purposes and with approval of the Administrative Services Director, a full-time employee's hours may be reduced to no less than 30 hours and still be benefit eligible.
2. Probationary - A probationary period status is assigned to newly hired employee. The City utilizes a period of 12 months for its probationary period. However, this period may be extended depending on the recommendation of the Department Director and concurrence and approval of the Administrative Services Director. [See Section 2.01 on Probationary Employees for more information.]
3. Part-Time Status - Employees in positions requiring less than full time work typically working 29 hours or less per week.
4. Seasonal/Temporary - Employees are employed in positions which are not utilized on a year-round basis.
5. Acting Capacity (Interim) Status – At times an employee may be required by the Department Head to fill a temporary vacated position. In such instances, the department may provide the employee working in an acting capacity a temporary pay increase after consultation with the Administrative Services Director. Such appointment shall typically not exceed 90 days.

2.01 Probationary Employees

Each full-time and part-time employee who is newly hired will serve a 12-month probationary period. The probationary period shall be regarded as an extension of the examination process, and shall be utilized by supervisors and department heads for closely observing the probationary employee's work, and determining if the employee can satisfactorily perform required tasks and meet the required work standards. This period also enables the employee to determine if the job is best suited for him/her.

1. Upon successful completion of the probationary period, the employee is eligible to become a regular status employee.
2. During the probationary period, employees are subject to any personnel action, including discharge, without prior notice and without right to grieve or appeal adverse action except as defined in Policy 1.03 Equal Employment Opportunity.
3. If, at the completion of the probationary period, an employee has not met all performance requirements, the probationary period may be extended at the discretion of the Department Director and Administrative Services Director, for up to an additional 180 day, 6-month period. This can be accomplished by providing a justification memo.
4. Only time in active work status shall be counted toward completion of the probationary period. An employee in a probationary period status who is absent for a sustained period, i.e. on a workers' compensation or disability leave, shall be required to complete the amount of time on the job specified for the job classification to which he/she is appointed.

2.02 RECRUITMENT AND SELECTION (INTERNAL/EXTERNAL PROCEDURES)

The City of Gainesville is committed to employ, in its best judgment, the best qualified candidates for positions while engaging in recruitment and selection practices that are in compliance with all applicable employment laws. It is the City's policy to provide equal employment opportunity for employment to all applicants and employees. It will be the City's preference to promote and transfer from within as determined by the Department Director and Administrative Services Director.

1. The appropriate authorization is required to initiate any action for an open position, including any recruitment efforts, advertising, interviewing and offers of employment.
2. The hiring process includes multiple steps and various practices, including creating and distributing job announcements, advertising through various sources, use of employment applications, interviews, pre-employment testing, reference checks, and background checks.
3. Vacant positions may be posted internally or externally and shall be announced publicly for a minimum of ten calendar days. Under special circumstances and with the approval of the Administrative Services Director, the posting of a vacant position may be waived and a current City employee may be selected at the Department Director's discretion to fill this vacant position.
4. Human Resources may use various methods of web site publicity and media to provide notice of vacancies to as many qualified persons as possible and to assure obtaining qualified applicants. Human Resources will routinely seek new opportunities for advertisement of open positions in an effort to attract a diverse group of applicants.
5. Application requirements may differ depending on the position. Typically, candidates, internal or external, must complete an online Employment Application. However, for some positions, a letter of interest and resume, in lieu of an application may be submitted. The job posting will specify application requirements. Additional documents may be required depending on the position.
6. Deliberate omission or falsification of any discovered fact on an application shall be grounds for disqualification of a candidate from consideration of employment, transfer, or promotion. Disciplinary action may be taken against a current employee for omitting or falsifying a fact on an application.
7. Starting pay is typically at the minimum of the pay range. However, Department Directors have the authority to offer the candidate up to 15% above minimum. Offers above this amount up to midpoint may be extended with the approval of the Administrative Services Director. Offers made at the established mid pay range of the job, or higher must have sufficient justification and be approved by the Administrative Services Director and City Manager prior to tendering an employment offer.

8. Participation in one of the City's retirement plans shall be dictated by the position the employee holds. Subsequent movement to other jobs throughout the City may necessitate the employee to alter retirement plan participation. However, the employee affected shall be entitled to all credited service with the City even if that service is split between retirement plans.

Pre-Employment Procedures for New Hires

All candidates must undergo a background investigation prior to being employed. The background investigation will include (but is not limited to) criminal, motor vehicle record, and reference checks. Candidates will also be required to have a drug screen and physical (if safety sensitive position). A more extensive background check will be conducted by the Police Department for Police Officers.

Upon a satisfactory background check and approval from Human Resources, a start date will be issued.

Employment Documentation - Each new employee must complete and sign personal information forms, tax withholding forms, USCIS Form I-9, and other documents prior to being added to the City's payroll. Each prospective employee must be able to prove their identity and their ability to live and earn wages in the United States. Some City jobs may require citizenship in the United States and have specific minimum age requirements. Each new employee will be scheduled for a new employee orientation meeting to discuss and enroll in City benefits through Human Resources.

Mandatory Direct Deposit of Payroll Funds - All employees will be required to use direct deposit to receive payroll related payments. In accordance with federal requirements each employee may select the financial institution of his/her choice to accommodate the receipt of direct deposit funds.

The Administrative Services Director has exclusive authority to grant an exemption in the case that an employee does not have an account at an eligible financial institution, and further provides evidence that he/she cannot obtain an account at an eligible financial institution. An employee desiring exemption consideration should contact the payroll office to obtain a "Direct Deposit Personal Exemption Request Form".

Filling Vacant Positions Internally

Vacant positions may be filled internally by reclassification, promotion, demotion, or transfer.

Reclassification

Modifying an employee's job duties to better meet the needs of the department. The modification may result in a new title and pay grade. Such reclassification shall not create a

vacant position. A reclassification must be approved by the Department Director, Administrative Services Director, Chief Financial Officer and City Manager.

Promotion

The City encourages promoting qualified individuals to higher level positions in an effort to boost morale and give employees an incentive to learn and grow in their careers.

Promotion is defined as the (re)assignment of an employee to a job in a higher grade or range which carries a greater scope of responsibility. Upon promotion, an employee will receive a 5% increase for one grade promotion, and a 10% increase for two or more grades, not to exceed the maximum pay for the new pay grade. Promotional increases may exceed this provided the Department Director can justify the increase due to the employee's experience, education, skills, or market data showing the employee should be at a higher salary. A memo requesting approval must be submitted to the Administrative Services Director and City Manager.

Demotion

Demotions may be proposed for poor employee performance. Each circumstance should be carefully considered prior to determining that demotion is the appropriate action. Supervisors should thoroughly examine if a demotion can truly achieve the desired purpose. Supervisors should consult with the Administrative Services Director or designee prior to demoting an employee.

An employee who is demoted shall have his or her salary reduced. A demotion of one grade results in a 5% reduction; a demotion of two or more grades results in a 10% reduction, not to exceed the maximum of the new class. Exceptions to this provision must be approved by the Administrative Services Director.

Transfer

A vacancy may be filled by the transfer of an employee from another department, subject to relevant competitive procedures. As a courtesy, Department Directors should discuss the timing of the transfer so as not to cause a hardship on the releasing department; but not to exceed two (2) pay periods from the offer date.

If an employee is transferring to a completely new Department, where there is a substantial change to type of work being performed, they will be treated as a new hire regarding starting pay.

From time to time, an employee may wish to transfer to a lower level position for various reasons. Typically, moving to a lower level position will result in a 5% reduction for one pay grade; or 10% reduction for two or more grades, not to exceed the maximum of the new class.

2.03 Nepotism

The City generally permits the employment of a current employee's qualified relatives as long as such employment does not, in the opinion of the City, or the Department Director, create a conflict of interest. This policy applies to employment of full-time, part-time, seasonal, and temporary employees. Employees are required to notify their Department Director and/or Human Resources should they become aware of any violations of this policy.

Individuals who are related by blood, marriage or adoption, or who are part of the same household, are permitted to work in the same City department, provided no direct reporting or supervisor-to-subordinate relationship exists. That is, no employee is permitted to work within "the chain of command" when the terms and conditions of one relative's employment such as work responsibilities, salary, hours, career progress or benefits could be influenced by the other relative.

If an employee becomes a relative of someone who is his/her supervisor or Department Head, then one of them must either resign or request a transfer to another department if a position is available. If a transfer is not practical or not desired by any other Department Head or a supervisor, the City has no obligation to allow the employee to transfer, thereby mandating that either employee resign. The City Manager may waive this requirement in cases of extenuating circumstances.

Relative, for the purposes of this policy, shall be defined as immediate family and family related by marriage, as close as first cousins, and including in-law and step relationships and includes immediate family by blood or marriage, spouse, parent or guardian, child, brother, sister, aunt, uncle, niece, nephew, first cousin, father-in-law, mother-in-law, brother-in-law, sister-in-law, son-in-law, daughter-in-law, grandparent, grandchild, stepmother, stepfather, stepson, stepdaughter, half-sister, half-brother, or other relative living in the same household as employee.

2.04 Non-Fraternization

Romantic or sexual relationships between manager/supervisor and a direct report employee can cause real or perceived conflicts of interest. In order to prevent these conflicts, the City prohibits such relationships or any conduct that is intended or may reasonably be expected to lead to the formation of a romantic or sexual relationship between manager/supervisor and an employee in a direct reporting relationship. Should a manager/supervisor desire to date or become involved with a direct report employee, the manager/supervisor should first resign from his/her position. Failure to do so, will result in termination of the manager/supervisor.

Should two employees within the same department, but not in a direct reporting relationship, desire to become romantically or sexually involved, they should disclose the relationship to the Department Director who shall then make a decision regarding the effect of the relationship on the work environment. If the Department Director determines that the relationship between the two employees creates a negative effect on the department operations, then one of the employees will be asked to transfer or resign from his/her position with the City.

2.05 POLITICAL ACTIVITY

The City of Gainesville expects employees to avoid public political activity and involvement or interference with local elections. Prohibition against political solicitation and participation in local political campaigns afford protection for the employee as well as ensuring the integrity of the system by limiting the potential for a conflict of interest. Employees may privately express their opinions, and, as always, employees are encouraged to vote for the candidates of their choice.

1. Nothing in this section shall be construed to prevent employees from becoming or continuing to be members of any political party, club, or organization, attending political meetings, expressing their views in private on political matters outside working hours, and off City premises, or voting with complete freedom in any elections.
2. To further protect the public trust, no employee shall use his/her City employment position to advocate or oppose the candidacy of any individual.
3. No City employee shall coerce, command, or advise any other City employee or officer to contribute anything of value to any person or party for political purposes.
4. An employee may participate in political activities at other levels of government (County/State/Federal), provided that such participation is at no time engaged in during working hours or while wearing a City uniform, and provided such participation does not adversely affect performance as a City employee.
5. If an employee wishes to serve as a poll worker, they must take leave for the time they are training or serving, unless otherwise directed by the City Manager.
6. When the seeking or holding of any public office would be incompatible or would substantially interfere with the discharge of his or her duties, an employee of the City of Gainesville shall request a leave of absence without pay while seeking such office and resign employment with the City of Gainesville if such office is obtained.
7. Employees assigned to work during the entire time that polls are open on Election Day may be allowed to take a maximum of one hour to cast their ballot in local, state, or national level elections.
8. Employees are expected to keep personal political views out of the workplace in order to maintain a non-hostile, amicable working environment for all employees.

2.06 ACCEPTING GIFTS

To reduce the potential for conflicts of interest, abuse of position, or even the appearance of impropriety, the City of Gainesville limits the gifts an employee may accept which arise or may be reasonably perceived as arising by virtue of his/her capacity with the City.

1. An employee shall report to his/her Department Director all gifts received from an individual, business, or organization with whom the City of Gainesville does business or is considering doing business.
2. Under no circumstances shall an employee accept gifts, gratuities, loans, or services which have an estimated value exceeding \$100.00 and which were given to the employee in the course of his/her employment. All gifts shall be in compliance with OCGA 16-10-2. In the event an employee is in receipt of a gift that may exceed \$100.00, he/she should inform the Department Director.
3. Under no circumstances shall an employee accept anything of value for discharging his official duties or job responsibilities or the expectation thereof except where given or authorized by the City.
4. All employees are expected to be familiar with and comply with all the employee parameters found in Chapter 1-9 Code of Ethics in the Code of the City of Gainesville, Georgia.

2.07 OUTSIDE/DUAL EMPLOYMENT

Outside/dual employment is defined as paid employment of a City's employee by any other entity or enterprise, in addition to such employee's employment with the City of Gainesville. As related to one's employment with Gainesville City Government, no employee shall engage in other employment without written authorization of the Department Director. Outside/dual employment shall only be allowed under the following conditions:

1. Such employment shall not interfere with nor affect the performance of the employee's duties in his primary City job.
2. Such employment shall not involve a conflict of interest, or a conflict with the employee's duties.
3. Such employment or outside business shall not interfere with the efficient performance of his/her duties as an employee with the City of Gainesville.
4. Such employment shall not occur during the employee's regular or assigned working hours, unless the employee is either on scheduled PTO or leave without pay.
5. Under no circumstances may an employee be paid unscheduled PTO, sick leave, workers' compensation pay, or paid disability and work outside employment.
6. Such employment shall not involve the use of records or equipment of the City. Police uniforms shall not be considered equipment in the meaning of this rule. Use of City police vehicles in the course of performing outside employment shall be approved by the Police Chief, or his/her designee.
7. City employees are strictly forbidden from pursuing outside business activity on City time. Government time or property is not to be used for personal gain of any kind.

Prior to engaging in outside/dual employment, to include self-employment, employees must submit a Request for Authorization – Outside Employment form. This form is available through Human Resources and must be submitted to the Department Director for approval.

If it is determined that the employment requested is unreasonably hazardous and may be harmful to the employee, the Department Director will sanction employment only when that employee waives the right to utilize the City's group health plan in the event of an accident or injury, or provide proof that the outside employer provides Workers' Compensation coverage.

The Department Director shall have the right to deny the request, or approve same, provided that such employment is in compliance with the provisions of this policy. Anyone violating this policy is subject to disciplinary action.

2.08 PAY PRACTICES

The City of Gainesville has established guidelines consistent with federal and state statutes that will govern its actions associated with compensation for its employees. In accordance with these guidelines, the following procedures have been established.

For more information on pay practices, see Policy 2.02 Recruitment and Selection.

1. The normal workday for City employees is one regularly assigned workday or shift. All employees are expected to be at work every scheduled day and at the appropriate starting time.
2. Employees will be classified as non-exempt (eligible to receive overtime pay), or exempt (ineligible for overtime pay), and these classifications shall meet the criteria established by the Fair Labor Standards Act (FLSA). All non-exempt employees shall be compensated for authorized overtime worked as specified by the FLSA.
3. Exempt employees are considered salaried and shall not be compensated in any manner for excess hours worked during the work period.
4. Overtime shall be those hours actually worked by an employee in excess of 40 hours per week for a seven-day work period, or as otherwise established by federal law.
5. In the case of law enforcement, overtime calculation shall be based on hours worked in excess of 85.5 in a 14-day work period; in the case of Fire and Emergency Medical Services employees 212 hours worked in a 28-day work period.
6. Employees are not permitted to work overtime without permission from their Department Director or his/her designee. Employees who work without permission will be paid, but are subject to discipline up to and including termination.
7. The City does not recognize compensatory time and does not allow any employee to “bank” hours.
8. The City recognizes the importance of advanced certifications obtained by employees that will benefit the City. The Administrative Services Director or the City Manager may identify specific positions that qualify for incentive pay upon the recommendation of the Department Director. Please contact Human Resources to determine eligibility prior to beginning the process of obtaining a certification. Also, reach out to Human Resources for information regarding caps set on the total amount of incentive pay available.
9. The City has established a bi-weekly pay cycle for regular, full-time employees. Elected and appointed personnel shall be paid monthly.

2.09 PERSONNEL RECORDS

All personnel records of employees shall be considered confidential and the property of Gainesville City Government. Information obtained in the course of official duties shall not be released by any employees other than those with this responsibility as part of official duties. All requests for personnel information except as stipulated below (#3) must be processed through the City Manager's office prior to being routed to the Administrative Services Director and other relevant departments. The release of personnel records is governed under the Georgia Open Records Act (O.C.G.A.50-18-70)

1. Current employees who are in need of a specific document from their personnel file (i.e., birth certificate, transcript, etc.) may obtain a copy of requested document without going through the Open Records process provided Human Resources has the document on file, and requested documents are kept to a minimum. Employees are expected to contact Human Resources in advance to make such arrangements.
2. Requests should be submitted in writing to the City Manager's Office specifying the documents requested. Requests can also be made via website at www.gainesville.org under Open Records Requests. Details pertaining to Open Records Requests can be found on this page.
3. Upon receipt of the request, the City Manager's Office will notify the requestor within three (3) business days if there are records responsive to the request and if the records requested are subject to release (O.C.G.A. § 50-18-71). The response will be provided in written format and will be sent via email when possible.
4. General review of one or a number of files is not permissible.
5. Charges for documents from the City's personnel files will be established by the City Manager's Office. The prevailing rate will apply to all duplications of records requested.
6. Items not releasable include but are not limited to medical records, proprietary benefits information protected under HIPAA legislation, similar files or related information and third party evaluations.
7. Employee records shall be kept in accordance with the established retention schedule. Such records may be kept in their original form, or in any other duplicate form, which the Administrative Services Director deems appropriate.
8. Records are governed by the Georgia Records Management Act (O.C.G.A. 50-18-90) (85)-(503).
9. In accordance with state law, applications, resumes, or the names of candidates who are applicants in an employment search for a position with Gainesville City Government will be

released within three days after the request has been received through the City Manager's Office. Charges for assembly and/or copying will be charged at the prevailing departmental rate.

2.10 PERFORMANCE EVALUATIONS

In order to measure, document, and evaluate performance, all full time City employees shall receive an annual evaluation on or around their hire date. At the discretion of the Department Director, part time employees may also be evaluated using the same process. Evaluations may be completed more frequently at the Department Director's discretion.

The evaluation shall consist of the supervisor informing the employee of what they should start doing, stop doing, and what they should continue doing. In providing this information, supervisors shall consider such performance factors as:

1. Job Knowledge, Quality of Work, Productivity, Dependability, and others. The evaluation instruments to be used will be provided and approved by Human Resources.

The performance evaluation seeks to document an employee's overall performance, to advise the employee about whether performance meets expectations and to specify if any improvements need to be made. An evaluation may be used to assist those responsible for recommending promotions or whether an employee will be retained.

Upon completion of the performance evaluation, supervisors will meet with each employee to review the evaluation. At this time, the employee will have the opportunity to ask questions or provide comments. A copy of the evaluation shall be retained in the employee's personnel file. The supervisor will be required to certify that they have met with the employee and addressed any concerns made by the employee.

2. Evaluation Usage - The City may consider employee performance evaluation history for reasons including but not limited to:
 - a. To determine employees' effectiveness in their assigned positions
 - b. To assess employee training needs
 - c. To determine ability to accept additional responsibilities
 - d. To determine suitability for other positions

2.11 REDUCTION IN FORCE

A reduction in force (RIF) occurs when changing priorities, budgetary constraints or other business conditions require the City of Gainesville to abolish positions.

A RIF decision requires an evaluation of the need for particular positions and the relative value of work performed by specific employees so that the City can continue to provide the highest level of service possible with a reduced work force. Determining the retention or separation of an employee includes an evaluation of the relative skills, knowledge and productivity of the employee in comparison to necessary services. Length of service and other factors shall also be considered.

The following guidelines have been established in the event of a RIF:

1. In the event of a reduction in force, duties will be reassigned to other employees as determined by the City.
2. In considering employees to be affected by a reduction of force other than the abolishment of a position, the following criteria will be used:
 - Which positions are most critical to the department in the delivery of services;
 - Relative skills, knowledge and productivity of employees;
 - Performance for last three years;
 - Length of service in job classification and with the City
 - Consideration of equal employment factors to avoid adverse impact on the City's affirmative action goals.
3. Temporary employees performing the same work must be terminated before any employee with a probationary or regular full-time appointment, provided that a probationary or regular employee can perform the temporary employee's tasks.
4. Any determination made by Council that a reduction in force is appropriate is not grievable. Any decision regarding the selection of the employee who will be affected by the reduction in force may be grievable.
5. When a reduction in force is deemed necessary, Department Directors shall provide the names of the affected employees to Human Resources to ensure that such action is carried out orderly and equitably.
6. An employee will be provided a minimum of two weeks or 14 days of notice prior to any reduction in force event, or be paid for the same amount of time in lieu of advance notification.

7. Any employee scheduled to be laid off shall have the right to be demoted to a lower classification provided that a vacancy exists and such employee is qualified to fill the position in the lower classification.
8. A reduction in force shall suspend an employee for up to a year from receiving any pay, benefits, (unless Consolidated Omnibus Budget Reconciliation Act (COBRA) is opted for), or service credit from the City. If a vacant position for which a laid off employee is qualified becomes available and is subsequently posted, that employee shall receive consideration if he/she applies for the position as specified in the posting. Any employee who is subsequently recalled will have benefits restarted at the time of the recall. Any layoff lasting for 12 months or more will be considered an involuntary separation.

3.00 EMPLOYEE RELATIONS PHILOSOPHY

It is the practice of the City of Gainesville to treat each employee as an individual. We try to develop a spirit of teamwork with individuals working together to attain common goals. In order to maintain an atmosphere where goals can be reached, we attempt to provide a workplace which is comfortable and progressive. We firmly believe that by communicating with each other directly, we can resolve problems that may arise and develop mutually beneficial and respectful relationships.

3.01 Basic Standards of Behavior

These policies and procedures are designed and written to express work standards and expectations the Gainesville City Government expects from each employee. Your City Government depends on you to do your best and to be on the job regularly. Your employer and fellow employees expect you to be responsive and cooperate with others in a spirit of teamwork and good customer service.

The City has adopted basic employment standards of behavior for its employees. Every employee is expected to adhere to these tenets of behavior:

1. **Honesty and Integrity** - All City of Gainesville Employees should always be honest and ethical.
2. **Have Regular and Prompt Attendance** - You cannot be productive and fulfill our purpose and our commitment to the public if you are not present at work. Those employees who are present at work are the only ones that are contributing and adding value to our pledge to service.
3. **Positive Attitude** - Your attitude and demeanor are infectious. When it is positive, both you and the City can accomplish great things. That is our standard and our expectation. If you have a problem, it should be addressed through the proper channels quickly. Negativity is non-productive, harmful and inconsistent with the City's mission.
4. **Be Courteous and Helpful to the Public** - Not one of us should ever forget that our customers and citizens provide us our jobs. They deserve excellent service and to be treated with respect.
5. **Be Productive** - Use all your abilities every day, to accomplish our mission: Outstanding Customer Service. Our work is too important, and our standards too high, to spend our time doing anything other than our best. Expect excellence from yourself.
6. **Respect Yourself and Each Other** - The City of Gainesville does not tolerate inappropriate behavior based on someone's race, color, national origin, age, disability, gender, religion, genetic information, or protected class as established by law. Jokes or other behavior that demeans or insults others are not appropriate and will not be tolerated.
7. **Be Safe** - Most of us work with equipment, material, and vehicles and under conditions that expose us, and the public to safety hazards. Accidents hurt everyone. Be careful, use safety equipment, and report unsafe conditions to your supervisor immediately.
8. **Work Smart** - Be responsible for your own performance and set high standards for yourself. Be creative. If some rule or process is in the way, bring it to the attention of those who can change it. Always try to do the right thing.

9. **Be Accountable** - Make yourself responsible for your own performance. Do not make excuses or blame others when problems arise. Take it upon yourself to solve problems. Supervisors should always give credit where it is due.
10. **Be Committed** - We all spend a significant part of our lives at work. Let's make it count for something. Let's make a difference!

These Basic Employment Standards will apply to all employees at all times. Failure to follow these Standards will result in disciplinary action in accordance with established City policy up to and including termination of employment.

An employee's compliance with the Basic Standards will be considered during annual performance evaluations, transfers and promotional decisions, and all other matters relating to performance and behavior issues.

3.02 WORKPLACE HARASSMENT AND DISCRIMINATION

The City of Gainesville prohibits any form of harassment or discrimination whether verbal, physical, or visual, that threatens, intimidates or coerces an employee based upon a person's protected status, such as race, color, national origin, age, disability, gender, religion, genetic information or protected class as established by law.

The City will take appropriate and immediate action in response to complaints or knowledge of violations of this policy.

Employees found in violation of this policy will be subject to disciplinary action, up to and including termination.

Sexual Harassment

Sexual harassment is a form of unlawful employment discrimination under Title VII of the Civil Rights Act of 1964 and is prohibited.

Sexual harassment is unwelcome conduct of a sexual nature that is sufficiently persistent or offensive to unreasonably interfere with an employee's job performance or create an intimidating, hostile or offensive working environment.

Examples of Prohibited Sexual Harassment Conduct:

Though sexual harassment encompasses a wide range of conduct, some examples of specifically prohibited conduct include the following:

- Explicit sexual propositions, sexual innuendo, suggestive comments, sexually oriented kidding or teasing, practical jokes about gender specific traits, foul or obscene language or gestures, displays of foul or obscene printed or visual material, and/or physical contact, such as patting, pinching, or brushing against another person's body.
- Preferential treatment or promises of preferential treatment to an employee for submitting to sexual conduct, including soliciting or attempting to solicit any employee to engage in sexual activity for compensation or reward.
- Subjecting, or threats of subjecting, an employee to unwelcome sexual attention or conduct or intentionally making performance of the employee's job more difficult because of that employee's sex.

Responding to Conduct in Violation of Policy

Employees

Anyone who believes he or she is being subjected to harassment or who has witnessed such conduct must immediately report such conduct. Generally, the employee should report the conduct to their Department Head. If the Department Head is involved, or if the employee is otherwise uncomfortable reporting the conduct to their Department Head, the employee may proceed directly to the Administrative Services Director.

Employees may also address the situation directly and immediately to the alleged harasser, if possible. If the inappropriate conduct does not cease, or if the employee is unable to or is uncomfortable with addressing the alleged harasser directly, he or she should report the incident (preferably within 24 hours) to the appropriate personnel as outlined above.

It is helpful, but not required, to provide a written record of the date, time and nature of the incident(s) and the names of any witnesses.

It is important to report any and all concerns of harassment as soon as possible. Management must be made aware of the situation so that it can conduct an immediate and impartial investigation and take appropriate action to remediate or prevent the prohibited conduct from continuing.

The City will preserve the confidentiality of harassment complainants and witnesses as much as possible consistent with a thorough investigation. Prompt, corrective action, up to and including termination of employment will be taken when an investigation of a harassment complaint confirms the allegations.

Managers and Supervisors

Managers and supervisors must deal expeditiously and fairly with allegations of harassment within their departments whether or not there has been a written or formal complaint. They must:

- Take all complaints or concerns of alleged or possible harassment or discrimination seriously no matter how minor or who is involved.
- Ensure that harassment is immediately reported to Human Resources so that a prompt investigation can occur.
- Take any appropriate action to prevent retaliation or prohibited conduct from recurring during and after any investigations or complaints.

Managers and supervisors who knowingly allow or tolerate harassment or retaliation, including the failure to immediately report such misconduct to Human Resources, are in violation of this policy and subject to discipline.

The City recognizes that intentional or malicious false accusations of misconduct can have a serious effect on innocent men and women. Individuals falsely accusing another of misconduct will be disciplined in accordance with the nature and extent of his or her false accusation.

All contractors, vendors, service providers and maintenance personnel are expected to abide by this policy.

3.03 WORKPLACE BULLYING

Bullying is defined as **repeated** inappropriate behavior, either direct or indirect, whether verbal, physical or otherwise, conducted by one or more persons against another or others, at the place of work and/or in the course of employment. The City will take appropriate action to ensure that all employees are treated with dignity and respect.

The City considers the following types of behavior examples of bullying:

- **Verbal bullying:** Slandering, ridiculing or maligning a person or his or her family; persistent name calling that is hurtful, insulting or humiliating; using a person as butt of jokes; abusive and offensive remarks.
- **Physical bullying:** Pushing, shoving, kicking, poking, tripping, assault or threat of physical assault, damage to a person's work area or property
- **Gesture bullying:** Nonverbal threatening gestures; glances that can convey threatening messages.
- **Exclusion:** Socially or physically excluding or disregarding a person in work-related activities.

In addition, the following examples may constitute or contribute to evidence of bullying in the workplace:

- Persistent singling out of one person.
- Shouting or raising voice at an individual in public or in private.
- Using verbal or obscene gestures.
- Not allowing the person to speak or express himself or herself (i.e., ignoring or interrupting).
- Personal insults and use of offensive nicknames.
- Public humiliation in any form.
- Constant criticism on matters unrelated or minimally related to the person's job performance or description.
- Ignoring or interrupting an individual at meetings.
- Spreading rumors and gossip regarding individuals.
- Encouraging others to disregard a supervisor's instructions.
- Manipulating the ability of someone to do his or her work (e.g., overloading, underloading, withholding information, assigning meaningless tasks, setting deadlines that cannot be met, giving deliberately ambiguous instructions).
- Inflicting menial tasks not in keeping with the normal responsibilities of the job.
- Taking credit for another person's ideas.
- Refusing reasonable requests for leave in the absence of work-related reasons not to grant leave.
- Unwanted physical contact, physical abuse or threats of abuse to an individual or an individual's property (defacing or marking up property).

Responding to Conduct in Violation of Policy

Employees

Anyone who believes he or she is being subjected to bullying or who has witnessed such conduct must immediately report such conduct. Generally, the employee should report the conduct to their Department Head. If the Department Head is involved, or if the employee is otherwise uncomfortable reporting the conduct to their Department Head, the employee may proceed directly to the Administrative Services Director.

Employees may also address the situation directly and immediately to the alleged bully, if possible. If the inappropriate conduct does not cease, or if the employee is unable to or is uncomfortable with addressing the alleged bully directly, he or she should report the incident (preferably within 24 hours) to the appropriate personnel as outlined above.

It is helpful, but not required, to provide a written record of the date, time and nature of the incident(s) and the names of any witnesses.

It is important to report any and all concerns of bullying as soon as possible. Management must be made aware of the situation so that it can conduct an immediate and impartial investigation and take appropriate action to remediate or prevent the prohibited conduct from continuing.

The City will preserve the confidentiality of complainants and witnesses as much as possible consistent with a thorough investigation. Prompt, corrective action, up to and including termination of employment will be taken when an investigation of a bullying complaint confirms the allegations.

Managers and Supervisors

Managers and supervisors must deal expeditiously and fairly with allegations of bullying within their departments whether or not there has been a written or formal complaint. They must:

- Take all complaints or concerns of alleged or possible bullying seriously no matter how minor or who is involved.
- Ensure that bullying is immediately reported to Human Resources so that a prompt investigation can occur.
- Take any appropriate action to prevent retaliation or prohibited conduct from recurring during and after any investigations or complaints.

Managers and supervisors who knowingly allow or tolerate bullying, including the failure to immediately report such misconduct to Human Resources, are in violation of this policy and subject to discipline.

The City recognizes that intentional or malicious false accusations of misconduct can have a serious effect on innocent men and women. Individuals falsely accusing another of misconduct will be disciplined in accordance with the nature and extent of his or her false accusation.

All contractors, vendors, service providers and maintenance personnel are expected to abide by this policy.

3.04 ANTI-RETALIATION

The City of Gainesville believes that every employee should be free to ask questions, raise concerns, and make complaints about treatment the employee believes is improper, unfair, unethical, harassing, or discriminatory. The City also respects the right of an employee to contact resources such as an agency or court, if an employee believes that it is necessary, although we hope you will give us the opportunity to fix the problem.

Consistent with this commitment, the City strictly prohibits any form of retaliation against an employee merely for expressing a concern or making a complaint within the City, or for bringing a formal claim against the City, or communicating with an outside agency. An employee who believes that s/he has been retaliated against in violation of this policy should immediately notify the Administrative Services Director so that the situation can be investigated and, if retaliation is found, remedied. Similarly, if an employee thinks or suspects that someone else is or has been the victim of retaliation, this policy authorizes that employee to come forward and report the suspected retaliation directed against another person.

Anyone who engages in, authorizes, or permits any form of retaliation in violation of this policy will be subject to severe disciplinary action, up to and including termination.

3.05 Technology and Electronic Information

The City of Gainesville has established a technology policy, which will define the proper use of electronic communications, electronic information and internet access. The City is committed to providing an environment that encourages the use of technology to improve customer service and support the City's business. General examples of the equipment in use include computers, telephones and smart devices. It is the responsibility of each employee to ensure that this technology is used for proper business purposes and in a manner that does not compromise the confidentiality of proprietary or other sensitive information. The use of programs, systems, and equipment of the City is a privilege and requires the users to be responsible and accountable for their actions at all times.

The City's network, including its connection to the internet, is to be used primarily for business related purposes. By using electronic communications such as email and telephones, sending or receiving information, accessing the internet, or by using any of the City's equipment and software, employees agree and understand that this technology has been provided by the City at its own expense for use by its employees in business transactions and business communications for the City of Gainesville. Electronic communications are an extension of the City and should always be in good taste.

The City understands that from time to time some of this equipment might be used, with advance approval of the manager, for an employee's personal use. Limited internet use, infrequent contact with family or friends on proper topics is permitted, provided it is brief, infrequent, and within the spirit and intent of these guidelines.

All electronic information and electronic communications related to the City network are the property of the City. The City reserves the right to review, audit, and monitor its electronic equipment, including an employee's mailbox and internet usage at its discretion in the ordinary course of business. As such the City can access these resources at anytime, including periodic announced or unannounced inspections. Employees do not have personal privacy rights regarding web browsing and any information that has been composed, created, received, downloaded, retrieved, saved, sent, or deleted using the City's internal network.

Prohibited Uses:

1. Violation or attempted violation of any law.
2. There shall be no inappropriate messages or documents that refer to someone's race, color, national origin, age, disability, gender, religion, genetic information or other protected class status as established by law.
3. There shall be no harassment in any form including, but not limited to, insensitive, derogatory, offensive or insulting messages, comments or unfounded gossip of any kind.

4. All sexually explicit materials including indecent images, cartoons, or jokes are explicitly banned.
5. Personal attacks on co-workers or business associates are forbidden, as is hate mail, vulgar or otherwise offensive language, chain letters and jokes, all of which can constitute harassment and can undermine employee productivity and efficiency.
6. Sharing of network logon passwords and application passwords. User passwords for documents, shared folders, screen savers or any other password not administered by Information Technologies should be shared with the manager.
7. Downloading, saving, sending, installing, or accessing any music, audio or video file is prohibited unless necessary for business.
8. Downloading any computer software from the internet without advance written permission of Information Technologies.
9. Unauthorized dissemination of sensitive or confidential City information or citizen information not within the scope of job duties.
10. Using your City email account for personal email subscriptions or personal social media accounts or other personal web-based accounts.
11. Others:
 - Use for a personal business or personal causes
 - Use of unassigned equipment
 - Misrepresenting one's identity
 - Removing required business programs or files
 - Sending personal emails with large attachments to your City account

Use of Employee-Owned Devices:

During working time, personally-owned devices should only be used in a limited manner that does not affect productivity. Given the evolving smart device market, there will always be other devices that are inappropriate or unprofessional. The City may prohibit the use of these devices at any time.

3.06 SOCIAL MEDIA, SOCIAL NETWORKING, AND BLOGGING

Social media, social networking and blogging can be a fun and rewarding way to share your life and opinions with family, friends and coworkers. However, use of social media also presents certain risks and carries with it certain responsibilities. To assist you in making responsible decisions about your use of social media, we've established the following guidelines:

In the rapidly expanding world of electronic communication, *social media* can mean many things. *Social media* includes all means of communicating or posting information or content of any sort on the Internet, including to your own or someone else's web log or blog, journal or diary, personal web site, social networking or affinity web site, web bulletin board or a chat room, whether or not associated or affiliated with the City of Gainesville, as well as any other form of electronic communication.

The same principles and guidelines found in the City of Gainesville Personnel Policies and three basic beliefs (listed below) apply to your activities online. Ultimately, you are solely responsible for what you post online. Before creating online content, consider some of the risks and rewards that are involved. Apply good judgment when blending your personal life with your professional life on social media sites. Keep in mind that any of your conduct that adversely affects your job performance, the performance of fellow associates, gives a negative image of the City or otherwise adversely affects employees, citizens, residents, visitors, vendors, or people who work on behalf of the City may result in disciplinary action up to and including termination.

Know and Follow the Rules

Remember that our guidelines on Confidentiality, Equal Employment Opportunity, Electronic Information and Internet Usage, and our Policy Against Harassment, apply to social media, and ensure your postings are consistent with these policies. Postings that include discriminatory remarks, sexually harassing statements, threats of retaliation or violence are all violations and will not be tolerated. These types of violations could lead to disciplinary action up to and including termination, even for what might be considered a first offense.

Note: The City encourages you not to share a social media account with another person. You will be responsible for any posts in violation of our policy if your name is associated with the account, whether you made the post or not.

1. Be respectful

Always be fair and courteous to fellow employees, citizens, residents, visitors, vendors or people who work on behalf of the City. Also, keep in mind that you are more likely to resolve work-related complaints and issues by speaking directly with your co-workers or by contacting Human Resources to assist. Use appropriate channels to raise your concerns or air your opinions. Nevertheless, if you decide to post complaints or criticism, avoid using statements, photographs, video or audio that reasonably could be viewed as malicious, obscene, threatening or

intimidating, that disparage others or that might constitute harassment or bullying. Examples of such conduct might include offensive posts meant to intentionally harm someone's reputation or posts that could contribute to a hostile work environment on the basis of race, sex, disability, religion or any other status protected by law or company policy.

2. Be honest and accurate

Make sure you are always honest and accurate when posting information or news, and if you make a mistake, correct it quickly. Be open about any previous posts you have altered. Remember that the Internet archives almost everything; therefore, even deleted postings can be searched. Never post any information or rumors that you know to be false about the City, employees, citizens, residents, visitors, vendors or people who work on behalf of the City or competitors.

3. Post only appropriate and respectful content

Maintain the confidentiality of any City trade secrets and private or confidential information. Trades secrets may include information regarding the development of systems, processes, products, know-how and technology. Do not post internal reports, policies, procedures or other internal business-related confidential communications.

Do not create a link from your blog, website or other social networking site to a City website without identifying yourself as a City employee.

Express only your personal opinions. Never represent yourself as a spokesperson for the City. If the City is a subject of the content you are creating, be clear and open about the fact that you are an employee and make it clear that your views do not represent those of the City, employees, citizens, residents, visitors, vendors or people who work on behalf of the City. If you do publish a blog or post online related to the work you do or subjects associated with the City, make it clear that you are not speaking on behalf of the City. It is best to include a disclaimer such as "The postings on this site are my own and do not necessarily reflect the views of the City."

Using Social Media at Work

Do not use social media while on working time using personal devices. City equipment should never be used for social media, unless it is work-related as authorized by your supervisor, or some other member of management; or consistent with the Technology and Electronic Information Policy. If you have been assigned a City email address, do not use it to register on a social networking site, blog or other online tools that you utilize for personal use.

Reporting Violations and Prohibition Against Retaliation

We encourage you to report violations of this policy. The City prohibits retaliation against any employee for reporting a possible deviation from this policy or for cooperating in an

investigation. Any employee who retaliates against another employee for reporting a possible deviation from this policy, or for cooperating in an investigation, will be subject to disciplinary action up to and including termination.

Media Contacts

Employees should not speak to the media on the City's behalf without contacting your supervisor and the Public Relations Manager. All media inquiries should be directed to them.

To the extent an employee is authorized as part of his/her job duties to use social media account(s) to advance the employer's interests, the employer, not the employee, owns the account(s) and employees are required to return all logins and passwords for such accounts at the end of employment.

For More Information

Employees should know that the City has the right to and will monitor the use of its computer, telephone, and other equipment and systems, as well as any publicly accessible social media. Employees should expect that any information created, transmitted, downloaded, exchanged or discussed on publicly accessible online social media may be accessed by the City at any time without prior notice.

If you have questions or believe you need further guidance on what is expected of you when using the City's systems, please contact the IT Department.

If you have questions regarding this policy or to report an issue, please contact the Human Resources Department.

3.07 GRIEVANCES AND COMPLAINTS

The City of Gainesville is committed to ensuring that employees receive fair and equitable treatment throughout their employment. In upholding this commitment, the City has established this complaint and formal grievance policy to ensure that employees are afforded the opportunity to exercise their rights in the event they feel unfair adverse action has been taken against them.

The procedures for filing a complaint or formal grievance are outlined below. Employees should read these steps very carefully. Failure to comply with these guidelines may result in a delay or denial of your complaint or grievance.

Any employee (probationary or non-probationary) who believes he/she has been subjected to harassment, discrimination, or unlawful treatment as it relates to the City's EEO Policy 1.03 or the City's Harassment Policy (3.02) should report the conduct to their Department Head. If the Department Head is involved, or if the employee is otherwise uncomfortable reporting the conduct to their Department Head, the employee may proceed directly to the Administrative Services Director.

Complaint Procedure

This process has been put in place to facilitate free discussion of employment concerns between employees and supervisors to foster better understanding of administrative and/or operational policies, procedures, and practices.

1. Employees may use the complaint process for non-grievable issues.
2. An employee's chain of command must have the opportunity to resolve any disputed non-grievable issue. If you are unsure of your chain of command, ask your immediate supervisor.
3. Other issues of a more serious nature may be resolved through the formal grievance process. Grievable issues are listed under the Grievance Procedure.
4. If the employee is not satisfied with the response from the chain of command, the employee may, through the Administrative Services Director, file the complaint to the City Manager. The City Manager's decision shall be final.
5. At any point when following the chain of command, the employee, supervisor, or Department Director may call upon the Administrative Services Director to assist in resolving the complaint.
6. Employees must use the Complaint Form when filing. The form is available through Human Resources.

Grievance Procedure

1. Only non-probationary employees may file a formal grievance, except in circumstances where a probationary employee believes he/she has been subjected to harassment, discrimination, or unlawful treatment as it relates to the City's EEO Policy 1.03 or the City's Harassment Policy (3.02).
2. This grievance procedure may only be used for the following actions:
 - Dismissal
 - Demotion
 - Suspension (more than 2 weeks)
 - Any disciplinary action that Employee believes relates to harassment, discrimination, or unlawful treatment as it relates to the City's EEO Policy 1.03 or the City's Harassment Policy 3.02.
3. Employees must use the Grievance Form when filing. The form is available through Human Resources. It will be necessary to include the following information on the form:
 - The date of occurrence of the grievable incident
 - Relate the facts, witnesses, and circumstances of the specific incident
 - Specific relief desired
4. Employees are not required to follow the chain of command when filing a grievance.
5. Grievances must be filed within seven (7) calendar days of the grieved event. Grievances submitted after this time are untimely and will not be considered.
6. Within ten (10) calendar days of receiving the grievance, the Department Director will provide a written report of findings and determination to the employee filing the grievance.
7. If the employee is not satisfied with the Department Director's decision, he/she may, through the Administrative Services Director, file a request for review by the City Manager. The grievance form and supporting documentation must be submitted to the Administrative Services Director within five (5) calendar days from the Department Director's written decision.
8. Within 20 calendar days, the City Manager may schedule a meeting with the employee and, at his or her discretion, members of the employee's chain of command, to review the facts and provide a response. In lieu of scheduling a meeting with the grieving employee, the City Manager may opt to respond in writing.
9. If the employee is not satisfied with the decision of the City Manager, an appeal to the Administrative Hearing Officer may be filed (through the Administrative Services Director) within 15 calendar days from the receipt of a response from the City Manager. Only

grievable issues, as defined, are eligible for review by the Administrative Hearing Officer. The Administrative Hearing Officer will set a date for a hearing within 45 calendar days from the receipt of the request. [See section below regarding appeals to the Administrative Hearing Officer]

10. The employee having a grievance scheduled for a hearing before the Administrative Hearing Officer may be allowed a continuance for good cause, at the discretion of the Administrative Hearing Officer. The Administrative Hearing Officer may dismiss the case without a hearing if more than two continuances are requested by the affected employee without justifiable cause. The City may request postponement out of business necessity.
11. Repeated filing of grievances concerning the same issue which has been denied will not be considered.
12. All documentation associated with the grievance will be maintained by the Human Resources Department. Although grievance documentation is part of the employees' records, the documentation will be filed separately from the employee's official personnel file in the Human Resources Department.

Administrative Hearing Officer

The City's Administrative Hearing Officer shall have the final authority within Gainesville City Government to hear a grievance.

1. The Administrative Hearing Officer is an individual, appointed by the City Council, designated to preside over hearings and administrative proceedings of various types. When hearing personnel matters, the Administrative Hearing Officer will be neutral and serve without favoritism to either party involved in the hearing.
2. During personnel hearings, the Administrative Hearing Officer will review the actions of management to ensure that:
 - The action taken was not arbitrary or capricious;
 - No discrimination or violation of state or federal law occurred;
 - There is evidence to support the decision of the City Manager.
3. Upon reaching a conclusion about the matter, the Administrative Hearing Officer will issue a written opinion to the City Manager containing his/her findings and recommendations, with a copy to the grievant. After reviewing the opinion, the City Manager may take such action as the Manager believes is appropriate.
4. Issues that may be reviewed by the Administrative Hearing Officer include dismissal, demotions, suspensions without pay for more than two weeks, harassment, discrimination, or unlawful treatment as it relates to the City's EEO Policy 1.03.

3.08 Disciplinary Action

The purpose of discipline is to encourage proper conduct and to redirect behavior, not to punish. The City reserves the right to discipline an employee as considered necessary and to take appropriate employment action as the circumstances may require.

The following disciplinary actions are available to supervisors. The City reserves the right to discipline employees as deemed appropriate by City management.

1. Documented Verbal Counseling - A formal counseling session is a written record of communication between a supervisor and employee. A Counseling is used to discuss minor infractions of rules of conduct and to propose corrective action in order to prevent reoccurrence.
2. Written Warning - A Written Warning, or Written Reprimand, will be used for more serious infractions of rules of conduct or repetition of minor infractions. A written warning must be discussed with the employee. Employee and supervisor should sign and date the form. The employee's signature does not signify agreement with the action, but does indicate that the matter has been discussed with the employee and chronicles the date it was discussed.
3. Suspension - The following guidelines will govern suspension at the discretion of the Department Director, Administrative Services Director, and/or City Manager:
 - a. An employee may be suspended for unacceptable performance or disciplinary reasons.
 - b. An employee may be suspended when he/she is charged with a criminal offense which may affect the performance of the employee's job or the public's perception of the City's workforce.
 - c. A suspension will be for a reasonable period up to 30 calendar days unless a longer period is approved by the City Manager. Suspensions in excess of two weeks may be grievable by any non-probationary employee as authorized by the policies of the City.
 - d. While an employee is on suspension without pay, no paid time off (PTO) will accrue, nor will an employee be paid for holidays that may occur.
4. Demotion - An employee may be permanently or temporarily demoted to a lower graded job with a correspondingly lower pay rate for unacceptable performance or for disciplinary reasons. The Department Director should discuss the demotion with the Administrative Services Director prior to taking action against the employee. [See Demotion under Policy 2.02 Recruitment and Selection]
5. Discharge - An employee may be discharged at the discretion of the Department Director, Administrative Services Director, and/or City Manager for:
 - a. Policy violation with a history of disciplinary actions.
 - b. Committing any offense where the facts and circumstances warrant immediate termination.

Discharging an Employee:

- If termination is recommended by the Department Director, he/she must discuss and receive concurrence of the termination by the Administrative Services Director or his/her appointee.
 - The Department Director or Supervisor must prepare a termination letter or detailed Disciplinary Action Report and submit it to the Administrative Services Director for review prior to giving it to the employee.
 - The Department Director or Supervisor should have a meeting with the discharged employee (if possible) to notify the employee of the decision to terminate his/her employment.
 - Any outstanding funds due the City shall be collected from the terminating employee.
6. Abandonment of Job - An employee will be presumed to have abandoned his/her job when the employee does not report to work or call in for three consecutive scheduled workdays.
7. Administrative Leave (Paid) - With the approval of the Administrative Services Director and/or City Manager, an employee may be placed on administrative leave with pay and without prejudice pending the outcome of a problem situation, administrative investigation, or inquiry.
8. Loss of Required License or Certification - Any employee who is unable to perform the essential job functions of his/her job adequately because of the loss of a necessary license or other requirement shall be subject to adverse action which may include termination of employment. In lieu of termination, an employee may be demoted to a lower class position if such position is available within the department, and if the employee is qualified to perform the essential job functions. Such demotions will be accompanied by a salary reduction in accordance with City pay practices.
9. Attendance - The normal workday for City employees is one regularly assigned workday or shift. All employees are expected to be at work every scheduled day and at the appropriate starting time, as set by the City or the Department Director. However, if an employee is ill or has an unforeseen family emergency, the employee may be excused from being at work promptly as scheduled. If the Department Director determines that the employee has abused sick leave or unscheduled PTO privileges resulting in an attendance problem, sick or PTO pay may be withheld. An employee's supervisor, up to the Department Director, may require a physician's excuse and explanation when an employee is absent for three or more consecutive days or who is absent from work frequently or habitually. An employee's supervisor may require a doctor's statement before the employee is permitted to return to work.

3.09 Violence and Weapons in the Workplace

The City of Gainesville has a strong commitment to its employees to provide a safe, healthy, and secure work environment within the confines of prevailing law. The City also expects its employees to maintain a high level of productivity and efficiency. The presence of weapons and the occurrence of violence in the workplace are inconsistent with these objectives. While the City has no intention of intruding into the private lives of its present or potential employees, all on-duty City employees (except for those specified under Exceptions below) are prohibited from possessing weapons while performing their duties in any location or situation in which the individual is acting in his/her capacity as an employee of the City. This policy shall apply to all City employees, regardless of full-time, part-time, paid, non-paid, and/or volunteer status. The City expects all employees to perform their job without violence toward any other individual and work in a manner so that they can perform their duties in a safe and productive manner. It is the City of Gainesville's belief that all employees have the right to work in an environment free from physical violence, threats, or intimidation. Such behavior may result in disciplinary action up to and including termination of employment.

Exceptions:

- a. Authorized law enforcement personnel, and hired security personnel, while performing their official duties.
- b. Pursuant to O.C.G.A. 16-11-135 employees may keep a weapon(s) in a locked motor vehicle or one which is in a locked container or in a locked firearms rack which is on a motor vehicle and such vehicle is parked in a City parking facility.
- c. Employees who possess a Firearms Carry Permit may carry weapons for personal protection while traveling out of town on business purposes when allowed by law.
- d. With approval of Department Director: employees working late at night or closing a City facility alone may take safety measures such as the carrying of non-lethal weapons, stun gun, pepper spray for self defense purposes.

These restrictions and prohibitions shall apply to all employees regardless of any license or permit that an individual may have pertaining to said firearms and weapons including a concealed weapons permit.

It is the responsibility of each supervisor to ensure that all employees are informed of and are aware of this policy and legal guidelines. Employees who are victims of or who are witnesses to violent incidents should immediately report such conduct to their supervisor or to the Administrative Services Director.

Prohibited Activities:

The City of Gainesville specifically prohibits the following activities by City employees while on duty or on City property, with the exceptions listed above. Employees engaging in any of the following may be required to cooperate in an internal investigation and are subject to disciplinary action up to and including termination of employment on the first offense:

1. Use, possession, (except where official standard equipment issue), or sale of any weapon. A weapon is described as explosive devices, a machine gun, a short barrel rifle or shotgun, a handgun (except police officers' issued equipment), a firearm silencer, a switchblade knife, a device principally designed, made, or adapted for delivering or shooting an explosive weapon, any other type of knife with a blade in excess of five inches, knuckles, or other implement used for infliction of bodily injury, serious bodily harm, or death, which have no common lawful purpose or are not issued as standard employee equipment by the department.
2. Storing any weapon in a locker, desk, lunch box, tool kit, bag, purse, tote, or other repository on a City worksite, in a City vehicle or in any City building, except as noted in Exceptions item b) above.
3. Illegal possession, use, or sale of a weapon off City property that adversely affects his/her own or other's safety at work, or indicates a propensity for same.
4. Refusing to submit to an inspection for the presence of a weapon that is requested by the City.
5. Conviction under any criminal statute for the illegal possession of a weapon or for committing a violent act against the person or property of another.
6. Refusing to participate in an investigation pertaining to allegations or suspicion that violence has or is likely to occur, or an investigation pertaining to the carrying of a weapon by the employee.
7. Verbal or physical threats, threatening gestures, statements, or actions to employees, supervisors, and the citizens we serve.
8. Fighting, including unprovoked attacks that are either physical or verbal.
9. The City reserves the right to search an employee's possessions kept in City offices, desks, or lockers for appropriate reasons. Employees shall have no right of privacy with respect to City facilities and equipment. Reasons may include, but are not limited to searches for:
 - a. City documents, property, equipment, tools;
 - b. Missing or stolen articles;
 - c. Alcohol, drugs, or any controlled substance;
 - d. Firearms or weapons
10. Any employee who believes he/she has been subject to conduct which violates this policy may use the City's complaint procedure as outlined in Policy 3.07.

Serving Customers with Weapons Policy

It is the policy of the City of Gainesville to provide quality customer service to all of our citizens and customers while simultaneously providing a safe, secure, and comfortable work environment for City employees.

Passed in 2014, Georgia HB60 changed state law by allowing authorized individuals to carry firearms into certain City buildings and facilities thus allowing them to possess such firearms during meetings, conversations, and other direct interactions with staff and others.

Due to the nature of certain City-customer business activities, it is understood that at times conversations, meetings, and other interactions between staff and customers may become tense and uncomfortable. In some circumstances, an employee may feel personal discomfort when working directly with individuals carrying firearms. This policy is intended to guide and authorize staff to seek additional assistance in such situations when deemed necessary.

While not required, employees are authorized to make alternative meeting arrangements when serving customers with firearms or weapons.

When an employee is serving an individual carrying a firearm or other weapon and he/she feels personally uncomfortable doing so, such staff is authorized to contact their supervisor or Department Head who, at their discretion, may make alternative arrangements to best serve the customer. Alternative arrangements may include setting up an appointment at a specific date, moving meeting locations, seeking assistance from others including obtaining the presence of police personnel during such meetings, and/or other similar arrangements.

The purpose of alternative arrangements would be to minimize employee discomfort and potential for disruption while providing quality customer service.

3.10 STANDARDS OF CONDUCT

The reputation of the City of Gainesville is in large part dependent on how employees conduct themselves, both on and off the job.

Violation of established work standards, depending on frequency and severity, may result in disciplinary action. The City believes that progressive discipline can be used where appropriate. City employees are to use common sense and abide by the standards of honesty and decency accepted by all good citizens.

1. Listed below are examples of major offenses which will not be tolerated. These egregious acts may result in immediate termination or suspension even if no progressive discipline has been previously applied.
 - a. Possession, use, or selling of alcohol, narcotics, drugs, or other psychoactive substances on City property;
 - b. Unauthorized possession or use of firearms or other weapons on City property;
 - c. Theft, including, but not limited to falsifying payroll records to show an individual is present when he/ she is actually not present, theft by deception, conversion, gambling, etc.
 - d. Insubordination or willful disobedience of directions and instructions necessary to City operations;
 - e. Disclosure of confidential or privileged information;
 - f. Fighting, threatening bodily injury, or horseplay on the job or on City property;
 - g. Violation of the City's Drug-Free Workplace Policy;
 - h. Arrest or conviction of a criminal offense which will affect the performance of an employee's job or the public's perception of the City's workforce;
 - i. Reckless, careless, hazardous, or other behavior, which endangers persons or property;
 - j. Lying or misrepresenting the truth;
 - k. Failure to notify the supervisor of loss of a driver's license or certification if the job requires same;
 - l. Driving a City vehicle while not properly licensed under state law;
 - m. Violation of the City's EEO Policy or the Harassment Policy;
 - n. Unauthorized use of City-owned equipment, vehicle, or manpower;
2. Listed below are examples of behavior which will not be tolerated. These acts may result in such disciplinary actions as a reprimand or warning, suspension, demotion, and/or termination of employment.
 - a. Unsatisfactory job performance resulting in inefficiency or ineffectiveness;
 - b. Unsatisfactory work practices or procedures; lack of cooperation with directives from supervisors;
 - c. Negligence in carrying out duties;
 - d. Disregard for safety and security rules of the department;

- e. Excessive unexcused absenteeism including partial days' absences;
- f. Failure to keep supervisor properly informed concerning absences or tardiness;
- g. Failure to properly follow City leave of absence policies;
- h. Inappropriate conduct by supervisors to include denigrating subordinates;
- i. Use of abusive or obscene language;
- j. Violation of any City or departmental policy;
- k. Willful destruction of City property including sabotage, repeated carelessness or damage/loss of City issued property;
- l. Mishandling cash or other City property;
- m. Unauthorized assembly of employees on City time;
- n. Unauthorized solicitation of funds for any purpose during working hours except for those approved in advance by the Department Director. At no time shall any solicitations interfere with City work operations;
- o. Unauthorized time or shift swapping will not be allowed. In order to be authorized, all shift supervisors involved must have knowledge of the swap and authorize the event in writing.
- p. Unauthorized employee charges or purchases of any amount to the account of the Gainesville City Government.

3.11 SMOKE AND VAPE-FREE WORKPLACE

In an effort to provide a safe and healthy workplace and to promote the good health and wellbeing of its employees, the following smoking and vaping policy has been adopted and shall apply to all employees of Gainesville City Government.

It is the policy of the City to prohibit the smoking of any tobacco product, the use of oral tobacco products or “spit” tobacco (smokeless tobacco) and the use of e-cigarettes (vaping) with or without nicotine. This applies to both employees and visitors of the City of Gainesville on all premises listed below in order to provide and maintain a safe and healthy work environment for all employees.

1. The use of such products is not permitted in the following areas:
 - a. All City buildings
 - b. Any area in which a fire or safety hazard exists
 - c. Common areas, including elevators, stairwells, lobbies, waiting rooms, copy rooms, mail rooms, auditoriums, reception areas, customer service areas, employee lounges, computer areas, and rest rooms
 - d. 50 feet from any City facility egress area including public and employee entrances and exits
 - e. Classrooms and conference rooms
 - f. Any area not specifically designated “smoking permitted”
 - g. City owned vehicles
2. All materials used for smoking, including cigarette butts and matches, will be extinguished and disposed of in appropriate containers. Supervisors will ensure periodic cleanup of the designated smoking area. If the designated smoking area is not properly maintained (for example, if cigarette butts are found on the ground), it can be eliminated at the discretion of management or other decision-making body.
3. Department Directors can establish “smoking areas” at their specific department location. If established, these will be the only areas permitted for smoking at their location.
4. Supervisors will discuss the issue of taking smoke breaks with their staff. Together they will develop effective solutions that do not interfere with the productivity of the staff.

3.12 DRUG-FREE WORKPLACE

The City of Gainesville is committed to:

- Providing quality service to citizens by employing qualified, capable employees who are fit and ready to perform their duties in a safe, efficient and productive manner;
- Safeguarding the welfare of citizens, mindful of their safety and the safety of their property;
- Providing a safe, healthy and secure work environment for our employees;
- Ensuring that employees are not impaired in their ability to perform assigned duties in a manner that is safe for them, for their fellow employees, for citizens and the public they serve and persons with whom they interact;
- Maintaining City facilities and equipment and ensuring their proper use to minimize risk or harm; and,
- Ensuring that all employees project a positive and professional image while representing the City – this includes operating a City vehicle, wearing a City uniform or identification, and/or representing the City in any capacity.

Maintaining a workplace free of illegal drugs and prohibiting the misuse or abuse of alcohol or other intoxicants by City employees is critical to achieving this commitment.

Under this policy, the City will hold employees accountable for complying with the requirements necessary to maintain a drug-free workplace and to perform their job duties unimpaired by the use of drugs or misuse or abuse of alcohol.

To enforce this policy, the City will use drug testing and alcohol screening to administer the Federal Drug Free Workplace Act and comply with state and federal laws, rules and regulations as provided in the following:

- The Federal Drug Free Workplace Act of 1988, which requires the establishment of drug-free workplace policies and requirements for reporting certain drug-related offenses to specified Federal agencies; and
- The Omnibus Transportation Employee Testing Act of 1991 as administered by the Department of Transportation. The US Department of Transportation (DOT) requirements published in 49 CFR Part 40, as amended which sets standards for collection and testing of urine specimens in screening for the presence of drugs and breath tests for alcohol.

Based on our commitment to compliance, the City has adopted this policy and the procedures necessary for its administration.

APPLICABILITY - This policy applies to all City employees, as follows.

Group One - “FTA Safety-Sensitive” (Covered by Federal Transit Administration [FTA]):

Employees whose duties may include at any time:

- Operating a revenue service vehicle, whether or not such vehicle is in revenue service.
- Controlling dispatch or movement of a transit service vehicle.
- Maintaining a revenue service vehicle or equipment used in revenue service.

Group Two - “FMCSA Safety-Sensitive” (Covered by Federal Motor Carrier Safety Administration):

Employees whose duties may include at any time:

- Operating any vehicle (regularly or as needed) required to be operated by a holder of a Commercial Drivers License (CDL).

Group Three - “City Safety-Sensitive”:

- Performing work as a POST (Peace Officer Standards and Training Council) Certified law enforcement officer.
- Performing emergency medical rescue, fire suppression, accident prevention, or other protective functions.
- Interacting with prison work details or similar situations.
- Carrying a firearm for security or law enforcement purposes.
- Performing duties essential to drug interdiction.
- Performing duties which directly affect public health, where the duties require the prevention of disease, prolonged life, and promoting health.
- Performing duties which directly affect public safety, where the duties require the prevention and protection of events that could endanger the safety of the public from danger, injury, harm, or damage, such as crimes or disasters (natural or man-made).
- Operating a city vehicle, motorized equipment, or machinery in the normal course of their duties.
- Maintenance functions for the repair, overhaul, and rebuild of engines, vehicles and/or equipment, which may require test driving or moving a vehicle.
- Otherwise classified as “safety-sensitive” in Group One or Group Two above.

Group Four – “All Other”

- City employees whose job duties do not fall in Groups One, Two or Three.

Employees may be assigned to more than one Group. The City has reviewed the actual duties performed or may be performed by employees in all job classifications to determine which employees perform safety-sensitive functions, and has determined which job classifications may require the performance of safety-sensitive functions.

Any newly-created job classification will be assessed to determine whether the job should be considered safety-sensitive and, if so, in which group(s) the position should be placed.

A current list of all safety-sensitive positions is maintained by Human Resources.

1. **PROHIBITED SUBSTANCES** - Prohibited substances addressed by this policy include the following:

a. Illegally Used Controlled Substances or Drugs

The illegal use of any drug or substance identified in Schedules I-V of O.C.G.A. §§16-13-25 through 16-13-29, Schedules I through V of Section 202 of the Controlled Substance Act (21 U.S.C. 812), as further defined by 21 CFR 1300.11 through 1300.15 is prohibited at all times unless a legal prescription has been written by a medical professional authorized by law to write prescriptions for the substance. This includes, but is not limited to: marijuana, amphetamines, opiates, phencyclidine (PCP), and cocaine, as well as any drug or substance not approved by the U.S. Drug Enforcement Administration or the U.S. Food and Drug Administration for medical use or consumption by humans. Illegal use includes use of any illegal drug, misuse of legally prescribed drugs, use of a legally prescribed drug contrary to the instructions given to the employee, and illegal use of prescription drugs, including the use or consumption of the prescription drugs of another person.

b. Alcohol

An employee is prohibited from consuming any beverage or other substance containing alcohol while performing City work unless approved in advance by the Department Director or designee, including prescription drugs or over-the-counter medication.

2. **LEGAL DRUGS**

A legally prescribed drug means that an individual has a prescription or other written approval from a physician for the use of a drug in the course of medical treatment.

The appropriate use of legally prescribed drugs and non-prescription medication is not prohibited. Any drug or substance, whether prescribed or not, that contains any amount of alcohol may not be consumed while performing City work unless approved prior to beginning work by the Department Director or designee. It is, however, the employee's responsibility to inform his/her physician of the assigned job duties and determine from the physician, or other health care professional, whether or not the prescribed drug may impair the employee's job performance or mental or motor function. It is the responsibility of the employee to remove himself/herself from service if he/she is unfit for duty.

Employees are required to report the use of medically authorized drugs or other substances that may create a direct threat by impairing job performance of safety-sensitive functions to his/her supervisor and provide proper written medical authorization to work from a physician. Failure to report the use of such drugs or failure to provide proper evidence of medical authorization may result in disciplinary action.

3. EDUCATION AND AWARENESS

The City has established a drug awareness program to educate employees about the dangers of alcohol and drug abuse in the workplace. As part of this program, the City provides all employees with a copy of this policy, which includes information concerning penalties that may be imposed for violations of the policy. Information regarding alcohol and drug abuse, drug counseling, treatment and rehabilitation, and employee assistance programs will be periodically supplied to employees.

Furthermore, the City provides ongoing training for managers and supervisors responsible for the administration and enforcement of this policy, including training to determine whether reasonable suspicion exists that will authorize the testing for drugs and alcohol and the availability of assistance for employees.

4. EMPLOYEE ASSISTANCE PROGRAM

The City provides employees with access to an Employee Assistance Program (EAP). Employees may seek education, counseling and treatment for any substance abuse concerns they might have. Any employee who uses illegal drugs or legal drugs in an illegal manner or abuses alcohol is encouraged to acknowledge his/her substance abuse and seek professional advice and assistance before the problem leads to an incident requiring disciplinary action.

However, the City will not permit any employee who is known to be using illegal drugs or legal drugs in an illegal manner or misusing alcohol to perform his/her usual job functions. An employee may not return to duty performing his/her job functions without documentation of full compliance with requirements of the treatment program, including verification of compliance through drug/alcohol testing. Participation in a treatment or rehabilitation program does not preclude normal disciplinary action for violations of this policy or relieve an employee of responsibility for satisfactorily performing assigned duties.

Under no circumstances shall self-identification and enrollment in a treatment program be used to interfere with required testing. An employee may not identify himself/herself as unfit to perform work after having been notified of an impending test and expect to avoid the consequences of a positive test or a refusal to test.

Failure to comply with all requirements of a drug/alcohol treatment program or continued substance abuse following completion of a program in violation of any part of this policy shall result in disciplinary action up to and including termination.

5. NON-DISCRIMINATION

Nothing in this policy is intended to discriminate against any person on the basis of addiction to drugs or alcohol, or on the basis of an individual's medical history of addiction

to drugs or alcohol as defined by the Americans with Disabilities Act of 1990. However, the City reserves the right to consider, for purposes of employment or disciplinary action, any history of criminal activity related to such use to the extent that it may lead to disqualification for employment.

6. PROHIBITED CONDUCT

a. Manufacture, Trafficking, Possession, and Use

Pursuant to the Drug-Free Workplace Act of 1988, all City employees are prohibited from engaging in the unlawful manufacture, distribution, dispensing, sale or solicitation for the purpose of purchase or sale, possession, or use of prohibited substances while on any City property, any City land or buildings, any City owned or leased vehicles or while in any way performing City business whether on or away from City property or while on City business.

b. Intoxication or Impairment

Reporting to work or engaging in any work activity on behalf of the City in an impaired condition which may pose a threat of harm to the employee or any other person is prohibited. This policy also prohibits reporting to or engaging in any work on behalf of the City in a condition which may impair the employee's ability to perform any essential job duty because of the use or abuse of drugs or alcohol.

Any employee who is reasonably suspected of being intoxicated, impaired, or not fit for duty shall be removed from job duties immediately and tested for the presence of intoxicants in his or her system in violation of this policy. An employee removed from job duties for reasonable suspicion testing will not be allowed to return to work until completion of an investigation and verification of test results.

c. Use of Alcohol Prior to Reporting for Duty

No employee shall perform his or her duties, or report to work as ready to perform duties within four hours after using alcohol or at any time when alcohol is measurably present in the employee's body.

d. Misuse of Prescription or Over-the-Counter Medications

Abusing or misusing prescription or over-the-counter medication when such conduct could reasonably interfere with the safe or satisfactory performance of any essential job function is prohibited. This includes, but is not limited to, the use, possession, sale or solicitation for the purpose of purchase or sale of any prescription medication for which the employee lacks a valid prescription in the employee's name.

This policy also prohibits lawful use of any prescription or over-the-counter medication while on-duty or prior to reporting for duty when that medication may impair the ability of the employee to perform any safety-sensitive function or duty.

e. Interfering with Investigation

Any employee who hinders, obstructs, or refuses to cooperate or participate in any investigation shall be considered in violation of this policy. This includes, but is not limited to, providing false, misleading or incomplete information in response to any inquiry from a supervisor or from Human Resources related to a suspected violation of this policy. It also includes refusing to undergo a drug or alcohol test or interfering with the testing process in any way.

f. Arrests for Drug or Alcohol Related Offenses

Any employee who is arrested for a drug or alcohol related offense must notify his/her Department Director of the arrest before the end of his/her next shift. The City will make a determination at that time whether the arrest causes temporary or permanent disqualification from remaining in the current position or constitutes grounds for disciplinary action. See the Vehicle Use Policy for information regarding operating a City Vehicle after an arrest for Drug or Alcohol Related Offenses.

7. **REQUIRED TESTING** - Testing will be required under the following circumstances. Testing procedures will be accordance with the Medical Review Officer's established guidelines.

a. Pre-employment Testing

Applicants given a conditional offer of employment for a full-time or part-time position in a Safety-Sensitive position (Groups One, Two or Three) will be subject to a drug test. If an applicant refuses to take a drug test, or if evidence of the use of illegal drugs is discovered, either through testing or other means, the conditional offer will be rescinded.

Any incumbent employee in Group Four (non-safety-sensitive) who is given a conditional offer of promotion to a Safety-Sensitive position (into Groups One, Two, or Three) must have a drug test before assuming the position. If an incumbent employee refuses to test, action will be taken in accordance with this policy.

b. Post Accident Testing

Supervisors are required to escort all City employees to a drug-testing facility for a post accident drug screen following any accident while operating a City vehicle or personal vehicle for City business. An accident is defined as an event causing property damage and/or any injury to any person when medical treatment may be necessary.

Safety-Sensitive employees will follow post accident testing procedures on qualifying accidents and follow the applicable DOT Drug and Alcohol Testing Policy. If the accident does not qualify under DOT Policy, then the employee will be tested under City authority.

Such testing shall be performed as soon after the accident as practicable. However, an employee who is subject to post accident testing shall remain readily available for such testing, or may be deemed to have refused to submit to the testing. Employees must receive the post accident drug screen within 32 hours of the accident. If the drug screen is not received within 32 hours, the supervisor must provide written documentation of explanation. (Exception: Employees who seek medical treatment for work-related injuries will be tested, under City authority, in conjunction with initial medical treatment, regardless of the amount of time that has passed since the injury.)

c. Reasonable Suspicion

Any employee may be subject to testing for drugs and/or alcohol when there is a reasonable suspicion that the employee is impaired and/or intoxicated in violation of the City's policy and/or DOT Policy.

An employee may be required to submit to drug and/or alcohol testing to determine fitness for duty, which may include appropriate urine and/or breath testing. A reasonable suspicion drug and/or alcohol test shall be conducted just before, during, or just after the performance of assigned duties.

Reasonable suspicion is a belief that an employee is using or has used drugs or alcohol in violation of the policy based on specific objective and perceptible facts and reasonable inferences drawn from those facts in light of experience and careful observation. A determination for a reasonable suspicion drug and/or alcohol screen will be made by a supervisor who has been trained to determine reasonable suspicion.

d. Random Testing

Safety-sensitive employees in Groups One and Two are subject to random drug and/or alcohol screens as prescribed by the Department of Transportation and in accordance with applicable policy.

City Safety-Sensitive employees in Group Three will be subject to random testing for drugs and alcohol, with the number of random tests determined based upon the total number of employees in the Group. During the first year that this policy is effective, the number of random drug screens conducted will be no less than 25% of the number of employees in the Group and the number of alcohol screens will be no less than 10% of

the number of employees in the Group. Percentages are subject to periodic review and adjustment for each subsequent year.

The selection of employees for random drug and alcohol testing will be made using a scientifically valid method that ensures each covered employee will have an equal chance of being selected each time selections are made. The names of all employees selected for random testing will be returned to the random testing pool for their respective group to ensure each covered employee will have an equal chance of being selected each time selections are made. The random tests will be unannounced and spread throughout the year. Based upon the City's operations, random testing may be conducted on all days and hours during which safety-sensitive functions are performed.

Employees can be tested before, during and after an employee's shift. Employees are required to proceed immediately and directly to the collection site upon notification of their random selection.

If the employee selected is absent from work and, therefore, unavailable to be notified for testing or to submit to testing, the employee will be tested as soon as he or she returns to work. The employee will not be notified in advance.

e. Post Rehabilitation Testing & Follow-Up Testing

The City of Gainesville offers employees the use of counseling and rehabilitative services pursuant to coverage limitations and in accordance with the terms of the benefit programs. Employees are personally responsible for seeking treatment for alcohol and/or drug dependency. Any voluntary request by an employee for assistance with his or her own alcohol and/or drug dependency will remain as confidential as possible and shall not, on its own, be used as a basis for disciplinary action.

This section will not apply to an employee who tests positive through the testing program. The employee must voluntarily seek treatment prior to being notified of a pending drug and/or alcohol test or being involved in a situation that requires a reasonable suspicion or post accident FTA drug and/or alcohol test. The employee cannot self-identify in order to avoid testing.

f. Return to Work Testing

Employees under Group One who have been absent more than 90 days will be required to submit to a drug screen in accordance with DOT guidelines. For all other employees, return-to-work drug screens following absence for medical reasons may be required at the discretion of the Administrative Services Director or designee.

8. SEARCHES

Employees shall have no right of privacy with respect to City facilities and equipment. The City reserves the right to conduct searches of property, including City vehicles or equipment owned or being operated by the City at any time or place.

The City also reserves the right to conduct searches of an employee's personal property and possessions kept in City offices, vehicles, desks, or lockers when there is a reasonable suspicion that an employee is buying, selling, transporting, or otherwise in possession of intoxicants or controlled substances on the City's property or during working time. A refusal to submit to, or cooperate with a search may result in disciplinary action, including termination.

9. CONFIDENTIALITY

All reports of test results for drug and alcohol, searches, or any employee referral or treatment in an Employee Assistance Program or any treatment program for addictive disorders, will be maintained in confidence as allowed by law. Any person authorized to have access to such confidential information, who, without authorization to do so, discloses it to another person shall have engaged in gross misconduct and shall be subject to disciplinary action up to and including termination. The confidentiality of such information shall not apply to any use or communication to the City of Gainesville or its designee, or where the information is relevant to the City's defense in any administrative or civil action. Such confidential information may also be disclosed to the extent required by any federal, state or local law, statute, ordinance or regulation.

Employees should treat their own testing information and results as confidential and hold it in the strictest confidence. Unless the information needs to be conveyed for a business purpose, the information should not be discussed or shared with other employees.

10. CONSEQUENCES

- Any employee in violation of any part of this policy will be subject to disciplinary action, up to and including termination of employment.
- Any employee that has a verified positive drug test will be terminated.
- Any employee with a confirmed alcohol level of .04 or higher will be terminated. Any employee with a confirmed alcohol level of at least .02 but less than .04 will be removed from duty and subject to disciplinary action, up to and including termination.
- Refusing to submit to a required drug or alcohol test will be considered a positive result and will result in termination of employment.
- Hindering, delaying or obstructing a test for drugs or alcohol, including but not limited to, tampering with a sample or interfering in any way with the chain of custody of a sample shall be considered a positive test result and a direct act of insubordination and will result in termination.

11. CONDITION OF RE-EMPLOYMENT

Any employee who has been terminated for violation of the Drug-Free Workplace policy may be considered for rehire provided the following conditions are met:

- At least 12 months have passed since termination.
- Previous work history, attendance record, and performance were favorable.
- Must receive recommendation from previous City of Gainesville supervisor.
- Must submit to a pre-employment drug screen (even if not being considered for a safety-sensitive position).
- May be drug tested upon request at any time for a period of two (2) years, in addition to participation in the random pool.
- May be required to produce a rehabilitation/assessment certification (at applicant's expense) prior to actual employment.
- Any confirmed failure would be cause for immediate termination with no further eligibility for re-hire.
- Probationary period may be extended by the Administrative Services Director.

3.13 DRESS CODE AND GROOMING

It is the policy of the City that work attire should complement an environment that reflects an orderly and professionally operated organization. All employees shall project a positive and professional image toward the community. All employees are reminded that the first impression on the public is their dress and grooming appearance. The dress code shall apply to all on-site and off-site functions at which the individual is acting as a representative or is present on behalf of the City. The purpose of this policy is to establish dress code and personal grooming guidelines for City employees. Limited exceptions may be made based on job duties. To the extent that a particular Department Head adopts a more strenuous dress code than that set forth in this policy, the more strenuous departmental dress code shall apply and serve as the basis for disciplinary action. It is the responsibility of the Department Head and Supervisor to assure that staff members follow the City or Department's more strenuous dress code policies.

Exceptions to this dress code policy will be made as required by state or federal laws. The City shall make reasonable accommodations for employees' religious beliefs provided the accommodation request does not pose a safety concern or undue hardship. However, exceptions may not be made for those employees working in a law enforcement capacity because of the importance to appear objective and unbiased to the public.

1. **Body Modification.** Personal appearance can be a manner of expression for employees; however, the City prohibits tattoos, piercings and any other form of body modification that inhibits an employee's ability to perform their assigned work duties. Factors considered when determining whether or not an employee's body modifications conflict with their work responsibilities and duties include:
 - a. Safety of the employee and others
 - b. Productivity in the performance of work-related tasks
 - c. Perceived offense on the basis of race, sex, religion, etc.
 - d. Customer complaints
2. **Employees with Uniforms or City Purchased Clothing.** Please refer to the City's Uniform Policy or relevant department policy for guidelines pertaining to City Uniforms. However, the following should be noted:

Employees shall not modify the uniforms or any clothing provided by the City. Uniforms must be worn at all times when an employee is on duty and must be kept clean and neat. Uniforms must not be altered in any way and uniformed shirts should not be unbuttoned past the second button.

Jeans may be allowed for field personnel in lieu of uniform pants upon approval by the appropriate Department Head. If allowed, the jeans must be kept clean and in good condition without holes or fraying. Shorts may be allowed on a limited basis for those field personnel required to wear uniforms except for jobs requiring the personnel to go into tall

grass, weeds, or woods; performing welding or cutting; or exposure to other hazardous elements. Risk Management should be contacted for proper job hazard assessment.

No employee shall wear a City uniform or any garment denoting the City, Department or entity of any sort at an off-site, non-job related establishment or function such as, but not limited to, an alcoholic beverage store, bar or any other establishment that is deemed unbecoming to the image of the City.

3. **Administrative and Office Employees.** Employees are expected to dress in a manner that is professional, neat, and appropriate for the work environment. For all employees who are not required to wear uniforms, business casual dress will be allowed as long as the attire is professional and in good taste. Approved shirts with City or departmental logo are allowable for men and women.

Acceptable attire includes:

Men:

- Dress slacks
- Khakis
- Oxford button down collared shirts
- Golf type shirts
- Polo shirts
- Sweaters
- Business suits, blazers, or sport coats
- Footwear should be selected according to the type of work performed, keeping safety, comfort and professional appearance in mind.

Women:

- Dress slacks
- Khakis
- Oxford button down collared shirts
- Polo shirts
- Blouses
- Sweaters
- Business suits or blazers
- Dresses and skirts no more than 3" above the knee
- Footwear should be selected according to the type of work performed, keeping safety, comfort and professional appearance in mind.

This list is not an all-inclusive list; thus management reserves the right to determine appropriateness. Any problems with what is considered inappropriate attire will be discussed with the employee.

4. **Unacceptable Attire.** Under no circumstances are the following acceptable unless part of a City uniform:
 - T-shirts (unless approved by Department Director for a special event or holiday)
 - Camouflage printed clothing
 - Athletic and/or canvas shoes (unless approved by Department Director)
 - Athletic clothes including sweats, warm-ups, or workout clothing (unless approved by Department Director)
 - Spandex or Lycra clothing (i.e. biker shorts/pants/body suits)
 - Flip-flops and/or casual sandals (unless approved by Department Director)
 - Logoed, printed, sports team or advertising clothing
 - Hats or caps
 - Shorts or cut-offs
 - Mid-drifts and crop tops
 - Tank tops, tube tops, halter tops, tops with spaghetti straps
 - Clothing that is excessively tight or loose, revealing, distracting, or provocative
 - Clothing and jewelry that pose a safety hazard
5. **Casual Days.** Department Directors may designate a certain day as casual dress day. At the Department Director's discretion, administrative and office staff may wear blue jeans on casual day. All clothing must be clean, neat, wrinkle free, and without holes or fading. Department Heads and employees should remain cognizant that the public is still being served. Employees should not dress casually if they have formal meetings or other events representing the City that require business attire.
6. **Hair and Facial Hair.** Hair shall be conservative, neat, and professional in appearance. Hair should not be so long as to interfere with the wearing of any safety equipment required to perform the job. Facial hair is acceptable provided it presents a professional appearance at all times. Facial hair must be clean and neatly trimmed at all times. Facial hair should not interfere with the wearing of any safety equipment required to perform the job. Public Safety personnel are required to comply with the guidelines and standards established by their respective department.
7. **Jewelry.** Long necklaces may be worn provided they do not present a safety hazard by getting caught in equipment or machinery. Jewelry should be in good taste, conservative and professional in appearance.
8. **Attire Appropriate to the Work Environment and Position.** At the Department Director's discretion, employees may dress in a manner that is appropriate to the work environment and position. For example, an employee who knows he/she will be working in a dirty or dusty environment or moving and packing boxes (and not provided a uniform) may dress appropriately to the environment and type of work he/she will be performing.

9. Employee and Management Roles and ResponsibilitiesEmployee:

- Always strive to project a professional image while at work and in the public eye.
- Be conservative when selecting work attire. If there is doubt as to whether a piece of clothing or outfit is appropriate, do not wear it in the workplace.
- Proper appearance includes personal hygiene.

Management:

- Set the example for professional appearance in the workplace.
- Communicate the City standards of dress to all employees.
- The overriding goal is to achieve a professional appearance. Enforce this policy to accomplish that effect. Employees who fail to follow the proper dress code should be counseled and subject to disciplinary actions, including leaving the premises (if necessary). Any time lost will not be compensated.
- Keep safety in mind when determining proper attire at work. Never sacrifice employee safety for comfort.

- 10. Compliance.** Failure by a Department Head, Supervisor, or employee to comply with the City or Department's uniform requirements or any portion of this policy will result in disciplinary action.

3.14 PANDEMIC AND THE WORKPLACE

The City strives to provide a safe and healthy workplace for all employees. This policy outlines our overall response to a pandemic flu outbreak or similar illness.

This policy outlines specific steps the City takes to safeguard employees' health and well-being during a flu pandemic, or similar illness, while ensuring the City's ability to maintain essential operations and continue providing essential services to our citizens. In addition, it provides guidance on how we intend to respond to specific operational and human resource issues in the event of a pandemic.

Conditions Involving Pandemic or Influenza

Sick employees who report to work with Contagious Symptoms and/or a Contagious Condition, as those terms are defined in this Section, may significantly impact City operations due to the potential for spreading sickness, diminished productivity, and lack of quality or attention to safety.

Employees should consider options and practices that will reduce the risk of contracting a contagious condition or passing on a contagious condition by observing healthy practices such as: receiving flu vaccinations, covering their noses or mouths when coughing or sneezing, washing or sanitizing their hands, using sanitizers on common work areas, and other health practices that are designed to reduce infection and the spread of disease. Employees should also refrain from reporting to work with Contagious Symptoms and/or a Contagious Condition, so as not to spread a condition or disease.

In the interest of maintaining a safe and healthy workplace, the City may require persons with Contagious Symptoms and/or a Contagious Condition not to report to work and/or may send employees with Contagious Symptoms and/or a Contagious Condition home.

A. Contagious Symptoms and/or Condition

For purposes of this Section, Contagious Symptoms and/or a Contagious Condition exist when:

- (1) An employee exhibits influenza-related symptom (e.g., fever, vomiting, diarrhea, headache, cough, sore throat, runny or stuffy nose, muscle aches) or other symptoms, described by a public health organization as indicative of other contagion, such as Coronavirus; and/or
- (2) An employee is diagnosed with an infectious/contagious condition (e.g., influenza, strep throat, tuberculosis, bacterial meningitis, mononucleosis, mumps, measles, rubella, chicken pox, etc.); or

- (3) An employee and/or family member/household member has recently traveled or plans to travel to a geographic area or has been subjected to a confined area, such as cruise ship or airplane, actively identified by a recognized health organization to present a high degree of contagion health risk or an area for which the CDC has issued a Level 2 or 3 travel advisory.

B. Workplace Requirements

The City and its employees bear responsibility for a safe and productive workplace environment. Accordingly, an employee with Contagious Symptoms and/or a Contagious Condition:

- (1) Will not report to the workplace so as not to infect other employees or members of the public.
- (2) Will not report to the workplace until his/her symptoms have subsided and/or the employee has been cleared with a health care provider's statement that the employee may return to work. (Such statement must be submitted to the Administrative Services Director for approval as provided in subsection (d), below, in advance of returning to the workplace.)
- (3) Will not report to the workplace after returning from, or after a family/household member has returned from, a geographic area or confined area recently identified by a recognized health organization to present a high degree of contagion health risk or an area for which the CDC has issued a Level 2 or 3 travel advisory. In such case, the employee cannot return to the workplace until completion of the quarantine period as identified by a public health organization and/or until the employee has been cleared with a health care provider's statement that the employee may return to work. (Such statement must be submitted to the Administrative Services Director for approval as provided in subsection (d), below, in advance of returning to the workplace.)
- (4) May be sent home, with or without the opportunity to work from home, based on observations of symptoms of a Contagious Condition.

C. Absence Due to Contagious Symptoms or Conditions

An employee who has been sent home by the City and/or has not reported to work due to Contagious Symptoms and/or a Contagious Condition, or who has been quarantined, will be required to use accrued Paid Time Off ("PTO"). If PTO is unavailable or exhausted, the employee will be recorded as absent with approved unpaid leave. In the event that an employee's absence pursuant to an approved unpaid leave extends beyond five (5) days and/or an employee's absence pursuant to an approved unpaid leave becomes a recurring issue, and such absences are deemed to constitute an undue burden upon the

City Department, the Department Director may request that the employee provide a doctor's certification as to the employee's current condition. Ultimately, any prolonged absences will be addressed in compliance with all federal and state laws and regulations, including the ADA and the FMLA (where a serious health condition is involved).

The Department Head may approve an employee to work from home while recuperating. Such approval is dependent upon consideration of factors, including the employee's position, the severity of the illness, and other safety and logistical considerations. Notification that an employee will be allowed to work from home must be provided to the Administrative Services Director.

Any employee subject to absence due to Contagious Symptoms or a Contagious Condition must contact Human Resources to determine if the employee and medical condition qualifies for Family Medical Leave. In such case, the policy covering Family Medical Leave Act shall apply.

D. Return to Work from Contagious Symptoms or Contagious Condition

As a condition for return to work, the employee may be required to provide certification from a professional health care provider stating the Contagious Symptom or Contagious Condition that the employee experienced has been cleared and the employee may return to work without risk to other employees. If requested, the written statement must be submitted to the Administrative Services Director, which shall review and must approve the release **before** the employee may return to work. An employee failing to provide a requested written return to work authorization prior to reporting to work will be immediately sent home and may be subject to disciplinary action for failure to comply with this requirement.

E. Compliance

Due to the seriousness of the ramifications of non-compliance, any violation of the policy as set forth will subject the employee to disciplinary action, up to and including, termination.

This Section will be administered in accordance with all federal and state laws and regulations, including the ADA and the FMLA (where a serious health condition is involved).

F. Scope of Policy

This section applies to all employees, volunteers, interns, and any other individuals performing services on the City's behalf, whether paid or unpaid.

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. However, upon termination, employees will only be paid for accumulated unused PTO up to the maximum annual accrual amount*.

***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. PTO requests of more than 120 hours to be taken at one time must be approved by the Department Director and the Administrative Services 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 – Effective February 1, 2023, all balances in the PTO Bank will be transferred into the PTO Accrual Accounts and the PTO Bank will be dissolved.
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.

4.01 EDUCATIONAL ASSISTANCE PROGRAM

The City will provide educational assistance to employees to improve existing job skills and prepare for development as it relates to future career promotional opportunities. This assistance will be provided based on the approval of the request by the Department Director, and concurrence with the Administrative Services Director. Any assistance will be determined by the fiscal soundness of the City at the time of the request.

Full-time employees who have completed at least one year of service and have completed their probationary period will be eligible to request educational assistance. Employees must have received an overall performance rating of “good” or higher and must be actively employed at the time of the educational assistance request.

1. Tuition reimbursement will be made through the department’s professional development budget of each participating department and is limited to \$1,500.00 per fiscal year per employee.
2. City funding for tuition will be subject to the applicant first applying for other financial aid available, including, but not limited to HOPE grants, military benefits funding, etc. Prior to reimbursement from the City, the employee shall be required to submit proof of application for an award or non-award of assistance from the financial aid office of the school and from other financial sources.
3. Tuition assistance is offered for degree, certificate, or diploma programs, including graduate level classes. All requests are subject to the approval and the fiscal soundness of the City at the time of the request. The program is funded annually. In the event of budget constraints, applications for reimbursement will be determined based on City service, job performance, and date of application.
4. This program also includes the full reimbursement for the cost of the GED test. The City will reimburse the employee upon successful completion of each portion of the GED once proof of passing each test has been submitted. Costs associated with preparing for the test will not be covered. Reimbursement shall be provided for one attempt only.
5. Tuition assistance will cover tuition and lab fees offered by accredited colleges, universities, technical colleges, and certification and accreditation courses.
6. The amount of reimbursement will depend upon the grade received as defined below:
 - Grade A or Pass 100% reimbursement
 - Grade B 75% reimbursement
 - Grade C 50% Reimbursement

There is no reimbursement for a grade below "C" or a grade of "Fail" for a pass/fail course. Before reimbursement can be made, the employee must submit proof of the grade obtained to Human Resources.

7. If an employee should voluntarily terminate employment after receiving tuition assistance from the City, that employee may be required to pay back all or a portion of the education funding received. The following schedule will be applicable in these cases:
 - An employee who voluntarily leaves City employment within one year of last reimbursement shall be required to pay the City 100% of the last reimbursement received.
 - An employee who voluntarily leaves City employment one year and one day to two years shall be required to pay the City 50% of the last reimbursement received.
8. No reimbursement shall be required from employees who are terminated involuntarily from City employment or who voluntarily leave City employment beyond two years from the last tuition reimbursement payment.
9. Employees may not attend classes during regular working hours and there is no overtime pay or comp time allowed for attending classes. The City of Gainesville will follow IRS and State guidelines regarding the taxability issues associated with tuition reimbursement.

4.02 EMPLOYEES' COMMUNITY TRUST FUND

The City of Gainesville has established one money-raising effort to reduce the number of solicitations City employees receive from local charities. One fund raising campaign is conducted each year supporting a number of charities.

1. City employees shall be given the opportunity to support various charities, which are selected and voted on by the Community Trust Fund Committee. In the past these have included: United Way, American Heart Association, American Cancer Society, Meals on Wheels, and Hall County Humane Society, or as approved by the Committee.
2. Most contributions are tax-deductible.
3. All pledges are made through the Employees' Community Trust Fund and are managed by the City's Finance Department. Community Trust Fund representatives are appointed by City Department Directors.
4. Pledges may be made as a one-time donation, or made through payroll deductions collected beginning with the first pay period in the new calendar year following the campaign.

5.00 WORKERS' COMPENSATION

The safety of each individual employee and general safe working conditions are primary concerns of the City in every phase of its operations. Operating methods and procedures taught during training periods were developed with maximum safety considerations. The City believes that safety is every supervisor's and every employee's responsibility. In the event of an accident or injury arising out of and in the course and scope of employment that occurs on the job, employees will be covered through workers' compensation insurance. Standard safety procedures as established by the City and its departments shall be adhered to at all times.

1. Any employee who sustains an injury on the job must, at the time of the injury or as soon as possible thereafter, notify his/her supervisor. All accidents, no matter how minor, should be reported.
2. Employees will be required to submit to a post-accident drug test following any work related injury.
3. The supervisor shall promptly file the first report of injury and other related documentation with Risk Management.
4. If the injury necessitates the employee's absence from work, the employee shall receive his/her regular rate of pay via payroll for the first seven (7) calendar days (or if intermittent a maximum of 40 hours). This pay may include initial time lost, as well as time used for doctor visits, therapy, or other authorized, related treatment.
5. If the nature of the injury necessitates an absence longer than seven workdays, the City's workers' compensation carrier shall determine if the employee is eligible for further compensation.
6. Once **(a)** an employee is returned to work (either with or without restrictions) by his/her authorized treating physician, and **(b)** has exceeded the 40 hours listed in Item 3 above, follow-up visits, therapy, etc., will be treated as any other absence. Payment for time missed due to such visits will be charged as sick or PTO (if available) or the time will be unpaid leave for payroll purposes. Alternatively, employees may choose to accept unpaid leave and submit a request to the insurance carrier for reimbursement of lost wages. The decision regarding eligibility for such a reimbursement will be made by the insurer alone, but employees should be aware that any reimbursement is subject to the percentage restrictions and the weekly benefit maximums set by State law. In no case will an employee collect PTO and be paid by the insurer for the same time period.
7. Filing a fraudulent claim is grounds for disciplinary action up to and including termination of employment and criminal prosecution from the State.

8. Under Georgia State Law, employees are required to use the posted panel of physicians to accommodate the workers' compensation medical treatment. The names, addresses, and phone numbers of the panel physicians are available to each employee and are posted on official City bulletin boards.
9. Violation of City safety regulations such as performing work in an unsafe manner or failure to use required safety equipment is grounds for discipline and termination of employment.
10. The provisions of this policy are intended to be consistent with Georgia's Workers' Compensation Act, and if inconsistent at any time, the provisions of the Act will control.

11. TEMPORARY MODIFIED DUTY:

The City is committed to providing work, when possible, for employees who have been restricted due to a work-related injury or illness. Such work will be provided subject to availability. Work will be assigned due to the nature of the injury or illness and the limitations set forth by the authorized treating physician. Every effort will be made to place employees in positions within their own departments, but if necessary, employees will be placed wherever an appropriate position is available. While on temporary modified duty, employees will continue to receive their regular rate of pay. Employees on temporary modified duty must furnish an updated work status to their supervisor from the authorized treating physician after each visit in order to remain in the reassigned job.

12. Employees must immediately report back to their supervisor following the initial visit with the authorized treating physician and after each subsequent visit.

Please refer to the Workers' Compensation Claims Handling Procedures for step-by-step instructions.

5.01 ACCIDENT/INCIDENT RESPONSE

The City of Gainesville encourages prompt response to and accurate reporting of all accidents and incidents. Such response should be in accordance with the procedures outlined below, in order to obtain help for injured persons, mitigate damages, and minimize the negative effects of such incidents. With any serious accident, the Administrative Services Director or Risk Manager should be notified by telephone immediately.

Workers' Compensation Claims Procedures

See the City of Gainesville Personnel Policy and Procedures Manual Policy 5.0 "Workers' Compensation" and Workers' Compensation Claim Handling Procedures.

Auto Accident Procedures

In the event of an auto accident, employees should stop the vehicle immediately, taking steps to avoid further accidents, if necessary. In addition, employees should:

1. Check for injuries.
2. Call 9-1-1 and notify the operator about whether there are injuries on the scene. Ask for an officer to be sent to the scene for an investigation, whether or not anyone is injured.
3. Call your supervisor.
4. Do not accept or deny any liability or make any statements that imply the acceptance or denial of liability.
5. Stay on the scene until your supervisor and law enforcement arrives and you are told that you may leave.
6. If your vehicle was parked and hit by an unknown driver, call your supervisor and law enforcement and remain at the scene until the investigation is complete.
7. Supervisor must take the employee to a medical facility for a post-accident drug screen.
8. Return to your department and work with your supervisor to complete the appropriate reports as soon as possible after the accident.
9. Do not discuss the accident with anyone except law enforcement, your supervisor, the City's Risk Manager, the Administrative Services Director, or representatives of the City's insurance carrier.

Third Party Incident Procedures (Non-Auto)

In the event of other types of property damage or bodily injury to another party, the following steps must be taken:

1. Ensure that injured parties, if any, receive prompt medical attention.
2. Call your supervisor immediately.
3. Do not accept liability.
4. In conjunction with your supervisor, get as much information from the other party as possible, and document all details of the incident.
5. Complete all required documentation for prompt forwarding to the Risk Manager.
6. Do not discuss the accident with anyone except law enforcement, your supervisor, the City's Risk Manager, the Administrative Services Director, or representatives of the City's insurance carrier.

5.02 VEHICLE USE

The City of Gainesville purchases and maintains vehicles that are assigned to Departments for the express purpose of carrying out City business. City of Gainesville vehicles are highly visible and are intended to serve the public. Therefore, it is important that City employees use these vehicles only for their intended purpose and observe the following guidelines.

This policy is designed to enhance the safety of the employees who drive or ride in City vehicles. This policy defines the City's safe driving procedures, vehicle maintenance expectations and personnel policies. Vehicle accidents can result in employee injuries, damaged vehicles and property, and a variety of additional costs. It is the driver's responsibility to operate the vehicle in a safe and courteous manner, following all motor vehicle regulations that apply to that vehicle. It is also the driver's responsibility to make sure that the vehicle is maintained in good condition by reporting any problems to the maintenance staff.

While this policy is intended to address those employees who drive City or personal vehicles on City business over public streets, this policy may also be used for drivers of off-road (construction) equipment. Specifically, off-road equipment operators are not exempt from the portions of this policy relating to license, qualifications, maintenance, and all safe operation and accident items. Exemptions may be made for an off-road equipment operator with the approval of the City Manager.

RESPONSIBILITY

Supervisor - will ensure that all drivers have a valid Georgia drivers' license before placing the employee in a position requiring operation of a City vehicle. Supervisors will also ensure that employees are fully familiar with the vehicle being driven before allowing the employee to leave City property.

Authorized Driver – must meet all requirements of this policy and have been given permission by his/her Department to operate a City vehicle (or to operate his/her personal vehicle on City business). They must obey all motor vehicle laws and City of Gainesville safety rules, maintain the vehicle properly at all times, and otherwise follow all procedures listed in these guidelines.

Department Director - upon notification, will ensure that employees not meeting required "Driver Standards" will not be allowed to drive City vehicles (or personal vehicles on City business).

The following guidelines are necessary to ensure the safety of City employees and citizens and the proper use and care of City vehicles:

Motor Vehicle Report

City of Gainesville Human Resources and/or Risk Manager will review MVRs on all post-offer applicants. MVRs will also be requested annually on employees who regularly drive City vehicles. This review will be to ensure driver's meet the below listed Driver Standards.

Driver's License

Employees driving City vehicles must have a valid Georgia driver's license for the class of the vehicle being operated, and must be trained to drive the vehicle. In general, license acquisition and renewal is a personal expense and will not be paid or reimbursed by the City. However, the acquisition of Commercial Drivers' Licenses (CDL) is handled according to the departmental procedure.

Driver Standards

All drivers of City vehicles must meet the following criteria:

- Must be at least 18 years of age;
- Must be an authorized driver for the City;
- Must meet licensing requirements.
- Must not be disqualified due to driving/criminal history (see "Driver Disqualifications" below).

Driver Disqualifications

Employees may not drive a City vehicle if any of the following offenses have occurred within the prior 36 months from time of discovery. Any exception to this policy must be approved by the Administrative Services Director.

- Conviction of a felony of any type;
- Conviction of the sale, handling or use of drugs;
- Conviction of an alcohol or drug-related offense while driving (includes Driving Under the Influence, Driving While Intoxicated, etc.)
- Conviction of three or more minor moving violations or one serious violation;
- Notice from the City's insurance carrier that driver is being excluded from insurance coverage;
- Involvement in three or more preventable accidents.

Driving by Unauthorized Persons

Except in case of emergency, a driver shall not allow a vehicle assigned to him/her to be driven by any person not authorized to drive City vehicles.

Intoxicants

Drivers shall not use, store, transport, or be under the influence of alcohol, drugs, or other intoxicants in City vehicles at any time (unless being stored or transported in conjunction with law enforcement duties). (See also City of Gainesville Personnel Policy & Procedures Manual, Policy 3.12, "Drug-Free Workplace".)

Loan of City Vehicles

Loan of City vehicles to outside agencies is discouraged. If a City vehicle is loaned for goodwill purposes, the City vehicle must be operated at all times by a City employee who is an authorized driver with experience in the type of vehicle being loaned.

Loss of Drivers' License

Revocation or suspension of a driver's license for any reason and for any period of time must be reported to the employee's immediate supervisor or Department Director within one working day of receipt of notice that the license is being suspended or revoked.

Employees will not be allowed to operate City of Gainesville vehicles while their license is suspended. Employees are not allowed to operate City of Gainesville vehicles while in possession of a temporary driving permit for the purpose of driving to and from work. Employees required to drive as a primary job function and whose license have been suspended may be subject to disciplinary action up to and including termination for loss of job qualifications. Employees who operate City of Gainesville vehicles, who have a suspended license and neglect to report the suspension, will be subject to termination for their failure to advise the City of Gainesville of their invalid license status.

Maintenance of Vehicles

Vehicles should not be operated with any noticeable defect that would inhibit safe operation during current and foreseeable weather and light conditions. Any defects must be reported to the supervisor. Preventive maintenance, such as regular oil changes, lubrication, and tire pressure and fluid checks determine to a large extent whether employees will have a reliable, safe vehicle to drive and support City work activities. Employees should have preventive maintenance completed on their assigned City vehicle as required in the owners' manual or as scheduled by the departmental maintenance shop.

Non-Employee Passengers

A driver will not transport persons other than on-duty City employees in a City vehicle unless the person(s) is/are being transported in connection with official City business, law enforcement matters, or for other reasons specifically authorized by the Department Director or City Manager.

Personal Use of City Vehicles

City vehicles shall be used by authorized employees for official City business, only. Minimal personal use exceptions for lunch or running errands on the way to and from work are acceptable with prior approval by the Department Director or his/her designee. Drivers must remember that these vehicles are highly visible and that they should never be used in a manner that would discredit the City or its staff members.

Personal Vehicles Used for City Business

Certain circumstances may warrant a City employee's use of his/her personal vehicle to conduct City business. Typically, this occurs when the employee's department cannot provide a vehicle for running City errands, traveling to and from work-related training and/or conferences, etc. When this occurs:

- Prior approval must be obtained from the employee's Department Director or his/her designee;
- The appropriate travel reimbursement form must be completed (if appropriate);
- Mileage reimbursement will be paid according to IRS published standard mileage rates in effect at the time of the City business travel and Finance Department procedure.

The City does not assume any liability for bodily injuries or property damage that the employee may be personally obligated to pay arising out of an accident during the operation of his/her own car on City business. The travel/mileage reimbursement to the employee for the operation of his/her car on City business includes the allowance for the expense of automobile insurance. Employees using personal vehicles on City business are required to have at least the minimum liability limits of insurance required by Georgia law. The City does not specify and assumes no responsibility for types and limits of coverage on employee vehicles, since this is a matter of individual preference.

If an employee (in his/her personal vehicle) is involved in an accident in which another party is at fault, the City will not become involved in the reporting and settlement of any insurance claim that results against the at-fault party. However, if an employee's vehicle is damaged by an uninsured motorist, the employee should contact the City's Risk Manager as soon as possible after the accident for assistance. The City will reimburse the employee's insurance deductible up to \$500 (limit of once per 12-month period) if:

- the uninsured motorist caused the accident;
- the employee's actions did not contribute to the accident;
- the employee did not receive a citation;
- the accident was deemed "non-preventable"; and
- the employee followed all provisions of this Vehicle Use Policy.

Seat Belt Use

All drivers and passengers in City vehicles shall wear seat belts at all times while the vehicle is in operation.

Take-Home Vehicle Assignment

The City Manager may authorize certain personnel to drive City vehicles to their residences following normal duty hours. Vehicles so assigned should be used for official business only, and never used in such a manner as to bring discredit upon the City.

As a general guideline, employees eligible to be considered for take-home vehicle assignment are as follows:

1. City Manager and Assistant City Manager;
2. Department Directors;
3. Police Department employees that are assigned vehicles in accordance with police department policy;
4. Division Managers, Supervisors, and other City employees who are on emergency call after normal working hours;
5. Other City employees who are assigned a vehicle during normal working hours and who frequently perform City work-related tasks going to or from their residence.

Assignment of a take-home vehicle is a privilege, not a right, and is subject to removal at any time and for any reason. This program is for the benefit of the City and will be evaluated periodically for determination of appropriate changes to assignment. Take-home vehicle assignment is at the discretion of the Department Director and is subject to approval by the City Manager.

No Right of Privacy

City vehicles are the property of the City of Gainesville and as such are subject to inspection, audit, search and monitoring by City officials. The City reserves the right without advance notice to, at any time, inspect, audit and search City vehicles as well as monitor City vehicles whereabouts. This includes the right to place tracking devices on City vehicles and monitor their whereabouts without notice to employees. The City Manager shall designate persons authorized to conduct inspections, audits, searches and monitoring.

Theft

In the event of theft of a City vehicle, the police department should be contacted immediately. The City is not responsible for loss or theft of personal items left in City vehicles.

Smoke-Free Policy

It is the policy of the City to prohibit the smoking of any tobacco product, the use of oral tobacco products or “spit” tobacco (smokeless tobacco) and the use of e-cigarettes (vaping) in any City vehicle.

Training Requirements - Defensive Driving Course

All authorized drivers (except Public Safety employees with EVOC training) are required to attend a City sponsored Defensive Driving Course as soon as possible after hire, then a refresher once every three years.

Traffic Violations

Citations, fines or other actions taken by any law enforcement jurisdiction against any employee while driving a City vehicle shall be the responsibility of the employee. Each driver is required to report all moving violations occurring on City time to their supervisor within one working day. This requirement applies to violations involving the use of any City vehicle.

Any employee receiving a drug or alcohol related citation from any law enforcement jurisdiction while on duty will be subject to the City of Gainesville’s Drug and Alcohol Policy. Any employee receiving a drug or alcohol citation while on personal time may be subject to immediate disciplinary action up to and including possible termination.

Vehicle Appearance

City-owned vehicles are costly, highly visible tools which assist us in providing services to our taxpayers, and as such should be kept clean and tidy. Litter should not be allowed to accumulate inside the passenger compartments, nor in the beds of these vehicles. City vehicles are a direct reflection on the City and should portray a professional appearance.

OTHER REQUIREMENTS**15-Passenger Van Operation**

Due to recent studies involving 15-passenger vans, the City has placed restrictions on the operation of these vehicles. To enhance safety, the following operational rules apply to 15-passenger vans:

- Vehicles should be loaded “front-to-back”, with the lightest load behind the rear axle;

- When practical, the number of passengers should be limited to fewer than 10, seated toward the front of the vehicle;
- Under no circumstances shall greater than 15 people (including the driver) be transported in a 15-passenger van;
- It is the driver's responsibility to ensure that the seat-belt policy is strictly enforced;
- Nothing shall be towed behind nor carried on top of these vehicles;
- Drivers must not use cell phones or radios at any time while the vehicle is in operation;
- No one under 18 years of age will be allowed to drive these vehicles;
- No employee will be allowed to drive these vehicles without specific authorization from his/her Department Director;
- Drivers shall practice safe driving habits, with attention to speed, following distances, and road and weather conditions, and must drive in a manner so as to avoid abrupt steering or braking.

Additional information on the operation and maintenance of 15-passenger vans may be obtained from Risk Management upon request.

Commercial Vehicle Guidelines

Drivers of commercial vehicles (CDL holders) are subject to additional policies and procedures as promulgated by the Federal Department of Transportation and other applicable agencies.

Vehicle Use Policy Violations

Violations of any portion of this "Vehicle Use Policy" will result in appropriate disciplinary action, from removal of driving privileges up to and including termination of employment, in accordance with the City of Gainesville's Policies and Procedures.



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: December 12, 2024
Date Submitted: December 16, 2024
Final Approval Date: December 16, 2024
Presenter: Bryan Lackey, City Manager
Item of Business: BR-2024-49 Approval of Agreement Regarding Term of Municipal Court Judge
Meeting Date: December 17, 2024

Purpose of Request:

O.C.G.A. 36-32-2(a) provides specific requirements regarding the term of the Municipal Court Judge. This Agreement appoints Judge Law for the January 1, 2025 - December 31, 2026 term.

Facts & Issues / History & Background:

Required by state law.

Department Recommendation:

Approve the Resolution.

Department Director:

Janeann Allison

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

n/a

Administrative Comments:

Attachments:

1. BR-2024-49 Approval of Agreement Regarding Term of Municipal Court Judge
2. Attachment: 2025 Agreement for Term of Municipal Court Judge

RESOLUTION BR-2024-49

Approval of Agreement Regarding Term of Municipal Court Judge

WHEREAS, the City of Gainesville's Charter adopted April 11, 2012, established the parameters for the appointment of a Municipal Court Judge; and

WHEREAS, effective July 1, 2016, the State of Georgia legislature amended O.C.G.A. 36-32-2(a) to provide specific requirements regarding the terms of Municipal Court Judges; and

WHEREAS, it is in the best interest of the City of Gainesville to approve an Agreement with the Municipal Court Judge regarding his term of office.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby authorize the Mayor and/or City Manager to execute the attached Agreement Regarding Term of Municipal Court Judge.

Adopted this _____ day of December, 2024.

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

City of Gainesville, Georgia
AGREEMENT REGARDING TERM OF MUNICIPAL COURT JUDGE

This Agreement is made as of this 1st day of January, 2025.

BETWEEN: The City of Gainesville, Georgia (hereinafter **City**)
300 Henry Ward Way
Gainesville, GA 30501

AND THE JUDGE: G. Hammond Law, III

PROJECT/SERVICE NAME: Municipal Court Judicial Term

The City and the Judge agree as set forth below:

Effective July 1, 2024, the Georgia General Assembly passed House Bill 456, which revised O.C.G.A. § 36-32-2(a)(1). The City and the Judge hereby enter into this Agreement, pursuant to O.C.G.A. § 36-32-2(a)(1), to provide that the Judge shall serve as Judge of the Gainesville Municipal Court for a term beginning on January 1, 2025, and ending on December 31, 2026. The Judge shall serve for the entire term and until a successor is appointed, or if the Judge is removed from office as is provided in O.C.G.A. § 36-32-2.1.

IN WITNESS WHEREOF, the City and the Judge have executed under seal this Agreement as of the date first above written.

APPROVED TO FORM:

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

THE CITY OF GAINESVILLE

By: W. Samuel Couvillon, Mayor

G. Hammond Law, III

Attest: Denise O. Jordan, City Clerk

(CITY SEAL)
4904-7666-8161, v. 3



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: December 12, 2024
Date Submitted: December 16, 2024
Final Approval Date: December 16, 2024
Presenter: Bryan Lackey, City Manager
Item of Business: BR-2024-50 Authorization to Accept a Drinking Water State Revolving Fund (DWSRF) Loan with 25% Principal Forgiveness
Meeting Date: December 17, 2024

Purpose of Request:

The Department of Water Resources is requesting authorization to accept a Georgia Environmental Finance Authority (GEFA) Drinking Water State Revolving Fund (DWSRF) Loan, in an amount not to exceed the principal amount of \$1,000,000, with 25% principal forgiveness.

Facts & Issues / History & Background:

The Georgia Environmental Finance Authority (GEFA) selected the City of Gainesville to receive a \$1,000,000 loan with 25% principal forgiveness, through the Drinking Water State Revolving Fund (DWSRF). As required by the US EPA, DWR published an initial inventory of water system pipe materials on October 16, 2024. This loan will be used to continue field verifications for updating this inventory and converting the status of as many pipes as possible from 'unknown' to 'non-lead' material, replace piping or fittings as needed, and perform any other work necessary to satisfy the US EPA Lead and Copper Rule Improvements.

Department Recommendation:

The Department of Water Resources recommends approval of the resolution for acceptance of this 25% principal forgiveness loan.

Department Director:

Linda MacGregor

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

Administrative Comments:

Attachments:

1. BR-2024-50 Authorization to Accept Drinking Water State Revolving Fund (DWSRF) Loan

RESOLUTION BR-2024-50

AUTHORIZATION TO ACCEPT A DRINKING WATER STATE REVOLVING FUND (DWSRF) LOAN WITH 25% PRINCIPAL FORGIVENESS

WHEREAS, the City of Gainesville owns and operates a water treatment and distribution system serving a large portion of Hall County; and

WHEREAS, the Gainesville Department of Water Resources protects public health by exceeding state and federal drinking water requirements; and

WHEREAS, the US Environmental Protection Agency's Lead and Copper Rule required public water systems to complete an inventory of existing water service line materials by October 16, 2024; and

WHEREAS, the US Environmental Protection Agency's Lead and Copper Rule Improvements require public water systems to update unknowns in the inventory of existing water service line materials annually; and

WHEREAS, the US Environmental Protection Agency's Lead and Copper Rule Improvements require public water systems to replace unknown, lead, or galvanized requiring replacement service lines within ten years; and

WHEREAS, funds are available from the Georgia Environmental Finance Authority (GEFA) under the Drinking Water State Revolving Fund (DWSRF) program to conduct an inventory of existing service lines and replacements; and

WHEREAS, the DWSRF loan for the inventory has 25% forgiveness; and

WHEREAS, the governing body for the City of Gainesville (the "Borrower") wishes to accept a loan in an amount not to exceed the principal amount of **\$1,000,000.00 with a principal forgiveness amount of \$250,000.00, at an interest rate of 1.90% over a term of 20 years** from the **DRINKING WATER STATE REVOLVING FUND, ADMINISTERED BY GEORGIA ENVIRONMENTAL FINANCE AUTHORITY** (the "Lender"), **Loan Number LSLR2022072**, to finance a portion of the costs of activities related to preparing an inventory and replacements of water system pipes.

NOW THEREFORE BE IT RESOLVED, that the governing body for the City of Gainesville hereby authorizes staff to proceed with obtaining a DWSRF loan with \$250,000.00 principal forgiveness, at an interest rate of 1.90% over a term of 20 years, in an amount not to exceed the principal amount of One Million Dollars (\$1,000,000.00).

BE IT FURTHER RESOLVED THAT the governing body for the City of Gainesville hereby designates and authorizes the Mayor or the City Manager, to execute and deliver, and the City Clerk to attest, a loan agreement, note, and other such documents necessary to the consummation of the loan contemplated herein, with the approval as to form of the City Attorney.

Adopted this ____ day of _____, 2024.

RESOLUTION BR-2024-50

**AUTHORIZATION TO ACCEPT A DRINKING WATER STATE REVOLVING FUND (DWSRF)
LOAN WITH 25% PRINCIPAL FORGIVENESS**

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

4877-7906-1893, v. 2



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: December 12, 2024
Date Submitted: December 16, 2024
Final Approval Date: December 16, 2024
Presenter: Bryan Lackey, City Manager
Item of Business: BR-2024-51 Cooperative Technical Assistance Intergovernmental Cost Sharing Agreement
Meeting Date: December 17, 2024

Purpose of Request:

Request approval for an intergovernmental agreement to partner with several other cities, counties, authorities and regional entities for technical and legal research.

Facts & Issues / History & Background:

The cities, counties, and water authorities that withdraw water from Lake Lanier, the Chatahoochee River, and Allatoona Lake work together on technical and legal research associated with securing our needed water supplies. This intergovernmental agreement formalizes the relationships between these water utilities and the Atlanta Regional Commission.

Department Recommendation:

Approve the intergovernmental agreement.

Department Director:

Linda MacGregor

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

Amount Requested: \$75,000

Sources of Funds: Water and Sewer Operating budget

Finance Comments:

Administrative Comments:

Attachments:

1. BR-24-51 Cooperative Technical Assistance Intergovernmental Cost Sharing Agreement
2. Attachment: Cooperative Technical Assistance Intergovernmental Cost Sharing Agreement

RESOLUTION BR-2024-51

Cooperative Technical Assistance Intergovernmental Cost Sharing Agreement

WHEREAS, the City of Gainesville owns and operates a water treatment and distribution system that serves potable water to customers throughout the majority of Hall County, to include part of all of its cities; and

WHEREAS, the City of Gainesville also owns and operates a wastewater collection system that serves the majority of the City of Gainesville, parts of unincorporated Hall County, and parts of some cities; and

WHEREAS, the City of Gainesville works cooperatively with other Georgia cities, counties, authorities and regional entities on matters of mutual interest concerning water availability and related matters; and

WHEREAS, it is in the best interest of the City of Gainesville to cooperate with the City of Atlanta, the Atlanta-Fulton County Water Resources Commission, Bartow County, the City of Cartersville, the Cobb County-Marietta Water Authority, DeKalb County, Forsyth County, Gwinnett County, and the Atlanta Regional Commission on technical research, legal research, and appropriate legal representation; and

WHEREAS, it is cost effective and efficient to share costs to obtain the technical and legal research to protect mutual interests.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville, having reviewed this Agreement, a copy of which is attached to this Resolution, does approve the terms of the same.

BE IT FURTHER RESOLVED THAT the governing body for the City of Gainesville, hereby authorizes the Mayor, City Manager, and City Attorney to fully execute any and all documents necessary in order to place this Agreement into effect.

Adopted this ____ day of _____, 2024.

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

**COOPERATIVE TECHNICAL ASSISTANCE
INTERGOVERNMENTAL COST SHARING AGREEMENT**

THIS AGREEMENT is made and entered into as of this _____ day of _____, 2024 by and between the CITY OF ATLANTA, Georgia, the ATLANTA-FULTON COUNTY WATER RESOURCES COMMISSION, of Alpharetta, Georgia, the BARTOW COUNTY SOLE COMMISSIONER by and on behalf of BARTOW COUNTY, the CITY OF CARTERSVILLE, Georgia, the COBB COUNTY-MARIETTA WATER AUTHORITY of Marietta, Georgia, the DEKALB COUNTY BOARD OF COMMISSIONERS by and on behalf of DEKALB COUNTY, Georgia, the FORSYTH COUNTY BOARD OF COMMISSIONERS by and on behalf of FORSYTH COUNTY, Georgia, the CITY OF GAINESVILLE, Georgia, the GWINNETT COUNTY BOARD OF COMMISSIONERS by and on behalf of GWINNETT COUNTY, Georgia (hereinafter referred to as the “Participants”) and the ATLANTA REGIONAL COMMISSION (hereinafter referred to as “ARC”), collectively referred to as “Parties.”

WITNESSETH:

WHEREAS, the Participants are responsible for providing drinking water to their customers in the Metropolitan Atlanta Area, and ARC is responsible for long-range planning and coordinating the activities of counties and cities in the Metropolitan Atlanta Area; and

WHEREAS, in accordance with O.C.G.A. 50-8-35, ARC may carry out certain technical assistance activities in cooperation with affected units of local government; and

WHEREAS, the Participants use the Chattahoochee River, Lake Lanier and Allatoona Lake as the source of supply of water provided to their customers; and

WHEREAS, the States of Alabama, Florida and Georgia, the U. S. Army Corps of Engineers, and other interested parties are involved in disputes regarding the states’ respective water rights and water usage in the Apalachicola-Chattahoochee-Flint River Basin (the ACF Basin) and the Alabama-Coosa-Tallapoosa River Basin (the ACT Basin); and

WHEREAS, successful participation in the dispute process will involve a high level of technical research as well as appropriate legal research and representation; and

WHEREAS, the Participants agree it is important to cooperate in the technical and legal research effort and that appropriate consultants and legal representatives must be obtained; and

WHEREAS, from time to time, other water suppliers may contribute funding to this coordinated effort; and

WHEREAS, the Participants believe it is cost effective and efficient to share costs to obtain the technical and legal research to protect mutual interests; and

WHEREAS, ARC has the experience and ability to manage a program of technical and legal research on behalf of the Participants; and

WHEREAS, the ARC and Participants have entered into prior cooperative technical assistance and intergovernmental cost sharing agreements (“Prior Agreements”) similar to this Agreement, and the funding available from the Participants under such Prior Agreements is anticipated to be fully expended in the next year.

NOW, THEREFORE, in consideration of the premises and of the mutual covenants herein contained, and for other good and valuable consideration, the Parties hereto agree as follows:

1. Coordination and Direction of Work.

- a. All work and legal research/representation performed under this agreement will be directed by the Coordinating Committee made up of the Participants and ARC. Other parties that provide financial support may be included on the Coordinating Committee by a supermajority vote of at least two-thirds of the Participants, factoring in each Participant’s weighted vote. If a single vote is necessary to achieve a supermajority, ARC shall have the deciding vote.
- b. The Coordinating Committee shall have the authority to contract through ARC, at the expense of the Participants through contributions outlined herein, with other parties which they deem necessary or helpful in the conduct of the work. No contracts under this paragraph shall work to encumber the Participants over and above the amounts set forth in Paragraph 4.
- c. Whenever unanimous consent of the Coordinating Committee cannot be reached on issues, a vote will be taken among the Coordinating Committee members. A simple majority vote of all the members, factoring in each Participant’s weighted vote, will carry.
- d. Each Participant paying a full share shall have four weighted votes through its Coordinating Committee member; Participants paying a half share shall have two weighted votes through its Coordinating Committee member; and Participants paying a quarter share shall have one weighted vote through its Coordinating Committee member. ARC shall only vote in the instance of a tie and shall have one vote.

2. Duties of the Participants.

- a. Cooperate at all times with ARC and the other Participants in furtherance of the objectives of this agreement.
- b. Name an appropriate member to the Coordinating Committee and one alternate if desired and grant such member (or the alternate in the absence of the member) the authority to vote on behalf of the member’s affiliated Participant on decisions by the Coordinating Committee.
- c. Attend all Coordinating Committee meetings after reasonable prior notice. Attendance may be in person or by teleconference or similar electronic means.
- d. Provide funding as provided in Paragraph 4 in a timely manner.

3. Duties of ARC.

- a. Assign a project manager to monitor progress of the disputes and related work and provide information on such progress to the Coordinating Committee.
- b. Name an appropriate member to the Coordinating Committee, other than the project manager, and grant such member the authority to vote on behalf of ARC on decisions by the Coordinating Committee concerning technical and policy matters regarding water resources issues and the hiring of consultants and attorneys.
- c. Make recommendations to the Coordinating Committee on the nature of work and services needed.
- d. Call, schedule, and chair meetings and provide meeting notices and working agendas.
- e. Contract with consultants and legal representatives selected by the Coordinating Committee to render technical and professional services.
- f. Coordinate and communicate with consultants and legal representatives on a continuous basis and act as coordinator between consultants and the Coordinating Committee.
- g. Monitor consultants' activities.
- h. Receive invoices from consultants and legal representatives and process appropriate payments in a timely manner.
- i. Maintain billing accounts and financial records for three years after the completion of this agreement and provide periodic status updates to the Participants.
- j. Provide a financial status report to the Coordinating Committee members on a quarterly basis. Detailed consultant and legal invoices may be provided upon request by a Participant, subject to reasonable redaction by legal representatives to preserve privilege or confidentiality.

4. Cost Share by the Participants.

For each year during which the agreement is in force and effect (Year 1: January 1, 2025 to December 31, 2025, Year 2: January 1, 2026 to December 31, 2026, and Year 3: January 1, 2027 to December 31, 2027), each of the Participants hereby agrees to make payments to ARC as needed during each year and due within 60 days of invoicing. The amount of annual aggregated invoices will not exceed the Share Amount listed below and may be less than the Share Amount listed below based on actual expense trends and estimated costs for the upcoming year.

ARC will provide an invoice for each payment subject to the aggregated Share Amount. The Participants agree that the costs of conducting the work shall be allocated as follows:

- Up to \$ 150,000 (Full Share)
 - CITY OF ATLANTA
 - ATLANTA-FULTON COUNTY WATER RESOURCES COMMISSION
 - COBB COUNTY-MARIETTA WATER AUTHORITY
 - DEKALB COUNTY
 - GWINNETT COUNTY
- Up to \$ 75,000 (Half Share)
 - FORSYTH COUNTY
 - CITY OF GAINESVILLE

- Up to \$ 37,500 (Quarter Share)
 - BARTOW COUNTY
 - CITY OF CARTERSVILLE

If ARC invoices in advance for estimated costs but does not ultimately incur such estimated costs, ARC will refund to the Participants any amounts collected in excess of actual costs paid once the project or undertaking is completed. The expenses for conducting the work shall include, but are not necessarily limited to, amounts due any engineering or consulting firm and attorney's fees for contracts authorized by the Coordinating Committee, as well as actual salary costs, fringe, indirect expenses, and direct expenses including travel for the assigned ARC project manager. The costs attributable to the ARC project manager shall not exceed \$ 55,000.00 per year. Other expenses and select costs may be paid from time to time as the Coordinating Committee shall specifically authorize. The Participants hereby acknowledge that additional funding may be required in order to complete the work, but in no event will such additional funding exceed the capped annual Share Amount as set forth above unless first approved by the respective governing authority of each Participant. The Parties to this Agreement agree that the Parties are independent organizations, and that no agency, employment, partnership, or joint venture relationship is created by this Agreement. The Parties further agree that no Participant will have the authority to act for the other in any manner, nor to create obligations or debts that would be binding upon the other except as specifically provided herein.

Remaining funding available under the Prior Agreements, if any, shall continue to be expended in accordance with the Prior Agreements prior to expending the funding made available under this Agreement.

5. Term.

This agreement shall become effective as of the date of signature of at least two Parties, with effectiveness as to other Parties to occur upon execution of counterparts and shall continue in full force and effect until December 31, 2027. Each of the Participants acknowledges that ARC's performance hereunder is expressly conditioned upon the continued cooperation of all the Participants. In the event one or more of the Participants fails to perform its obligations hereunder, upon a simple majority vote of the remaining Participants, this Agreement may be terminated or amended. Any termination will be effective sixty (60) days after such vote and written notification to ARC.

A Participant may terminate its participation in this Agreement upon sixty (60) days written notice to the ARC. Upon the withdrawal of a Participant, this Agreement shall remain in full force and effect as to all other Participants. The withdrawing Participant shall be responsible for fulfilling all of its obligations under this Agreement up to the date of its withdrawal. If one or more Participants' withdrawal or removal materially impacts the performance of this agreement, the remaining Participants shall renegotiate the terms of this agreement to allocate the withdrawing Participant's obligations among themselves.

In the event of a termination of the agreement, the Participants shall be obligated to pay all consulting and legal fees and expenses reasonably advanced or incurred by ARC up to the effective date of termination, provided that such fees and expenses do not exceed the Share

Amount provided herein or in any subsequent grant of additional authority that may occur pursuant to paragraph 4 herein.

Upon the occurrence of any circumstance beyond the control of ARC, such as acts of God, war, acts of terrorism, government regulations, disaster, strikes, work stoppages, accidents, mandatory quarantines, pandemics, curfews, or other restrictions of movements, or civil disorder, to the extent that such circumstances create financial constraints or prohibit or impede the duties outlined herein, this agreement may be renegotiated between the Parties as requested by any Participant or ARC.

6. Amendment

Any amendment to this Agreement shall be made in writing and signed by all Participants in the same form as this Agreement. Amendments shall become effective as of the date of signature of all Participants by counterparts.

7. Compliance With Applicable Laws and Regulations

All Parties shall comply with all applicable local, state, and federal laws and regulations. Nothing in this Agreement alters, or seeks to alter, the existing statutory authority of the Parties under state or federal law. If any of the provisions of this Agreement are held to be illegal, invalid, or unenforceable, the remaining provisions shall remain in full force and effect. No Party shall be liable or assume responsibility for any expense or other damages arising out of or resulting from the act or omission of another Party, or another Party's respective officials, officers, employees, or agents, or from any third-party, including any claims from any third-party against any Party in this Agreement.

8. Dispute Resolution.

In the event of a dispute between the Parties, arising out of or related to this Agreement, the aggrieved Party/ies shall notify the other Party/ies of the dispute within a reasonable time after such dispute arises. If the Parties cannot thereafter resolve the dispute through good faith negotiations, each Party shall nominate a senior officer of its management to meet to resolve the dispute by direct negotiation or mediation. Should such efforts fail to resolve the dispute, any Party may pursue resolution in any court having jurisdiction. This Agreement shall be governed by and construed in accordance with the laws of the State of Georgia.

9. Counterparts.

This Agreement may be executed in any number of counterparts with the same effect as if all Parties hereto had signed the same document. All such counterparts shall be construed together and shall constitute one instrument, but in making proof hereof it shall only be necessary to produce one such counterpart.

10. Nondiscrimination.

In accordance with Title VI of the Civil Rights Act, as amended, 42 U.S.C. § 2000d, section 303 of the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6102, section 202 of the Americans with Disabilities Act of 1990, 42 U.S.C. § 12132, and all other provisions of Federal law, the Participants agree that, during performance of this Agreement, each Participant, for itself, its assignees and successors in interest, will not discriminate against any employee or applicant for employment, any subcontractor, or any supplier because of race, color, creed, national origin, gender, age or disability.

11. E-Verify.

The Parties hereto shall independently satisfy their E-Verify obligations under O.C.G.A. 13-10-90, et. seq

IN WITNESS WHEREOF, the Parties have hereto executed this Agreement as of the date first above written.

Counterpart 1 of 10 to Technical Assistance Agreement.

Atlanta Regional Commission

By: _____
Executive Director

By: _____
Attested, Assistant Secretary

By: _____
Chair

Counterpart 2 of 10 to Technical Assistance Agreement.

Witness:

CITY OF ATLANTA

By: _____
Municipal Clerk

By: _____
Mayor (Seal)

Approved as to Form:

Recommended:

By: _____
City Attorney

By: _____
Commissioner
Department of Watershed Management

Counterpart 3 of 10 to Technical Assistance Agreement.

BARTOW COUNTY, GEORGIA

By: _____
Sole Commissioner

Attest:

By: _____
Clerk

Counterpart 4 of 10 to Technical Assistance Agreement.

CITY OF CARTERSVILLE, GEORGIA

By: _____
Mayor

Attest:

By: _____
City Clerk

Counterpart 5 of 109 to Technical Assistance Agreement.

**COBB COUNTY-MARIETTA
WATER AUTHORITY**

By: _____
Chair

Approved as to form:

Attest: By: _____

By: _____
Attorney

Title

Counterpart 6 of 10 to Technical Assistance Agreement.

DEKALB COUNTY

By: _____
Chief Executive Officer
DeKalb County, Georgia

ATTESTED:

By: _____
Clerk of the
Chief Executive Officer
and Board of Commissioners
of DeKalb County, Georgia

Approved as to Substance:

By: _____
Director of Watershed Management
DeKalb County, GA

Approved as to Form:

By: _____
County Attorney

Counterpart 7 of 10 to Technical Assistance Agreement.

**Atlanta-Fulton County
Water Resources Commission**

By: _____
AFCWRC Chair

Approved as to Content:

By: _____
General Manager

Approved as to Form:

By: _____
AFCWRC (Fulton County)

Approved as to Form:

By: _____
AFCWRC (City of Atlanta)

Acknowledged by:
Fulton County

By: _____
Chair
Fulton County Board of Commissioners

ATTEST:

By: _____
Clerk of the Commission

Approved as to Form:

By: _____
Office of the Fulton County Attorney

Counterpart 8 of 10 to Technical Assistance Agreement.

GWINNETT COUNTY, GEORGIA

By: _____
Chair
Board of Commissioners

ATTEST:

By: _____
County Clerk/Deputy County Clerk

(Seal)

APPROVED AS TO FORM:

By: _____
County Attorney

Counterpart 9 of 10 to Technical Assistance Agreement.

FORSYTH COUNTY, GEORGIA

By: _____
Chair
Board of Commissioners

ATTEST:

By: _____
County Clerk

(Seal)

APPROVED AS TO FORM:

By: _____
County Attorney

Counterpart 10 of 10 to Technical Assistance Agreement.

CITY OF GAINESVILLE, GEORGIA

By: _____
Mayor

ATTEST:

By: _____
City Clerk

(Seal)

APPROVED AS TO FORM:

By: _____
City Attorney



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: December 12, 2024
Date Submitted: December 16, 2024
Final Approval Date: December 16, 2024
Presenter: Bryan Lackey, City Manager
Item of Business: BR-2024-52 First Amended Tax Allocation District (TAD) Development Agreement Regarding The National
Meeting Date: December 17, 2024

Purpose of Request:

The purpose of this request is to modify the TAD agreement regarding The National.

Facts & Issues / History & Background:

Department Recommendation:

Adopt the resolution.

Department Director:

Bryan Lackey

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

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

1. BR-2024-52 Amended TAD Agreement Regarding the National
2. TAD Agreement - The National @ 111 Green Street
3. Amended TAD Agreement

RESOLUTION BR-2024-52

**FIRST AMENDED TAX ALLOCATION DISTRICT (TAD) DEVELOPMENT AGREEMENT
REGARDING THE NATIONAL**

WHEREAS, by Resolution BR-2021-41, the City approved the TAD application relating to The National development at 111 Green Street and authorized the execution of a TAD Development Agreement; and

WHEREAS, on November 12, 2024, the City and developers of The National executed a TAD Development Agreement, providing for TAD funding relating to a 143-unit apartment building and at least 256 parking spaces; and

WHEREAS, in the course of the development of The National, the developers chose to pursue the development of a 154-unit apartment building and 242 parking spaces, and the developers have submitted said modifications to the City Community and Economic Development Director for review; and

WHEREAS, the increase of units and decrease of parking spaces constitute Material Modifications pursuant to Section 4.4 of the TAD Development Agreement, which require approval of the City in order for the developers to obtain TAD funding.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body of the City of Gainesville hereby approves the Material Modifications and authorizes the Mayor, City Manager and/or the City Attorney to execute the First Amended TAD Development Agreement and any documents necessary to effectuate the approval of the Material Modifications.

Adopted this _____ day of December, 2024.

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

4877-8522-0088, v. 2

TAD DEVELOPMENT AGREEMENT

This Development Agreement (this "Agreement"), dated as of the 12th day of November, 2024, is made by and between the City of Gainesville, Georgia, a municipal corporation of the State of Georgia (the "City") and Downtown Hospitality Holdings, LLC, Downtown Apartment Tower, LLC, and Downtown Historical Holdings, LLC (hereinafter collectively referred to as "Developer"), Georgia limited liability companies, as Developer.

ARTICLE I RECITALS

WHEREAS, the City is duly authorized to exercise the redevelopment powers granted to cities and counties in the State pursuant to the Redevelopment Powers Law, pursuant to Local Act 222/House Bill 772 (2005 Ga. Laws) enacted by the General Assembly in 2005 and a voter referendum approved on November 8, 2005; and

WHEREAS, by Ordinance 2006-53 duly adopted on October 17, 2006 following a public hearing as required by law, the Gainesville City Council approved the Midtown Urban Redevelopment Plan and created Tax Allocation District Number One - Midtown TAD (the "Midtown TAD"); and

WHEREAS, the Redevelopment Powers Law provides that the City may enter into public-private partnerships to effect the redevelopment projects contemplated in the Redevelopment Plan; and

WHEREAS, the TAD Ordinance expressed the intent of the City, as set forth in the Redevelopment Plan, to provide funds to induce and stimulate redevelopment in the Midtown TAD; and

WHEREAS, based on the findings of the City and in reliance on the City's undertakings expressed in the Redevelopment Plan, by ordinance adopted on October 17, 2006 by the Governing Body of the City of Gainesville, and by way of resolution and intergovernmental agreements by Hall County and the Gainesville City School System consented to the inclusion of their respective share of ad valorem taxes on real and personal property in the computation of the positive tax allocation increment for the Midtown TAD within the meaning of the Redevelopment Powers Law; and

WHEREAS, the undertakings contemplated by the Redevelopment Plan include, among other renewal activity, redevelopment of vacant and under-achieving properties within the Midtown TAD area including the subject property in the City of Gainesville, which subject property is further described below; and

WHEREAS, Developer is the owner of the real property located within the Midtown TAD, which property is a block of property in the City bounded on four (4) sides by Spring Street, Green Street, Washington Street, and E. E. Butler Parkway and more particularly described as those four (4) tracts of property described in the three (3) Limited Warranty Deeds dated March 4, 2021, and recorded at Deed Book, 8749, Pages 382-385, Hall County, Georgia Deed Records; Deed Book 8749, Pages 386-388, aforesaid records; and Deed Book 8749, Pages 389-391, aforesaid records. The aforementioned properties are hereinafter collectively referred to as "the Property"; and

WHEREAS, Developer seeks to undertake the redevelopment of the Property by constructing a 130-room Courtyard by Marriott hotel, 143-unit apartment building, an outdoor plaza connecting the hotel and apartment buildings, plus structured parking with at least 256 spaces to serve both the hotel and apartment buildings, which development shall be known as “The National”; and

WHEREAS, the proposed development involves redevelopment of property, has potential for providing needed improvements in the Midtown TAD and will significantly increase the value of the Property on the tax digest maintained regarding real property in the City; and

WHEREAS, the proposed development will provide new investment into this area of the Midtown TAD, which will be the catalyst needed to stimulate additional investment on surrounding properties; and

WHEREAS, in order to induce and further facilitate the successful accomplishment of this portion of the Redevelopment Plan, the City has indicated its intent to exercise its authority under the Redevelopment Powers Law and in accordance with State law to enter into this Development Agreement with Developer pursuant to which, subject to the conditions described herein, the Tax Allocation Increment (which Tax Allocation Increment is hereinafter defined) collected in the Midtown TAD from The National will be used to reimburse Developer for approved Redevelopment Costs (which Redevelopment Costs are hereinafter defined) incurred by it in connection with the TAD Project; and

WHEREAS, Developer agrees, pursuant to the terms of this Agreement, to undertake this revitalization in the City of Gainesville, consistent with the Midtown Redevelopment Plan and the approval of the governing body of the City per Resolution BR-2021-41, which Resolution is attached hereto and made a part hereof as Exhibit A.

AGREEMENT

NOW THEREFORE, the City and Developer, for and in consideration of the mutual promises, covenants, obligations, and benefits of this Agreement, hereby agree as follows:

ARTICLE II GENERAL TERMS

Section 2.1 Definitions. Unless the context clearly requires a different meaning, the following terms are used herein with the meanings as set forth in this Article II. Terms used herein and not otherwise defined in this Article II but defined in the Redevelopment Powers Law, shall have the meanings as defined in the Redevelopment Powers Law.

“Act of Bankruptcy” means the making of an assignment for the benefit of creditors, the filing of a petition in bankruptcy, the petitioning or application to any tribunal for any receiver or any trustee of the applicable Person or any substantial part of its property, the commencement of any proceeding relating to the applicable Person under any reorganization, arrangement, readjustments of debt, dissolution or liquidation law or statute of any jurisdiction, whether now or hereafter in effect, or if, within 60 days after the filing of a bankruptcy petition or the commencement of any proceeding against the applicable Person seeking any reorganization, arrangement, composition, readjustment, liquidation, dissolution or similar relief under any present or future statute, law or regulation, the proceedings have not been dismissed, or, if, within sixty (60) days after the appointment, without the consent or acquiescence of the applicable Person, of any trustee, receiver or liquidator of the applicable Person or

of the land owned by the applicable Person, the appointment has not been vacated.

“Affiliate” means, with respect to any Person, (a) a parent, partner, member or owner of such Person or of any Person identified in clause (b) below, and (b) any other Person that, directly or indirectly through one or more intermediaries, controls, is controlled by or is under common control with such Person. As used in this definition, the term “control” means the possession, directly or indirectly, of the power to direct or cause the direction of the management or policies of a Person, whether through the ownership of voting securities, by contract or otherwise.

“City” means the City of Gainesville, Georgia, a municipal corporation and a political subdivision of the State, acting through its governing body, and its successors and assigns under this Agreement.

“County” means Hall County, Georgia, a constitutionally created political subdivision of the State of Georgia, acting by and through its Board of Commissioners.

“Developer” means the owners of the Property and/or improvements to be constructed thereon, which are Downtown Hospitality Holdings, LLC, Downtown Apartment Tower, LLC, and Downtown Historical Holdings, LLC.

“Developer Project” means the construction of The National, which Project is more fully described on Exhibit B and Exhibit B-1 hereto, as such Exhibits may be amended or modified from time to time as permitted herein.

“Developer Project Estimated Completion Date” means the date on which construction of the Developer Project is currently estimated to be completed (as evidenced by the issuance of an appropriate Certificate of Occupancy), which is currently no later than June 30, 2023 unless delay is caused by Force Majeure.

“Development Team” means Developer and its development partners.

“Environmental Laws” means with any and all applicable laws, ordinances, rules, regulations and requirements respecting the storage, handling, treatment, release, disposal, presence or use of such permitted Hazardous Materials.

“Effective Date” means the date of this Agreement.

“Force Majeure” means the actual period of any delay to the final completion date of the TAD Project or the Developer Project, as applicable, caused by a pandemic, fire, unavailability of manufactured materials or specialized construction trade labor, earthquake, flood, explosion, war, acts of terrorism, invasion, insurrection, mob violence, sabotage, lockouts, litigation, condemnation, riots or other civil disorder, national or local emergency, act of God, unusual delays in transportation, unusual delay in obtaining lawful permits or consents to which the applicant is legally entitled, strike or labor dispute, severe unanticipated weather conditions, in any such case entitling Developer a commensurate extension of time to perform and complete its obligations delayed thereby under this Agreement. Developer will give written notice in accordance with Section 9.2 as soon as reasonably practical after the start of the Force Majeure event or occurrence giving rise to the delay, specifically identifying the occurrence or event and the anticipated resulting delays to the TAD Project or the Developer Project, as applicable.

“General Contractor” means an experienced, licensed, bondable and reputable general contractor

reasonably satisfactory to the City.

“Hazardous Substances” means any hazardous waste, as defined by 42 U.S.C. § 6903(5), any hazardous substances as defined by 42 U.S.C. § 9601(14), any pollutant or contaminant as defined by 42 U.S.C. § 9601 (33), and any toxic substances, oil or hazardous materials or other chemicals or substances regulated by any Environmental Laws.

“Intergovernmental Agreement,” means that certain Intergovernmental Agreement by and between the City and the School Board, dated August 18, 2009; and between the City and the County, dated May 1, 2007; regarding the Midtown TAD and any duly authorized and fully executed amendments thereto.

“Legal Requirements” means any legal requirements (including, without limitation, Environmental Laws), including any local, state or federal statute, law, ordinance, rule or regulation, now or hereafter in effect, or order, judgment, decree, injunction, permit, license, authorization, certificate, franchise, approval, notice, demand, direction or determination of any governmental authority.

“Material Modification” means (i) any modification, change or alteration in the description of the TAD Project or the Developer project, as applicable, that would require an additional architectural design review or zoning change by the City after initial approval or amendment to the land disturbance or building permits issued by the City; (ii) modify development uses other than the uses included in the application request for Midtown TAD funding and as presented to the City, as more particularly described in Exhibit B and Exhibit B-1 hereto; (iii) modify the overall project budget for construction by more than 15% over or under the budget included in the application request for Midtown TAD funding and as presented to the City (iv) alter any conditions of TAD Funding approval imposed by the governing body of the City as shown in Exhibit A; or (v) extend the construction timeline as stated in this Agreement by more than ninety (90) consecutive days for reasons other than Force Majeure.

“Midtown TAD” means that Tax Allocation District Number One created by the City, effective December 31, 2006, pursuant to the Redevelopment Powers Law and the TAD Ordinance 2006-53 and as further described in the Redevelopment Plan.

“Permitted Exceptions” means all of the following: (i) title exceptions set forth in the Title Policy; (ii) any reasonable and customary exceptions that serve or enhance the use or utility of the TAD Project or the Developer Project arising in the course of and necessary in connection with the construction, or ultimate operation, of the TAD Project or the Developer Project, including by way of example and not of limitation, easements granted to public utility companies or governmental bodies (for public rights-of-way or otherwise), (iii) any other exceptions expressly approved in writing by the City; (iv) real property taxes, bonds and assessments (including assessments for public improvements) not yet due and payable; and (v) any exceptions approved by any acquisition, development or permanent lender.

“Person” includes a corporation, a trust, an association, a partnership (including a limited liability partnership), a joint venture, an unincorporated organization, a business, an individual or natural person, a joint stock company, a limited liability company, or any other entity.

“Plans” means the site plan and the construction plans for both the Developer Project and TAD Project.

“Project Approvals” means all approvals, consents, waivers, orders, agreements, authorizations,

permits and licenses required under applicable Legal Requirements or under the terms of any restriction, covenant or easement affecting the TAD Project or the Developer Project, as applicable, or otherwise necessary or desirable for the ownership, acquisition, construction, equipping, use or operation thereof, whether obtained from a governmental authority or any other person.

“Redevelopment Costs” has the meaning given that term by O.C.G.A. § 36-44-3(8) and as used in this Agreement, means Redevelopment Costs of the TAD Project and any other Redevelopment Costs (as defined in the Redevelopment Powers Law) contemplated by this Agreement.

“Redevelopment Plan” means the City of Gainesville Tax Allocation District Number One - Midtown Redevelopment Plan approved by the City pursuant to the TAD Ordinance 2006-53 adopted on October 17, 2006, following a public hearing as required by law, as amended from time to time.

“Redevelopment Powers Law” means the Redevelopment Powers Law, O.C.G.A. §36-44- 1, *et seq.*, as amended from time to time.

“Reimbursable Costs” means payments of approved items associated with the TAD Project by Developer or any other Person or entity that comprise Redevelopment Costs associated with the TAD Project.

“Requisition” means a requisition in substantially the form attached as Exhibit D hereto (or such other form approved by the City).

“Site” means the Property.

“Special Fund” means the fund established by the City for the collection of Tax Allocation Increment and disbursements as permitted under this Agreement.

“State” means the State of Georgia.

“TAD Project” means those infrastructure or site improvements approved by the governing body of the City to receive funding from the Special Fund which are identified and more fully described in Exhibit B hereto, the costs of which are to be incurred by Developer and reimbursed to Developer from amounts on deposit in the Special Fund as contemplated by this Agreement.

“TAD Project Budget” means the projected cost for construction of the TAD Project as set forth in Exhibit C hereto, which costs include all architectural, engineering, design, legal and other consultant fees and expenses related to the TAD Project as such Exhibit may be amended or modified from time to time.

“TAD Project Completion Date” means June 30, 2023, the anticipated date of substantial completion of the TAD Project (as evidenced by delivery by Developer to the City of the certificate contemplated in Section 4.1 (D)).

“TAD Project Construction Schedule” means the estimated schedule for construction of the TAD Project as set forth in Exhibit B hereto as such schedule may be amended or modified from time to time.

“TAD Ordinance” means the Ordinance duly adopted by the governing body of the City of Gainesville on October 17, 2006, following a public hearing as required by law, pursuant to which the City approved the Redevelopment Plan and created the TAD Number One – Midtown TAD.

“Tax Allocation Increment” means the positive tax allocation increment (within the meaning of the Redevelopment Powers Law) levied and collected within the Midtown TAD relating to the Property and the Developer Project at the tax millage rates then in force in the City, City Schools, and County.

“Title Policy” means the owner’s title insurance policy issued to Developer by a nationally recognized title company with respect to the Site.

Section 2.2 *Singular and Plural.* Words used herein in the singular, where the context so permits, also include the plural and vice versa. The definitions of words in the singular herein also apply to such words when used in the plural where the context so permits and vice versa.

ARTICLE III REPRESENTATIONS AND WARRANTIES

Section 3.1 *Representations and Warranties of Developer.* Developer hereby represents and warrants to the City that:

- A. **Organization and Authority.** Developer is three (3) Georgia domestic limited liability companies which collectively is the developer of the Property and is duly authorized to transact business in Georgia. Developer has the requisite power and authority to execute and deliver this Agreement, to incur and perform its obligations hereunder, and to carry out the transactions contemplated by this Agreement.
- B. **Due Authorization, Execution and Delivery.** The execution, delivery, and performance of this Agreement has been duly authorized by all necessary action and proceedings by or on behalf of Developer, and no further approvals or filings of any kind, including any approval of or filing with any governmental authority, are required by or on behalf of Developer as a condition to the valid execution, delivery, and performance by it of this Agreement. This Agreement, when duly executed and delivered by each party hereto, will be the valid, binding and enforceable obligation of Developer in accordance with its terms, subject to matters and laws affecting creditors' right generally and to general principles of equity.
- C. **Organizational Documents.** Developer’s organizational documents are in full force and effect and have not been modified or supplemented from those submitted to the City, and no fact or circumstance has occurred that, by itself or with the giving of notice or the passage of time or both, would constitute a default thereunder.
- D. **Financial Statements.** All financial statements to be furnished to the City by the Developer with respect to Developer, the Developer Project, and the TAD Project will fairly present the financial condition of Developer as of the dates thereof, and all other written information furnished to the City by Developer will be accurate, complete and correct in all material respects and will not knowingly contain any material misstatement of fact or omit to state any fact necessary to make the statements contained therein not misleading.
- E. **Environmental.** Neither Developer, nor its partners, officers, directors, members, or managers, have any knowledge, except as disclosed in the Environmental Report: (i) of the presence of any Hazardous Substances on the Site, or any portion thereof, or of any spills, releases, discharges, or disposal of Hazardous Substances that have occurred or are presently occurring on or onto the Site, or any portion thereof, or (ii) of the presence of any

PCB transformers serving, or stored on, the Site, or any portion thereof, in violation of Environmental Laws and Developer has no knowledge of any failure to comply with any applicable Environmental Laws relating to the generation, recycling, reuse, sale, storage, handling, transport and disposal of any Hazardous Substances.

- F. Bankruptcy. No Act of Bankruptcy has occurred with respect to Developer.
- G. No Litigation. There is no action, suit or proceeding pending, and Developer has not received written notice of any threatened action, suit or proceeding, against or affecting Developer in any court, before any arbitrator or before or by any governmental body which (i) in any manner raises any question affecting the validity or enforceability of this Agreement, (ii) could materially and adversely affect the business, financial position or results of operations of Developer, or (iii) could materially and adversely affect the ability of Developer to perform its obligations hereunder.
- H. No Undisclosed Liabilities. Neither Developer nor the Site is subject to any material liability or obligation, including contingent liabilities, other than loans to finance the Developer Project. Developer is not in default under or in breach of any material contract or agreement, and no event has occurred which, with the passage of time or giving of notice (or both) would constitute such a default, which has a material adverse effect on the ability of Developer to perform its obligations under this Agreement.
- I. Tax Matters. Developer has prepared and filed in a substantially correct manner all federal, state, local, and foreign tax returns and reports heretofore required to be filed by it and have paid, or will pay prior to delinquency, all taxes shown as due thereon. To Developer's knowledge, no governmental body has asserted any deficiency in the payment of any tax, and Developer has not received written notice that such governmental body intends to assert any such deficiency or to make any audit or other investigation of Developer for the purpose of determining whether such a deficiency should be asserted against Developer.
- J. ERISA and Related Matters. Developer does not maintain any retirement or deferred compensation plan, savings, incentive, stock option or stock purchase plan, unemployment compensation plan, vacation pay, severance pay, bonus or benefit arrangement, insurance or hospitalization program or any other fringe benefit arrangement for any employee, consultant or agent of Developer, whether pursuant to contract, arrangement, custom or informal understanding, which does not constitute an "Employee Benefit Plan" (as defined in §3(3) of ERISA). Developer does not maintain nor has Developer ever contributed to any Multiemployer Plan (as defined in §3(37) of ERISA). Developer does not currently maintain any Employee Pension Benefit Plan subject to Title IV of ERISA. There have been no "prohibited transactions" (as described in §406 of ERISA or §4975 of the Internal Revenue Code) with respect to any Employee Pension Benefit Plan or Employee Welfare Benefit Plan maintained by Developer as to which Developer has been a party.
- K. Principal Office. The address of Developer's principal place of business is 340 Jesse Jewell Parkway, Suite 400, Gainesville, GA 30501.
- L. Licenses and Permits. Developer will at all appropriate times possess all franchises, patents, copyrights, trademarks, tradenames, licenses and permits, and rights in respect of the foregoing, adequate for the conduct of its business substantially as now conducted or as it is intended to be conducted with respect to the Developer Project, and the TAD Project,

without known conflict with any rights of others.

- M. Project Location. The Developer Project and the TAD Project are located wholly within the municipality of Gainesville and further, wholly within the Midtown TAD.
- N. Plans. Developer will furnish to the City true and complete sets of the Plans. The Plans so furnished to the City will comply with all applicable governmental requirements, all Project Approvals, and all conditions, restrictions, covenants and easements affecting the Developer Project and TAD Project, and will be subject to approval by such governmental body as is required for construction of the Developer Project and TAD Project.
- O. Liens. Other than as disclosed in writing to the City, there are no material liens of laborers, subcontractors or materialmen on or respecting the TAD Project on the Effective Date.
- P. Construction Schedule. The TAD Project Construction Schedule accurately reflects the currently estimated schedule for construction of the TAD Project.

Section 3.2 *Representations and Warranties of the City.* The City hereby represents and warrants to Developer that:

- A. Organization and Authority. The City is a municipal corporation duly created and existing under the laws of the State. The City has the requisite power and authority to execute and deliver this Agreement, to incur and perform its obligations hereunder, and to carry out the transactions contemplated by this Agreement.
- B. Due Authorization, Execution and Delivery. The execution, delivery, and performance of this Agreement has been duly authorized by all necessary action and proceedings by or on behalf of the City, and no further approvals or filings of any kind, including any approval of or filing with any governmental authority, are required by or on behalf of the City as a condition to the valid execution, delivery, and performance by the City of this Agreement. This Agreement, when duly executed and delivered by each party hereto, will be the valid, binding and enforceable obligation of the City in accordance with its terms, subject to matters and laws affecting creditors' right generally as to political bodies and to general principles of equity.
- C. No Litigation. There are no actions, suits, proceedings or investigations of any kind pending or threatened against the City before any court, tribunal or administrative agency or board or any mediator or arbitrator that questions the validity of this Agreement or any action taken or to be taken pursuant hereto.
- D. TAD Resolution. The TAD Ordinance has been validly adopted, remains in full force and effect, and has not been amended or supplemented since its date of adoption. No amendment of or supplement to the TAD Ordinance is contemplated by the City or to the resolutions referred to previously herein adopted by the County and the School Board with respect to the Midtown TAD.
- E. Zoning. This Agreement will have no effect on the zoning of the TAD Project and will not obligate the City to zone the Property in any way except required in the event a rezoning application is filed under the applicable zoning ordinance of the City. The existence of this Agreement in no way guarantees an affirmative decision on any application or implies any

special consideration will be granted to the applicant by virtue of the existence of this Agreement. The Project as planned is a legal use within the current zoning.

ARTICLE IV DEVELOPMENT AND CONSTRUCTION

Section 4.1 *Construction of the Developer Project and the TAD Project.*

- A. Developer will develop and construct, or cause the development and construction of, the Developer Project and the TAD Project in substantial conformance with the Plans and the description thereof set forth in Exhibit B and Exhibit B-1 hereto, subject to Force Majeure. The City acknowledges that, during the term of this Agreement, modifications to the Developer Project or the TAD Project as contemplated on the Effective Date may occur. To the extent that such modifications are not Material Modifications, Developer will provide a revised version of Exhibit B and Exhibit B-1 to the City. To the extent that any such modification is a Material Modification, Developer will comply with the procedures set forth in Section 4.4.
- B. Developer will construct or cause the construction of the Developer Project and the TAD Project in accordance with all applicable Legal Requirements.
- C. Developer (or its development partners) will develop and construct, or cause the development and construction of, the Developer Project substantially as contemplated in the Redevelopment Plan and as described in Exhibit B and Exhibit B-1 hereto and the TAD Project as defined in Exhibit C hereto, subject to Force Majeure.
- D. To the extent not included in a Requisition, Developer, upon written request from the City, will deliver construction reports and interim progress reports in form and content reasonably satisfactory to the City, including an updated TAD Project Construction Schedule and a summary of all costs and expenses incurred in connection with the TAD Project, not less frequently than quarterly; from and after the Effective Date until the TAD Project Completion Date, and will keep the City informed as to the status and progress of all construction work with respect to the TAD Project. Upon completion of the construction of the TAD Project, Developer will provide the City with a certification that the TAD Project has been completed (e.g. official Certificate of Completion), and evidence that all amounts owing to contractors and subcontractors have been paid in full evidenced by a properly executed AIA G706A Contractors Affidavit of Release of Liens.
- E. The City acknowledges that one or more separate contractors may undertake the construction of portions of the TAD Project under separate contractual agreements with Developer as members of the Development Team. These development partners will not have any privity of contract with the City hereunder. Although Developer reasonably expects that selected development partners will fulfill all of their contractual obligations thereunder in a timely manner as estimated on the TAD Project Construction Schedule, subject to Force Majeure, and that such portions of the TAD Project will be constructed as estimated on the TAD Project Budget, the parties acknowledge that Developer has no direct control over the construction to be undertaken by these development partners other than contractual remedies in the event of default. Developer agrees to use commercially reasonable efforts to facilitate, where appropriate, the construction of the TAD Project in all material respects.

Section 4.2 Approvals Required for the TAD Project. Developer will obtain or cause to be obtained all necessary Project Approvals for the TAD Project and will comply with all Legal Requirements of any governmental body regarding the use or condition of the TAD Project. Developer may, however, contest any such Legal Requirement or Project Approval by an appropriate proceeding diligently prosecuted. The City agrees to process zoning and permit applications and other approvals that may be required hereunder in a prompt and timely manner in accordance with its normal rules and procedures and to expedite requests for zoning amendments and variances.

Section 4.3 Unreasonable Delay or Abandonment. If the City determines in its reasonable discretion that (i) Developer has unduly delayed construction of the Developer Project and/or TAD Project for reasons other than Force Majeure and such delay is a Material Modification, (ii) the Developer Project and/or TAD Project is delayed for reasons other than Force Majeure such that the Developer Project and/or TAD Project will not be completed by the Project Completion Dates stated herein, or (iii) Developer has ceased work on the Developer Project and/or TAD Project for more than ninety (90) consecutive days, then the City may, subject to the final sentence of this Section, terminate this Agreement. Upon termination of this Agreement as provided in this Section, none of the parties hereto will have any further rights, duties or obligations hereunder except that Developer must return to the City all sums paid to Developer under this Agreement within ten (10) days of written notice of termination of this Agreement.

Section 4.4 Material Modifications. Prior to Developer making a Material Modification to the Developer Project or TAD Project, it will submit the proposed modifications to the Community and Economic Development Director in writing for its review. Any such submission must clearly identify all changes, omissions and additions as compared to the previously approved description of the Developer Project or TAD Project, as more fully set forth in Exhibit B, Exhibit B-1 and Exhibit C hereto. The Community and Economic Development Director will put the request for modification on meeting agenda for the City's consideration. The City will act on the requested modification within an amount of time that is reasonably required to consider the request. In addition, to the extent any Material Modification requires an amendment to any portion of the Redevelopment Plan, the City will have such amount of time as reasonably required to pursue any such amendment (including required approvals, if any). Any provision hereof to the contrary notwithstanding, any delay due to Force Majeure shall not be deemed to constitute a Material Modification.

ARTICLE V

DUTIES, RESPONSIBILITIES, AND SPECIAL COVENANTS OF DEVELOPER

Section 5.1 Completion of the Developer Project and the TAD Project. Except as contemplated in Section 4.1(E), notwithstanding any other provision of this Agreement, Developer will commence and complete construction of the Developer Project and the TAD Project substantially in accordance with Exhibit B, Exhibit B-1 and Exhibit C hereto with diligence and in a good and workmanlike manner, free and clear of all liens and claims for materials supplied or for labor or services performed, subject to any lawful protest in accordance with Section 5.6.

Section 5.2 Compliance with Documents. Developer shall not permit or suffer a material event of default to remain uncured beyond any applicable cure period under any loan documents pursuant to which amounts were loaned or otherwise made available to Developer to finance construction of the Developer Project and the TAD Project.

Section 5.3 Litigation. Developer will notify the City in writing, within ten (10) business days of

its having received notification of any actual, pending, or written threat of litigation or adversarial proceeding in which a claim is made against Developer as owner or developer of the Site, or against the Site or the Developer Project or the TAD Project, or of any other actual, pending or written threat of litigation or adverse proceeding not related to the Site or the Developer Project or the TAD Project, but which Developer reasonably considers may impair Developer's ability to perform its obligations under this Agreement, and of any judgment rendered against Developer in any such litigation or proceeding. Developer will notify the City in writing and within ten (10) business days of any matter that Developer has received notice of litigation may result or does result in a material adverse change in the financial condition or operation of Developer or the Developer Project or the TAD Project.

Section 5.4 *Maintenance of the Developer Project and the TAD Project.* Developer agrees that, to the extent it has an interest in the Developer Project and the TAD Project, it will at its own expense, (i) keep the Developer Project and the TAD Project, or cause the Developer Project and the TAD Project to be kept in as reasonably safe condition as its operations permit, (ii) make or cause to be made from time to time all necessary repairs thereto and renewals and replacements thereof and otherwise keep the Developer Project and the TAD Project in good repair and in good operating condition, and (iii) not permit or suffer others to commit a nuisance or waste on or about the Developer Project and the TAD Project, to the extent it has an interest in the Developer Project and the TAD Project, at its own expense and from time to time, may make any additions, modifications or improvements to the Developer Project and the TAD Project that it may deem desirable for its business purposes and that do not impair the effective use, or decrease the value, of the Developer Project and the TAD Project and do not comprise Material Modifications.

Section 5.5 *Records and Accounts.* Developer will keep true and accurate records and books of account in connection with the Developer Project and the TAD Project in which full, true and correct entries will be made on a consistent basis, in accordance with generally accepted accounting principles.

Section 5.6 *Liens and Other Charges.* Developer will duly pay and discharge, or cause to be paid and discharged, before the same become overdue all claims for labor, materials, or supplies that if unpaid might by law become a lien or charge upon the Developer Project or the TAD Project unless Developer is lawfully protesting the same, in which case Developer will provide a suitable "mechanics lien bond" to discharge such lien from the TAD Project within sixty (60) days of imposition of the lien.

Section 5.7 *Compliance with Laws, Contracts, Licenses, and Permits.* Developer will comply in all material respects with (i) all applicable laws, (ii) all agreements and instruments by which it or any of its properties may be bound, and all restrictions, covenants and easements affecting the Developer Project or the TAD Project, (iii) all applicable decrees, orders and judgments, and (iv) all licenses and permits required by applicable laws and regulations for the conduct of its business or the ownership, use or operation of its properties.

Section 5.8 *Laborers, Subcontractors and Materialmen.* Developer will furnish to the City, upon written request at any time and from time to time no more often than every thirty (30) days, affidavits listing all laborers, subcontractors, material men, and any other Persons who might or could claim statutory or common law liens and are furnishing or have furnished labor or material to the Developer Project or the TAD Project or any part thereof, together with affidavits, or other evidence satisfactory to the City, showing that such parties have been paid all amounts then due for labor and materials furnished to the Developer Project or the TAD Project. Developer will also furnish to the City, at any time and from time to time no more often than every thirty (30) days, upon demand by the City, lien waivers bearing a then current date and prepared on a form satisfactory to the City from the General Contractor for the Developer Project or the TAD Project and such subcontractors or materialmen as the

City may designate.

Section 5.9 Taxes. To the extent of its fee simple title interest therein and subject to the rights of reimbursement thereof contemplated herein, as applicable, Developer will pay when due all taxes imposed upon or assessed against the Site and the TAD Project, or upon the revenues, rents, issues, income and profits of the TAD Project, or arising in respect of the occupancy, use or possession thereof.

Section 5.10 Insurance. To the extent of its interest therein, Developer will keep the Developer Project and the TAD Project continuously insured against such risks as are customarily insured against by businesses of like size and type engaged in the same or similar operations, including builder's risk insurance during any time that clearing, grading and construction work is in progress.

Section 5.11 Further Assurances and Corrective Instruments. The City and Developer agree that they will, from time to time, execute, acknowledge and deliver, or cause to be executed, acknowledged and delivered, such supplements and amendments hereto and such further instruments as may reasonably be required for carrying out the intention or facilitating the performance of this Agreement; provided that the rights of the City and Developer hereunder and the ability of the City and Developer to construct the TAD Project are not impaired thereby.

Section 5.12 Performance by Developer and City. Developer and City will each perform all acts to be performed by such party hereunder and will refrain from taking or omitting to take any action that would materially violate such party's representations and warranties hereunder or render the same materially inaccurate as of the Effective Date or that in any material way would prevent the consummation of the transactions contemplated hereby in accordance with the terms and conditions hereof.

Section 5.13 Restrictions on Easements and Covenants. Except for Permitted Exceptions, Developer will not create or suffer to be created or to exist any easement, right-of-way, restriction, covenant, condition, license or other right in favor of any third-party which affect or might affect title to the Developer Project or the TAD Project or the use and occupancy thereof or any part thereof without obtaining the prior approval of the City, other than easements and rights-of-ways customary for utilities which do not adversely affect the use of the TAD Project for its intended purposes. Provided, however, that nothing contained in this Section 5.13 shall prohibit Developer, without prior notice or approval of the City, from constructing a business park or condominium structure among the three parties making up the Developer, or any combination thereof, for the purpose of setting forth the rights and obligations of each of the three entities as to the common areas of the Project and/or as to the separate areas of the Project.

Section 5.14 Access to the Site. Developer will permit persons designated by the City to access the Site and to discuss the progress and status of the Developer Project and the TAD Project with representatives of Developer, all in such detail and at such times as the City may reasonably request. All such access must be during normal business hours and in a manner that will not unreasonably interfere with construction activities of the TAD Project or with Developer's business operations generally. The City must be accompanied by a representative of Developer during any access contemplated by this Section.

ARTICLE VI REIMBURSEMENT; FINANCING ALTERNATIVES

Section 6.1 Reimbursable Costs.

- A. Developer may make or cause to be made Reimbursable Costs (or payment of redevelopment costs) in connection with the TAD Project.
- B. Developer may submit Requisitions/Invoices to the City for its review and approval for reimbursement from the Special Fund for any such Reimbursable Costs that are to be directly reimbursed as described in Section 6.2.

Section 6.2 Disbursements. Subject to compliance by Developer with all of the terms and conditions of this Agreement, the funds deposited into the Special Fund from Tax Allocation Increment will be available for disbursement to Developer for reimbursement of approved expenditures in connection with the TAD Project, and more specifically for the redevelopment activities approved by resolution by the Governing Body, at such times and in such amounts as determined (each a "Disbursement") in accordance with the following procedures:

- A. Developer shall be reimbursed for Reimbursable Costs in a total amount not to exceed \$10,972,750.00 for uses as set forth in Exhibit C ("the Reimbursable Costs"), and all such construction shall be done in accordance with the Plans.
 - i. Not more than sixty (60) days after the date on which Developer receives a Certificate of Occupancy for either the hotel or apartments located on the Property, Developer will submit a Requisition to the City. The Requisition will include: (i) the TAD Project Budget and the itemized schedule of values prepared by the General Contractor or Developer of the total of Reimbursable Costs, which are those costs associated with the approved TAD activities of the TAD Project per Resolution BR-2021-41, for which amounts in the Special Fund are requested; (ii) all costs incurred for construction and non-construction expenses for the Reimbursable Costs. The accuracy of the cost breakdown in the Requisition must be certified by Developer and the General Contractor.
 - ii. The Requisition must be accompanied by evidence in form and content reasonably satisfactory to the City showing:
 - (a) Paid invoices, bills or statements for approved Reimbursable Costs per Resolution BR-2021-41;
 - (b) If the Requisition includes amounts paid to any contractor, a contractor's application for payment showing the amount paid with respect to each such line item and copies of all bills or statements and canceled checks for expenses incurred for which the Disbursement is requested and a copy of a satisfactory "Interim Waiver and Release upon Payment" pursuant to O.C.G.A. § 44-14-366 from the General Contractor which received payment from the proceeds of the immediately preceding Requisition;
 - (c) That all construction has been conducted substantially in accordance with the Plans (and all changes thereto approved by the City or otherwise permitted pursuant to the terms hereof) and issuance of a final Certificate of Occupancy or Certificate of Completion; and
 - (d) That there are no liens outstanding against the TAD Project except for

those set forth in the Title Policy, other than (A) inchoate liens for property taxes not yet due and payable, (B) liens being contested in accordance with the terms and conditions set forth in applicable law, and (C) loans for the construction of the TAD Project.

B. After receipt and approval of a Requisition from Developer, City will reimburse Developer for Reimbursable Costs as follows:

1. Reimbursement of the Reimbursable Costs will begin the calendar year after a Certificate of Occupancy is obtained for either the hotel or apartments located on the Property.
2. Reimbursement of the Reimbursable Costs will be made once per year on an annual basis, not to exceed fifteen (15) calendar years, which period shall commence upon the first calendar year in which any reimbursement is paid to the Developer.
3. The annual reimbursement will be limited to the Tax Allocation Increment generated in the Special Fund by the Developer Project for the calendar year in which the annual reimbursement is to occur.
4. Reimbursement for the annual Tax Allocation Increment generated in the Special Fund by the Developer Project will occur within thirty (30) days after receipt by City of the annual property tax payments for The National, which reimbursement is estimated to be prior to December 31st of the year in which the annual property tax payment is made.
5. Reimbursement shall not be made: (1) in an amount exceeding the total of the Tax Allocation Increment generated in the Special Fund by the Developer Project for a period in excess of 15 consecutive calendar years; or (2) in an amount exceeding the total reimbursement of \$10,972,750; whichever occurs first. In no event shall reimbursement of any Reimbursable Costs be made after December 31, 2039.
6. In order to receive any TAD funds, new sidewalks, curb and gutter, and landscaping must be installed at Developer's expense on Washington, Green, and Spring Streets prior to or by the final completion of the Developer Project and in accordance with the then-current City's streetscaping standards, as evidenced by the streetscaping in the surrounding downtown area at the time of the completion of said construction. Nothing in this section shall be construed so as to give Developer the right to receive any TAD funds prior to completion of the new sidewalks, curb and gutter, and landscaping as set forth herein and as set forth in the TAD Resolution attached hereto as Exhibit A.

Section 6.3 *Limited Liability.*

- A. Only the Tax Allocation Increment generated by the Developer Project can be used to make any payments toward any Requisition or related interest. The City will not have any liability to honor any Requisition except from amounts generated by the Project and on deposit in the Special Fund.
- B. To the extent permitted by State law, no director, officer, employee or agent of the City will be personally responsible for any liability arising under or growing out of the

Agreement.

- C. The City will not be obligated to disburse any funds to any person under this Agreement other than as permitted under this Agreement.

Section 6.4. *Alternative Financing.* Nothing in this Agreement will limit the right of parties to this Agreement to consider alternative methods of financing and refinancing Redevelopment Costs of the TAD Project, including without limitation, the issuance of bonds, so long as such financing does not have an adverse effect on the TAD Project or the timely reimbursement to Developer of Reimbursable Costs as contemplated herein. In lieu of reimbursement from Tax Allocation Increment pursuant to Requisitions as contemplated herein, the City, in its sole discretion and at its own expense, so long as Developer is not disadvantaged in time or funds, may choose to issue bonds to finance all or a portion of the TAD Project contemplated herein. If the City chooses to issue bonds, Developer will cooperate and assist the City in this regard. If Bonds are issued and proceeds thereof paid to Developer in an amount sufficient to pay the unpaid Redevelopment Costs of the TAD Project as contemplated by this Agreement – and the proceeds of any such bonds paid to the Developer together with the principal sum paid by the reimbursements contemplated herein are not less than the amounts contemplated in Section 6.2 of this Agreement (i.e., \$10,972,750.00) then upon such payments, this Agreement will terminate.

ARTICLE VII INDEMNIFICATION

Section 7.1 *Indemnification.* Developer will defend, indemnify, and hold the City and its agents, employees, officers, and legal representatives (collectively, the "Indemnified Persons") harmless for all claims, causes of action, liabilities, fines, and expenses (including, without limitation, reasonable attorneys' fees, court costs, and all other defense costs and interest) (collectively, the "Losses") for injury, death, damage, or loss to persons or property sustained in connection with or incidental to the construction by Developer of the Developer Project and/or the TAD Project. Notwithstanding anything to the contrary in this Article, (1) Developer will not be obligated to indemnify any Indemnified Person for the Indemnified Person's own negligence, recklessness or intentional act or omission; and (2) Developer will not be obligated to indemnify any Indemnified Persons to the extent that any claims that might otherwise be subject to indemnification hereunder resulted, in whole or in part, from the gross negligence, recklessness or intentional act or omission of any other Indemnified Person or Persons.

Section 7.2 *Notice of Claim.* If an Indemnified Person receives notice of any claim or circumstance which could give rise to indemnified Losses, the receiving party shall give written notice to Developer within ten (10) days after receipt by the City of written notice of the occurrence of the event giving rise to such claim. The notice must include a description of the indemnification event in reasonable detail, the basis on which indemnification may be due, and the anticipated amount of the indemnified Losses. Such notice will not stop or prevent an Indemnified Person from later asserting a different basis for indemnification or a different amount of indemnified Losses than that indicated in the initial notice. If an Indemnified Person does not provide this notice within the ten (10) day period, it does not waive any right to indemnification except to the extent that Developer is prejudiced, suffers loss, or incurs expense because of the delay.

Section 7.3 *Defense.* Developer may assume and control the defense of the claim based on the indemnified Losses at its own expense with counsel chosen by Developer with the concurrence of the Indemnified Person. Developer will also control any negotiations to settle the claim. Within ten (10) business days after receiving written notice of the indemnification request, Developer will advise the Indemnified Person as to whether or not it will defend the claim. If Developer does not assume the

defense, the Indemnified Person will assume and control the defense and all defense expenses actually incurred by it will constitute Losses.

Section 7.4 *Separate Counsel.* If Developer elects to defend a claim, the Indemnified Person may retain separate counsel, at the sole cost and expense of such Indemnified Person, to participate in (but not control or impair) the defense and to participate in (but not control or impair) any settlement negotiations. Developer may settle the claim without the consent or agreement of the Indemnified Person, unless the settlement (i) would result in injunctive relief or other equitable remedies or otherwise require the Indemnified Person to comply with restrictions or limitations that adversely affect the Indemnified Person, (ii) would require the Indemnified Person to pay amounts that Developer does not fund in full, or (iii) would not result in the Indemnified Person's full and complete release from all liability to the plaintiffs or claimants who are parties to or otherwise bound by the settlement.

Section 7.5 *Survival.* The provisions of Article will survive any expiration or earlier termination of this Agreement and any closing, settlement or other similar event which occurs under this Agreement.

ARTICLE VIII DEFAULT

Section 8.1 *Default by Developer.* The following will constitute a default by Developer:

- A. Failure of Developer to materially and timely comply and cure after notice with its covenants, conditions or obligations set forth in this Agreement.
- B. The declaration of an "event of default" by any lender under any loan agreement with respect to loans to finance the Developer Project and/or the TAD Project.
- C. Any representation or warranty made by Developer in this Agreement or subsequently made by it in any written statement or document furnished to the City and related to the transactions contemplated by this Agreement is knowingly false or intentionally misleading in any material respect as of the date such representation or warranty is made.
- D. Any report, certificate or other document or instrument furnished to the City by Developer in relation to the transactions contemplated by this Agreement is false or intentionally misleading in any material respect; or if any report, certificate or other document furnished to the City on behalf of Developer, to the extent that Developer knows such document is false or misleading and fails to promptly report such discrepancy to the City.
- E. An Act of Bankruptcy of Developer.

Section 8.2 *Remedies.* If a default by Developer occurs and is continuing 30 days after receipt of written notice to Developer from the City specifying the existence of such default (or within a reasonable time thereafter if such default cannot reasonably be cured within such 30-day period and Developer begins to diligently pursue the cure of such default within such 30-day period), the default will become an "Event of Default," and the City will be entitled to elect any or all of the following remedies: (i) subject to the final sentence in this Section, terminate this Agreement and discontinue further funding hereunder, (ii) seek any remedy at law or in equity that may be available as a consequence of Developer's default; (iii) pursue specific performance of this Agreement or injunctive relief; or (iv) waive such "Event of Default". Upon termination of this Agreement as provided in this

Section, none of the parties hereto will have any further rights, duties or obligations hereunder.

Section 8.3 Remedies Cumulative. Except as otherwise specifically provided, all remedies of the parties provided for herein are cumulative and will be in addition to any and all other rights and remedies provided for or available hereunder, at law or inequity.

Section 8.4 Agreement to Pay Attorneys' Fees and Expenses. In the event of an Event of Default, if the City employs attorneys or incurs other expenses for the collection of amounts due hereunder or for the enforcement of the performance or observance of any covenants or agreements on the part of Developer contained herein, Developer agrees that it will on demand therefore pay to the City, as applicable, the reasonable fees of such attorneys and such other reasonable expenses so incurred by the City, the amount of such fees of attorneys to be without regard to any statutory presumption.

Section 8.5 Default by the City. The following will constitute a default by the City: Any material breach by it of any representation made in this Agreement or any material failure by it to observe and perform any covenant, condition or agreement on its part to be observed or performed hereunder, for a period of 30 days after written notice specifying such breach or failure and requesting that it be remedied, given to it by Developer; provided that in the event such breach or failure can be corrected but cannot be corrected within said 30-day period, the same will not constitute a default hereunder if corrective action is instituted by the defaulting party or on behalf of the defaulting party within said 30- day period and is being diligently pursued.

Section 8.6 Remedies Against the City. Upon the occurrence and continuance of a default by the City hereunder, Developer may seek specific performance of this Agreement or pursue any other remedies available at law or in equity.

ARTICLE IX MISCELLANEOUS

Section 9.1 Term of Agreement. This Agreement will commence on the Effective Date and will expire on: (i) the date which is fifteen (15) years following the last date of the calendar year after the calendar year in which the first Certificate of Occupancy has been issued for the Developer Project, or (ii) December 31, 2039, whichever is earlier; provided, however, the terms and provisions of Articles III through VIII shall survive expiration or termination hereof.

Section 9.2 Notices. Any notice sent under this Agreement (except as otherwise expressly required) must be written and mailed or sent by overnight courier or personally delivered to an officer of the receiving party at the following addresses:

If to Developer:

Downtown Hospitality Holdings, LLC
Downtown Apartment Tower, LLC
Downtown Historical Holdings, LLC
Attn: L. Jeffrey Payne, Manager
340 Jesse Jewell Parkway, Suite 400
Gainesville, GA 30501
jeff@cpgllc.net

With a copy to:

Carla J. Walker, Esq.
Walker, Ball & Dimo, LLC
340 Jesse Jewell Parkway, Suite 650
Gainesville, GA 30501
carla@wbdlawfirm.com

If to the City:

City of Gainesville
Attention: Bryan Lackey, City Manager
P. O. Box 2496
Gainesville, GA 30503-2496
blackey@gainesvillega.gov

With a copy to:

City Attorney
Abbott S. Hayes, Jr.
Hulsey, Oliver & Mahar, LLP
200 E.E. Butler Parkway
Gainesville, GA 30501
ash@homlaw.com

Each party may change its address by written notice in accordance with this Section. Any communication addressed and mailed in accordance with this Section will be deemed to be given when so mailed, any notice so sent by electronic or facsimile transmission will be deemed to be given when receipt of such transmission is acknowledged, and any communication so delivered in person will be deemed to be given when receipted for by, or actually received by the party identified above.

Section 9.3 Amendments and Waivers. Any provision of this Agreement, including Exhibits attached hereto, may be amended or waived if such amendment or waiver is in writing and is signed by the parties hereto. No course of dealing on the part of any party to this Agreement, nor any failure or delay by any party to this Agreement with respect to exercising any right, power or privilege hereunder will operate as a waiver thereof.

Section 9.4 Invalidity. In the event that any provision of this Agreement is held unenforceable in any respect, such unenforceability will not affect any other provision of this Agreement.

Section 9.5 Successors and Assigns. Developer may not assign this Agreement or any of its rights hereunder or any interest herein without the prior written consent of the City, which consent may not be unreasonably withheld or delayed; provided that Developer may, without the prior consent of the City, assign this Agreement and all or any portion of its rights hereunder and interests herein to any Affiliate of it or to any entity controlled by or under common control with it or to a Successor in Ownership. Developer will provide written notice to the City of any such assignment. Upon any such assignment of the obligations of Developer hereunder, Developer will be deemed released from such obligations. Notwithstanding the above, Developer may collaterally assign this Agreement and its rights hereunder and interest herein, without the consent of the City to a lender to secure any acquisition, development or construction loan for the TAD Project or Developer Project, or to securitize Disbursements to which Developer is or will become entitled under this Agreement. No such

assignment shall be effective until Developer shall have provided the City with written notice of assignment identifying the assignee, in which event the City shall pay all subsequent Disbursements due under this Agreement to the assignee named in such notice of assignment.

Section 9.6 *Schedules; Titles of Articles and Sections.* The Schedules attached to this Agreement are incorporated herein and will be considered a part of this Agreement for the purposes stated herein, except that in the event of any conflict between any of the provisions of such Exhibits and the provisions of this Agreement, the provisions of this Agreement will prevail. All titles or headings are only for the convenience of the parties and may not be construed to have any effect or meaning as to the agreement between the parties hereto. Any reference herein to a Section or subsection will be considered a reference to such Section or subsection of this Agreement unless otherwise stated. Any reference herein to an Exhibit will be considered a reference to the applicable Exhibit attached hereto unless otherwise stated.

Section 9.7 *Applicable Law.* This Agreement is a contract made under and will be construed in accordance with and governed by the laws of the United States of America and the State of Georgia.

Section 9.8 *Entire Agreement.* This written agreement represents the final agreement between the parties and may not be contradicted by evidence of prior, contemporaneous, or subsequent oral agreements of the parties. There are no unwritten oral agreements between the parties.

Section 9.9 *Approval by the Parties.* Whenever this Agreement requires or permits approval or consent to be hereafter given by any of the parties, the parties agree that such approval or consent may not be unreasonably withheld or delayed and will be deemed given if no written objection is delivered to the requesting party within fifteen (15) business days after delivery of the request to the approving party except in the case of requests for Material Modifications or where otherwise stated in this Agreement.

Section 9.10 *Additional Actions.* The parties agree to take such actions, including the execution and delivery of such documents, instruments, petitions and certifications as may be necessary or appropriate, from time to time, to carry out the terms, provisions and intent of this Agreement and to aid and assist each other in carrying out said terms, provisions and intent.

[REMAINDER OF PAGE LEFT INTENTIONALLY BLANK]

[SIGNATURES ON FOLLOWING PAGE]

This 12 day of November, 2024.

DOWNTOWN HOSPITALITY HOLDINGS, LLC,
a Georgia limited liability company

By: [Signature]
L. Jeffrey Payne, Manager

DOWNTOWN APARTMENT TOWER, LLC,
a Georgia limited liability company

By: [Signature]
L. Jeffrey Payne, Manager

DOWNTOWN HISTORICAL HOLDINGS, LLC,
a Georgia limited liability company

By: [Signature]
L. Jeffrey Payne, Manager

APPROVED TO FORM BEFORE EXECUTION:

By: [Signature]
Abbott S. Hayes, Jr., Attorney for the City of Gainesville

CITY OF GAINESVILLE, GEORGIA

By: [Signature]
Name: Bryan Lackey
Title: City Manager

Attest: [Signature]
Name: Denise Jordan
Title: City Clerk



(SEAL)

EXHIBITS

- Exhibit "A" TAD Resolution BR-2021-41
- Exhibit "B" and "B-1" Developer Project Description
- Exhibit "C" TAD Project Description, Budget & Schedule
- Exhibit "D" Form of Requisition/Invoice

EXHIBIT A

TAD RESOLUTION BR-2021--41

(SEE ATTACHED RESOLUTION)

RESOLUTION BR-2021-41

TAX ALLOCATION DISTRICT (TAD) FUNDING FOR “THE NATIONAL” AT 111 GREEN STREET

WHEREAS, the governing body of the City of Gainesville is committed to the success of the redevelopment of Midtown Gainesville into a live, work and play area; and

WHEREAS, on October 17, 2006 the governing body of the City of Gainesville adopted the Midtown Redevelopment Plan and created Tax Allocation District (TAD) Number One – Midtown pursuant to the Georgia Redevelopment Powers Law (O.C.G.A. § 36-44-1 et seq.) as the next steps in the City’s redevelopment effort to reinvigorate Midtown; and

WHEREAS, the City of Gainesville will only consider applications for TAD financing for purposes or uses that are consistent with the definition of “redevelopment” as defined in the Georgia Redevelopment Powers Law [O.C.G.A. § 36-44-3(5)], with said eligible purposes or uses including public works and utilities, telecommunications infrastructure, street/streetscape improvements, parks and open space amenities, transit facilities and public parking structures, pedestrian amenities and safety improvements, and site preparation; and

WHEREAS, upon approval of a request for TAD funding, a TAD Development Agreement between the applicant/developer and the City shall be executed, and shall specify the eligible expenses, what method of funding will be utilized (i.e. pay-as-you-go, bank financing, bond financing or other method), and any special conditions and performance standards of the developer; and

WHEREAS, an application involving the construction of a 130 room Courtyard by Marriott hotel and a 143-unit multi-family development at 111 Green Street known as The National, hereinafter “project,” was reviewed by the TAD Advisory Committee and determined to achieve the TAD criteria; and

WHEREAS, the TAD Advisory Committee unanimously recommended approval of the TAD funding request of up to \$10,972,750 for the following uses with the following conditions and payment schedule:

Use:

- | | |
|------------------------------|----------------------------------|
| • Land | • Demolition |
| • Grading and Excavation | • Concrete Finishing and Masonry |
| • Utilities and Stormwater | • Handrails, Balconies & Louvers |
| • Curbs, Sidewalk and Paving | • Plaza and Waterproofing |
| • Landscaping | |
| • Soil Stabilization | |

Conditions:

- Permitted project must be in substantial conformance with the architectural renderings and budget submitted with the TAD application.
- In order to receive TAD funds, new sidewalks, curb & gutter, and landscaping must be installed at the developer’s expense on Washington, Green and Spring streets, in accordance with the City’s streetscaping standards, as evidenced by the streetscaping in the surrounding downtown area.

RESOLUTION BR-2021-41

**TAX ALLOCATION DISTRICT (TAD) FUNDING FOR "THE NATIONAL"
AT 111 GREEN STREET**

Payment Schedule:

Up to \$10,972,750 in TAD funds shall be made payable upon submittal of paid invoices for the purchase of and/or labor to complete or install the items specified under "Use" above, based upon the schedule and conditions listed below:

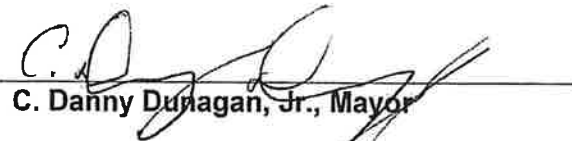
- Reimbursement will be distributed on an annual basis based on the TAD increment generated by The National for that calendar year.
- Reimbursement will begin the calendar year after the calendar year in which the first Certificate of Occupancy is obtained for either the hotel or apartments.
- The total period for reimbursement of up to the maximum of \$10,972,750 shall not exceed a period of 15 calendar years, which period shall commence upon the first calendar year in which any reimbursement is paid to the applicant.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby approves the TAD application of up to \$10,972,750 for The National at 111 Green Street.

BE IT FURTHER RESOLVED THAT that the governing body for the City of Gainesville hereby approves funding for the redevelopment improvement from the increment generated by The National project and that is deposited into the Tax Allocation District Fund.

BE IT FURTHER RESOLVED THAT the governing body authorizes the City Manager and City Attorney to prepare and execute a TAD Development Agreement to effectuate the terms and conditions of the funding, use and payment schedule.

Adopted this 21st day of September, 2021.


C. Danny Dunagan, Jr., Mayor

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

ATTEST:

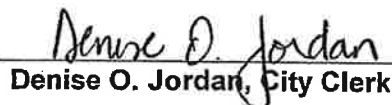

Denise O. Jordan, City Clerk



EXHIBIT B

DEVELOPER PROJECT DESCRIPTION

Proposed Use: A mixed-use development consisting of a 130-room Courtyard by Marriott Hotel with amenities, a 143-unit Class-A apartment building with amenities, an outdoor plaza connecting the two buildings with multiple points of access for guests, residents or other downtown patrons, plus structured parking underneath for hotel guests and apartment residents.

Size of Property: Approximately 1.41[±] acres

Description of Project: The subject property, which contained a dilapidated vacant office building and parking structure, is located one block from the historic square in downtown Gainesville. The property is surrounded by E.E. Butler Parkway, Washington Street, Green Street and Spring Street. Said subject property more specifically consists of two tracts known as 111 Green Street SE and 124 E.E. Butler Parkway SE in the City of Gainesville.

The mixed-use development, known as “The National”, will consist of a 7-story Courtyard by Marriott hotel, a 143-unit Class-A apartment building, an outdoor plaza that connects between the buildings and at least 256 parking spaces in structured parking underneath the buildings and plaza for guests and residents. The hotel will have 130 rooms, a limited-service restaurant, an indoor/outdoor bar, fitness center for guests and conference space. The Class-A apartment building will consist of 143 units, common gathering space, a fitness center and storage units for residents. The outdoor plaza that will connect the space, will have an open lawn, outdoor seating, space for outdoor dining, fire pits and multiple points of access for public use. The structured parking underneath the buildings and plaza will contain at least 256 spaces to serve the hotel guests as well as apartment residents.

The Developer Project must be completed in substantial conformance with the architectural renderings and budget submitted with the application for TAD funding. More specifically, the Developer Project must be in compliance with both the civil plans submitted to and approved by the City on March 22, 2022 and the architectural plans submitted to and approved by the City on April 25, 2022. These plans are kept on file in the Community and Economic Development Department and are hereby incorporated by reference as Exhibit B-1.

Projected Schedule of Project: The estimated schedule for the substantial completion of the TAD Project is as follows: (i) Deck, December 31, 2022, (ii) Plaza, April 30, 2023, (iii) Curbs and Streetscaping, April 30, 2023, (iv) Hotel, May 30, 2023, and (v) Apartments, June 30, 2023.

EXHIBIT B-1

CIVIL PLANS SUBMITTED TO AND APPROVED BY THE CITY ON MARCH 22, 2022, AND ARCHITECTURAL PLANS SUBMITTED TO AND APPROVED BY THE CITY ON APRIL 25, 2022, WHICH PLANS ARE KEPT ON FILE BY THE COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT OF THE CITY AND ARE INCORPORATED HEREIN BY REFERENCE, WITH THE EXCEPTION THAT THE NUMBER OF UNITS AND PARKING SPACES MUST MEET THE REQUIREMENTS OF THE TAD RESOLUTION

EXHIBIT C

TAD PROJECT DESCRIPTION, BUDGET & SCHEDULE

The TAD Project consists of the following eligible development-related uses/activities, with approved amounts for TAD funding listed adjacent to each approved use/activity:

- Land: \$1,000,000
- Grading & Excavation: \$553,218.81
- Utilities & Stormwater: \$1,065,234.90
- Curbs/Sidewalk & Paving: \$184,676.12
- Landscaping: \$95,061.30
- Soil Stabilization: \$395,197.08
- Demolition: \$1,229,851.06
- Concrete Finish & Masonry: \$5,385,298.08
- Handrails/Balconies/Louvers: \$91,740.00
- Plaza & Waterproofing: \$972,472.56

Per the TAD Resolution BR-2021-41, the TAD Project was approved for up to \$10,972,750 in TAD funds to be made payable upon submittal of paid invoices for the purchase of and/or labor to complete or install the items specified above, based upon the conditions and payment schedule listed below:

Conditions

1. Permitted project must be in substantial conformance with the architectural renderings and budget submitted with the TAD application.
2. In order to receive any TAD funds, new sidewalks, curb and gutter, and landscaping must be installed at Developer's expense on Washington, Green, and Spring Streets prior to or by the final completion of the Developer Project and in accordance with the then-current City's streetscaping standards, as evidenced by the streetscaping in the surrounding downtown area at the time of the completion of said construction. Nothing in this section shall be construed so as to give Developer the right to receive any TAD funds prior to completion of the new sidewalks, curb and gutter, and landscaping as set forth herein and as set forth in the TAD Resolution attached hereto as Exhibit A.

Payment Schedule

After receipt and approval of a Requisition from Developer, City will reimburse Developer for Reimbursable Costs as follows:

1. Reimbursement of up to \$10,972,750 will begin the calendar year after the calendar year in which the first Certificate of Occupancy is obtained for either the hotel or apartments.
2. The total period for reimbursement of up to the maximum of \$10,972,750 shall not exceed a period of 15 calendar years, which period shall commence upon the first calendar year in which any reimbursement is paid to the applicant. In no event shall reimbursement extend beyond December 31, 2039.
3. The annual reimbursement will be based on the Tax Allocation Increment generated in the Special Fund by the Developer Project for the calendar year in which the annual reimbursement is to occur.

DEVELOPER'S CERTIFICATIONS

In accordance with the TAD Development Agreement, Developer certifies to the City that:

- (a) all of its representations and warranties made in and as of the date of the TAD Development Agreement are true and correct as of the date hereof;
- (b) the quality of the construction of the TAD Project to date is in accordance with the Plans and the TAD Development Agreement;
- (c) the Project Cost breakdown and the percentage completion referenced in this Requisition are accurate;
- (d) all amounts being reimbursed are for those Approved TAD Costs outlined in the TAD Development Agreement, per TAD Resolution BR-2021-41;
- (e) no amounts are requested for materials to be stored or for installation labor yet to be completed;
- (f) no payment under this Requisition exceeds the maximum allowable expenses actually incurred within the amounts set forth in the TAD Project Budget;
- (g) all payments requested under this Requisition are for TAD Project items (i) which are of a quality and construction acceptable under the Plans, and (ii) which have not been previously paid;
- (h) there are no liens outstanding against the site of the TAD Project except (i) inchoate liens for property taxes not yet due and payable, (ii) liens being contested in accordance with the terms and conditions set forth in applicable law, and (iii) liens consented to by the City or otherwise permitted by the TAD Development Agreement;
- (i) Developer is not in default under the TAD Development Agreement; and
- (j) no governmental body has issued the equivalent of a stop work order with respect to any portion of the TAD Project.

By: _____

L. Jeffrey Payne, as Manager of Downtown Hospitality Holdings, LLC,
Downtown Apartment Tower, LLC, and/or Downtown Historical Holdings, LLC,
as applicable, as the case may be

Approved: _____

Total Amount Approved: \$ _____

CITY OF GAINESVILLE

By: _____

Its: _____

4864-9828-8376, v. 1

FIRST AMENDED TAD
DEVELOPMENT
AGREEMENT

This First Amended Development Agreement (this "Agreement"), dated as of the ____ day of ~~November~~December, 2024, is made by and between the City of Gainesville, Georgia, a municipal corporation of the State of Georgia (the "City") and Downtown Hospitality Holdings, LLC, Downtown Apartment Tower, LLC, and Downtown Historical Holdings, LLC (hereinafter collectively referred to as "Developer"), Georgia limited liability companies, as Developer. This Agreement is intended to modify and replace the TAD Development Agreement between the City and Developer dated the ____ day of November, 2024.

ARTICLE I
RECITALS

WHEREAS, the City is duly authorized to exercise the redevelopment powers granted to cities and counties in the State pursuant to the Redevelopment Powers Law, pursuant to Local Act 222/House Bill 772 (2005 Ga. Laws) enacted by the General Assembly in 2005 and a voter referendum approved on November 8, 2005; and

WHEREAS, by Ordinance 2006-53 duly adopted on October 17, 2006 following a public hearing as required by law, the Gainesville City Council approved the Midtown Urban Redevelopment Plan and created Tax Allocation District Number One - Midtown TAD (the "Midtown TAD"); and

WHEREAS, the Redevelopment Powers Law provides that the City may enter into public-private partnerships to effect the redevelopment projects contemplated in the Redevelopment Plan; and

WHEREAS, the TAD Ordinance expressed the intent of the City, as set forth in the Redevelopment Plan, to provide funds to induce and stimulate redevelopment in the Midtown TAD; and

WHEREAS, based on the findings of the City and in reliance on the City's undertakings expressed in the Redevelopment Plan, by ordinance adopted on October 17, 2006 by the Governing Body of the City of Gainesville, and by way of resolution and intergovernmental agreements by Hall County and the Gainesville City School System consented to the inclusion of their respective share of ad valorem taxes on real and personal property in the computation of the positive tax allocation increment for the Midtown TAD within the meaning of the Redevelopment Powers Law; and

WHEREAS, the undertakings contemplated by the Redevelopment Plan include, among other renewal activity, redevelopment of vacant and under-achieving properties within the Midtown TAD area including the subject property in the City of Gainesville, which subject property is further described below; and

WHEREAS, Developer is the owner of the real property located within the Midtown TAD, which property is a block of property in the City bounded on four (4) sides by Spring Street, Green Street, Washington Street, and E. E. Butler Parkway and more particularly described as those four (4) tracts of property described in the three (3) Limited Warranty Deeds dated March 4, 2021, and recorded at Deed Book, 8749, Pages 382-385, Hall County, Georgia Deed Records; Deed Book 8749, Pages 386-388, aforesaid records; and Deed Book 8749, Pages 389-391, aforesaid records. The

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aforementioned properties are hereinafter collectively referred to as “the Property”; and

WHEREAS, Developer seeks to undertake the redevelopment of the Property by constructing a 130-room Courtyard by Marriott hotel, ~~443~~154-unit apartment building, an outdoor plaza connecting the hotel and apartment buildings, plus structured parking with at least ~~256~~242 spaces to serve both the hotel and apartment buildings, which development shall be known as “The National”; and

WHEREAS, the proposed development involves redevelopment of property, has potential for providing needed improvements in the Midtown TAD and will significantly increase the value of the Property on the tax digest maintained regarding real property in the City; and

WHEREAS, the proposed development will provide new investment into this area of the Midtown TAD, which will be the catalyst needed to stimulate additional investment on surrounding properties; and

WHEREAS, in order to induce and further facilitate the successful accomplishment of this portion of the Redevelopment Plan, the City has indicated its intent to exercise its authority under the Redevelopment Powers Law and in accordance with State law to enter into this Development Agreement with Developer pursuant to which, subject to the conditions described herein, the Tax Allocation Increment (which Tax Allocation Increment is hereinafter defined) collected in the Midtown TAD from The National will be used to reimburse Developer for approved Redevelopment Costs (which Redevelopment Costs are hereinafter defined) incurred by it in connection with the TAD Project; and

WHEREAS, Developer agrees, pursuant to the terms of this Agreement, to undertake this revitalization in the City of Gainesville, consistent with the Midtown Redevelopment Plan and the approval of the governing body of the City per Resolution BR-2021-41, which Resolution is attached hereto and made a part hereof as Exhibit A.

AGREEMENT

NOW THEREFORE, the City and Developer, for and in consideration of the mutual promises, covenants, obligations, and benefits of this Agreement, hereby agree as follows:

ARTICLE II GENERAL TERMS

Section 2.1 Definitions. Unless the context clearly requires a different meaning, the following terms are used herein with the meanings as set forth in this Article II. Terms used herein and not otherwise defined in this Article II but defined in the Redevelopment Powers Law, shall have the meanings as defined in the Redevelopment Powers Law.

“Act of Bankruptcy” means the making of an assignment for the benefit of creditors, the filing of a petition in bankruptcy, the petitioning or application to any tribunal for any receiver or any trustee of the applicable Person or any substantial part of its property, the commencement of any proceeding relating to the applicable Person under any reorganization, arrangement, readjustments of debt, dissolution or liquidation law or statute of any jurisdiction, whether now or hereafter in effect, or if, within 60 days after the filing of a bankruptcy petition or the commencement of any proceeding against the applicable Person seeking any reorganization, arrangement, composition, readjustment, liquidation,

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dissolution or similar relief under any present or future statute, law or regulation, the proceedings have not been dismissed, or, if, within sixty (60) days after the appointment, without the consent or acquiescence of the applicable Person, of any trustee, receiver or liquidator of the applicable Person or of the land owned by the applicable Person, the appointment has not been vacated.

“Affiliate” means, with respect to any Person, (a) a parent, partner, member or owner of such Person or of any Person identified in clause (b) below, and (b) any other Person that, directly or indirectly through one or more intermediaries, controls, is controlled by or is under common control with such Person. As used in this definition, the term “control” means the possession, directly or indirectly, of the power to direct or cause the direction of the management or policies of a Person, whether through the ownership of voting securities, by contract or otherwise.

“City” means the City of Gainesville, Georgia, a municipal corporation and a political subdivision of the State, acting through its governing body, and its successors and assigns under this Agreement.

“County” means Hall County, Georgia, a constitutionally created political subdivision of the State of Georgia, acting by and through its Board of Commissioners.

“Developer” means the owners of the Property and/or improvements to be constructed thereon, which are Downtown Hospitality Holdings, LLC, Downtown Apartment Tower, LLC, and Downtown Historical Holdings, LLC.

“Developer Project” means the construction of The National, which Project is more fully described on Exhibit B and Exhibit B-1 hereto, as such Exhibits may be amended or modified from time to time as permitted herein.

“Developer Project Estimated Completion Date” means the date on which construction of the Developer Project is currently estimated to be completed (as evidenced by the issuance of an appropriate Certificate of Occupancy), which is currently no later than June 30, 2023 unless delay is caused by Force Majeure.

“Development Team” means Developer and its development partners.

“Environmental Laws” means with any and all applicable laws, ordinances, rules, regulations and requirements respecting the storage, handling, treatment, release, disposal, presence or use of such permitted Hazardous Materials.

“Effective Date” means the date of this Agreement.

“Force Majeure” means the actual period of any delay to the final completion date of the TAD Project or the Developer Project, as applicable, caused by a pandemic, fire, unavailability of manufactured materials or specialized construction trade labor, earthquake, flood, explosion, war, acts of terrorism, invasion, insurrection, mob violence, sabotage, lockouts, litigation, condemnation, riots or other civil disorder, national or local emergency, act of God, unusual delays in transportation, unusual delay in obtaining lawful permits or consents to which the applicant is legally entitled, strike or labor dispute, severe unanticipated weather conditions, in any such case entitling Developer a commensurate extension of time to perform and complete its obligations delayed thereby under this Agreement. Developer will give written notice in emergency with Section 9.2 as soon as reasonably practical after the start of the Force Majeure event or occurrence giving rise to the delay, specifically identifying the occurrence or event and the anticipated resulting delays to the TAD Project or the Developer Project,

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as applicable.

“General Contractor” means an experienced, licensed, bondable and reputable general contractor reasonably satisfactory to the City.

“Hazardous Substances” means any hazardous waste, as defined by 42 U.S.C. § 6903(5), any hazardous substances as defined by 42 U.S.C. § 9601(14), any pollutant or contaminant as defined by 42 U.S.C. § 9601 (33), and any toxic substances, oil or hazardous materials or other chemicals or substances regulated by any Environmental Laws.

“Intergovernmental Agreement,” means that certain Intergovernmental Agreement by and between the City and the School Board, dated August 18, 2009; and between the City and the County, dated May 1, 2007; regarding the Midtown TAD and any duly authorized and fully executed amendments thereto.

“Legal Requirements” means any legal requirements (including, without limitation, Environmental Laws), including any local, state or federal statute, law, ordinance, rule or regulation, now or hereafter in effect, or order, judgment, decree, injunction, permit, license, authorization, certificate, franchise, approval, notice, demand, direction or determination of any governmental authority.

“Material Modification” means (i) any modification, change or alteration in the description of the TAD Project or the Developer project, as applicable, that would require an additional architectural design review or zoning change by the City after initial approval or amendment to the land disturbance or building permits issued by the City; (ii) modify development uses other than the uses included in the application request for Midtown TAD funding and as presented to the City, as more particularly described in Exhibit B and Exhibit B-1 hereto; (iii) modify the overall project budget for construction by more than 15% over or under the budget included in the application request for Midtown TAD funding and as presented to the City (iv) alter any conditions of TAD Funding approval imposed by the governing body of the City as shown in Exhibit A; or (v) extend the construction timeline as stated in this Agreement by more than ninety (90) consecutive days for reasons other than Force Majeure.

“Midtown TAD” means that Tax Allocation District Number One created by the City, effective December 31, 2006, pursuant to the Redevelopment Powers Law and the TAD Ordinance 2006-53 and as further described in the Redevelopment Plan.

“Permitted Exceptions” means all of the following: (i) title exceptions set forth in the Title Policy; (ii) any reasonable and customary exceptions that serve or enhance the use or utility of the TAD Project or the Developer Project arising in the course of and necessary in connection with the construction, or ultimate operation, of the TAD Project or the Developer Project, including by way of example and not of limitation, easements granted to public utility companies or governmental bodies (for public rights-of-way or otherwise), (iii) any other exceptions expressly approved in writing by the City; (iv) real property taxes, bonds and assessments (including assessments for public improvements) not yet due and payable; and (v) any exceptions approved by any acquisition, development or permanent lender.

“Person” includes a corporation, a trust, an association, a partnership (including a limited liability partnership), a joint venture, an unincorporated organization, a business, an individual or natural person, a joint stock company, a limited liability company, or any other entity.

“Plans” means the site plan and the construction plans for both the Developer Project and TAD

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Project.

“Project Approvals” means all approvals, consents, waivers, orders, agreements, authorizations, permits and licenses required under applicable Legal Requirements or under the terms of any restriction, covenant or easement affecting the TAD Project or the Developer Project, as applicable, or otherwise necessary or desirable for the ownership, acquisition, construction, equipping, use or operation thereof, whether obtained from a governmental authority or any other person.

“Redevelopment Costs” has the meaning given that term by O.C.G.A. § 36-44-3(8) and as used in this Agreement, means Redevelopment Costs of the TAD Project and any other Redevelopment Costs (as defined in the Redevelopment Powers Law) contemplated by this Agreement.

“Redevelopment Plan” means the City of Gainesville Tax Allocation District Number One - Midtown Redevelopment Plan approved by the City pursuant to the TAD Ordinance 2006-53 adopted on October 17, 2006, following a public hearing as required by law, as amended from time to time.

“Redevelopment Powers Law” means the Redevelopment Powers Law, O.C.G.A. §36-44- 1, *et seq.*, as amended from time to time.

“Reimbursable Costs” means payments of approved items associated with the TAD Project by Developer or any other Person or entity that comprise Redevelopment Costs associated with the TAD Project.

“Requisition” means a requisition in substantially the form attached as Exhibit D hereto (or such other form approved by the City).

“Site” means the Property.

“Special Fund” means the fund established by the City for the collection of Tax Allocation Increment and disbursements as permitted under this Agreement.

“State” means the State of Georgia.

“TAD Project” means those infrastructure or site improvements approved by the governing body of the City to receive funding from the Special Fund which are identified and more fully described in Exhibit B hereto, the costs of which are to be incurred by Developer and reimbursed to Developer from amounts on deposit in the Special Fund as contemplated by this Agreement.

“TAD Project Budget” means the projected cost for construction of the TAD Project as set forth in Exhibit C hereto, which costs include all architectural, engineering, design, legal and other consultant fees and expenses related to the TAD Project as such Exhibit may be amended or modified from time to time.

“TAD Project Completion Date” means June 30, 2023, the anticipated date of substantial completion of the TAD Project (as evidenced by delivery by Developer to the City of the certificate contemplated in Section 4.1 (D)).

“TAD Project Construction Schedule” means the estimated schedule for construction of the TAD Project as set forth in Exhibit B hereto as such schedule may be amended or modified from time to time.

“TAD Ordinance” means the Ordinance duly adopted by the governing body of the City of Gainesville on October 17, 2006, following a public hearing as required by law, pursuant to which the City approved the Redevelopment Plan and created the TAD Number One – Midtown TAD.

“Tax Allocation Increment” means the positive tax allocation increment (within the meaning of the Redevelopment Powers Law) levied and collected within the Midtown TAD relating to the Property and the Developer Project at the tax millage rates then in force in the City, City Schools, and County.

“Title Policy” means the owner’s title insurance policy issued to Developer by a nationally recognized title company with respect to the Site.

Section 2.2 Singular and Plural. Words used herein in the singular, where the context so permits, also include the plural and vice versa. The definitions of words in the singular herein also apply to such words when used in the plural where the context so permits and vice versa.

ARTICLE III REPRESENTATIONS AND WARRANTIES

Section 3.1 Representations and Warranties of Developer. Developer hereby represents and warrants to the City that:

- A. Organization and Authority. Developer is three (3) Georgia domestic limited liability companies which collectively is the developer of the Property and is duly authorized to transact business in Georgia. Developer has the requisite power and authority to execute and deliver this Agreement, to incur and perform its obligations hereunder, and to carry out the transactions contemplated by this Agreement.
- B. Due Authorization, Execution and Delivery. The execution, delivery, and performance of this Agreement has been duly authorized by all necessary action and proceedings by or on behalf of Developer, and no further approvals or filings of any kind, including any approval of or filing with any governmental authority, are required by or on behalf of Developer as a condition to the valid execution, delivery, and performance by it of this Agreement. This Agreement, when duly executed and delivered by each party hereto, will be the valid, binding and enforceable obligation of Developer in accordance with its terms, subject to matters and laws affecting creditors' right generally and to general principles of equity.
- C. Organizational Documents. Developer’s organizational documents are in full force and effect and have not been modified or supplemented from those submitted to the City, and no fact or circumstance has occurred that, by itself or with the giving of notice or the passage of time or both, would constitute a default thereunder.
- D. Financial Statements. All financial statements to be furnished to the City by the Developer with respect to Developer, the Developer Project, and the TAD Project will fairly present the financial condition of Developer as of the dates thereof, and all other written information furnished to the City by Developer will be accurate, complete and correct in all material respects and will not knowingly contain any material misstatement of fact or omit to state any fact necessary to make the statements contained therein not misleading.
- E. Environmental. Neither Developer, nor its partners, officers, directors, members, or managers, have any knowledge, except as disclosed in the Environmental Report: (i) of the

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presence of any Hazardous Substances on the Site, or any portion thereof, or of any spills, releases, discharges, or disposal of Hazardous Substances that have occurred or are presently occurring on or onto the Site, or any portion thereof, or (ii) of the presence of any PCB transformers serving, or stored on, the Site, or any portion thereof, in violation of Environmental Laws and Developer has no knowledge of any failure to comply with any applicable Environmental Laws relating to the generation, recycling, reuse, sale, storage, handling, transport and disposal of any Hazardous Substances.

- F. Bankruptcy. No Act of Bankruptcy has occurred with respect to Developer.
- G. No Litigation. There is no action, suit or proceeding pending, and Developer has not received written notice of any threatened action, suit or proceeding, against or affecting Developer in any court, before any arbitrator or before or by any governmental body which (i) in any manner raises any question affecting the validity or enforceability of this Agreement, (ii) could materially and adversely affect the business, financial position or results of operations of Developer, or (iii) could materially and adversely affect the ability of Developer to perform its obligations hereunder.
- H. No Undisclosed Liabilities. Neither Developer nor the Site is subject to any material liability or obligation, including contingent liabilities, other than loans to finance the Developer Project. Developer is not in default under or in breach of any material contract or agreement, and no event has occurred which, with the passage of time or giving of notice (or both) would constitute such a default, which has a material adverse effect on the ability of Developer to perform its obligations under this Agreement.
- I. Tax Matters. Developer has prepared and filed in a substantially correct manner all federal, state, local, and foreign tax returns and reports heretofore required to be filed by it and have paid, or will pay prior to delinquency, all taxes shown as due thereon. To Developer's knowledge, no governmental body has asserted any deficiency in the payment of any tax, and Developer has not received written notice that such governmental body intends to assert any such deficiency or to make any audit or other investigation of Developer for the purpose of determining whether such a deficiency should be asserted against Developer.
- J. ERISA and Related Matters. Developer does not maintain any retirement or deferred compensation plan, savings, incentive, stock option or stock purchase plan, unemployment compensation plan, vacation pay, severance pay, bonus or benefit arrangement, insurance or hospitalization program or any other fringe benefit arrangement for any employee, consultant or agent of Developer, whether pursuant to contract, arrangement, custom or informal understanding, which does not constitute an "Employee Benefit Plan" (as defined in §3(3) of ERISA). Developer does not maintain nor has Developer ever contributed to any Multiemployer Plan (as defined in §3(37) of ERISA). Developer does not currently maintain any Employee Pension Benefit Plan subject to Title IV of ERISA. There have been no "prohibited transactions" (as described in §406 of ERISA or §4975 of the Internal Revenue Code) with respect to any Employee Pension Benefit Plan or Employee Welfare Benefit Plan maintained by Developer as to which Developer has been a party.
- K. Principal Office. The address of Developer's principal place of business is 340 Jesse Jewell Parkway, Suite 400, Gainesville, GA 30501.
- L. Licenses and Permits. Developer will at all appropriate times possess all franchises,

patents, copyrights, trademarks, tradenames, licenses and permits, and rights in respect of the foregoing, adequate for the conduct of its business substantially as now conducted or as it is intended to be conducted with respect to the Developer Project, and the TAD Project, without known conflict with any rights of others.

- M. Project Location. The Developer Project and the TAD Project are located wholly within the municipality of Gainesville and further, wholly within the Midtown TAD.
- N. Plans. Developer will furnish to the City true and complete sets of the Plans. The Plans so furnished to the City will comply with all applicable governmental requirements, all Project Approvals, and all conditions, restrictions, covenants and easements affecting the Developer Project and TAD Project, and will be subject to approval by such governmental body as is required for construction of the Developer Project and TAD Project.
- O. Liens. Other than as disclosed in writing to the City, there are no material liens of laborers, subcontractors or materialmen on or respecting the TAD Project on the Effective Date.
- P. Construction Schedule. The TAD Project Construction Schedule accurately reflects the currently estimated schedule for construction of the TAD Project.

Section 3.2 Representations and Warranties of the City. The City hereby represents and warrants to Developer that:

- A. Organization and Authority. The City is a municipal corporation duly created and existing under the laws of the State. The City has the requisite power and authority to execute and deliver this Agreement, to incur and perform its obligations hereunder, and to carry out the transactions contemplated by this Agreement.
- B. Due Authorization, Execution and Delivery. The execution, delivery, and performance of this Agreement has been duly authorized by all necessary action and proceedings by or on behalf of the City, and no further approvals or filings of any kind, including any approval of or filing with any governmental authority, are required by or on behalf of the City as a condition to the valid execution, delivery, and performance by the City of this Agreement. This Agreement, when duly executed and delivered by each party hereto, will be the valid, binding and enforceable obligation of the City in accordance with its terms, subject to matters and laws affecting creditors' right generally as to political bodies and to general principles of equity.
- C. No Litigation. There are no actions, suits, proceedings or investigations of any kind pending or threatened against the City before any court, tribunal or administrative agency or board or any mediator or arbitrator that questions the validity of this Agreement or any action taken or to be taken pursuant hereto.
- D. TAD Resolution. The TAD Ordinance has been validly adopted, remains in full force and effect, and has not been amended or supplemented since its date of adoption. No amendment of or supplement to the TAD Ordinance is contemplated by the City or to the resolutions referred to previously herein adopted by the County and the School Board with respect to the Midtown TAD.
- E. Zoning. This Agreement will have no effect on the zoning of the TAD Project and will not

obligate the City to zone the Property in any way except required in the event a rezoning application is filed under the applicable zoning ordinance of the City. The existence of this Agreement in no way guarantees an affirmative decision on any application or implies any special consideration will be granted to the applicant by virtue of the existence of this Agreement. The Project as planned is a legal use within the current zoning.

ARTICLE IV DEVELOPMENT AND CONSTRUCTION

Section 4.1 *Construction of the Developer Project and the TAD Project.*

- A. Developer will develop and construct, or cause the development and construction of, the Developer Project and the TAD Project in substantial conformance with the Plans and the description thereof set forth in Exhibit B and Exhibit B-1 hereto, subject to Force Majeure. The City acknowledges that, during the term of this Agreement, modifications to the Developer Project or the TAD Project as contemplated on the Effective Date may occur. To the extent that such modifications are not Material Modifications, Developer will provide a revised version of Exhibit B and Exhibit B-1 to the City. To the extent that any such modification is a Material Modification, Developer will comply with the procedures set forth in Section 4.4.
- B. Developer will construct or cause the construction of the Developer Project and the TAD Project in accordance with all applicable Legal Requirements.
- C. Developer (or its development partners) will develop and construct, or cause the development and construction of, the Developer Project substantially as contemplated in the Redevelopment Plan and as described in Exhibit B and Exhibit B-1 hereto and the TAD Project as defined in Exhibit C hereto, subject to Force Majeure.
- D. To the extent not included in a Requisition, Developer, upon written request from the City, will deliver construction reports and interim progress reports in form and content reasonably satisfactory to the City, including an updated TAD Project Construction Schedule and a summary of all costs and expenses incurred in connection with the TAD Project, not less frequently than quarterly; from and after the Effective Date until the TAD Project Completion Date, and will keep the City informed as to the status and progress of all construction work with respect to the TAD Project. Upon completion of the construction of the TAD Project, Developer will provide the City with a certification that the TAD Project has been completed (e.g. official Certificate of Completion), and evidence that all amounts owing to contractors and subcontractors have been paid in full evidenced by a properly executed AIA G706A Contractors Affidavit of Release of Liens.
- E. The City acknowledges that one or more separate contractors may undertake the construction of portions of the TAD Project under separate contractual agreements with Developer as members of the Development Team. These development partners will not have any privity of contract with the City hereunder. Although Developer reasonably expects that selected development partners will fulfill all of their contractual obligations thereunder in a timely manner as estimated on the TAD Project Construction Schedule, subject to Force Majeure, and that such portions of the TAD Project will be constructed as estimated on the TAD Project Budget, the parties acknowledge that Developer has no direct control over the construction to be undertaken by these development partners other than

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contractual remedies in the event of default. Developer agrees to use commercially reasonable efforts to facilitate, where appropriate, the construction of the TAD Project in all material respects.

Section 4.2 Approvals Required for the TAD Project. Developer will obtain or cause to be obtained all necessary Project Approvals for the TAD Project and will comply with all Legal Requirements of any governmental body regarding the use or condition of the TAD Project. Developer may, however, contest any such Legal Requirement or Project Approval by an appropriate proceeding diligently prosecuted. The City agrees to process zoning and permit applications and other approvals that may be required hereunder in a prompt and timely manner in accordance with its normal rules and procedures and to expedite requests for zoning amendments and variances.

Section 4.3 Unreasonable Delay or Abandonment. If the City determines in its reasonable discretion that (i) Developer has unduly delayed construction of the Developer Project and/or TAD Project for reasons other than Force Majeure and such delay is a Material Modification, (ii) the Developer Project and/or TAD Project is delayed for reasons other than Force Majeure such that the Developer Project and/or TAD Project will not be completed by the Project Completion Dates stated herein, or (iii) Developer has ceased work on the Developer Project and/or TAD Project for more than ninety (90) consecutive days, then the City may, subject to the final sentence of this Section, terminate this Agreement. Upon termination of this Agreement as provided in this Section, none of the parties hereto will have any further rights, duties or obligations hereunder except that Developer must return to the City all sums paid to Developer under this Agreement within ten (10) days of written notice of termination of this Agreement.

Section 4.4 Material Modifications. Prior to Developer making a Material Modification to the Developer Project or TAD Project, it will submit the proposed modifications to the Community and Economic Development Director in writing for its review. Any such submission must clearly identify all changes, omissions and additions as compared to the previously approved description of the Developer Project or TAD Project, as more fully set forth in Exhibit B, Exhibit B-I and Exhibit C hereto. The Community and Economic Development Director will put the request for modification on meeting agenda for the City's consideration. The City will act on the requested modification within an amount of time that is reasonably required to consider the request. In addition, to the extent any Material Modification requires an amendment to any portion of the Redevelopment Plan, the City will have such amount of time as reasonably required to pursue any such amendment (including required approvals, if any). Any provision hereof to the contrary notwithstanding, any delay due to Force Majeure shall not be deemed to constitute a Material Modification.

ARTICLE V

DUTIES, RESPONSIBILITIES, AND SPECIAL COVENANTS OF DEVELOPER

Section 5.1 Completion of the Developer Project and the TAD Project. Except as contemplated in Section 4.I(E), notwithstanding any other provision of this Agreement, Developer will commence and complete construction of the Developer Project and the TAD Project substantially in accordance with Exhibit B, Exhibit B-I and Exhibit C hereto with diligence and in a good and workmanlike manner, free and clear of all liens and claims for materials supplied or for labor or services performed, subject to any lawful protest in accordance with Section 5.6.

Section 5.2 Compliance with Documents. Developer shall not permit or suffer a material event of default to remain uncured beyond any applicable cure period under any loan documents pursuant to which amounts were loaned or otherwise made available to Developer to finance construction of the

Developer Project and the TAD Project.

Section 5.3 *Litigation.* Developer will notify the City in writing, within ten (10) business days of its having received notification of any actual, pending, or written threat of litigation or adversarial proceeding in which a claim is made against Developer as owner or developer of the Site, or against the Site or the Developer Project or the TAD Project, or of any other actual, pending or written threat of litigation or adverse proceeding not related to the Site or the Developer Project or the TAD Project, but which Developer reasonably considers may impair Developer's ability to perform its obligations under this Agreement, and of any judgment rendered against Developer in any such litigation or proceeding. Developer will notify the City in writing and within ten (10) business days of any matter that Developer has received notice of litigation may result or does result in a material adverse change in the financial condition or operation of Developer or the Developer Project or the TAD Project.

Section 5.4 *Maintenance of the Developer Project and the TAD Project.* Developer agrees that, to the extent it has an interest in the Developer Project and the TAD Project, it will at its own expense, (i) keep the Developer Project and the TAD Project, or cause the Developer Project and the TAD Project to be kept in as reasonably safe condition as its operations permit, (ii) make or cause to be made from time to time all necessary repairs thereto and renewals and replacements thereof and otherwise keep the Developer Project and the TAD Project in good repair and in good operating condition, and (iii) not permit or suffer others to commit a nuisance or waste on or about the Developer Project and the TAD Project, to the extent it has an interest in the Developer Project and the TAD Project, at its own expense and from time to time, may make any additions, modifications or improvements to the Developer Project and the TAD Project that it may deem desirable for its business purposes and that do not impair the effective use, or decrease the value, of the Developer Project and the TAD Project and do not comprise Material Modifications.

Section 5.5 *Records and Accounts.* Developer will keep true and accurate records and books of account in connection with the Developer Project and the TAD Project in which full, true and correct entries will be made on a consistent basis, in accordance with generally accepted accounting principles.

Section 5.6 *Liens and Other Charges.* Developer will duly pay and discharge, or cause to be paid and discharged, before the same become overdue all claims for labor, materials, or supplies that if unpaid might by law become a lien or charge upon the Developer Project or the TAD Project unless Developer is lawfully protesting the same, in which case Developer will provide a suitable "mechanics lien bond" to discharge such lien from the TAD Project within sixty (60) days of imposition of the lien.

Section 5.7 *Compliance with Laws, Contracts, Licenses, and Permits.* Developer will comply in all material respects with (i) all applicable laws, (ii) all agreements and instruments by which it or any of its properties may be bound, and all restrictions, covenants and easements affecting the Developer Project or the TAD Project, (iii) all applicable decrees, orders and judgments, and (iv) all licenses and permits required by applicable laws and regulations for the conduct of its business or the ownership, use or operation of its properties.

Section 5.8 *Laborers, Subcontractors and Materialmen.* Developer will furnish to the City, upon written request at any time and from time to time no more often than every thirty (30) days, affidavits listing all laborers, subcontractors, material men, and any other Persons who might or could claim statutory or common law liens and are furnishing or have furnished labor or material to the Developer Project or the TAD Project or any part thereof, together with affidavits, or other evidence satisfactory to the City, showing that such parties have been paid all amounts then due for labor and materials furnished to the Developer Project or the TAD Project. Developer will also furnish to the City, at any

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time and from time to time no more often than every thirty (30) days, upon demand by the City, lien waivers bearing a then current date and prepared on a form satisfactory to the City from the General Contractor for the Developer Project or the TAD Project and such subcontractors or materialmen as the City may designate.

Section 5.9 Taxes. To the extent of its fee simple title interest therein and subject to the rights of reimbursement thereof contemplated herein, as applicable, Developer will pay when due all taxes imposed upon or assessed against the Site and the TAD Project, or upon the revenues, rents, issues, income and profits of the TAD Project, or arising in respect of the occupancy, use or possession thereof.

Section 5.10 Insurance. To the extent of its interest therein, Developer will keep the Developer Project and the TAD Project continuously insured against such risks as are customarily insured against by businesses of like size and type engaged in the same or similar operations, including builder's risk insurance during any time that clearing, grading and construction work is in progress.

Section 5.11 Further Assurances and Corrective Instruments. The City and Developer agree that they will, from time to time, execute, acknowledge and deliver, or cause to be executed, acknowledged and delivered, such supplements and amendments hereto and such further instruments as may reasonably be required for carrying out the intention or facilitating the performance of this Agreement; provided that the rights of the City and Developer hereunder and the ability of the City and Developer to construct the TAD Project are not impaired thereby.

Section 5.12 Performance by Developer and City. Developer and City will each perform all acts to be performed by such party hereunder and will refrain from taking or omitting to take any action that would materially violate such party's representations and warranties hereunder or render the same materially inaccurate as of the Effective Date or that in any material way would prevent the consummation of the transactions contemplated hereby in accordance with the terms and conditions hereof.

Section 5.13 Restrictions on Easements and Covenants. Except for Permitted Exceptions, Developer will not create or suffer to be created or to exist any easement, right-of-way, restriction, covenant, condition, license or other right in favor of any third-party which affect or might affect title to the Developer Project or the TAD Project or the use and occupancy thereof or any part thereof without obtaining the prior approval of the City, other than easements and rights-of-ways customary for utilities which do not adversely affect the use of the TAD Project for its intended purposes. Provided, however, that nothing contained in this Section 5.13 shall prohibit Developer, without prior notice or approval of the City, from constructing a business park or condominium structure among the three parties making up the Developer, or any combination thereof, for the purpose of setting forth the rights and obligations of each of the three entities as to the common areas of the Project and/or as to the separate areas of the Project.

Section 5.14 Access to the Site. Developer will permit persons designated by the City to access the Site and to discuss the progress and status of the Developer Project and the TAD Project with representatives of Developer, all in such detail and at such times as the City may reasonably request. All such access must be during normal business hours and in a manner that will not unreasonably interfere with construction activities of the TAD Project or with Developer's business operations generally. The City must be accompanied by a representative of Developer during any access contemplated by this Section.

ARTICLE VI

REIMBURSEMENT; FINANCING ALTERNATIVES

Section 6.1 *Reimbursable Costs.*

- A. Developer may make or cause to be made Reimbursable Costs (or payment of redevelopment costs) in connection with the TAD Project.
- B. Developer may submit Requisitions/Invoices to the City for its review and approval for reimbursement from the Special Fund for any such Reimbursable Costs that are to be directly reimbursed as described in Section 6.2.

Section 6.2 *Disbursements.* Subject to compliance by Developer with all of the terms and conditions of this Agreement, the funds deposited into the Special Fund from Tax Allocation Increment will be available for disbursement to Developer for reimbursement of approved expenditures in connection with the TAD Project, and more specifically for the redevelopment activities approved by resolution by the Governing Body, at such times and in such amounts as determined (each a "Disbursement") in accordance with the following procedures:

- A. Developer shall be reimbursed for Reimbursable Costs in a total amount not to exceed \$10,972,750.00 for uses as set forth in Exhibit C ("the Reimbursable Costs"), and all such construction shall be done in accordance with the Plans.
 - i. Not more than sixty (60) days after the date on which Developer receives a Certificate of Occupancy for either the hotel or apartments located on the Property, Developer will submit a Requisition to the City. The Requisition will include: (i) the TAD Project Budget and the itemized schedule of values prepared by the General Contractor or Developer of the total of Reimbursable Costs, which are those costs associated with the approved TAD activities of the TAD Project per Resolution BR-2021-41, for which amounts in the Special Fund are requested; (ii) all costs incurred for construction and non-construction expenses for the Reimbursable Costs. The accuracy of the cost breakdown in the Requisition must be certified by Developer and the General Contractor.
 - ii. The Requisition must be accompanied by evidence in form and content reasonably satisfactory to the City showing:
 - (a) Paid invoices, bills or statements for approved Reimbursable Costs per Resolution BR-2021-41;
 - (b) If the Requisition includes amounts paid to any contractor, a contractor's application for payment showing the amount paid with respect to each such line item and copies of all bills or statements and canceled checks for expenses incurred for which the Disbursement is requested and a copy of a satisfactory "Interim Waiver and Release upon Payment" pursuant to O.C.G.A. § 44-14-366 from the General Contractor which received payment from the proceeds of the immediately preceding Requisition;
 - (c) That all construction has been conducted substantially in accordance with the Plans (and all changes thereto approved by the City or otherwise permitted pursuant to the terms hereof) and issuance of a final Certificate

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of Occupancy or Certificate of Completion; and

- (d) That there are no liens outstanding against the TAD Project except for those set forth in the Title Policy, other than (A) inchoate liens for property taxes not yet due and payable, (B) liens being contested in accordance with the terms and conditions set forth in applicable law, and (C) loans for the construction of the TAD Project.

B. After receipt and approval of a Requisition from Developer, City will reimburse Developer for Reimbursable Costs as follows:

1. Reimbursement of the Reimbursable Costs will begin the calendar year after a Certificate of Occupancy is obtained for either the hotel or apartments located on the Property.
2. Reimbursement of the Reimbursable Costs will be made once per year on an annual basis, not to exceed fifteen (15) calendar years, which period shall commence upon the first calendar year in which any reimbursement is paid to the Developer.
3. The annual reimbursement will be limited to the Tax Allocation Increment generated in the Special Fund by the Developer Project for the calendar year in which the annual reimbursement is to occur.
4. Reimbursement for the annual Tax Allocation Increment generated in the Special Fund by the Developer Project will occur within thirty (30) days after receipt by City of the annual property tax payments for The National, which reimbursement is estimated to be prior to December 31st of the year in which the annual property tax payment is made.
5. Reimbursement shall not be made: (1) in an amount exceeding the total of the Tax Allocation Increment generated in the Special Fund by the Developer Project for a period in excess of 15 consecutive calendar years; or (2) in an amount exceeding the total reimbursement of \$10,972,750; whichever occurs first. In no event shall reimbursement of any Reimbursable Costs be made after December 31, 2039.
6. In order to receive any TAD funds, new sidewalks, curb and gutter, and landscaping must be installed at Developer's expense on Washington, Green, and Spring Streets prior to or by the final completion of the Developer Project and in accordance with the then-current City's streetscaping standards, as evidenced by the streetscaping in the surrounding downtown area at the time of the completion of said construction. Nothing in this section shall be construed so as to give Developer the right to receive any TAD funds prior to completion of the new sidewalks, curb and gutter, and landscaping as set forth herein and as set forth in the TAD Resolution attached hereto as Exhibit A.

Section 6.3 Limited Liability.

- A. Only the Tax Allocation Increment generated by the Developer Project can be used to make any payments toward any Requisition or related interest. The City will not have any liability to honor any Requisition except from amounts generated by the Project and on deposit in the Special Fund.

- B. To the extent permitted by State law, no director, officer, employee or agent of the City will be personally responsible for any liability arising under or growing out of the Agreement.
- C. The City will not be obligated to disburse any funds to any person under this Agreement other than as permitted under this Agreement.

Section 6.4. *Alternative Financing.* Nothing in this Agreement will limit the right of parties to this Agreement to consider alternative methods of financing and refinancing Redevelopment Costs of the TAD Project, including without limitation, the issuance of bonds, so long as such financing does not have an adverse effect on the TAD Project or the timely reimbursement to Developer of Reimbursable Costs as contemplated herein. In lieu of reimbursement from Tax Allocation Increment pursuant to Requisitions as contemplated herein, the City, in its sole discretion and at its own expense, so long as Developer is not disadvantaged in time or funds, may choose to issue bonds to finance all or a portion of the TAD Project contemplated herein. If the City chooses to issue bonds, Developer will cooperate and assist the City in this regard. If Bonds are issued and proceeds thereof paid to Developer in an amount sufficient to pay the unpaid Redevelopment Costs of the TAD Project as contemplated by this Agreement – and the proceeds of any such bonds paid to the Developer together with the principal sum paid by the reimbursements contemplated herein are not less than the amounts contemplated in Section 6.2 of this Agreement (i.e., \$10,972,750.00) then upon such payments, this Agreement will terminate.

ARTICLE VII INDEMNIFICATION

Section 7.1 *Indemnification.* Developer will defend, indemnify, and hold the City and its agents, employees, officers, and legal representatives (collectively, the "Indemnified Persons") harmless for all claims, causes of action, liabilities, fines, and expenses (including, without limitation, reasonable attorneys' fees, court costs, and all other defense costs and interest) (collectively, the "Losses") for injury, death, damage, or loss to persons or property sustained in connection with or incidental to the construction by Developer of the Developer Project and/or the TAD Project. Notwithstanding anything to the contrary in this Article, (1) Developer will not be obligated to indemnify any Indemnified Person for the Indemnified Person's own negligence, recklessness or intentional act or omission; and (2) Developer will not be obligated to indemnify any Indemnified Persons to the extent that any claims that might otherwise be subject to indemnification hereunder resulted, in whole or in part, from the gross negligence, recklessness or intentional act or omission of any other Indemnified Person or Persons.

Section 7.2 *Notice of Claim.* If an Indemnified Person receives notice of any claim or circumstance which could give rise to indemnified Losses, the receiving party shall give written notice to Developer within ten (10) days after receipt by the City of written notice of the occurrence of the event giving rise to such claim. The notice must include a description of the indemnification event in reasonable detail, the basis on which indemnification may be due, and the anticipated amount of the indemnified Losses. Such notice will not stop or prevent an Indemnified Person from later asserting a different basis for indemnification or a different amount of indemnified Losses than that indicated in the initial notice. If an Indemnified Person does not provide this notice within the ten (10) day period, it does not waive any right to indemnification except to the extent that Developer is prejudiced, suffers loss, or incurs expense because of the delay.

Section 7.3 *Defense.* Developer may assume and control the defense of the claim based on the indemnified Losses at its own expense with counsel chosen by Developer with the concurrence of the

Indemnified Person. Developer will also control any negotiations to settle the claim. Within ten (10) business days after receiving written notice of the indemnification request, Developer will advise the Indemnified Person as to whether or not it will defend the claim. If Developer does not assume the defense, the Indemnified Person will assume and control the defense and all defense expenses actually incurred by it will constitute Losses.

Section 7.4 *Separate Counsel.* If Developer elects to defend a claim, the Indemnified Person may retain separate counsel, at the sole cost and expense of such Indemnified Person, to participate in (but not control or impair) the defense and to participate in (but not control or impair) any settlement negotiations. Developer may settle the claim without the consent or agreement of the Indemnified Person, unless the settlement (i) would result in injunctive relief or other equitable remedies or otherwise require the Indemnified Person to comply with restrictions or limitations that adversely affect the Indemnified Person, (ii) would require the Indemnified Person to pay amounts that Developer does not fund in full, or (iii) would not result in the Indemnified Person's full and complete release from all liability to the plaintiffs or claimants who are parties to or otherwise bound by the settlement.

Section 7.5 *Survival.* The provisions of Article will survive any expiration or earlier termination of this Agreement and any closing, settlement or other similar event which occurs under this Agreement.

ARTICLE VIII DEFAULT

Section 8.1 *Default by Developer.* The following will constitute a default by Developer:

- A. Failure of Developer to materially and timely comply and cure after notice with its covenants, conditions or obligations set forth in this Agreement.
- B. The declaration of an "event of default" by any lender under any loan agreement with respect to loans to finance the Developer Project and/or the TAD Project.
- C. Any representation or warranty made by Developer in this Agreement or subsequently made by it in any written statement or document furnished to the City and related to the transactions contemplated by this Agreement is knowingly false or intentionally misleading in any material respect as of the date such representation or warranty is made.
- D. Any report, certificate or other document or instrument furnished to the City by Developer in relation to the transactions contemplated by this Agreement is false or intentionally misleading in any material respect; or if any report, certificate or other document furnished to the City on behalf of Developer, to the extent that Developer knows such document is false or misleading and fails to promptly report such discrepancy to the City.
- E. An Act of Bankruptcy of Developer.

Section 8.2 *Remedies.* If a default by Developer occurs and is continuing 30 days after receipt of written notice to Developer from the City specifying the existence of such default (or within a reasonable time thereafter if such default cannot reasonably be cured within such 30-day period and Developer begins to diligently pursue the cure of such default within such 30-day period), the default will become an "Event of Default," and the City will be entitled to elect any or all of the following remedies: (i) subject to the final sentence in this Section, terminate this Agreement and discontinue

further funding hereunder, (ii) seek any remedy at law or in equity that may be available as a consequence of Developer's default; (iii) pursue specific performance of this Agreement or injunctive relief; or (iv) waive such "Event of Default". Upon termination of this Agreement as provided in this Section, none of the parties hereto will have any further rights, duties or obligations hereunder.

Section 8.3 Remedies Cumulative. Except as otherwise specifically provided, all remedies of the parties provided for herein are cumulative and will be in addition to any and all other rights and remedies provided for or available hereunder, at law or inequity.

Section 8.4 Agreement to Pay Attorneys' Fees and Expenses. In the event of an Event of Default, if the City employs attorneys or incurs other expenses for the collection of amounts due hereunder or for the enforcement of the performance or observance of any covenants or agreements on the part of Developer contained herein, Developer agrees that it will on demand therefore pay to the City, as applicable, the reasonable fees of such attorneys and such other reasonable expenses so incurred by the City, the amount of such fees of attorneys to be without regard to any statutory presumption.

Section 8.5 Default by the City. The following will constitute a default by the City: Any material breach by it of any representation made in this Agreement or any material failure by it to observe and perform any covenant, condition or agreement on its part to be observed or performed hereunder, for a period of 30 days after written notice specifying such breach or failure and requesting that it be remedied, given to it by Developer; provided that in the event such breach or failure can be corrected but cannot be corrected within said 30-day period, the same will not constitute a default hereunder if corrective action is instituted by the defaulting party or on behalf of the defaulting party within said 30-day period and is being diligently pursued.

Section 8.6 Remedies Against the City. Upon the occurrence and continuance of a default by the City hereunder, Developer may seek specific performance of this Agreement or pursue any other remedies available at law or in equity.

ARTICLE IX MISCELLANEOUS

Section 9.1 Term of Agreement. This Agreement will commence on the Effective Date and will expire on: (i) the date which is fifteen (15) years following the last date of the calendar year after the calendar year in which the first Certificate of Occupancy has been issued for the Developer Project, or (ii) December 31, 2039, whichever is earlier; provided, however, the terms and provisions of Articles III through VIII shall survive expiration or termination hereof.

Section 9.2 Notices. Any notice sent under this Agreement (except as otherwise expressly required) must be written and mailed or sent by overnight courier or personally delivered to an officer of the receiving party at the following addresses:

If to Developer:

Downtown Hospitality Holdings, LLC
Downtown Apartment Tower, LLC
Downtown Historical Holdings, LLC
Attn: L. Jeffrey Payne, Manager
340 Jesse Jewell Parkway, Suite 400
Gainesville, GA 30501

jeff@cpglc.net

Field Code Changed

With a copy to:

Carla J. Walker, Esq.
Walker, Ball & Dimo, LLC
340 Jesse Jewell Parkway, Suite 650
Gainesville, GA 30501
carla@wbdlawfirm.com

Field Code Changed

If to the City:

City of Gainesville
Attention: Bryan Lackey, City Manager
P. O. Box 2496
Gainesville, GA 30503-2496
blackey@gainesvillega.gov

Field Code Changed

With a copy to:

City Attorney
Abbott S. Hayes, Jr.
Hulsey, Oliver & Mahar, LLP
200 E.E. Butler Parkway
Gainesville, GA 30501
ash@homlaw.com

Field Code Changed

Each party may change its address by written notice in accordance with this Section. Any communication addressed and mailed in accordance with this Section will be deemed to be given when so mailed, any notice so sent by electronic or facsimile transmission will be deemed to be given when receipt of such transmission is acknowledged, and any communication so delivered in person will be deemed to be given when receipted for by, or actually received by the party identified above.

Section 9.3 Amendments and Waivers. Any provision of this Agreement, including Exhibits attached hereto, may be amended or waived if such amendment or waiver is in writing and is signed by the parties hereto. No course of dealing on the part of any party to this Agreement, nor any failure or delay by any party to this Agreement with respect to exercising any right, power or privilege hereunder will operate as a waiver thereof.

Section 9.4 Invalidity. In the event that any provision of this Agreement is held unenforceable in any respect, such unenforceability will not affect any other provision of this Agreement.

Section 9.5 Successors and Assigns. Developer may not assign this Agreement or any of its rights hereunder or any interest herein without the prior written consent of the City, which consent may not be unreasonably withheld or delayed; provided that Developer may, without the prior consent of the City, assign this Agreement and all or any portion of its rights hereunder and interests herein to any Affiliate of it or to any entity controlled by or under common control with it or to a Successor in Ownership. Developer will provide written notice to the City of any such assignment. Upon any such assignment of the obligations of Developer hereunder, Developer will be deemed released from such obligations. Notwithstanding the above, Developer may collaterally assign this Agreement and its

rights hereunder and interest herein, without the consent of the City to a lender to secure any acquisition, development or construction loan for the TAD Project or Developer Project, or to securitize Disbursements to which Developer is or will become entitled under this Agreement. No such assignment shall be effective until Developer shall have provided the City with written notice of assignment identifying the assignee, in which event the City shall pay all subsequent Disbursements due under this Agreement to the assignee named in such notice of assignment.

Section 9.6 Schedules; Titles of Articles and Sections. The Schedules attached to this Agreement are incorporated herein and will be considered a part of this Agreement for the purposes stated herein, except that in the event of any conflict between any of the provisions of such Exhibits and the provisions of this Agreement, the provisions of this Agreement will prevail. All titles or headings are only for the convenience of the parties and may not be construed to have any effect or meaning as to the agreement between the parties hereto. Any reference herein to a Section or subsection will be considered a reference to such Section or subsection of this Agreement unless otherwise stated. Any reference herein to an Exhibit will be considered a reference to the applicable Exhibit attached hereto unless otherwise stated.

Section 9.7 Applicable Law. This Agreement is a contract made under and will be construed in accordance with and governed by the laws of the United States of America and the State of Georgia.

Section 9.8 Entire Agreement. This written agreement represents the final agreement between the parties and may not be contradicted by evidence of prior, contemporaneous, or subsequent oral agreements of the parties. There are no unwritten oral agreements between the parties.

Section 9.9 Approval by the Parties. Whenever this Agreement requires or permits approval or consent to be hereafter given by any of the parties, the parties agree that such approval or consent may not be unreasonably withheld or delayed and will be deemed given if no written objection is delivered to the requesting party within fifteen (15) business days after delivery of the request to the approving party except in the case of requests for Material Modifications or where otherwise stated in this Agreement.

Section 9.10 Additional Actions. The parties agree to take such actions, including the execution and delivery of such documents, instruments, petitions and certifications as may be necessary or appropriate, from time to time, to carry out the terms, provisions and intent of this Agreement and to aid and assist each other in carrying out said terms, provisions and intent.

[REMAINDER OF PAGE LEFT INTENTIONALLY BLANK]

[SIGNATURES ON FOLLOWING PAGE]

2024.

This ____ day of ~~November~~December,

DOWNTOWN HOSPITALITY HOLDINGS, LLC,
a Georgia limited liability company

By: _____
L. Jeffrey Payne, Manager

DOWNTOWN APARTMENT TOWER, LLC,
a Georgia limited liability company

By: _____
L. Jeffrey Payne, Manager

DOWNTOWN HISTORICAL HOLDINGS, LLC,
a Georgia limited liability company

By: _____
L. Jeffrey Payne, Manager

APPROVED TO FORM BEFORE EXECUTION:

By: _____
Abbott S. Hayes, Jr., Attorney for the City of Gainesville

CITY OF GAINESVILLE, GEORGIA

By: _____
Name: Bryan Lackey
Title: City Manager

Attest: _____
Name: Denise Jordan
Title: City Clerk

(SEAL)

EXHIBITS

- Exhibit "A" TAD Resolution BR-2021-41
- Exhibit "B" and "B-1" Developer Project Description
- Exhibit "C" TAD Project Description, Budget & Schedule

Exhibit "D" Form of Requisition/Invoice

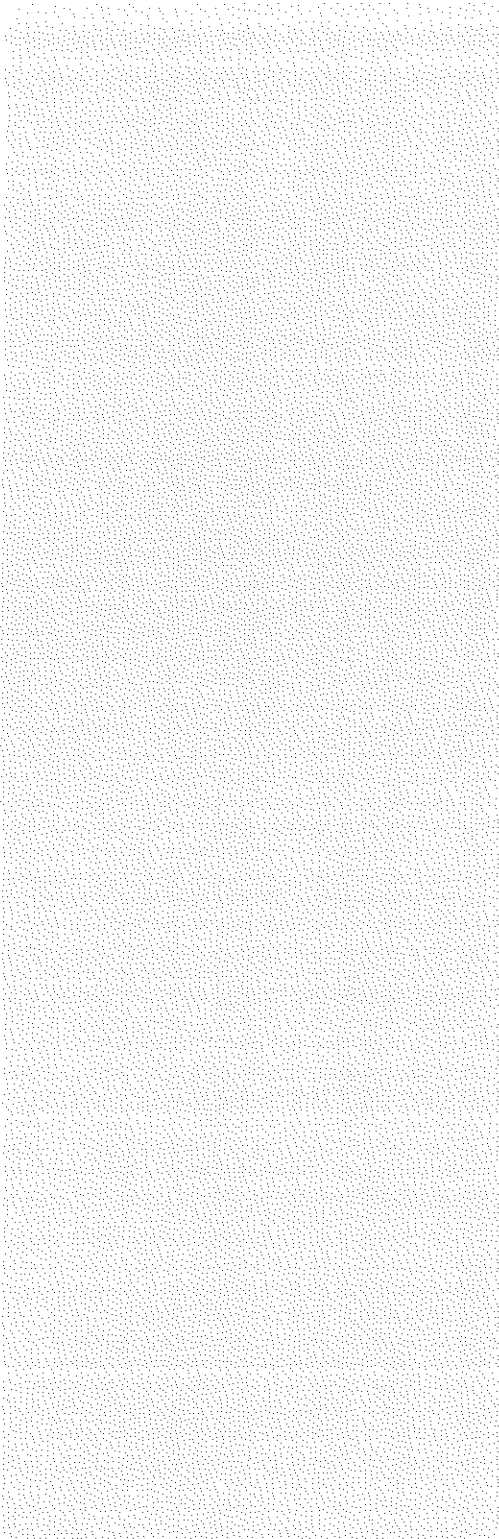
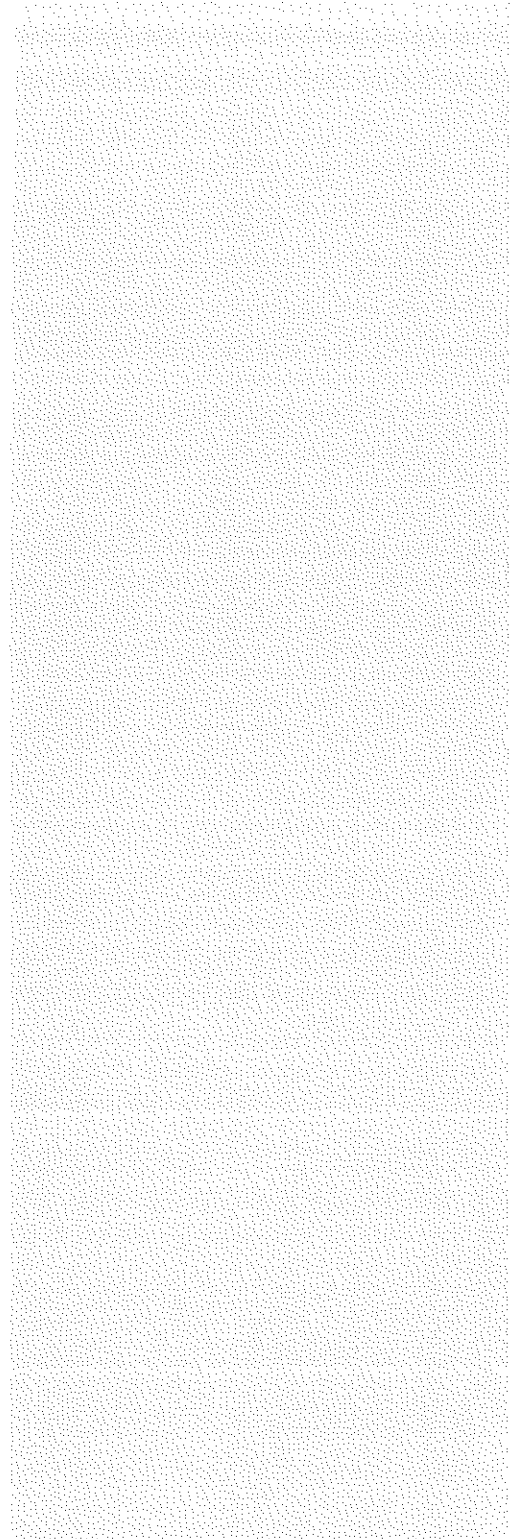


EXHIBIT A
TAD RESOLUTION BR-2021--41
(SEE ATTACHED RESOLUTION)



RESOLUTION BR-2021-41

TAX ALLOCATION DISTRICT (TAD) FUNDING FOR “THE NATIONAL” AT 111 GREEN STREET

WHEREAS, the governing body of the City of Gainesville is committed to the success of the redevelopment of Midtown Gainesville into a live, work and play area; and

WHEREAS, on October 17, 2006 the governing body of the City of Gainesville adopted the Midtown Redevelopment Plan and created Tax Allocation District (TAD) Number One – Midtown pursuant to the Georgia Redevelopment Powers Law (O.C.G.A. § 36-44-1 et seq.) as the next steps in the City’s redevelopment effort to reinvigorate Midtown; and

WHEREAS, the City of Gainesville will only consider applications for TAD financing for purposes or uses that are consistent with the definition of “redevelopment” as defined in the Georgia Redevelopment Powers Law [O.C.G.A. § 36-44-3(5)], with said eligible purposes or uses including public works and utilities, telecommunications infrastructure, street/streetscape improvements, parks and open space amenities, transit facilities and public parking structures, pedestrian amenities and safety improvements, and site preparation; and

WHEREAS, upon approval of a request for TAD funding, a TAD Development Agreement between the applicant/developer and the City shall be executed, and shall specify the eligible expenses, what method of funding will be utilized (i.e. pay-as-you-go, bank financing, bond financing or other method), and any special conditions and performance standards of the developer; and

WHEREAS, an application involving the construction of a 130 room Courtyard by Marriott hotel and a 143-unit multi-family development at 111 Green Street known as The National, hereinafter “project,” was reviewed by the TAD Advisory Committee and determined to achieve the TAD criteria; and

WHEREAS, the TAD Advisory Committee unanimously recommended approval of the TAD funding request of up to \$10,972,750 for the following uses with the following conditions and payment schedule:

Use:

- | | |
|------------------------------|----------------------------------|
| • Land | • Demolition |
| • Grading and Excavation | • Concrete Finishing and Masonry |
| • Utilities and Stormwater | • Handrails, Balconies & Louvers |
| • Curbs, Sidewalk and Paving | • Plaza and Waterproofing |
| • Landscaping | |
| • Soil Stabilization | |

Conditions:

- Permitted project must be in substantial conformance with the architectural renderings and budget submitted with the TAD application.
- In order to receive TAD funds, new sidewalks, curb & gutter, and landscaping must be installed at the developer’s expense on Washington, Green and Spring streets, in accordance with the City’s streetscaping standards, as evidenced by the streetscaping in the surrounding downtown area.

RESOLUTION BR-2021-41

TAX ALLOCATION DISTRICT (TAD) FUNDING FOR "THE NATIONAL"
AT 111 GREEN STREET

Payment Schedule:

Up to \$10,972,750 in TAD funds shall be made payable upon submittal of paid invoices for the purchase of and/or labor to complete or install the items specified under "Use" above, based upon the schedule and conditions listed below:

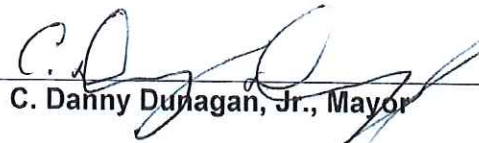
- Reimbursement will be distributed on an annual basis based on the TAD increment generated by The National for that calendar year.
- Reimbursement will begin the calendar year after the calendar year in which the first Certificate of Occupancy is obtained for either the hotel or apartments.
- The total period for reimbursement of up to the maximum of \$10,972,750 shall not exceed a period of 15 calendar years, which period shall commence upon the first calendar year in which any reimbursement is paid to the applicant.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby approves the TAD application of up to \$10,972,750 for The National at 111 Green Street.

BE IT FURTHER RESOLVED THAT that the governing body for the City of Gainesville hereby approves funding for the redevelopment improvement from the increment generated by The National project and that is deposited into the Tax Allocation District Fund.

BE IT FURTHER RESOLVED THAT the governing body authorizes the City Manager and City Attorney to prepare and execute a TAD Development Agreement to effectuate the terms and conditions of the funding, use and payment schedule.

Adopted this 21st day of September, 2021.


C. Danny Dunagan, Jr., Mayor

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

ATTEST:

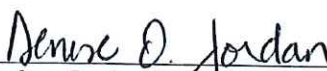

Denise O. Jordan, City Clerk



EXHIBIT B

DEVELOPER PROJECT DESCRIPTION

Proposed Use: A mixed-use development consisting of a 130-room Courtyard by Marriott Hotel with amenities, a 143-unit Class-A apartment building with amenities, an outdoor plaza connecting the two buildings with multiple points of access for guests, residents or other downtown patrons, plus structured parking underneath for hotel guests and apartment residents.

Size of Property: Approximately 1.41± acres

Description of Project: The subject property, which contained a dilapidated vacant office building and parking structure, is located one block from the historic square in downtown Gainesville. The property is surrounded by E.E. Butler Parkway, Washington Street, Green Street and Spring Street. Said subject property more specifically consists of two tracts known as 111 Green Street SE and 124 E.E. Butler Parkway SE in the City of Gainesville.

The mixed-use development, known as “The National”, will consist of a 7-story Courtyard by Marriott hotel, a ~~443~~154-unit Class-A apartment building, an outdoor plaza that connects between the buildings and at least ~~256~~242 parking spaces in structured parking underneath the buildings and plaza for guests and residents. The hotel will have 130 rooms, a limited-service restaurant, an indoor/outdoor bar, fitness center for guests and conference space. The Class-A apartment building will consist of ~~443~~154 units, common gathering space, a fitness center and storage units for residents. The outdoor plaza that will connect the space, will have an open lawn, outdoor seating, space for outdoor dining, fire pits and multiple points of access for public use. The structured parking underneath the buildings and plaza will contain at least ~~256~~242 spaces to serve the hotel guests as well as apartment residents.

The Developer Project must be completed in substantial conformance with the architectural renderings and budget submitted with the application for TAD funding. More specifically, the Developer Project must be in compliance with both the civil plans submitted to and approved by the City on March 22, 2022 and the architectural plans submitted to and approved by the City on April 25, 2022. These plans are kept on file in the Community and Economic Development Department and are hereby incorporated by reference as Exhibit B-1.

Projected Schedule of Project: The estimated schedule for the substantial completion of the TAD Project is as follows: (i) Deck, December 31, 2022, (ii) Plaza, April 30, 2023, (iii) Curbs and Streetscaping, April 30, 2023, (iv) Hotel, May 30, 2023, and (v) Apartments, June 30, 2023.

EXHIBIT B-1

CIVIL PLANS SUBMITTED TO AND APPROVED BY THE CITY ON MARCH 22, 2022, AND ARCHITECTURAL PLANS SUBMITTED TO AND APPROVED BY THE CITY ON APRIL 25, 2022, WHICH PLANS ARE KEPT ON FILE BY THE COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT OF THE CITY AND ARE INCORPORATED HEREIN BY REFERENCE, WITH THE EXCEPTION THAT THE NUMBER OF UNITS AND PARKING SPACES MUST MEET THE REQUIREMENTS OF THE TAD RESOLUTION

EXHIBIT C

TAD PROJECT DESCRIPTION, BUDGET & SCHEDULE

The TAD Project consists of the following eligible development-related uses/activities, with approved amounts for TAD funding listed adjacent to each approved use/activity:

- Land: \$1,000,000
- Grading & Excavation: \$553,218.81
- Utilities & Stormwater: \$1,065,234.90
- Curbs/Sidewalk & Paving: \$184,676.12
- Landscaping: \$95,061.30
- Soil Stabilization: \$395,197.08
- Demolition: \$1,229,851.06
- Concrete Finish & Masonry: \$5,385,298.08
- Handrails/Balconies/Louvers: \$91,740.00
- Plaza & Waterproofing: \$972,472.56

Per the TAD Resolution BR-2021-41, the TAD Project was approved for up to \$10,972,750 in TAD funds to be made payable upon submittal of paid invoices for the purchase of and/or labor to complete or install the items specified above, based upon the conditions and payment schedule listed below:

Conditions

1. Permitted project must be in substantial conformance with the architectural renderings and budget submitted with the TAD application.
2. In order to receive any TAD funds, new sidewalks, curb and gutter, and landscaping must be installed at Developer's expense on Washington, Green, and Spring Streets prior to or by the final completion of the Developer Project and in accordance with the then-current City's streetscaping standards, as evidenced by the streetscaping in the surrounding downtown area at the time of the completion of said construction. Nothing in this section shall be construed so as to give Developer the right to receive any TAD funds prior to completion of the new sidewalks, curb and gutter, and landscaping as set forth herein and as set forth in the TAD Resolution attached hereto as Exhibit A.

Payment Schedule

After receipt and approval of a Requisition from Developer, City will reimburse Developer for Reimbursable Costs as follows:

1. Reimbursement of up to \$10,972,750 will begin the calendar year after the calendar year in which the first Certificate of Occupancy is obtained for either the hotel or apartments.
2. The total period for reimbursement of up to the maximum of \$10,972,750 shall not exceed a period of 15 calendar years, which period shall commence upon the first calendar year in which any reimbursement is paid to the applicant. In no event shall reimbursement extend beyond December 31, 2039.
3. The annual reimbursement will be based on the Tax Allocation Increment generated in the Special Fund by the Developer Project for the calendar year in which the annual reimbursement is to occur.

EXHIBIT D
FORM OF REQUISITION/INVOICE
MIDTOWN TAX ALLOCATION DISTRICT
TAD PROJECT

Requisition Number: _____

Date of Requisition: _____

TO:
City of Gainesville
City Manager's Office
P. O. Box 2496, Gainesville, GA 30503
Attention: Ms. Angela Sheppard
Email: asheppard@gainesvillega.gov

PROJECT:
The National

DEVELOPER:
Downtown Hospitality Holdings, LLC,
Downtown Apartment Tower, LLC, and/or
Downtown Historical Holdings, LLC

Application is made for payment of amounts on deposit in the Special Fund to pay for Redevelopment Costs in the amount, for the purposes, and on the terms set forth with the provisions of that certain TAD Development Agreement between the City of Gainesville, Georgia and the Developer named above, dated as of the _____ day of _____, 2024. All capitalized terms used herein not otherwise defined shall have the meaning given them in the TAD Development Agreement.

Certificates of Payment from the materialmen/laborers providing building materials and the installation labor for the construction are attached as Exhibit A and are made a part of this Requisition.

1. The TAD Project Budget is approved up to \$10,972,750.00 payable over up to a fifteen (15) year period per TAD Resolution BR-2021-41.
2. Total Amount Requested: \$_____.
3. Attached hereto as Exhibit A are:
 - (a) Reasonable evidence of cost of construction, such as copies of paid invoices and canceled checks (or receipts) for the approved TAD-funded activities outlined in the TAD Development Agreement and TAD Resolution BR-2021-41 for which this Requisition is requested.
 - (b) To the extent applicable, a copy of a satisfactory "Interim Waiver and Release Upon Payment" pursuant to O.C.G.A. § 44-14-366 from the General Contractor which received payment from the proceeds of the immediately preceding Requisition.

DEVELOPER'S CERTIFICATIONS

In accordance with the TAD Development Agreement, Developer certifies to the City that:

- (a) all of its representations and warranties made in and as of the date of the TAD Development Agreement are true and correct as of the date hereof;
- (b) the quality of the construction of the TAD Project to date is in accordance with the Plans and the TAD Development Agreement;
- (c) the Project Cost breakdown and the percentage completion referenced in this Requisition are accurate;
- (d) all amounts being reimbursed are for those Approved TAD Costs outlined in the TAD Development Agreement, per TAD Resolution BR-2021-41;
- (e) no amounts are requested for materials to be stored or for installation labor yet to be completed;
- (f) no payment under this Requisition exceeds the maximum allowable expenses actually incurred within the amounts set forth in the TAD Project Budget;
- (g) all payments requested under this Requisition are for TAD Project items (i) which are of a quality and construction acceptable under the Plans, and (ii) which have not been previously paid;
- (h) there are no liens outstanding against the site of the TAD Project except (i) inchoate liens for property taxes not yet due and payable, (ii) liens being contested in accordance with the terms and conditions set forth in applicable law, and (iii) liens consented to by the City or otherwise permitted by the TAD Development Agreement;
- (i) Developer is not in default under the TAD Development Agreement; and
- (j) no governmental body has issued the equivalent of a stop work order with respect to any portion of the TAD Project.

By:

L. Jeffrey Payne, as Manager of Downtown Hospitality Holdings, LLC,
Downtown Apartment Tower, LLC, and/or Downtown Historical Holdings, LLC,
as applicable, as the case may be

Approved:

Total Amount Approved: \$ _____

CITY OF GAINESVILLE

By:

Its:

4886-5579-9288, v. 24864-9828-8376, v.-1



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: December 12, 2024
Date Submitted: December 16, 2024
Final Approval Date: December 16, 2024
Presenter: Bryan Lackey, City Manager
Item of Business: BR-2024-53 Quit Claim Easement Release to Brandon and Cindy Dyer
Meeting Date: December 17, 2024

Purpose of Request:

To authorize a quit claim deed for release of an easement to the homeowners.

Facts & Issues / History & Background:

Department Recommendation:

Adopt the resolution.

Department Director:

Linda MacGregor

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

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

1. BR-2024-53 Quit Claim Easement Release to Brandon and Cindy Dyer
2. Attachment: Dyer Quit-Claim Deed Easement Release
3. Stormwater Easement E002773

RESOLUTION BR-2024-53

QUIT CLAIM EASEMENT RELEASE TO BRANDON AND CINDY DYER

WHEREAS, in the course of construction relating to a residence, the homeowners and the City identified a stormwater easement across property, in favor of the City of Gainesville, which easement was granted in 2015; and

WHEREAS, the City no longer utilizes the easement; and

WHEREAS, the homeowners have consented to the City's release of the easement.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby approves the attached Quit-Claim Deed and hereby authorizes the Mayor, City Manager, and City Attorney to sign the attached Quit-Claim Deed and such documents as necessary to effectuate the provisions set forth in the attached Quit-Claim Deed and in this Resolution.

Adopted this _____ **day of** _____, **2024.**

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

4898-9599-2067, v. 2

After recording, return to:
Abbott S. Hayes, Jr.
Hulsey, Oliver & Mahar, LLP
PO Box 1457
Gainesville, GA 30503

RE: Deed Book 7688, Pages 199-200
Hall County, Georgia Deed Records

QUIT-CLAIM DEED

STATE OF GEORGIA
COUNTY OF HALL

THIS INDENTURE, made the ____ day of _____ in the year Two Thousand and Twenty-Four, between the **CITY OF GAINESVILLE, a municipal corporation of the State of Georgia**, as party of the first part, hereinafter called Grantor, and **BRANDON DYER and CINDY S. DYER**, as parties of the second part, hereinafter collectively called Grantee (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

WITNESSETH: That Grantor for and in consideration of the sum of ONE AND NO/100 DOLLAR (\$1.00), cash in hand paid, the receipt of which is hereby acknowledged, has bargained, sold, and does by these presents bargain, sell, remise, release and forever quit-claim to Grantee all the right, title, interest, claim or demand which the Grantor has or may have had in and to the following described real property, to wit:

TRACT ONE

All that lot, tract or parcel of land lying, situate and being in Section six (6) of the City of Gainesville, Hall Co GA and being known as all of lot number twelve (12) of the Chattahoochee Estates Subdivision as shown on a plat prepared by H.G. Jarrard, Ga. Reg. Sur. and recorded in the Clerk's Office of the Superior Court of Hall Co GA in Plat Book 46, pages 344-345. Said plat and the record thereof are herein incorporated for a full and complete legal description.

The purpose of this deed is to convey the above property and to release any rights acquired by the City of Gainesville in that Easement recorded in Deed Book 7688, Pages 199-200 of the Hall County, Georgia Deed Records.

with all the rights, members and appurtenances to the said described premises in anywise appertaining or belonging.

TO HAVE AND TO HOLD the said described premises unto the Grantee, so that neither the said Grantor, nor any other person or persons claiming under Grantor shall at any time claim or demand any right, title or interest to the aforesaid described premises or its appurtenances.

IN WITNESS WHEREOF, the Grantor has signed and sealed this deed the day and year above written.

Signed, sealed and delivered
in presence of:

**CITY OF GAINESVILLE, a municipal
corporation of the State of Georgia**

Unofficial Witness

By: _____ (SEAL)
W. Samuel Couvillon, Mayor

Notary Public
My Commission Expires:
(Affix Notary Seal)

Attest: _____ (SEAL)
Denise O. Jordan, City Clerk

(CITY SEAL)

APPROVED AS TO FORM:

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

CONSENTED TO BY:

Signed, sealed and delivered
in presence of:

Unofficial Witness

Brandon Dyer (SEAL)

Notary Public
My Commission Expires:
(Affix Notary Seal)
4930-6564-0707, v. 2

Cindy S. Dyer (SEAL)



CITY OF GAINESVILLE
DEPARTMENT OF WATER
RESOURCES

757 Queen City Parkway, SW
Gainesville, Georgia 30501

Telephone 770 538 2466

Fax 770 535 5634

Web Site www.gainesville.org

FILED
HALL CO., GA

16 APR 22 PM 4:44

CHARLES BAKER, CLERK
SUPERIOR-STATE COURT

BY PK

Mail original to: Gainesville Public Utilities
Attn: Shina Shubert / Fay Howard
757 Queen City Pkwy.
Gainesville, GA 30501

BK 7688 PG 199

Bessie C. Harrison
139 Woodlake Drive
Parcel # 01103 001036

PERPETUAL EASEMENT/FACILITIES DEDICATION
STORM DRAIN

007829

GEORGIA, HALL COUNTY

This conveyance executed this 24th day of October, 2015 that for and in consideration of TEN Dollars (\$10 00) in hand paid, receipt of which is acknowledged, the undersigned (hereinafter "Grantor") does hereby grant, sell and convey unto The City of Gainesville, Georgia, its successors and assigns (hereinafter "Grantee"), forever all storm drains, perpetual easements for same, and other necessary appurtenances (hereinafter "Facilities") shown across, through and adjacent to the undersigned's real property located in Hall County, Georgia, indicated on the plan attached hereto as Exhibit "A" and by reference made a part hereof. Said land is indicated on Tax Map 103 Block 001 Lot 036 of 1st Land District, said tax map located in Hall County Tax Office in Gainesville, Georgia. Said right-of-way being on the lands of Grantor and extending a distance of ten (10) feet on either and both sides of the centerline of the storm drain or as otherwise shown on Exhibit "A"

The Grantee shall have the right of ingress and egress on said property for the purpose of constructing, laying, operating, maintaining, improving, renewing and overlaying continuously said City of Gainesville Facilities upon and under said property, together with the right at all times to enter upon said lands for the purpose of inspecting said Facilities and making repairs, alterations and extensions thereon, there under, thereto and there from, together with the right to cut away and keep clear of said Facilities all trees and other obstructions that may now or hereafter in any way interfere or be likely to interfere with the proper operation of said Facilities; also the right of ingress and egress over lands of the Grantor to and from said Facilities, and shall exercise reasonable diligence in doing necessary work in connection therewith so as to avoid damaging Grantor's property

The undersigned does not convey any land, but merely grants the rights, privileges and easements hereinbefore set out, however, undersigned warrants that he or she has title to said lands and is authorized to convey this easement

The easement granted shall inure to the benefit of and be binding on the Grantee and Grantor and their respective heirs, legal representatives, successors and assigns

Grantor has the right to use said lands for purposes not inconsistent with the rights hereby granted provided such use shall not injure or interfere with the proper operation, maintenance, repair, or extensions or additions to the Facilities, and provided further that no buildings or structures shall be erected on said easement and the Grantor shall not obstruct or otherwise interfere with any of the rights granted to the Grantee herein.

The Grantee shall not be liable for, or bound by any statement, agreement or understanding not herein expressed.

IN WITNESS WHEREOF, the undersigned Bessie C. Harrison hereto set his/her hand and seal the day and year above written

Signed, Sealed and Delivered In the Presence of

Narciso C. Mauldin

Notary Public

Bessie C. Harrison

Bessie C. Harrison

07-26-2016
Commission Expires

Jenny M
Witness





CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: December 12, 2024
Date Submitted: December 16, 2024
Final Approval Date: December 16, 2024
Presenter: Bryan Lackey, City Manager
Item of Business: BR-2024-54 WaterFirst Renewal Application
Meeting Date: December 17, 2024

Purpose of Request:

The City of Gainesville Department of Water Resources desires to submit a renewal application to continue its designation as a WaterFirst Community, and staff are asking the governing body to authorize the Mayor to sign such renewal application and other documents as required.

Facts & Issues / History & Background:

The WaterFirst Community Designation originated under the auspices of the Department of Community Affairs, and Gainesville was one of the first communities to be so designated. The program has since been assigned to the Georgia Environmental Finance Authority. Submittal of a renewal application is required to keep this designation. Being named a WaterFirst Community confers certain benefits beyond mere public recognition. The City receives not only state-wide recognition for environmental stewardship, including authorization to use the WaterFirst trademarked logo, but also tangible benefits including: a 1% interest rate reduction on Georgia Environmental Finance Authority (GEFA) water related loans; annual eligibility for Department of Community Affairs (DCA) Community Block Development Grants for water related projects; and priority status for Environmental Protection Division (EPD) 319 Grant Program funding.

Department Recommendation:

Adopt the resolution.

Department Director:

Linda MacGregor

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

No funding is required.

Administrative Comments:

Attachments:

1. BR-2024-54 WaterFirst Renewal Application

RESOLUTION BR-2024-54

WaterFirst Renewal Application

WHEREAS, the City of Gainesville, Department of Water Resources owns and operates a Water System which serves the City of Gainesville, several other municipalities, and a majority of unincorporated Hall County; and

WHEREAS, the Department of Water Resources has been recognized for its efforts in maintaining such a system in a sustainable manner; and

WHEREAS, the Department of Community Affairs of the State of Georgia created a program named WaterFirst, which was designed to both recognize water systems that have achieved excellence in water resource management and to encourage other systems to strive for such recognition; and

WHEREAS, in 2008, the City of Gainesville became one of the first community water systems so designated as a WaterFirst Community; and

WHEREAS, in 2018, the WaterFirst program transferred from the auspices of the Department of Community Affairs to the Georgia Environmental Finance Authority (GEFA); and

WHEREAS, the designation of WaterFirst confers significant benefits to the communities so named in ways such as statewide recognition for environmental stewardship, a 1% interest rate reduction on GEFA loans, eligibility for water-related project applications to the Community Development Grant Block Program through the Department of Community Affairs, and provides priority status for the 319 Grant Program through the Georgia Department of Natural Resources; and

WHEREAS, periodic renewal of such designation, in order to maintain such advantages, is required.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body, recognizing the benefits of being designated a WaterFirst Community, desires to submit a renewal application for the City of Gainesville.

BE IT FURTHER RESOLVED THAT the governing body for the City of Gainesville hereby authorizes the Mayor, City Manager and/or City Attorney to sign any and all documents that may be necessary to complete this renewal application.

Adopted this ____ day of _____, 2024.

W. Samuel Couvillon, Mayor

RESOLUTION BR-2024-54

WaterFirst Renewal Application

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



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: December 12, 2024
Date Submitted: December 16, 2024
Final Approval Date: December 16, 2024
Presenter: Bryan Lackey, City Manager
Item of Business: GR-2024-13 FY2025 Local Maintenance and Improvement Grant (LMIG)
Meeting Date: December 17, 2024

Purpose of Request:

To authorize the Public Works Department to prepare and submit the application necessary to apply for and accept the FY2025 Local Maintenance and Improvement Grant Program (LMIG) and further authorize the Mayor, City Manager, and City Attorney to sign all necessary documents for executing the grant application.

Facts & Issues / History & Background:

The City has identified portions of Enota Avenue, Lakeshore Drive, Mill Street, Center Street, Canary Street, Mango Street, Buena Vista Circle, South Enota Drive, Arbor Walk Drive, Crestview Place, and Oak Street as meeting the state criteria and will be submitted as part of the LMIG application.

Department Recommendation:

Adopt the resolution.

Department Director:

Chris Rotalsky

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

Amount Requested:

Sources of Funds: SPLOST VIII

Finance Comments:

Administrative Comments:

Attachments:

1. GR-2024-13- FY2025 Local Maintenance and Improvement Grant (LMIG)
2. FY2025 LMIG Cover Letter
3. LMIG Application and Certification of Compliance

RESOLUTION GR-2024-13

FY2025 LOCAL MAINTENANCE AND IMPROVEMENT GRANT (LMIG)

WHEREAS, the Georgia Department of Transportation has announced the FY2025 Local Maintenance and Improvement Grant (LMIG) Program; and

WHEREAS, the identified grant amount for the City of Gainesville is \$479,184.26; and

WHEREAS, the City has identified portions of Enota Avenue, Lakeshore Drive, Mill Street, Center Street, Canary Street, Mango Court, Buena Vista Circle, South Enota Drive, Arbor Walk Drive, Crestview Place, and Oak Street as meeting the state criteria and will be submitted as part of the LMIG application; and

WHEREAS, the required matching funds are available from SPLOST as provided in the budgeted Capital Improvements Project entitled FY2025 Street Resurfacing Program.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby authorizes the Public Works Department to prepare and submit the application necessary for the project identified by staff, and further authorizes the Mayor and City Manager to sign all necessary documents for executing this grant application.

BE IT FURTHER RESOLVED THAT the governing body for the City of Gainesville hereby accepts the LMIG funding in the amount of \$479,184.26.

Adopted this _____ **day of** _____, **2024.**

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

CITY OF
GAINESVILLE

MAYOR AND COUNCIL

Sam Couvillon
Mayor

C. Danny Dunagan, Jr.
Ward One

Zack Thompson
Ward Two

Barbara B. Brooks
Ward Three

Abigail Guzman
Ward Four

Juli Hayes
Ward Five

December 17, 2024

Mr. Charles Arnhart
District State Aid Coordinator
1475 Jesse Jewell Parkway NE
Suite 100
Gainesville, GA 30501

RE: City of Gainesville – Fiscal Year 2025 Local Maintenance and Improvement Grant

Dear Mr. Arnhart:

Please accept this letter as part of the City of Gainesville's application for the Local Maintenance and Improvement Grant (LMIG) for Fiscal Year (FY) 2025. The streets and resurfacing work identified in the project list meet the requirements set forth in the LMIG General Rules and Guidelines. Also, City funds in excess of the 30% match requirement have been approved for this work as part of our FY2025 Capital Improvement Program.

The work approved for FY2022 and FY2023 is complete. The work approved for FY2024 is underway and will be complete by the end of FY2024.

The City of Gainesville appreciates the opportunities afforded by this program. Should there be any questions with the application, please contact Corey Jones with our Public Works Department at 770-535-6882.

Sincerely,

W. Samuel Couvillon
Mayor

Cc Angela Sheppard
Chris Rotalsky
Corey Jones

**GEORGIA DEPARTMENT OF TRANSPORTATION LOCAL MAINTENANCE & IMPROVEMENT
GRANT (LMIG) APPLICATION FOR FISCAL YEAR 2025
TYPE OR PRINT LEGIBLY. ALL SECTIONS MUST BE COMPLETED.**

LOCAL GOVERNMENT AFFIDAVIT AND CERTIFICATION

I, W. Samuel Couvillon (Name), the Mayor (Title), on behalf of City of Gainesville (Local Government), who being duly sworn do swear that the information given herein is true to the best of his/her knowledge and belief. Local Government swears and certifies that it has read and understands the LMIG General Guidelines and Rules and that it has complied with and will comply with the same.

Local government further swears and certifies that it has read and understands the regulations for the Georgia Planning Act (O.C.G.A. § 45-12-200, et seq.), Service Delivery Strategy Act (O.C.G.A. § 36-70-20, et seq.), Immigration Sanctuary Policies; prohibition; penalties (O.C.G.A. § 36-80-23), and the Local Government Budgets and Audits Act (O.C.G.A. § 36-81-7 et seq.) and will comply in full with said provisions. Local government further swears and certifies that the roads or sections of roads described and shown on the local government's Project List are dedicated public roads and are part of the Public Road System in said county/city. Local government further swears and certifies that it complied with federal and/or state environmental protection laws and at the completion of the project(s), it met the match requirements as stated in the Transportation Investment Act (TIA) (O.C.G.A. § 48-8-240).

Further, the local government shall be responsible for any claim, damage, loss or expense that is attributable to negligent acts, errors, or omissions related to the designs, drawings, specifications, work and other services furnished by or on behalf of the local government pursuant to this Application ("Loss"). To the extent provided by law, the local government further agrees to hold harmless and indemnify the DEPARTMENT and the State of Georgia from all suits or claims that may arise from said Loss.

If the local government fails to comply with these General Guidelines and Rules, or fails to comply with its Application and Certification, or fails to cooperate with the auditor(s) or fails to maintain and retain sufficient records, the DEPARTMENT may, at its discretion, prohibit the local government from participating in the LMIG program in the future and may pursue any available legal remedy to obtain reimbursement of the LMIG funds. Furthermore, if in the estimation of the DEPARTMENT, a project shows evidence of failure(s) due to poor workmanship, the use of substandard materials, or the failure to follow the required design and construction guidelines as set forth herein, the Department may pursue any available legal remedy to obtain reimbursement of the allocated LMIG funds or prohibit local government from participating in the LMIG program until such time as corrections are made to address the deficiencies or reimbursement is made. All projects identified on the Project list shall be constructed in accordance with the Department's Standard Specifications of Transportation Systems (Current Edition), Supplemental Specifications (Current Edition), and Special Provisions.

Local Government:

46267

E-Verify Number

____ (Signature)

Sworn to and subscribed before me,

W. Samuel Couvillon (Print)

This ____ day of _____, 20____.

Mayor / Commission Chairperson

In the presence of:

____ (Date)

NOTARY PUBLIC

LOCAL GOVERNMENT SEAL (required):

My Commission Expires:

NOTARY PUBLIC SEAL (required):

**CERTIFICATION OF COMPLIANCE WITH
ANNUAL IMMIGRATION REPORTING REQUIREMENTS/
NO SANCTUARY POLICY/FEDERAL LAW ENFORCEMENT COOPERATION**

By executing this document, the undersigned duly authorized representative of the Local Governing Body, certifies that the Local Governing Authority:

- 1) has filed a compliant Annual Immigration Compliance Report with the Georgia Department of Audits & Accounts ("GDA&A") for the preceding calendar year required by O.C.G.A. § 50-36-4(b), or has been issued a written exemption from GDA&A from doing so;
- 2) has not enacted a "Sanctuary Policy" in violation of O.C.G.A. § 36-80-23(b); and,
- 3) is in compliance with O.C.G.A. §§ 35-1-17 et seq. regarding its obligation to cooperate with federal immigration enforcement authorities to deter the presence of criminal illegal aliens.

As an ongoing condition to receiving funding from the Georgia Department of Transportation, the Local Governing Body shall continue to remain fully compliant with O.C.G.A. §§ 50-36-4, 36-80-23 and 35-1-17 et seq. for the duration of time the subject agreement is in effect.

Signature of Authorized Officer or Agent

Bryan Lackey

Printed Name of Authorized Officer or Agent

City Manager

Title of Authorized Officer or Agent

Date

Form Date - May 10, 2024



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: December 12, 2024

Date Submitted: December 16, 2024

Final Approval Date: December 16, 2024

Presenter: Janeann Allison, Administrative Services Director

Item of Business: **Ordinance 2024-30**
Amend Chapter 1-6 Entitled Personnel
AN ORDINANCE TO AMEND SECTIONS 1-6-3(b) AND 1-6-4 OF THE CODE OF ORDINANCES OF THE CITY OF GAINESVILLE, GEORGIA; TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE FOR SEVERABILITY; TO PROVIDE FOR CODIFICATION; TO PROVIDE FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

Meeting Date: December 17, 2024

Purpose of Request:

The purpose of this request is make amendments to Chapter 1-6 of the Code of Ordinances as it pertains to benefits and compensation for elected officials.

Facts & Issues / History & Background:

Department Recommendation:

Approve amended Ordinance

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. 2024-30 Amend Chapter 1-6 Entitled Personnel
2. Backup Material - Current Code of Ordinance Chapter 1-6 Personnel
3. Ad Notice: Gainesville Mayor-Council Pay Increase 2024
4. Legal Ad GainesvilleTimes_20241127
5. Legal Ad Gainesville Times_20241204
6. Legal Ad Gainesville Times_20241211
7. Publisher's Affidavit

Published: 11/27/2024
Published: 12/04/2024
Published: 12/11/2024
Passed: 12/17/2024

AN ORDINANCE

No. 2024-30

AN ORDINANCE TO AMEND SECTIONS 1-6-3(b) AND 1-6-4 OF THE CODE OF ORDINANCES OF THE CITY OF GAINESVILLE, GEORGIA; TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE FOR SEVERABILITY; TO PROVIDE FOR CODIFICATION; 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.

Section 1-6-3(b) of the Code of Ordinances of the City of Gainesville, Georgia is hereby amended by replacing the number "16" with the number "12."

SECTION II.

Section 1-6-4 of the Code of Ordinances of the City of Gainesville, Georgia is hereby amended by eliminating it in its entirety and amending it to read as follows:

Sec. 1-6-4. Compensation; expense allowance; reimbursement.

(a) *Compensation.*

- (1) Each council member shall receive an annual salary of \$40,000.00, and the mayor shall receive an annual salary of \$45,000.00, which salary shall be paid on a bi-weekly basis as all other City employees.
- (2) The mayor and each council member shall receive the same Cost of Living Adjustment (COLA) increases as all other City employees, should such COLA increases be granted to City employees generally.
- (3) The mayor and each council member shall receive an additional \$1,200 added to their annual base salary upon completion of the requirements necessary to receive the Certificate of Achievement through the Harold F. Holtz Municipal Training Institute.
- (4) At the conclusion of each full term of service starting no earlier than January 1, 2026, the mayor and each council member shall receive milestone incentive pay in the amount of \$1,200 added to their annual base salary for each term served.

ORDINANCE NO. 2024-30

- (5) The annual base salary, including any COLA increases, of the mayor and each council member, as determined in accordance with this Section, shall not reset at the commencement of a new term, regardless of whether the new term is filled by an incumbent or by a newly elected official. A newly elected official starting a new term of office shall not be entitled to the additional salary earned through training or milestone incentive pay, as set forth in Sections 1-6-4(a)(3) and 1-6-4(a)(4), unless and until a newly elected official meets the requirements necessary to earn said additional salary.
- (b) *Expense allowance.* To help defray the day-to-day costs necessary to properly carry out their duties outside of regular meetings, the mayor and each council member shall receive an expense allowance of \$200 per month.
- (c) *Reimbursement.* In addition to other compensation and allowances, the mayor and each council member shall be reimbursed for actual transportation costs while traveling by public carrier, the legal mileage rate from his or her residence for use of a personal automobile, and the actual costs of lodging, meals and sundry items incurred while attending to City matters outside of Hall County.

SECTION III.

All ordinance 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 January 1, 2026.

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

CHAPTER 1-6. PERSONNEL¹

ARTICLE I. IN GENERAL

Sec. 1-6-1. Reserved.

Sec. 1-6-2. Civil actions, claims or judgments against city employees.

- (a) *Defense of civil, etc., actions.* As part of the terms of employment of the councilmembers and of supervisors, administrators, employees, and other elected or appointed officials, the city will undertake to defend against the following actions that arise out of the performance of their duties or are in any way connected therewith: negligence, violation of contract rights, and violation of civil, constitutional, common law, or statutory rights. This section shall in no way authorize the city to furnish a defense to any person charged with a criminal offense involving theft, embezzlement, or other like crime with respect to the property or money of the city or in which the city has an interest. The city may expend state, federal, or local funds for such purposes, including, but not limited to, attorney's fees, court costs, deposition costs, witness fees and compensation, and all other like costs, expenses, and fees.
- (b) *Payment of claims or judgments.* The city may pay part or all of any claim or civil judgment rendered against any person whose defense the city is authorized to undertake under subsection (a) of this section. Any such disbursement shall be deemed to be for public purposes and may be paid from state, federal, or local funds. No attempt shall be made at the trial of any action brought against a person covered under this section to suggest the fact that the city will be responsible for any judgment therein.

(Code 1958, § 2-06; Code 1991, § 1-6-2)

State law reference(s)—Defense of actions, O.C.G.A. § 45-9-21.

Sec. 1-6-3. Continuance of certain benefits for certain officials.

- (a) In the event a councilmember, whose term begins prior to December 31, 2015, resigns from employment or fails to be reelected or appointed or does not seek reelection or appointment to office, and who, at the time that person leaves office or employment, has completed six or more years of elected official service with the city, shall be entitled to continue full coverage and participation, including coverage for his spouse and dependent children, in the city health benefit plan upon the payment of the monthly cost of such coverage as may be provided by the trustees.
- (b) In the event a councilmember, whose term begins January 1, 2016 or later, resigns from employment or fails to be reelected or appointed or does not seek reelection or appointment to office, and who, at the time that person leaves office or employment, has completed 16 or more years of service with the city, shall be eligible to retain insurance coverage and participation in accordance with city retiree insurance guidelines for retirees as offered by the city at such time.

¹State law reference(s)—Municipal retirement systems, O.C.G.A. §§ 36-34-2(4), 36-35-4(a); joint municipal employees benefit system, O.C.G.A. § 47-5-1 et seq.

-
- (c) Any city attorney whose appointment ends on or prior to December 31, 2015, and who, at the time of leaving employment, has completed six or more years of service with the city, shall be entitled to continue full coverage and participation, including coverage for his spouse and dependent children, in the city health benefit plan upon the payment of the monthly cost of such coverage as may be provided by the trustees.
 - (d) At the time of death of elected or appointed persons referred to in subsections (a) and (c) of this section, any spouse or dependent child or children of such elected or appointed person included in the coverage of the city health benefit plan shall be entitled to continue such coverage upon payment of the monthly cost of such coverage as may be provided by the trustees. Coverage under the city health benefit plan under this section shall cease for the covered spouse upon the remarriage of the spouse and shall cease for the covered dependent children as may be provided by the trustees.
 - (e) This section shall not affect the rights otherwise available under the city health benefit plan to retired employees and their spouses and dependents.

(Code 1991, § 1-6-3; Ord. No. 89-45, § I, 8-1-1989; Ord. No. 2015-35, § II, 11-17-2015)

Sec. 1-6-4. Compensation; expenses allowance; reimbursement.

- (a) *Compensation.*
 - (1) Each member of the council shall receive a salary of \$400.00 per month, and the mayor shall receive \$500.00 per month.
 - (2) For attending each scheduled, special, called or a meeting officially representing the governing body, the mayor and each councilmember shall receive an additional compensation of \$150.00 per meeting, payable monthly, not to exceed two meetings per day, not to exceed 16 meetings per month for each councilmember, and not to exceed 18 meetings per month for the mayor.
- (b) *Expense allowance.* To help defray the day-to-day costs necessary to properly carry out their duties outside of regular meetings, the five councilmembers shall receive an expense allowance of \$75.00 per month and the mayor shall receive an expense allowance of \$100.00 per month.
- (c) *Reimbursement.* In addition to other compensation and allowances, each councilmember shall be reimbursed from city funds for actual transportation costs while traveling by public carrier, the legal mileage rate from his residence for use of a personal automobile, and the actual costs of lodging, meals and sundry items incurred while attending to city matters outside of the county.

(Code 1991, § 1-6-4; Ord. No. 2013-27, § I, 12-27-2013; Ord. No. HR-2015-01, § I, 6-16-2015; Ord. No. 2021-13, § I, 2-1-2022(eff.))

Secs. 1-6-5—1-6-20. Reserved.

ARTICLE II. SOCIAL SECURITY²

Sec. 1-6-21. System established.

It is hereby declared to be the policy and purpose of the city to extend, at the earliest date possible, under the agreement entered into by the state and the federal security administrator, to the employees and officials

²State law reference(s)—Social security coverage for employees of political subdivisions, O.C.G.A. § 47-18-1 et seq.

thereof, and its instrumentalities not excluded by law or by this chapter, the benefits of the system of old age and survivor's insurance as authorized by the Federal Social Security Act and amendments thereto, including Public Law 734 of the 81st Congress, and as provided for in Act No. 295, Georgia Laws 1951, approved February 21, 1951. In pursuance of such policy, and for that purpose, the city shall take such action as may be required by applicable state or federal laws or regulations.

(Code 1958, § 9-1; Code 1991, § 1-6-21)

State law reference(s)—Establishment of social security coverage for political subdivision, O.C.G.A. § 47-18-41.

Sec. 1-6-22. Authorization for execution of agreement between city and state agency.

The mayor, or other chief executive officer of the city, is hereby authorized and directed to execute all necessary agreements and amendments thereto with the Employees' Retirement System of Georgia, referred to in this article as the state agency, to secure coverage of employees and officials as provided for in section 1-6-21.

(Code 1958, § 9-2; Code 1991, § 1-6-22)

Sec. 1-6-23. Salary withholdings authorized; payment to state agency.

Withholdings from salaries or wages of employees and officials for the purpose provided in section 1-6-21 are hereby authorized to be made in the amounts and at such times as may be required by applicable state or federal laws or regulations and shall be paid over to the state agency.

(Code 1958, § 9-3; Code 1991, § 1-6-23)

Sec. 1-6-24. Appropriations from city funds; payment to state agency.

There shall be appropriated from the general fund such amounts at such times as may be required by applicable state or federal laws or regulations for employers' contributions, administrative expenses, and a guaranty fund to ensure that the state will not incur any debt or loss as a result of the agreement referred to in section 1-6-22. Such funds shall be paid over to the Employees' Retirement System of Georgia in accordance with regulations established by such agency.

(Code 1958, § 9-4; Code 1991, § 1-6-24)

Sec. 1-6-25. Reports and records required of city.

The city shall keep such records and make such reports as may be required by applicable state or federal laws or regulations.

(Code 1958, § 9-5; Code 1991, § 1-6-25)

Sec. 1-6-26. Employees previously covered or authorized to be covered by other retirement systems.

There is hereby excluded from this article any authority to make any agreement with respect to any position or any employee or official now covered, or authorized to be covered,

by any other ordinance or law creating any retirement system for any employee or official of the city or its instrumentalities.

(Code 1958, § 9-6; Code 1991, § 1-6-26)

Sec. 1-6-27. Employees not authorized to be covered.

There is hereby excluded from this article any authority to make any agreement with respect to any position or any employee or official not authorized to be covered by applicable state or federal laws or regulations.

(Code 1958, § 9-7; Code 1991, § 1-6-27)

Secs. 1-6-28—1-6-49. Reserved.

ARTICLE III. PERSONNEL MERIT SYSTEM

Sec. 1-6-50. General purpose.

The general purpose of this article is to establish a merit personnel administration for the city that provides for the recruitment, selection, development, and retention of an effective workforce of capable, diligent, and honest employees. The merit system shall include policies for employee hiring and advancement, training, career development and safety, position classification and compensation administration, effective utilization of personnel and employee performance evaluation, employee relations and the disposition of employee grievances, discipline, discharge and related activities. It shall be the purpose of this article to establish a merit system in which all personnel matters shall be determined solely on the basis of merit and qualifications, without regard to race, color, sex, age, national origin, disability or political affiliation.

(Code 1991, § 1-6-50; Ord. No. 94-43, § I, 10-18-1994; Ord. No. 2012-12, § I, 6-19-2012)

Sec. 1-6-51. Merit personnel administration established; employee rules and regulations.

The city government employee policies and procedures shall be adopted by resolution of the governing body upon adoption and recommendation of the city manager. The city government employee policies and procedures currently in effect on file with human resources are hereby adopted and made a part of this section. Any future amendments to the city government employee policies and procedures shall be adopted by resolution of the governing body upon recommendation of the city manager, which amended policies and procedures shall be filed in the human resources office and become a part of the employee rules and regulations.

(Code 1991, § 1-6-51; Ord. No. 94-43, § I, 10-18-1994; Ord. No. 2012-12, § II, 6-19-2012)

Secs. 1-6-52—1-6-74. Reserved.

ARTICLE IV. RETIREMENT SYSTEM

Sec. 1-6-75. Defined benefit retirement system—Generally.

The defined benefit retirement plan A for certain eligible employees of the city whom the city has elected to exclude from participation in the Federal Social Security program is continued. The provisions of retirement plan A, as previously contained in the provisions of the Charter, has been amended and restated in a separate plan document and on file with the secretary of the governing body in the secretary's office. Retirement plan A, as so amended and restated, is hereby adopted and made a part of this section and any future amendment to retirement plan A shall be adopted by resolution of the governing body and filed in the office of the secretary of the governing body.

(Code 1991, § 1-6-75; Ord. No. 94-28, § I, 6-21-1994)

Sec. 1-6-76. Defined benefit retirement system—For certain employees.

- (a) The defined benefit plan B for certain employees of the city who participate in the Federal Social Security program which provides benefits to supplement those benefits provided under Social Security and also provides benefits for elected and appointed officials of the governing authority is adopted. The provisions of retirement plan B on file with the secretary of the governing body in the secretary's office are hereby adopted and made a part of this section and any future amendment to retirement plan B shall be adopted by resolution of the governing body and filed in the office of the secretary of the governing body.
- (b) The defined contribution retirement system established and maintained by the City of Gainesville Parks and Recreation Agency for its employees known and referred to as retirement plan C is converted, transferred and merged into defined benefit retirement system retirement plan B, as described in subsection (a) of this section, effective June 30, 2003.
- (c) On or before June 20, 2003, each employee of the parks and recreation agency covered by retirement plan C shall elect in writing one of the rollover options set out in the City of Gainesville Parks and Recreation Money Purchase Plan 204(h) Notice.

(Code 1991, § 1-6-76; Ord. No. 94-28, § I, 6-21-1994; Ord. No. 2003-28, § I, 6-3-2003)

Sec. 1-6-77. Reserved.**Sec. 1-6-78. Defined contribution retirement system—For certain supervisory personnel and appointed officials.**

The defined contribution retirement plan D established and maintained by the city for certain supervisory personnel and appointed officials is continued. Retirement plan D, as currently adopted and in force and on file with the secretary of the governing body in the secretary's office, is hereby adopted and made a part of this section and any future amendment to retirement plan D shall be adopted by resolution of the governing body and filed in the office of the secretary of the governing body.

(Code 1991, § 1-6-78; Ord. No. 94-28, § I, 6-21-1994)

PUBLIC NOTICE

In accordance with O.C.G.A. § 36-35-4(a)(3), public notice is hereby given of the intent of the governing body of the City of Gainesville to consider, at its regularly scheduled meeting on December 17, 2024, at 5:30 P.M. at the Municipal Court Room in the Gainesville Public Safety Complex, located at 701 Queen City Parkway, Gainesville, Georgia 30501, the passage of an ordinance to amend Section 1-6-4 of the Code of Ordinances of the City of Gainesville by eliminating it in its entirety and substituting in its place the following, with an effective date of January 1, 2026:

Sec. 1-6-4. Compensation; expense allowance; reimbursement.

(a) *Compensation.*

- (1) Each council member shall receive an annual salary of \$40,000.00, and the mayor shall receive an annual salary of \$45,000.00, which salary shall be paid on a bi-weekly basis as all other City employees.**
- (2) The mayor and each council member shall receive the same Cost of Living Adjustment (COLA) increases as all other City employees, should such COLA increases be granted to City employees generally.**
- (3) The mayor and each council member shall receive an additional \$1,200 added to their annual base salary upon completion of the requirements necessary to receive the Certificate of Achievement through the Harold F. Holtz Municipal Training Institute.**
- (4) At the conclusion of each full term of service starting no earlier than January 1, 2026, the mayor and each council member shall receive milestone incentive pay in the amount of \$1,200 added to their annual base salary for each term served.**
- (5) The annual base salary, including any COLA increases, of the mayor and each council member, as determined in accordance with this Section, shall not reset at the commencement of a new term, regardless of whether the new term is filled by an incumbent or by a newly elected official. A newly elected official starting a new term of office shall not be entitled to the additional salary earned through training or milestone incentive pay, as set forth in Sections 1-6-4(a)(3) and 1-6-4(a)(4), unless and until a newly elected official meets the requirements necessary to earn said additional salary.**

- (b) *Expense allowance.*** To help defray the day-to-day costs necessary to properly carry out their duties outside of regular meetings, the mayor and each council member shall receive an expense allowance of \$200 per month.
- (c) *Reimbursement.*** In addition to other compensation and allowances, the mayor and each council member shall be reimbursed for actual transportation costs while traveling by public carrier, the legal mileage rate from his or her residence for use of a personal automobile, and the actual costs of lodging, meals and sundry items incurred while attending to City matters outside of Hall County.

This Public Notice and a copy of the proposed Ordinance shall appear in a prominent place in the City Clerk's office at the Gainesville Administrative Building, 300 Henry Ward Way, Gainesville, Georgia 30501, and copies of this Public Notice and the proposed Ordinance shall be available for public inspection continuously during the three-week period preceding the meeting on December 17, 2024.

4873-1161-4461, v. 3

CONDUCT WATER FROM SAID WELL TO SAID LOT 21 IN BLOCK B. SUBJECT TO ALL E A S E M E N T S , COVENANTS, AND RESTRICTIONS OF RECORD. The debt secured by said Security Deed has been and is hereby declared due because of, among other possible events of default, failure to pay the indebtedness as and when due and in the manner provided in the Note and Security Deed. The debt remaining in default, this sale will be made for the purpose of paying the same and all expenses of this sale, as provided in the Security Deed and by law, including attorney's fees (notice of intent to collect attorney's fees having been given). Said property is commonly known as **4107 Belvedere Drive, Gainesville, GA 30506** together with all fixtures and personal property attached to and constituting a part of said property, if any. To the best knowledge and belief of the undersigned, the party (or parties) in possession of the subject property is (are): Karen Deane Wilkins-Garmon, Admin of the Estate of Willa M. Martin or tenant or tenants. Regions Mortgage, Inc. is the entity or individual designated, who shall have full authority to negotiate, amend and modify all terms of the mortgage. Regions Mortgage, Inc. Regions Mortgage 6200 Poplar Avenue Memphis, TN 38119 1-800-748-9498 Note, however, that such entity or individual is not required by law to negotiate, amend or modify the terms of the loan. Said property will be sold subject to: (a) any outstanding ad valorem taxes (including taxes which are a lien, but not yet due and payable), (b) unpaid water or sewage bills that constitute a lien against the property whether due and payable or not yet due and payable and which may not be of record, (c) the right of redemption of any taxing authority, (d) any matters which might be disclosed by an accurate survey and inspection of the property, and (e) any assessments, liens, encumbrances, zoning ordinances, restrictions, covenants, and matters of record superior to the Security Deed first set out above. The sale will be conducted subject to (1) confirmation that the sale is not prohibited under the U.S. Bankruptcy Code; and (2) final confirmation and audit of the status of the loan with the holder of the Security Deed. Pursuant to O.C.G.A. Section 9-13-172.1, which allows for certain procedures regarding the rescission of judicial and non-judicial sales in the State of Georgia, the Deed Under Power and other foreclosure documents may not be provided until final confirmation and audit of the status of the loan as provided immediately above. Regions Bank dba Regions Mortgage as agent and Attorney in Fact for Willa Maurice Martin Aldridge Pite, LLP, Six Piedmont Center, 3525 Piedmont Road, N.E., Suite 700, Atlanta, Georgia 30305, (404) 994-7400. 2155-120A THIS LAW FIRM MAY BE ACTING AS A DEBT COLLECTOR ATTEMPTING TO COLLECT A DEBT. ANY INFORMATION OBTAINED WILL BE USED FOR THAT PURPOSE. 2155-120A **140278 11/6, 13, 20, 27**

Local Government

PUBLIC NOTICE In accordance with O.C.G.A. § 36-35-4(a)(3), public notice is hereby given of the intent of the governing body of the City of Gainesville to consider, at its regularly scheduled meeting on December 17, 2024, at 5:30 P.M. at the Municipal Court Room in the Gainesville Public Safety Complex, located at 701 Queen City Parkway, Gainesville, Georgia

30501, the passage of an ordinance to amend Section 1-6-4 of the Code of Ordinances of the City of Gainesville by eliminating it in its entirety and substituting in its place the following, with an effective date of January 1, 2026: **Sec. 1-6-4. Compensation; expense allowance; reimbursement. (a) Each council member shall receive an annual salary of \$40,000.00, and the mayor shall receive an annual salary of \$45,000.00, which salary shall be paid on a bi-weekly basis as all other City employees. (2) The mayor and each council member shall receive the same Cost of Living Adjustment (COLA) increases as all other City employees generally. (3) The mayor and each council member shall receive an additional \$1,200 added to their annual base salary upon completion of the requirements necessary to receive the Certificate of Achievement through the Harold F. Holtz Municipal Training Institute. (4) At the conclusion of each full term of service starting no earlier than January 1, 2026, the mayor and each council member shall receive milestone incentive pay in the amount of \$1,200 added to their annual base salary for each term served. (5) The annual base salary, including any COLA increases, of the mayor and each council member, as determined in accordance with this Section, shall not reset at the commencement of a new term, regardless of whether the new term is filled by an incumbent or by a newly elected official. A newly elected official starting a new term of office shall not be entitled to the additional salary earned through training or milestone incentive pay, as set forth in Sections 1-6-4(a)(3) and 1-6-4(a)(4), unless and until a newly elected official meets the requirements necessary to earn said additional salary. (b) Expense allowance. To help defray the day-to-day costs necessary to properly carry out their duties outside of regular meetings, the mayor and each council member shall receive an expense allowance of \$200 per month. (c) Reimbursement. In addition to other compensation and allowances, the mayor and each council member shall be reimbursed for actual transportation costs while traveling by public carrier, the legal mileage rate from his or her residence for use of a personal automobile, and the actual costs of lodging, meals and sundry items incurred while attending to City matters outside of Hall County.** This Public Notice and a copy of the proposed Ordinance shall appear in a prominent place in the City Clerk's office at the Gainesville Administrative Building, 300 Henry Ward Way, Gainesville, Georgia 30501, and copies of this Public Notice and the proposed Ordinance shall be available for public inspection continuously during the three-week period preceding the meeting on December 17, 2024. 4873-1161-4461, v. 3 **141275 11/27, 12/4, 11**

The City of Buford Planning and Zoning Board will meet on Tuesday, November 10, 2024 at 7:00 p.m. and the Buford City Commission will meet on Monday, January 6, 2025 at 7:00 p.m. at Buford City Hall, 2300 Buford Highway, Buford, Georgia 30518 to consider a special use permit at 4966 Lanier Islands Parkway, out of

parcel 08-157-000001, Tract One B containing 1.985 acres for Panda Express. The special use permit requested is to allow a drive-thru service and a variance to allow a flat roof, metal awning and decorative metal accents with lighting on the building. **140988 11/20, 27, 12/4, 11, 18, 25**

The City of Buford Planning and Zoning Board will meet on Tuesday, November 12, 2024 at 7:00 p.m. and the Buford City Commission will meet on Monday, December 2, 2024 at 7:00 p.m. at Buford City Hall, 2300 Buford Highway, Buford, Georgia 30518 to consider a special use permit at 4972 Lanier Islands Parkway for Justin Ashby. The special use permit requested is to allow a quick service oil change with drive-thru bay doors. **139903 10/23, 30, 11/6, 13, 20, 27**

The City of Buford Planning and Zoning Board will meet on Tuesday, November 12, 2024 at 7:00 p.m. and the Buford City Commission will meet on Monday, December 2, 2024 at 7:00 p.m. at Buford City Hall, 2300 Buford Highway, Buford, Georgia 30518 to consider a special use permit at 5787 Holiday Road for Jimstar Properties, LLC. The special use permit requested is to allow a boat and RV storage facility. **139937 10/23, 30, 11/6, 13, 20, 27**

Miscellaneous

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: 12/12/2024 2016 Mazda Mazda6, JM1GJT1V58G1429221, SF16865, (GA), MV-2024-210514 2012 Chevrolet Cruze, 1G1PC55H5C7179436, RJS6087 (GA), MV-2024-210512 2015 Chrysler 200, 1C3CCCAB1FN716797, CPB4982 (GA), MV-2024-210508 MAG 40-10 **141058 11/20, 11/27**

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: 12/18/2024 2003 Chevrolet Astro Van, 1GCDM19X73 B139403, SBB3259 (GA), MV-2024-210675 2005 Honda Pilot, 2HKYF1863 5H521403, 5MHC380 (CA), MV-2024-210681 2006 Ford Ranger, 1FTYR10D 16PA77977, REZ5913 (GA), MV-2024-210674 MAG 40-10 **141164 11/27, 12/4**



NOTICE OF SECOND DUI CONVICTION WITHIN 5 YEARS TO BE PUBLISHED NAME: JOSE J CASTRO

JIMENEZ CITY: GAINESVILLE, GA COUNTY: HALL ZIP CODE: 30507 ARREST DATE: 03/04/2024 ARREST TIME: 02:22 AM ARREST LOCATION: QUEEN CITY PKWY @ INDUSTRIAL BLVD DISPOSITION: GUILTY Hall County Superior & State Court Charles Baker, Clerk 225 Green Street, SE Gainesville, GA 30501 PUBLISHED PURSUANT TO O.C.G.A. 40-6-391A1 2024SR1453KMR **141313 11/27**



NOTICE OF SECOND DUI CONVICTION WITHIN 5 YEARS TO BE PUBLISHED NAME: REYES SALAMANCA CITY: GAINESVILLE, GA COUNTY: HALL ZIP CODE: 30506 ARREST DATE: 09/15/2024 ARREST TIME: 09:50 AM ARREST LOCATION: 743 SPRING ST DISPOSITION: GUILTY Hall County Superior & State Court Charles Baker, Clerk 225 Green Street, SE Gainesville, GA 30501 PUBLISHED PURSUANT TO O.C.G.A. 40-6-391A1 2024SR7155LAB **141299 11/23**

Name Changes

IN THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In re the Name Change of: James Dean, Petitioner. Civil Action Case No. 2024CV002041CGB **NOTICE OF PETITION TO CHANGE NAME OF ADULT** Petitioner filed a petition in Hall County Superior Court on November 8, 2024, to change Petitioner's name from James David Dean to Jocelyn Dorinda Dean. Any interested party has the right to appear in this case and file objections within 30 days after the petition was filed. Dated 11/8/2024 James Dean Petitioner, Pro se Name: James Dean Address: 4023 Cheval Ct Gainesville, GA 30507 Phone (678)396-0454 Email: jodi.dorinda@gmail.com **140950 11/20, 27, 12/4, 11**

IN THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In re the Name Change of: Karen E. Tison, Petitioner. Civil Action Case No. 2024CV002066CGB **NOTICE OF PETITION TO CHANGE NAME OF ADULT** Petitioner filed a petition in Hall County Superior Court on November 13th, 2024, to change Petitioner's name from Karen Elizabeth Tison to Theo Tison. Any interested party has the right to appear in this case and file objections within 30 days after the petition was filed. Dated 11/13/2024 Karen E. Tison, Petitioner, Pro se Name: Karen E. Tison Address: 4036 Parks Rd Flowery Branch, GA 30542 Phone (904)616-4220 Email: subparsibling@gmail.com **141062 11/20, 27, 12/4, 11**

IN THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In re the Name Change of: Margaret Ann Erwin, Petitioner. Civil Action Case No. 2024CV002064KFG **NOTICE OF PETITION TO CHANGE NAME OF ADULT** Petitioner filed a petition in Hall County Superior Court on November 13th, 2024, to change Petitioner's name from Margaret Ann Erwin to Mac Alexander Carlisle. Any interested party has the right to appear in this case and file objections within 30 days after the petition was filed. Dated 11/13/2024 Margaret Ann Erwin, Petitioner, Pro se Name: Margaret Ann

Erwin Address: 6535 Yacht Club Road Flowery Branch, GA 30542 Phone (678)292-8587 Email: Maggserwin@gmail.com **141049 11/20, 27, 12/4, 11** IN THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In re the Name Change of: Wyatt Blake Powers, Petitioner. Civil Action Case No. 2024CV001938JJD **NOTICE OF PETITION TO CHANGE NAME OF ADULT** Petitioner filed a petition in Hall County Superior Court on October 25, 2024, to change Petitioner's name from: Wyatt Blake Powers to Wyatt Blake Whitelaw. Any interested party has the right to appear in this and file objections within 30 days after the petition was filed. Dated: 10/25/2024 Wyatt Blake Powers Petitioner, Pro se Name: Wyatt Blake Powers Address: 4922 Oak Meadow Lane Oakwood, GA 30566 Phone: 678-873-6667 Email: jeffwhitelaw@hotmail.com **140424 11/6, 13, 20, 27**

IN THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In re the Name Change of: Ashton Claire Sanders, Petitioner. Civil Action Case No. 2024CV001928 **NOTICE OF PETITION TO CHANGE NAME OF ADULT** Petitioner filed a petition in Hall County Superior Court on October 16, 2024, to change Petitioner's name from: Ashton Claire Sanders to Ashton Claire Seaver. Any interested party has the right to appear in this and file objections within 30 days after the petition was filed. Dated: 10/16/2024 Ashton Claire Sanders Petitioner, Pro se Name: Ashton Claire Sanders Address: 7232 Litany Court Flowery Branch, GA 30542 Phone: 678-314-4686 Email: ashton.sanders03@gmail.com **140429 11/6, 13, 20, 27**

IN THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In re the Name Change of: MELANIE ALYNE SCHELLMAN, Petitioner. Civil Action Case No. 2024CV001925 **NOTICE OF PETITION TO CHANGE NAME OF ADULT** Petitioner filed a petition in Hall County Superior Court on October 16, 2024, to change Petitioner's name from: MELANIE ALYNE SCHELLMAN TO MELANIE ALYNE SEAVER. Any interested party has the right to appear in this and file objections within 30 days after the petition was filed. Dated: 10/16/2024 MELANIE ALYNE SCHELLMAN Petitioner, Pro se Name: MELANIE ALYNE SCHELLMAN Address: 7232 Litany Court Flowery Branch, GA 30542 Phone: 770-841-3197 E m a i l : melanieschellman97@gmail.com **140430 11/6, 13, 20, 27**

IN THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In re the Name Change of: Hayden Alexander Jett Parker, Petitioner. Civil Action Case Number 2024CV002113 **NOTICE OF PETITION TO CHANGE NAME OF ADULT** Hayden Alexander Jett Parker filed a petition in the HALL County Superior Court on 11/15/2024 to change the name from: Hayden Alexander Jett Parker to Hayden Jett Specter .Any interested party has the right to appear in this case and file objections within 30 days after the Petition was filed. Dated November 9, 2024 Hayden Alexander Jett Parker Petitioner, Pro se Name: Hayden Alexander Jett Parker Address: 2819 Point Overlook Gainesville GA 30501 (470) 628-7565 **141251 11/27, 12/4, 11, 18**

IN THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In re the Name Change of: Passionaite Shontece Malone, Petitioner. Civil Action Case No. 2024CV002027LHB **NOTICE OF PETITION TO CHANGE NAME OF ADULT** Petitioner file a petition in Hall County Superior Court on November sixth, 2024, to change Petitioner's name from: Passionaite Shontece Malone to: Elo' Hur Passion Shontece Malone. Any interested party has the right to appear in this case and file objections within 30 days after the petition was filed.\ Date: November 6, 2024 Petitioner, Pro se Name: Passionaite Shontece Malone Address: 4628 Quailwood Dr. Flowery Branch, GA 30542 Mail: 6385 Old National Hwy Ste 120-55, Atlanta, GA 30349 Phone: (470)259-7901 Email: PSM.ARR@REBORN.com **140825 11/13, 20, 27, 12/4**

IN THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In Re: Lamarr Anthony Johnson Jr, Passionaite Shontece Malone vs. Lamarr Johnson, Minor Child(ren) Civil Action File No. 2024CV002028LHB **NOTICE OF PETITION TO CHANGE NAME** GEORGIA, Hall County Notice is hereby given that Passionaite Shontece Malone, the undersigned, filed this petition to the Superior Court of Hall County, Georgia on the 6th day of November, 2024, praying for a change in the name of minor child from Lamarr Anthony Johnson Jr to Elo' Lamarr Anthony Johnson Jr. Notice is hereby given pursuant to law to any interested or affected party to appear in said Court and to file objections to such name change. Objections must be filed with said Court within 30 days of the filing of said petition. This 6th day of November, 2024 Petitioner Pro se **140824 11/13, 20, 27, 12/4**

Notice of Self Storage Sale Please take notice USA Storage Centers - Chestnut Mountain at 4216 Winder Hwy Flowery Branch GA 30542 intends to hold a public sale to sell the property stored in the following units stored at the Facility. The public sale to the highest bidder will occur at an online auction via **www.storageauctions.com** on 12/12/2024 at 10:00AM. Unless stated otherwise the description of the contents are household goods, furnishings and garage essentials. Tracey Williams unit #2211. All property is being stored at the above self-storage facility. This sale may be withdrawn at any time without notice. Certain terms and conditions apply. See manager for details. **141032 11/27, 12/4**

SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In re the Name Change of: Colin Reese Maynard Pernet, Petitioner. Civil Action Case Number 2024CV002078 **NOTICE OF PETITION TO CHANGE NAME OF ADULT** Colin Reese Maynard Pernet filed a petition in the Superior Court of Hall County on November 13, 2024, to change the name from: Colin Reese Maynard Pernet to Colin Reese Maynard. Any interested party has the right to appear in this case and file objections within 30 days after the Petition was filed. Dated: 10/05/2024 Colin Reese Maynard Pernet Petitioner, Pro se Name: Colin Reese Maynard Pernet Address: 4221 Burgundy Way. Flowery Branch, GA 30542; the colinpernett61@gmail.com (770) 361-8624 **141165 11/27, 12/4, 11, 18**

SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In the re Name Change of Kathryn Teresa Elliott, Petitioner. Civil Action Case Number: 2024CV002051LHB **NOTICE OF PETITION TO CHANGE NAME OF ADULT** Kathryn Teresa Elliott filed a petition in the Superior Court of Hall County on , 2024, to change name from: Kathryn Teresa Elliott to Kathryn Teresa Steele. Any interested party has the right to appear in this case and file objections within 30 days after the Petition was filed. Dated: 11-10-2024 Kathryn Elliott, Petitioner, Pro se Name: Kathryn Elliott Address: 2321 Sportsman Club Road Gainesville, GA 30504 Email: kateyTE@gmail.com Phone (day): 678-773-9670 **140995 11/20, 27, 12/4, 11**

SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In the re Name Change of Zacheriah Matthew Robinson, Petitioner. Civil Action Case Number: 2024CV002050LHB **NOTICE OF PETITION TO CHANGE NAME OF ADULT** Zacheriah Matthew Robinson filed a petition in the Superior Court of Hall County on , 2024, to change name from: Zacheriah Matthew Robinson to Zacheriah Matthew Steele. Any interested party has the right to appear in this case and file objections within 30 days after the Petition was filed. Dated: 11-10-2024 Zacheriah Robinson, Petitioner, Pro se Name: Zacheriah Robinson Address: 2321 Sportsman Club Rd Email: vexx3223@gmail.com Phone (day): 678-315-9426 **140998 11/20, 27, 12/4, 11**

Public Hearings

Legacy Link Area Agency on Aging (AAA) will be hosting two public hearings on December 19, 2024, regarding aging services in our 13-county region. The first public hearing, at 10:00 AM, is to educate on what is currently being offered and learn more about what is needed in the community. At 11:00 AM, a second public hearing is scheduled to discuss any services that Legacy Link AAA will be providing directly to the community to engage stakeholders. The public hearings will be offered virtually through Zoom and in person at our office at 4080 Mundy Mill Road, Oakwood, GA 30566. More details are available at www.LegacyLink.org/event/legacy-link-public-hearing/ The following counties are included in the service area: Banks, Dawson, Forsyth, Franklin, Habersham, Hall, Hart, Lumpkin, Stephens, Rabun, Towns, Union, and White. **140526 11/27, 12/4**

NOTICE is hereby given that the **Hall County Board of Commissioners** shall conduct a public hearing at the Hall County Government Center, 2nd Floor Meeting Room, 2875 Browns Bridge Road, Gainesville, Georgia, at 6:00 p.m. on **Thursday, January 9, 2025**, to consider the following: **1.4031 Brock Drive | Variance** | 17,240.010 to reduce the left side yard setback | on a 0.35± acre tract located on the north side of Brock Drive approximately 620 feet from its intersection with Oakwood Road | Zoned R-11, Tax Parcel 08053 001029 | **Proposed Use: Detached garage** | * Commission District 2 | **Ann Mandujano, applicant** **2.4163 Cleveland Highway | Use subject to county commission approval** | on a 4.41± acre tract located on the west side of Cleveland Highway (GA-129) approximately 540 feet from its intersection with Hunter Road |

Annex, 116 Spring Street SE, Gainesville, Georgia 30501, to answer the allegations of the Petition for Termination of Parental Rights and to show cause as to why an order terminating your parental rights should not be granted. This hearing is to consider the termination of your parental rights to the above-named child(ren).

Under O.C.G.A. § 15-11-262, you, as Respondent, are entitled to representation by legal counsel. In the event that you are unable to hire an attorney to represent you, and if you are indigent, as that term is defined in O.C.G.A. § 15-11-2(38), then you must IMMEDIATELY contact the Office for Indigent Defense at (770) 531-7086 and the Clerk of the Juvenile Court in Hall County at (770) 531-6927 and request the appointment of counsel to represent you at these proceedings. The Indigent Defense Office is located on the 2nd floor of the Hall County Courthouse. The Juvenile Court Clerk's Office is located in the Hall County Courthouse Annex, 116 Spring Street SE, Gainesville, Georgia 30501.

SO ORDERED, this 25th day of November, 2024. (SIGNATURE ON FOLLOWING PAGE) Honorable Alison W. Toller Chief Judge, Juvenile Court Hall County, Georgia Northeastern Judicial Circuit

141477 12/4, 11, 18, 25

IN THE JUVENILE COURT OF HALL COUNTY, GEORGIA IN THE INTEREST OF: GKRM D O B : 01/04/2007 CASE #: 2401036 A minor child under 18 years

NOTICE TO APPEAR TO: JUANA LEONARDA MEJIA LOPEZ AND OLVIN ALEXIS RODRIGUEZ PINEDA

You are hereby notified that Gilma Lorena Rodriguez Pineda has filed a Petition seeking to be appointed temporary guardian of the above-named minor. All objections to the Petition to the appointment of the Petitioner as temporary guardian must be in writing, setting forth the grounds of any such objections, and be filed with this Court no later than fourteen (14) days after this notice if mailed, or ten (10) days after this notice is personally served upon you, or ten (10) days after the second publication of this notice if you are served by publication. All objections should be sworn before a notary public or Georgia juvenile court clerk. Contact Juvenile Court personnel if you have any questions. You have the right to an attorney in this matter, and if you cannot afford an attorney, the Court will appoint one if the Court finds that you are indigent.

NOTE: If a natural guardian files a timely objection to the creation of the temporary guardianship, the Petition will be dismissed. If a natural guardian files an objection to the appointment of the Petitioner as guardian, or if a parent who is not a natural guardian files an objection to the Petition, a hearing on the matter shall be held in the Juvenile Court of Hall County, courtroom TBA, address: 116 Spring Street SE, 2nd floor, Gainesville, GA 30501 on **December 26, 2024 at 8:30 a.m.** Notice prepared by Jessica Daman, Attorney for Ms. Rodriguez Pineda, 1134 Satellite Blvd. NW, Suite 200, Suwanee, GA 30324, 404-263-4660. **141174 11/20, 27, 12/4, 11**

IN THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA Cody Patrick Miller, **Petitioner, v.** Krystal Welborn Mericle AKA Krystal Marie

Welborn, Respondent. CIVIL ACTION FILE NO. 2024CV002002

TO: Krystal Welborn Mericle NOTICE OF PUBLICATION

By Order for service by publication dated the 7th day of November, 2024, you are hereby notified that on the 5th day of November, 2024, Cody Patrick Miller filed a suit against you for **LEGITIMATION**. You are required to file with the Clerk of the Superior Court, and to serve upon the Petitioner, Cody Patrick Miller, 900 Elm Street, Apt 5308, Gainesville, GA 30501 an Answer in writing within 60 days of the date of the Order for publication.

WITNESS, the Honorable, Clint G. Bearden, Judge of this Superior Court.

This, the 14th of November, 2024 Clerk, Superior Court Charles Baker Hall County Courthouse, Gainesville, GA **141340 11/27, 12/4, 11, 18**

Foreclosures

Charlotte Ola NOTICE OF SALE UNDER POWER HALL COUNTY, GEORGIA

Under and by virtue of the Power of Sale contained in that certain Deed to Secure Debt and Security Agreement given by Charlotte Ola ("Borrower") to and in favor of Paces Funding, LLC ("Lender") dated October 17, 2023, and recorded in Deed Book 9409, Page 359, et seq., of the Hall County, Georgia land records (the "Security Deed"). Said Security Deed being given to secure an Interest Only Balloon Note ("Note") made by Borrower in favor of Lender, dated October 17, 2023, in the original principal amount of FOUR HUNDRED SIXTY-NINE THOUSAND AND 00/100 DOLLARS (\$469,000.00), together with interest on the Note from the date thereof at the rate as provided therein on the unpaid balance until paid, there will be sold by the undersigned at public outcry to the highest bidder for cash before the courthouse door at Hall County, Georgia, within the legal hours of sale on the **first Tuesday in January 2025**, the following described property (the "Property"):

ALL THAT TRACT OR PARCEL OF LAND, TOGETHER WITH IMPROVEMENTS THEREON, LYING A BEING IN LAND LOTS 155 AND 156, 9TH LAND DISTRICT, CITY OF GAINESVILLE, HALL COUNTY, GEORGIA, BEING LOT 25, THE GARDENS SUBDIVISION, AS SHOWN ON THE SUBDIVISION PLAT OF SURVEY PREPARED FOR THE GARDENS SUBDIVISION BY DAY DESIGN GROUP, INC., GEORGIA REGISTERED LAND SURVEYORS, DATED MARCH 22, 2006, RECORDED IN PLAT BOOK 848, PAGES 244-245, HALL COUNTY, GEORGIA PLAT RECORDS, WHICH PLAT IS HEREBY INCORPORATED HEREIN FOR A MORE COMPLETE DESCRIPTION OF THE SUBJECT PROPERTY, BEING PROPERTY ALSO KNOWN AS 1226 BLOOMSBURY LANE ACCORDING IN THE PRESENT SYSTEM OF NUMBERING PROPERTIES BY THE HALL COUNTY, GEORGIA TAX ACCESSOR'S OFFICE. Parcel Id: 011133 005055.

The debt secured by said Security Deed has been and is hereby declared due because of, among other possible events of default, failure to comply with the repayment terms of the Note. The debt remaining in default, this sale will be made for the purpose of paying the same and all expenses of this sale, including attorneys' fees (notice of intent to collect attorneys' fees having been given) and all other payments provided for under the terms of the Note. Said property will be sold on an "as-is" basis without any representation, warranty or recourse against the above-

named or the undersigned. The sale will be held subject to the following items which may affect the title: any outstanding ad valorem taxes (including taxes which are a lien, whether or not now due and payable); the right of redemption of any taxing authority; matters which would be disclosed by an accurate survey or by an inspection of the property; all zoning ordinances; assessments; liens; encumbrances; restrictions; covenants, and any other matters of records superior to said Security Deed. To the best knowledge and belief of Lender, the described Property is in the possession of Borrowers or tenant(s), and said Property is more commonly known as **1226 NW Bloomsbury Lane, Gainesville, GA 30501**. The sale will be conducted subject to (1) confirmation that the sale is not prohibited under the U.S. Bankruptcy Code and (2) final confirmation and audit as to the status of the amounts owed with the holder of the Security Deed. Jon David W. Huffman, at Poole Huffman, LLC, 3562 Habersham at Northlake, Building J, Suite 200, Tucker, Georgia 30084, Telephone: 404-373-4008, a representative for Lender, is the individual who has full authority to negotiate, amend, and modify all terms of the Note and Security Deed. **141592 12/4, 11, 18, 25**

Robert Williams Gordon STATE OF GEORGIA COUNTY OF HALL NOTICE OF SALE UNDER POWER

Under and by virtue of the power of sale contained with that certain Deed to Secure Debt dated September 18, 2023, from Robert Gordon Williams to Gordon M. Telford, Jr. recorded on September 19, 2023, in Deed Book 9370 at Page 691-697, Hall County, Georgia records, and said Deed to Secure Debt having been given to secure a note dated September 18, 2023, in the amount of \$165,000.00, and said Note being in default, the undersigned will sell at public outcry during the legal hours of sale before the door of the courthouse of Hall County, Georgia, on January 7, 2024, the following described real property (hereinafter referred to as the "Property"): ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN THE UNINCORPORATED CHICOPEE VILLAGE SUBDIVISION, HALL COUNTY, GEORGIA AND WHICH IS SHOWN AND DESIGNATED AS LOT NO. 14, ON A MAP PREPARED BY PICKELL & PICKELL, GREENVILLE, SOUTH CAROLINA AND RECORDED IN THE CLERKS OFFICE OF THE SUPERIOR COURT OF HALL COUNTY, GEORGIA IN PLAT BOOK 15, PAGE 146-147. SAID PLAT AND THE RECORD THEREOF ARE HEREIN INCORPORATED FOR A FULL AND COMPLETE LEGAL DESCRIPTION. TAX PARCEL ID# 15035B001014. The debt secured by the Deed to Secure Debt and evidenced by the Note, and has been, and is hereby, declared due and payable because of, among other possible events of default, failure to make the payments as required by the terms of the Note. The debt remaining in default and this sale will be made for the purposes of paying the Deed to Secure Debt, accrued interest, and all expenses of the sale, including attorneys' fees. Notice of intention to collect attorneys' fees has been given as provided by law. To the best of the undersigned's knowledge, the person(s) in possession of the property is/are Robert Gordon Williams. The property, being commonly known as **17 B Avenue, Gainesville, GA 30504** in Hall County, will be sold as the property of Robert Gordon Williams, subject to any outstanding

ad valorem taxes (including taxes which are a lien and not yet due and payable), any matters affecting title to the property which would be disclosed by accurate survey and inspection thereof, and all assessments, liens, encumbrances, restrictions, covenants, and matters of record to the Deed to Secure Debt. Pursuant to O.C.G.A. SS 44-14-162.2, the name, address and telephone number of the individual or entity who shall have the full authority to negotiate, amend or modify all terms of the above-described mortgage is as follows: Gordon M. Telford, Jr., 2524 Northern Oak Drive, Braselton, GA 30517. The foregoing notwithstanding, nothing in O.C.G.A. SS 44-14-162.2 shall require the secured creditor to negotiate, amend or modify the terms of the mortgage instrument. The sale will be conducted subject (1) to confirmation that the sale is not prohibited under U.S. Bankruptcy Code and (2) to final confirmation and audit of the status of the loan with the holder of the Deed to Secure Debt. Baker & Summy, PC for Gordon M. Telford, Jr., as Attorney in Fact for Robert Gordon Williams, 6340 Sugarloaf Parkway, Suite 200, Duluth, GA 30097 Phone: (404) 566-4535 THIS FIRM IS ACTING AS A DEBT COLLECTOR ATTEMPTING TO COLLECT A DEBT. ANY INFORMATION OBTAINED WILL BE USED FOR THAT PURPOSE. **140823 12/4, 11, 18, 25**

Sam Fowler Properties, LLC NOTICE OF SALE UNDER POWER HALL COUNTY THIS LAW FIRM IS ACTING AS A DEBT COLLECTOR ATTEMPTING TO COLLECT A DEBT. ANY INFORMATION OBTAINED WILL BE USED FOR THAT PURPOSE.

Under and by virtue of the Power of Sale contained in a Security Deed and Agreement given by **Sam Fowler Properties, LLC to Southern Resource Partners III, LLC**, dated May 6, 2024, filed May 6, 2024, and recorded at Deed Book 9471, Page 306, Hall County, Georgia records, conveying the after-described property to secure a Promissory Note in the original principal amount of Seven Hundred Fifty Thousand AND 00/100 Dollars (\$750,000.00), with interest thereon as set forth therein, there will be sold at public outcry to the highest bidder for cash before the Courthouse door of HALL COUNTY, Georgia, within the legal hours of sale on the **first Tuesday in January, 2025**, the following described Property:

All that tract or parcel of land lying and being in Land Lots 78 and 87, of the 8th District, and being in Hall County, Georgia, designated as Lot 104, and being more particularly described and delineated according to a plat and survey for Final Subdivision Plat for: Bay Pointe Phase: 1, recorded in the Office of the Clerk of Superior Court of Hall County, Georgia in Plat Book 878, Pages 458-462, which plat is incorporated herein and made a part hereof by this reference. Subject to all zoning ordinances, easements and restrictions of record insofar as the same may lawfully affect the above-described property. Said property is known as **5417 Mayflower Court, Gainesville, GA 30504**, together with all fixtures and personal property attached to and constituting a part of said property, if any. The debt secured by said Security Deed and Agreement has been and is hereby declared due because of, among other possible events of default, failure to pay the indebtedness as and when due and in

the manner provided in the Promissory Note and Security Deed and Agreement. The debt remaining in default, this sale will be made for the purpose of paying the same and all expenses of this sale as provided in said Security Deed and Agreement and by law, including attorney's fees (notice of intent to collect attorney's fees having been given). Said property will be sold subject to any outstanding ad valorem taxes (including taxes which are a lien, but not yet due and payable), any matters which might be disclosed by an accurate survey and inspection of the property, any assessments, liens, encumbrances, zoning ordinances, restrictions, covenants, and matters of record superior to the Security Deed and Agreement first set out above.

The entity that has full authority to negotiate, amend, and modify all terms of the mortgage is **Southern Resource Partners III, LLC**, 5051 Peachtree Corners Circle, Suite 200, Norcross, GA 30092; Telephone: 678-231-1206 To the best knowledge and belief of the undersigned, the party in possession of the property is **Sam Fowler Properties, LLC**, or a tenant or tenants. The sale will be conducted subject (1) to confirmation that the sale is not prohibited under the U.S. Bankruptcy Code and (2) to final confirmation and audit of the status of the loan with the holder of the security deed. **Southern Resource Partners III, LLC as Attorney in Fact for Sam Fowler Properties, LLC** McLain & Merritt, P.C. 3445 Peachtree Road, N.E. Suite 500 Atlanta, GA 30326 404-266-9171 **141466 12/4, 11, 18, 25**

Local Government

PUBLIC NOTICE In accordance with O.C.G.A. § 36-35-4(a)(3), public notice is hereby given of the intent of the governing body of the City of Gainesville to consider, at its regularly scheduled meeting on December 17, 2024, at 5:30 P.M. at the Municipal Court Room in the Gainesville Public Safety Complex, located at 701 Queen City Parkway, Gainesville, Georgia 30501, the passage of an ordinance to amend Section 1-6-4 of the Code of Ordinances of the City of Gainesville by eliminating it in its entirety and substituting in its place the following, with an effective date of January 1, 2026:

Sec. 1-6-4. Compensation; expense allowance; reimbursement. (a) Compensation. (1) Each council member shall receive an annual salary of \$40,000.00, and the mayor shall receive an annual salary of \$45,000.00, which salary shall be paid on a bi-weekly basis as all other City employees. (2) The mayor and each council member shall receive the same Cost of Living Adjustment (COLA) increases as all other City employees, should such COLA increases be granted to City employees generally. (3) The mayor and each council member shall receive an additional \$1,200 added to their annual base salary upon completion of the requirements necessary to receive the Certificate of Achievement through the Harold F. Holtz Municipal Training Institute. (4) At the conclusion of each full term of service starting no earlier than January 1, 2026, the mayor and each council member shall receive milestone incentive pay in the amount of \$1,200 added to their annual base salary for each term served. (5) The annual base

salary, including any COLA increases, of the mayor and each council member, as determined in accordance with this Section, shall not reset at the commencement of a new term, regardless of whether the new term is filled by an incumbent or by a newly elected official. A newly elected official starting a new term of office shall not be entitled to the additional salary earned through training or milestone incentive pay, as set forth in Sections 1-6-4(a)(3) and 1-6-4(a)(4), unless and until a newly elected official meets the requirements necessary to earn said additional salary. (b) Expense allowance. To help defray the day-to-day costs necessary to properly carry out their duties outside of regular meetings, the mayor and each council member shall receive an expense allowance of \$200 per month. (c) Reimbursement. In addition to other compensation and allowances, the mayor and each council member shall be reimbursed for actual transportation costs while traveling by public carrier, the legal mileage rate from his or her residence for use of a personal automobile, and the actual costs of lodging, meals and sundry items incurred while attending to City matters outside of Hall County.

This Public Notice and a copy of the proposed Ordinance shall appear in a prominent place in the City Clerk's office at the Gainesville Administrative Building, 300 Henry Ward Way, Gainesville, Georgia 30501, and copies of this Public Notice and the proposed Ordinance shall be available for public inspection continuously during the three-week period preceding the meeting on December 17, 2024. 4873-1161-4461, v. 3 **141275 11/27, 12/4, 11**

The City of Buford Planning and Zoning Board will meet on Tuesday, December 10, 2024 at 7:00 p.m. and the Buford City Commission will meet on Monday, January 6, 2025 at 7:00 p.m. at Buford City Hall, 2300 Buford Highway, Buford, Georgia 30518 to consider a special use permit at 4966 Lanier Islands Parkway, out of parcel 08-157-000001, Tract One B containing 1.985 acres for Panda Express. The special use permit requested is to allow a drive-thru service and a variance to allow a flat roof, metal awning and decorative metal accents with lighting on the building. **140988 11/20, 27, 12/4, 11, 18, 25**

Miscellaneous

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: 12/18/2024 2003 Chevrolet Astro Van, 1GCDM19X73B1 39403, SBB3259 (GA), MV-2024-210675 2005 Honda Pilot, 2HKYF18635H521403, 5MHC380 (CA), MV-2024-210681 2006 Ford Ranger, 1FTYR10D16 PA77977, REZ5913 (GA), MV-2024-210674 MAG 40-10 **141164 11/27, 12/4**

IN THE MAGISTRATE COURT OF HALL COUNTY STATE OF GEORGIA JASON FORTUNATO & KIPPI FORTUNATO

(Plaintiff) CIVIL ACTION N U M B E R : **MV2023200780-MSG** vs. NEXT GENERATION CONSTRUCTION 316LLC (Defendant) NOTICE OF PUBLICATION TO: **Next Generation Construction 316 LLC** By ORDER of the Court, for service by publication dated the 7th day of November, 2024. You are hereby notified that on the 4th day of August, 2023, the above-named Plaintiffs filed a claim against you in the amount of \$14,126.00 plus court costs of \$106.00. You are hereby commanded and required to file with Hall County Magistrate Court, and to serve upon the plaintiffs, whose address is 3960 Meadow Land Dr. Jefferson, GA 30549, an Answer in writing within 60 days of the date of the Order of Publication. If you fail to do so, judgment by default will be taken against you for the relief demanded in the claim. WITNESS, the Honorable Margaret S. Gregory, Judge of said Court. This, the 7th day of November, 2024 Rosa Pizano Deputy Clerk of Magistrate Court **141410 12/4, 11, 18, 25**

Name Changes

IN THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In re the Name Change of: James Dean, Petitioner. Civil Action Case No. 2024CV002041CGB **NOTICE OF PETITION TO CHANGE NAME OF ADULT** Petitioner filed a petition in Hall County Superior Court on November 8, 2024, to change Petitioner's name from James David Dean to Jocelyn Dorinda Dean. Any interested party has the right to appear in this case and file objections within 30 days after the petition was filed. Dated 11/8/2024 James Dean Petitioner, Pro se Name: James Dean Address: 4023 Cheval Ct Gainesville, GA 30507 Phone (678)396-0454 Email: jodi.dorinda@gmail.com **140950 11/20, 27, 12/4, 11**

IN THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In re the Name Change of: Karen E. Tison, Petitioner. Civil Action Case No. 2024CV002066CGB **NOTICE OF PETITION TO CHANGE NAME OF ADULT** Petitioner filed a petition in Hall County Superior Court on November 13th, 2024, to change Petitioner's name from Karen Elizabeth Tison to Theo Tison. Any interested party has the right to appear in this case and file objections within 30 days after the petition was filed. Dated 11/13/2024 Karen E. Tison, Petitioner, Pro se Name: Karen E. Tison Address: 4036 Parks Rd Flowery Branch, GA 30542 Phone (904)616-4220 Email: subparsibling@gmail.com **141062 11/20, 27, 12/4, 11**

IN THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA In re the Name Change of: Margaret Ann Erwin, Petitioner. Civil Action Case No. 2024CV002064KFG **NOTICE OF PETITION TO CHANGE NAME OF ADULT** Petitioner filed a petition in Hall County Superior Court on November 13th, 2024, to change Petitioner's name from Margaret Ann Erwin to Mac Alexander Carlisle. Any interested party has the right to appear in this case and file objections within 30 days after the petition was filed. Dated 11/13/2024 Margaret Ann Erwin, Petitioner, Pro se Name: Margaret Ann Erwin

Bankruptcy Code and (2) to final confirmation and audit of the status of the loan with the holder of the **Georgia Security Deed and Security Agreement**. to any rights of rescission of the party conducting this foreclosure sale pursuant to Georgia law including, but not limited to O.C.G.A. Section 9-13-172.1, which allows for certain procedures regarding the rescission of judicial and non-judicial sales in the state of Georgia. Please note that the Deed Under Power and other foreclosure documents may not be provided until final confirmation and audit of the status of the loan as provided immediately above and final review by the party conducting this foreclosure sale for compliance with contractual and legal obligations pursuant to the terms of the loan documents and State and Federal law, including but not limited to any and all rights of rescission.

Truist Bank, f/k/a Branch Banking and Trust Company, as Attorney in Fact for **Edward Simpson and Janice D. Simpson** By: **Andrew D. Gleason** Attorney for **Truist Bank, f/k/a Branch Banking and Trust Company** Lefkoff, Rubin, Gleason, Russo & Williams, P.C. 5555 Glenridge Connector Suite 900 Atlanta, Georgia 30342 (404)869-6900 (404)869-6909 (fax) **141450 12/11, 18, 25, 1/1**

Joseph Michael Paul and Manyseng Litprachanh **NOTICE OF SALE UNDER POWER, HALL COUNTY**

Pursuant to the Power of Sale contained in a Security Deed given by Joseph Michael Paul and Manyseng Litprachanh to Mortgage Electronic Registration Systems, Inc., as grantee, as nominee for Quicken Loans, Inc., its successors and assigns dated 5/13/2019 and recorded in Deed Book 8265 Page 636-658 and modified at Deed Book 9378Page 112Hall County, Georgia records; as last transferred to or acquired by Lakeview Loan Servicing, LLC, conveying the after-described property to secure a Note in the original principal amount of \$320,336.00, with interest at the rate specified therein, there will be sold by the undersigned at public outcry to the highest bidder for cash before the Courthouse door of Hall County, Georgia (or such other area as designated by Order of the Superior Court of said county), within the legal hours of sale on January 7, 2025 (being the first Tuesday of said month unless said date falls on a Federal Holiday, in which case being the first Wednesday of said month), the following described property:

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN 392 GMD OF HALL COUNTY, GEORGIA, BEING LOT 131, OF RIVERSTONE PARK, UNIT 1, PHASE 2 AS PER PLAT RECORDED IN PLAT BOOK 846, PAGES 25-32, HALL COUNTY, GEORGIA RECORDS, WHICH PLAT IS INCORPORATED HEREIN AND MADE A PART HEREOF BY REFERENCE

The debt secured by said Security Deed has been and is hereby declared due because of, among other possible events of default, failure to pay the indebtedness as and when due and in the manner provided in the Note and Security Deed. The debt remaining in default, this sale will be made for the purpose of paying the same and all expenses of this sale, as provided in the Security Deed and by law, including attorney's fees (notice of intent to collect attorney's fees having been given). Said property is commonly known as **6216 Brookshire Ct, Braselton, GA 30517** together with all fixtures and personal property attached to and constituting a part of said property, if any. To the best knowledge and belief of the undersigned, the party (or parties) in possession of the subject property is (are): Joseph Michael Paul and Manyseng Litprachanh or tenant or

tenants. Nationstar Mortgage LLC d/b/a Mr. Cooper is the entity or individual designated, who shall have full authority to negotiate, amend and modify all terms of the mortgage. Nationstar Mortgage LLC d/b/a Mr. Cooper 8950 Cypress Waters Blvd. Coppell, TX 75019 1-888-480-2432

Note, however, that such entity or individual is not required by law to negotiate, amend or modify the terms of the loan. Said property will be sold subject to: (a) any outstanding ad valorem taxes (including taxes which are a lien, but not yet due and payable), (b) unpaid water or sewage bills that constitute a lien against the property whether due and payable or not yet due and payable and which may not be of record, (c) the right of redemption of any taxing authority, (d) any matters which might be disclosed by an accurate survey and inspection of the property, and (e) any assessments, liens, encumbrances, zoning ordinances, restrictions, covenants, and matters of record superior to the Security Deed first set out above.

The sale will be conducted subject to (1) confirmation that the sale is not prohibited under the U.S. Bankruptcy Code; and (2) final confirmation and audit of the status of the loan with the holder of the Security Deed. Pursuant to O.C.G.A. Section 9-13-172.1, which allows for certain procedures regarding the rescission of judicial and non-judicial sales in the State of Georgia, the Deed Under Power and other foreclosure documents may not be provided until final confirmation and audit of the status of the loan as provided immediately above.

Lakeview Loan Servicing, LLC as agent and Attorney in Fact for Joseph Michael Paul and Manyseng Litprachanh Aldridge Pite, LLP, Six Piedmont Center, 3525 Piedmont Road, N.E., Suite 700, Atlanta, Georgia 30305, (404) 994-7400. 1006-582A THIS LAW FIRM MAY BE ACTING AS A DEBT COLLECTOR ATTEMPTING TO COLLECT A DEBT. ANY INFORMATION OBTAINED WILL BE USED FOR THAT PURPOSE. 1006-582A **141718 12/11, 18, 25, 1/1**

Juanluis Salcido Rodriguez, Abram Rodriguez Salcido, and Raul Rodriguez **Notice of Sale Under Power State of Georgia, County of Hall**

Under and by virtue of the Power of Sale contained in a Security Deed given by Juanluis Salcido Rodriguez, Abram Rodriguez Salcido, and Raul Rodriguez to Mortgage Electronic Registration Systems, Inc., as nominee for Everett Financial, Inc. dba Supreme Lending (the Secured Creditor), dated October 30, 2023, and Recorded on November 1, 2023 as Book No. 9390 and Page No. 631, Hall County, Georgia records, conveying the after-described property to secure a Note of even date in the original principal amount of \$334,823.00, with interest at the rate specified therein, as last assigned to Click n Close, Inc. by assignment that is or to be recorded in the Hall County, Georgia Records, there will be sold by the undersigned at public outcry to the highest bidder for cash at the Hall County Courthouse within the legal hours of sale on the first Tuesday in JANUARY, 2025, the following described property:

All that tract or parcel of land lying and being in Land Lot 41, 8th District, Hall County, Georgia, consisting of Lot 9, Holiday Heights Subdivision, and being more particularly described according to a survey for Robert D. Hall, Jr. & Sandra H. Hall & Decatur Federal Savings & Loan Assoc. by Henry Grady Jarrard, registered surveyor, dated August 8, 1989, recorded in Plat Book 137, Page 157, Hall County, Georgia Plat Records, Reference to said plat and the record thereof is hereby made

for a more complete description of said property. This conveyance is made subject to Restrictive Covenants recorded in Deed Book 455, Page 204, Hall County, Georgia Deed Records. Tax ID: 08041 001013

The debt secured by said Security Deed has been and is hereby declared due because of, among other possible events of default, failure to pay the indebtedness as and when due and in the manner provided in the Note and Security Deed. Because the debt remains in default, this sale will be made for the purpose of paying the same and all expenses of this sale, as provided in the Security Deed and by law, including attorney's fees (notice of intent to collect attorney's fees having been given). Click n Close, Inc. holds the duly endorsed Note and is the current assignee of the Security Deed to the property. Click n Close, Inc. is the entity with the full authority to negotiate, amend, and modify all terms of the loan.

Pursuant to O.C.G.A. §44-14-162.2, Click n Close, Inc. may be contacted at: 888-845-6535 or by writing to 15301 Spectrum Drive, Ste. 405, Addison, TX 75001-2229. Please note that, pursuant to O.C.G.A. §44-14-162.2, the secured creditor is not required to amend or modify the terms of the loan.

To the best knowledge and belief of the undersigned, the party/parties in possession of the subject property known as **4318 WOODHAVEN LANE, OAKWOOD, GA 30566** is/are: Juanluis Salcido Rodriguez, Abram Rodriguez Salcido, and Raul Rodriguez or tenant/tenants. Said property will be sold subject to (a) any outstanding ad valorem taxes (including taxes which are a lien, but not yet due and payable), (b) any matters which might be disclosed by an accurate survey and inspection of the property, and (c) all matters of record superior to the Security Deed first set out above, including, but not limited to, assessments, liens, encumbrances, zoning ordinances, easements, restrictions, covenants, etc.

The sale will be conducted subject to (1) confirmation that the sale is not prohibited under the U.S. Bankruptcy Code; and (2) final confirmation and audit of the status of the loan with the holder of the security deed.

Pursuant to O.C.G.A. §9-13-172.1, which allows for certain procedures regarding the rescission of judicial and nonjudicial sales in the State of Georgia, the Deed Under Power and other foreclosure documents may not be provided until final confirmation and audit of the status of the loan as provided in the preceding paragraph. Funds used at sale shall be in certified funds and payable to "Bell Carrington Price & Gregg, LLC."

Click n Close, Inc. as Attorney in Fact for Juanluis Salcido Rodriguez, Abram Rodriguez Salcido, and Raul Rodriguez. Any information obtained on this matter may be used by the debt collector to collect the debt. Bell Carrington Price & Gregg, LLC, 339 Heyward Street, 2nd Floor, Columbia, SC 29201 (803)-509-5078. File: 24-45154 **141688 12/11, 18, 25, 1/1**

Robert Gordon Williams **STATE OF GEORGIA COUNTY OF HALL NOTICE OF SALE UNDER POWER**

Under and by virtue of the power of sale contained with that certain Deed to Secure Debt dated September 18, 2023, from Robert Gordon Williams to Gordon M. Telford, Jr. recorded on September 19, 2023, in Deed Book 9370 at Page 691-697, Hall County, Georgia records, and said Deed to Secure Debt having been given to secure a note dated September 18, 2023, in the amount of \$165,000.00, and said Note being in default, the undersigned will sell at public outcry during the legal hours of sale before the door of the courthouse of

Hall County, Georgia, on January 7, 2024, the following described real property (hereinafter referred to as the "Property"): ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN THE UNINCORPORATED CHICOPEE VILLAGE SUBDIVISION, HALL COUNTY, GEORGIA AND WHICH IS SHOWN AND DESIGNATED AS LOT NO. 14, ON A MAP PREPARED BY PICKELL & PICKELL, GREENVILLE, SOUTH CAROLINA AND RECORDED IN THE CLERKS OFFICE OF THE SUPERIOR COURT OF HALL COUNTY, GEORGIA IN PLAT BOOK 15, PAGE 146-147. SAID PLAT AND THE RECORD THEREOF ARE HEREIN INCORPORATED FOR A FULL AND COMPLETE LEGAL DESCRIPTION. TAX PARCEL ID# 15035B001014.

The debt secured by the Deed to Secure Debt and evidenced by the Note, and has been, and is hereby, declared due and payable because of, among other possible events of default, failure to make the payments as required by the terms of the Note. The debt remaining is in default and this sale will be made for the purposes of paying the Deed to Secure Debt, accrued interest, and all expenses of the sale, including attorneys' fees. Notice of intention to collect attorneys' fees has been given as provided by law. To the best of the undersigned's knowledge, the person(s) in possession of the property is/are Robert Gordon Williams.

The property, being commonly known as **17 B Avenue, Gainesville, GA 30504** in Hall County, will be sold as the property of Robert Gordon Williams, subject to any outstanding ad valorem taxes (including taxes which are a lien and not yet due and payable), any matters affecting title to the property which would be disclosed by accurate survey and inspection thereof, and all assessments, liens, encumbrances, restrictions, covenants, and matters of record to the Deed to Secure Debt. Pursuant to O.C.G.A. SS 44-14-162.2, the name, address and telephone number of the individual or entity who shall have the full authority to negotiate, amend or modify all terms of the above-described mortgage is as follows: Gordon M. Telford, Jr., 2524 Northern Oak Drive, Braselton, GA 30517. The foregoing notwithstanding, nothing in O.C.G.A. SS 44-14-162.2 shall require the secured creditor to negotiate, amend or modify the terms of the mortgage instrument. The sale will be conducted subject (1) to confirmation that the sale is not prohibited under U.S. Bankruptcy Code and (2) to final confirmation and audit of the status of the loan with the holder of the Deed to Secure Debt. Baker & Summy, PC for Gordon M. Telford, Jr., as Attorney in Fact for Robert Gordon Williams, 6340 Sugarloaf Parkway, Suite 200, Duluth, GA 30097 Phone: (404) 566-4535 THIS FIRM IS ACTING AS A DEBT COLLECTOR ATTEMPTING TO COLLECT A DEBT. ANY INFORMATION OBTAINED WILL BE USED FOR THAT PURPOSE. **140823 12/4, 11, 18, 25**

Sam Fowler Properties, LLC **NOTICE OF SALE UNDER POWER**

GEORGIA, HALL COUNTY THIS LAW FIRM IS ACTING AS A DEBT COLLECTOR ATTEMPTING TO COLLECT A DEBT. ANY INFORMATION OBTAINED WILL BE USED FOR THAT PURPOSE.

Under and by virtue of the Power of Sale contained in a Security Deed and Agreement given by **Sam Fowler Properties, LLC to Southern Resource Partners III, LLC**, dated May 6, 2024, filed May 6, 2024, and recorded at Deed Book 9471, Page 306, Hall County, Georgia records, conveying the after-described property to secure a Promissory Note in the original principal amount of Seven Hundred Fifty Thousand AND 00/100 Dollars (\$750,000.00), with interest thereon as set forth therein, there will be sold at public outcry to the highest

bidder for cash before the Courthouse door of HALL COUNTY, Georgia, within the legal hours of sale on the **first Tuesday in January, 2025**, the following described Property:

All that tract or parcel of land lying and being in Land Lots 78 and 87, of the 8th District, and being in Hall County, Georgia, designated as Lot 104, and being more particularly described and delineated according to a plat and survey for Final Subdivision Plat for: Bay Pointe Phase: 1, recorded in the Office of the Clerk of Superior Court of Hall County, Georgia in Plat Book 878, Pages 458-462, which plat is incorporated herein and made a part hereof by this reference.

Subject to all zoning ordinances, easements and restrictions of record insofar as the same may lawfully affect the above-described property.

Said property is known as **5417 Mayflower Court, Gainesville, GA 30504**, together with all fixtures and personal property attached to and constituting a part of said property, if any. The debt secured by said Security Deed and Agreement has been and is hereby declared due because of, among other possible events of default, failure to pay the indebtedness as and when due and in the manner provided in the Promissory Note and Security Deed and Agreement. The debt remaining in default, this sale will be made for the purpose of paying the same and all expenses of this sale as provided in said Security Deed and Agreement and by law, including attorney's fees (notice of intent to collect attorney's fees having been given).

Said property will be sold subject to any outstanding ad valorem taxes (including taxes which are a lien, but not yet due and payable), any matters which might be disclosed by an accurate survey and inspection of the property, any assessments, liens, encumbrances, zoning ordinances, restrictions, covenants, and matters of record superior to the Security Deed and Agreement first set out above.

The entity that has full authority to negotiate, amend, and modify all terms of the mortgage is **Southern Resource Partners III, LLC**, 5051 Peachtree Corners Circle, Suite 200, Norcross, GA 30092; Telephone: 678-231-1206

To the best knowledge and belief of the undersigned, the party in possession of the property is **Sam Fowler Properties, LLC**, or a tenant or tenants. The sale will be conducted subject (1) to confirmation that the sale is not prohibited under the U.S. Bankruptcy Code and (2) to final confirmation and audit of the status of the loan with the holder of the security deed.

Southern Resource Partners III, LLC as Attorney in Fact for **Sam Fowler Properties, LLC** McLain & Merritt, P.C. 3445 Peachtree Road, N.E. Suite 500 Atlanta, GA 30326 404-266-9171 **141466 12/4, 11, 18, 25**

Teresita Casales **NOTICE OF SALE UNDER POWER** **GEORGIA, HALL COUNTY**

Under and by virtue of the Power of Sale contained in a Security Deed given by Teresita Casales to Wells Fargo Bank, N.A. dated July 10, 2015, recorded in Deed Book 7557, Page 355, Hall County, Georgia Records, conveying the after-described property to secure a Note in the original principal amount of ONE HUNDRED THOUSAND EIGHT HUNDRED AND 0/100 DOLLARS (\$100,800.00), with interest thereon as set forth therein, there will be sold at public outcry to the highest bidder for cash sale in the Hall County Board of Commissioners meeting room on the 2nd floor of the Hall County Government Center located at 2875 Browns Bridge Road, Gainesville, Hall County, Georgia, or at such place as may be lawfully designated as an alternative, within the

legal hours of sale on the first Tuesday in January, 2025, the following described property: SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

The debt secured by said Security Deed has been and is hereby declared due because of, among other possible events of default, failure to pay the indebtedness as and when due and in the manner provided in the Note and Security Deed. The debt remaining in default, this sale will be made for the purpose of paying the same and all expenses of this sale, as provided in the Security Deed and by law, including attorney's fees (notice pursuant to O.C.G.A. § 13-1-11 having been given). Said property will be sold subject to any outstanding ad valorem taxes (including taxes which are a lien, but not yet due and payable), the right of redemption of any taxing authority, any matters which might be disclosed by an accurate survey and inspection of the property, any assessments, liens, encumbrances, zoning ordinances, restrictions, covenants, and any matters of record including, but not limited to, those superior to the Security Deed first set out above. Said property will be sold on an "as-is" basis without any representation, warranty or recourse against the above-named or the undersigned.

Wells Fargo Bank, N.A. is the holder of the Security Deed to the property in accordance with OCGA § 44-14-162.2.

The entity that has full authority to negotiate, amend, and modify all terms of the mortgage with the debtor is: Wells Fargo Bank, N.A., PO Box 10335, Des Moines, IA 50306, (800) 416-1472. Note, however, that such entity is not required by law to negotiate, amend or modify the terms of the loan. To the best knowledge and belief of the undersigned, the party in possession of the property is Teresita Casales or a tenant or tenants and said property is more commonly known as **4819 Zephyr Cove Pl, Flowery Branch, GA 30542**.

Should a conflict arise between the property address and the legal description the legal description will control.

The sale will be conducted subject (1) to confirmation that the sale is not prohibited under the U.S. Bankruptcy Code and (2) to final confirmation and audit of the status of the loan with the holder of the security deed.

Wells Fargo Bank, N.A. as Attorney in Fact for Teresita Casales McCalla Raymer Leibert Pierce, LLC 1544 Old Alabama Rd Roswell, GA 30076 www.foreclosurehotline.net24-16231GA*Auction services provided by Auction.com (www.auction.com) EXHIBIT "A"

All that tract or parcel of land lying and being in Land Lot 98 of the 8th District, Hall County, Georgia, being Building 21, Unit C, Water Stone Crossing Townhomes, as per plat recorded in Plat Book 862, pages 104-106, Hall County, Georgia records, which plat is incorporated herein and made a part hereof by reference.

MR/ January 7, 2025 Our file no. 24-16231GA-FT5 24-16231GA **141575 12/11, 18, 25, 1/1**

Local Government

PUBLIC NOTICE

In accordance with O.C.G.A. § 36-35-4(a)(3), public notice is hereby given of the intent of the governing body of the City of Gainesville to consider, at its regularly scheduled meeting on December 17, 2024, at 5:30 P.M. at the Municipal Court Room in the Gainesville Public Safety Complex, located at 701 Queen City Parkway, Gainesville, Georgia 30501, the passage of an ordinance to amend Section 1-6-4 of the Code of Ordinances of the City of Gainesville by eliminating it in its entirety and substituting in its place the following, with an effective date of January 1, 2026:

Sec. 1-6-4. Compensation;

expense allowance; reimbursement.

(a) Compensation.

(1) Each council member shall receive an annual salary of \$40,000.00, and the mayor shall receive an annual salary of \$45,000.00, which salary shall be paid on a bi-weekly basis as all other City employees.

(2) The mayor and each council member shall receive the same Cost of Living Adjustment (COLA) increases as all other City employees, should such COLA increases be granted to City employees generally.

(3) The mayor and each council member shall receive an additional \$1,200 added to their annual base salary upon completion of the requirements necessary to receive the Certificate of Achievement through the Harold F. Holtz Municipal Training Institute.

(4) At the conclusion of each full term of service starting no earlier than January 1, 2026, the mayor and each council member shall receive milestone incentive pay in the amount of \$1,200 added to their annual base salary for each term served.

(5) The annual base salary, including any COLA increases, of the mayor and each council member, as determined in accordance with this Section, shall not reset at the commencement of a new term, regardless of whether the new term is filled by an incumbent or by a newly elected official. A newly elected official starting a new term of office shall not be entitled to the additional salary earned through training or milestone incentive pay, as set forth in Sections 1-6-4(a)(3) and 1-6-4(a)(4), unless and until a newly elected official meets the requirements necessary to earn said additional salary.

(b) Expense allowance. To help defray the day-to-day costs necessary to properly carry out their duties outside of regular meetings, the mayor and each council member shall receive an expense allowance of \$200 per month.

(c) Reimbursement. In addition to other compensation and allowances, the mayor and each council member shall be reimbursed for actual transportation costs while traveling by public carrier, the legal mileage rate from his or her residence for use of a personal automobile, and the actual costs of lodging, meals and sundry items incurred while attending to City matters outside of Hall County.

This Public Notice and a copy of the proposed Ordinance shall appear in a prominent place in the City Clerk's office at the Gainesville Administrative Building, 300 Henry Ward Way, Gainesville, Georgia 30501, and copies of this Public Notice and the proposed Ordinance shall be available for public inspection continuously during the three-week period preceding the meeting on December 17, 2024. 4873-1161-4461, v.3 **141275 11/27, 12/4, 11**

The City of Buford Planning and Zoning Board will meet on Tuesday, December 10, 2024 at 7:00 p.m. and the Buford City Commission will meet on Monday, January 6, 2025 at 7:00 p.m. at Buford City Hall, 2300 Buford Highway, Buford, Georgia 30518 to consider a special use permit at 4966 Lanier Islands Parkway, out of parcel 08-157-000001, Tract One B containing 1.985 acres for Panda Express. The special use permit requested is to allow a drive-thru service and a variance to allow a flat roof, metal awning and decorative metal accents with lighting on the building. **140988 11/20, 27, 12/4, 11, 18, 25**

Miscellaneous

A B A N D O N E D MOTOR VEHICLE ADVERTISEMENT NOTICE (REPAIR FACILITY)

Vehicle Make: BMW Year: 2008

AFFIDAVIT OF PUBLICATION

State of Georgia

County of Hall

Personally appeared before the undersigned, Stephanie Woody, who having been duly sworn, on oath, says that she is the Group Publisher of THE TIMES, FORSYTH COUNTY NEWS, and DAWSON COUNTY NEWS, and that the Advertisement was Published in THE TIMES:

Ad# 141275

Local Government

PUBLIC NOTICE

Published: The Times: 11/27/2024, 12/4/2024, 12/11/2024

Stephanie Woody
Stephanie Woody, Affiant
Verified JW

Sworn to and Subscribed before me
This 11th day of December, 2024

Jacqueline Wildes
Notary Public





CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: December 12, 2024

Date Submitted: December 16, 2024

Final Approval Date: December 16, 2024

Presenter: Matt Tate, Community & Economic Development Dept Deputy Director

Item of Business: **Ordinance 2024-31**
Amend Chapter 4-1 As it Pertains to Animal Control
AN ORDINANCE TO AMEND CHAPTER 4-1 OF THE CODE OF ORDINANCES OF THE CITY OF GAINESVILLE, GEORGIA BY AMENDING SECTIONS 4-1-2(a), 4-1-5, 4-1-6, 4-1-7, 4-1-35, 4-1-37, 4-1-56(b), 4-1-58, AND 4-1-80 AND BY ADDING SECTIONS 4-1-13 AND 4-1-14; TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE FOR SEVERABILITY; TO PROVIDE FOR CODIFICATION; TO PROVIDE FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

Meeting Date: December 17, 2024

Purpose of Request:

To amend Chapter 4-1 related to animal control by amending sections 4-1-2(a), 4-1-5, 4-1-6, 4-1-7, 4-1-35, 4-1-37, 4-1-56(b), 4-1-58, and 4-1-80 and by adding sections 4-1-13 AND 4-1-14.

Facts & Issues / History & Background:

Department Recommendation:

Approve the ordinance.

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. 2024-31 Amend Chapter 4-1 As it Pertains to Animal Control

AN ORDINANCE

No. 2024-31

AN ORDINANCE TO AMEND CHAPTER 4-1 OF THE CODE OF ORDINANCES OF THE CITY OF GAINESVILLE, GEORGIA BY AMENDING SECTIONS 4-1-2(a), 4-1-5, 4-1-6, 4-1-7, 4-1-35, 4-1-37, 4-1-56(b), 4-1-58, AND 4-1-80 AND BY ADDING SECTIONS 4-1-13 AND 4-1-14; TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE FOR SEVERABILITY; TO PROVIDE FOR CODIFICATION; 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.

Section 4-1-2(a) of the Code of Ordinances of the City of Gainesville, Georgia is hereby amended by changing the phrase “the county Humane Society” to the phrase “the Hall County Animal Shelter.”

SECTION II.

Section 4-1-5 of the Code of Ordinances of the City of Gainesville, Georgia is hereby amended by changing “1-1-7” in subsection (a) to “1-1-8” and by changing the phrase “code enforcement” in subsection (b) to the phrase “animal control.”

SECTION III.

Section 4-1-6 of the Code of Ordinances of the City of Gainesville, Georgia is hereby amended by eliminating it in its entirety and amending it to read as follows:

Sec. 4-1-6. - Impoundment of animals, generally.

A. Any animal may be impounded if:

1. It is not under restraint or is at large;
2. It is livestock and is not being maintained in accordance with this chapter;
3. It is a hazardous animal that, on or after January 1, 2010, the owner has not registered as required by an animal control officer or the hazardous animal is not being confined as required pursuant to this chapter;
4. It is a guard animal and is not kept in accordance with the provisions of this chapter;
5. It does not have a visible collar with a valid and current rabies vaccination tag affixed as required by this chapter;
6. It has been abandoned as prohibited by this chapter;

ORDINANCE NO. 2024-31

7. It has bitten or is reasonably suspected of biting another animal or human and is being held for the required quarantine period under the rules of the board of health; or
 8. It has been abused as prohibited by this chapter.
- B. Said animal shall be impounded according to such rules and regulations now or hereafter prescribed by law or by the resolutions and ordinances of the governing authority for the detention, control and disposition of animals. All impounded animals shall be housed and cared for at the Hall County Animal Shelter or such other facility as may be required to securely confine the animal if the animal cannot be maintained at the Hall County Animal Shelter.
- C. Any animal impounded after a finding by an animal control officer that it has been abused pursuant to this chapter shall not be released to the owner unless the owner demonstrates to animal control that the animal will not be subjected to the same or different conditions upon its release that originally led to or will lead to a violation of this chapter within seven days of an animal control officer's impoundment of the animal.
- D. Any animal whose owner fails to comply with paragraph C of this section within the required seven days shall be released by an animal control officer to the Hall County Animal Shelter for adoption or euthanasia.

SECTION IV.

Section 4-1-7 of the Code of Ordinances of the City of Gainesville, Georgia is hereby amended by eliminating it in its entirety and amending it to read as follows:

Sec. 4-1-7. - Payment of pound fees prior to release.

- A. It shall be the responsibility of an animal control officer to immediately notify the owner of each domesticated animal or agricultural animal impounded if the owner of the domesticated animal or agricultural animal is known or can be reasonably ascertained. The owner of any domesticated animal or agricultural animal impounded may reclaim such domesticated animal or agricultural animal by the payment of:
1. Any impoundment fee as established in the animal services fee schedule adopted by the governing authority;
 2. Any charges assessed by an animal control officer pursuant to the animal services fee schedule adopted by the governing authority for boarding, quarantine boarding, and veterinary services for the animal;
 3. If required due to the animal not wearing a current rabies inoculation tag, the cost of the rabies vaccination as per the animal services fee schedule adopted by the governing authority; and upon proof of payment of any fine already imposed for a violation of this chapter.
- B. Owners of animals who have been identified and notified but who refuse to reclaim their animals will be responsible for payment of all fees charged pursuant to this chapter by an animal control officer within ten days of the animal's impoundment.

ORDINANCE NO. 2024-31

SECTION V.

Chapter 4-1 of the Code of Ordinances of the City of Gainesville, Georgia is hereby amended by adding new Sections 4-1-13 and 4-1-14 to read as follows:

Sec. 4-1-13. - City declared bird sanctuary.

- A. An animal control officer is authorized to make whatever inquiry is deemed necessary to ensure compliance with the provisions of this chapter. All law enforcement agencies of the governing authority shall cooperate with the animal control officers in enforcing the provisions of this chapter.
- B. It shall be unlawful:
 - 1. To interfere with, fail to cooperate with or fail to respond to any lawful request of an animal control officer or any law enforcement officer acting pursuant to this chapter;
 - 2. To refuse to comply with any animal control officer's command to place an animal in quarantine or to provide an animal to an animal control officer for quarantine;
 - 3. To take or attempt to take any animal from an animal control officer's vehicle, trailer or any other vehicle or trailer used by an animal control officer to transport an animal pursuant to this chapter without the authorization of an animal control officer;
 - 4. To take or attempt to take any animal from the Hall County Animal Shelter or other impounding area used by an animal control officer for the purposes of this chapter without the authorization of an animal control officer;
 - 5. To relocate, interfere with, or alter the operation of any device, equipment, or item of an animal control officer without the express authorization of an animal control officer;
 - 6. To place a person's own animal into or remove any animal confined within a trap or cage operated by an animal control officer without the authorization of an animal control officer; or
 - 7. To give a false name, address, date of birth, or statement to any animal control officer in the lawful discharge of his or her official duties with the intent to mislead such animal control officer in any way.

Sec. 4-1-14. - Animal abuse – leaving in motor vehicles.

- A. Any person who transports any animal in any vehicle or leaves an animal in a vehicle unattended with the outside temperature higher than 80 degrees shall be in violation of this chapter unless sufficient ventilation is provided to prevent the animal from being in distress.
- B. No animal shall be transported in the closed trunk of a vehicle.
- C. When the conditions inside a parked vehicle provide reasonable cause to believe the animal may die if not immediately removed as shown by the animal's physical appearance and a violation of paragraphs A or B is present, any animal left in a parked vehicle may be removed from that vehicle by animal control, any law enforcement agency, or any fire agency. Neither Hall County nor the City of Gainesville shall be liable for any damage caused to such vehicle in order to remove said animal.

ORDINANCE NO. 2024-31

Secs. 4-1-15—4-1-30. Reserved.

SECTION VI.

Section 4-1-35 of the Code of Ordinances of the City of Gainesville, Georgia is hereby amended by changing “1-1-7” to “1-1-8.”

SECTION VII.

Section 4-1-37 of the Code of Ordinances of the City of Gainesville, Georgia is hereby amended by changing “1-1-7” to “1-1-8.”

SECTION VIII.

Section 4-1-56(b) of the Code of Ordinances of the City of Gainesville, Georgia is hereby amended by eliminating it in its entirety and amending it to read as follows:

(b) Reasonable care and precautions shall be taken by the owner of any domesticated animal, or anyone having a domesticated animal in his possession or control to prevent the domestic animal from leaving the real property limits of its owner or possessor, and ensure that it is securely and humanely enclosed within a house, building, fence, pen or other enclosure out of which the domestic animal cannot climb, dig, jump, or otherwise escape on its own volition, and that such enclosure is securely locked at any time the domestic animal is left unattended. It shall be unlawful for the owner or possessor of any animal to restrain or anchor any domestic animal by means of a tether, chain, cable, rope or cord, unless the tether or other restraint is being held by a competent person.

SECTION IX.

Section 4-1-58 of the Code of Ordinances of the City of Gainesville, Georgia is hereby amended by changing the phrase “the county Humane Society” to the phrase “the Hall County Animal Shelter” in subsection (a)(1) and in subsection (b).

SECTION X.

Section 4-1-80 of the Code of Ordinances of the City of Gainesville, Georgia is hereby amended by changing “eight” to “ten.”

SECTION XI.

All ordinance and parts of ordinances in conflict herewith are hereby repealed.

SECTION XII.

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.

ORDINANCE NO. 2024-31

SECTION XIII.

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 resolution was adopted as stated and will be recorded in the official minutes.

ATTEST:

Denise O. Jordan, City Clerk

4897-4151-4243, v. 4



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: December 12, 2024

Date Submitted: December 16, 2024

Final Approval Date: December 16, 2024

Presenter: Abb Hayes, City Attorney

Item of Business: **Ordinance 2024-32**
Amend Title 6 As It Pertains to Coin Operated Amusement Machines
AN ORDINANCE TO AMEND TITLE 6 OF THE CODE OF ORDINANCES OF THE CITY OF GAINESVILLE, GEORGIA BY AMENDING SECTION 6-4-84(a) AND BY ADDING A NEW CHAPTER 6-22; TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE FOR SEVERABILITY; TO PROVIDE FOR CODIFICATION; TO PROVIDE FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

Meeting Date: December 17, 2024

Purpose of Request:

To amend section 6-4-84(a) of the code and to add a Chapter 6-22 entitled Coin Operated Amusement Machines.

Facts & Issues / History & Background:

Department Recommendation:

Approve the ordinance.

Department Director:

Abb Hayes

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

Amount Requested:

Sources of Funds:

Finance Comments:

Administrative Comments:

Attachments:

1. 2024-32 Amend Title 6 As It Pertains to Coin Operated Amusement Machines

AN ORDINANCE

No. 2024-32

AN ORDINANCE TO AMEND TITLE 6 OF THE CODE OF ORDINANCES OF THE CITY OF GAINESVILLE, GEORGIA BY AMENDING SECTION 6-4-84(a) AND BY ADDING A NEW CHAPTER 6-22; TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE FOR SEVERABILITY; TO PROVIDE FOR CODIFICATION; 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.

Section 6-4-84(a) of the Code of Ordinances of the City of Gainesville, Georgia is hereby amended by deleting subsection (5), and by renumbering subsections (6) and (7) as subsections (5) and (6).

SECTION II.

Title 6 of the Code of Ordinances of the City of Gainesville, Georgia is hereby amended by adding a new Chapter 6-22 to read as follows:

CHAPTER 6-22. – COIN OPERATED AMUSEMENT MACHINES

Sec. 6-22-1. – Short title.

This Chapter shall be known as the "Bona Fide Coin Operated Amusement Machine Ordinance."

Sec. 6-22-1. - Gambling devices prohibited.

"Gambling devices," as that term is defined in O.C.G.A. § 16-12-20(2), are prohibited in the city, and the ownership, use, or transport thereof shall be a misdemeanor pursuant to state law, except as exempted pursuant to O.C.G.A. § 16-12-35(a) through (k).

Sec. 6-22-2. - Gambling places prohibited.

"Gambling places," as that term is defined in O.C.G.A. § 16-12-20(3) are prohibited in the city, and the operation thereof shall be a misdemeanor pursuant to state law.

Sec. 6-22-3. - Definitions.

Defined terms in O.C.G.A. § 50-27-70 shall have the same meaning in this Chapter unless otherwise defined herein. "Amusement game room" means any location where one or more bona fide coin operated amusement machines are operated.

ORDINANCE NO. 2024-32

Sec. 6-22-4. - License required.

No person, firm, or corporation shall engage in the business of an owner or proprietor of an amusement game room, as the term is herein defined, without first having obtained an amusement game room license and without first having paid the applicable occupation tax and obtained an occupational tax certificate required under this article. A separate amusement game room license must be obtained for each location in the jurisdiction in which bona fide coin operated amusement machines are operated.

Sec. 6-22-5. - Issuance of license.

Application for a license for operating an amusement game room within the corporate limits of the city shall be made to the City Manager or designee upon a form to be supplied by the City Manager or designee for this purpose. The license application shall include the following information:

- (1) Name, address, and age of the applicant and the date of the application;
- (2) Address or place where the bona fide coin operated amusement machine or machines are to be offered to the public for play and the other business or businesses operated at that place or places;
- (3) Name and address of the owner of the machine or machines and a copy of the owner's master license;
- (4) Name and address of any other business owned or operated by applicant within the corporate limits of the city; and
- (5) List of any other licenses or permits from the city held by the applicant.

Upon issuing a license for an amusement game room, the city official or employee shall provide the licensee with a copy of this Chapter. The city shall not require a fee for an amusement game room license or registration. A license issued in accordance with this Chapter shall be valid until December 31st of the year in which the license was issued. The owner or operator of an amusement game room shall be required to pay occupation taxes in accordance with chapter 6-2 of this Code.

Sec. 6-22-6. - Occupation tax required.

No person, firm, or corporation shall engage in the business of an owner or proprietor of amusement game room, as the term is herein defined, without first having completed the occupation tax certificate application form, paid the required occupational tax, and obtained an occupational tax certificate.

Sec. 6-22-7. - Minimum distance requirements.

- (a) Every amusement game room in the city shall comply with the proximity provision for businesses licensed to sell alcohol set out in O.C.G.A. § 3-3-21 and in Chapter 6-4 of this Code.
- (b) Every amusement game room in the city shall comply with the proximity provision for businesses licensed to sell alcohol as set out in chapter 6-4 of this Code.

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Sec. 6-22-8. - Number of bona fide coin operated amusement machines at a location.

No amusement game room in the city shall offer to the public more than six Class B machines.

Sec. 6-22-9. - Gross receipts from bona fide coin operated amusement machines and from business.

- (a) Every amusement game room shall keep records available for inspection by city officials that set out separately annual gross receipts for the Class B machines and the other products and services sold at the location.
- (b) Any location owner or location operator subject to O.C.G.A. § 50-27-84(b)(1) is hereby required to provide a monthly report to the City's finance department. Such report shall indicate the monthly gross retail receipts for each business location located within the jurisdiction of the city and shall be due by the 20th day of each month, subsequent to the month in which the sales have taken place. In addition, each owner or operator must allow the local government an annual audit of the reports from the owner or operator to the Georgia Lottery Corporation.
- (c) No location owner or location operator may derive more than 50 percent of such location owner's or location operator's monthly gross retail receipts for this business location in which the Class B machines are situated from such Class B machines and any location owner or location operator found in violation of such provision may be fined and may have any city issued license suspended or revoked as allowed under this Chapter. Compliance with this section requires both the availability of records for inspection and compliance with the 50 percent of gross retail receipts requirement. Any violations of this provision shall be reported to the Georgia Lottery Corporation.

Sec. 6-22-10. - Required signage.

- (a) Every amusement game room shall post a conspicuous sign with the following or substantially similar language:

"GEORGIA LAW PROHIBITS GIVING OR RECEIPT OF ANY MONEY FOR WINNING A GAME OR GAMES ON AN AMUSEMENT MACHINE; GIVING OR RECEIPT OF MONEY FOR FREE REPLAYS WON ON AN AMUSEMENT MACHINE; GIVING OR RECEIPT OF MONEY FOR ANY MERCHANDISE, PRIZE, TOY, GIFT CERTIFICATE, OR NOVELTY WON ON ANY AMUSEMENT MACHINE; OR AWARDED ANY MERCHANDISE, PRIZE, TOY, GIFT CERTIFICATE, OR NOVELTY OF A VALUE EXCEEDING \$5.00 FOR A SINGLE PLAY OF AN AMUSEMENT MACHINE."

- (b) Every amusement game room shall post the license issued by the City conspicuously and permanently.
- (c) The owner or proprietor of each amusement game room shall inform every employee, location owner, and location operator of the acts and omissions prohibited by state law and by this Chapter, and of the penalties for violation of state law and this Chapter.

Sec. 6-22-11. - Compliance with state law relating to master licenses, location licenses, and stickers for individual machines.

Bona fide coin operated amusement machines may be used in an amusement game room within the city only if the machines are owned by a person who holds a valid master license in accordance with O.C.G.A. § 50-27-71, and each machine offered to the public for play has a

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valid permit sticker in accordance with O.C.G.A. § 50-27-78. In addition, the business owner where the machines are available for play by the public must pay a location license fee in order to obtain a valid location license in accordance with O.C.G.A. § 50-27-71(a.1) and (b). The city official in charge of issuing business licenses shall notify the state commissioner of revenue of any observed violation of O.C.G.A. § 50-27-71 or § 50-27-78.

Sec. 6-22-12. - License suspension and revocation.

- (a) The city may suspend or revoke the city-issued license of any location owner or location operator to manufacture, distribute, or sell alcoholic beverages as a penalty for the conviction of the business owner or business operator of a violation of state law.
- (b) The city may suspend or revoke the license of any location owner or location operator of any other license granted by the municipality as a penalty for the conviction of the business owner or business operator of a violation of state law.
- (c) The suspension or revocation of licenses under this section shall be in accordance with the following guidelines of due process:
 - (1) No license which has been issued or which may be issued pursuant to this Chapter shall be suspended or revoked except for due cause and after providing the licensee with an opportunity for a hearing and upon prior three-day written notice to the holder of the license of the time, place and purpose of the hearing and a statement of the charges upon which the hearing shall be held. Written notice shall be delivered to the licensee by hand-delivering and/or depositing via first class mail a copy of said written notice to the business location to which the license pertains.
 - (2) The term "due cause" for the purposes of this section shall include, but not be limited to:
 - a. Conviction of, or the entering of a plea of guilty or nolo contendere by, the licensee or any of his employees or any person holding an interest in the license for any felony, any law, administrative regulation, or ordinance involving alcoholic beverages, gambling or narcotics, or tax laws.
 - b. Conviction of, or the entering of a plea of guilty or nolo contendere by, the licensee or any of his employees or any person holding an interest in the license for any sex offense when the licensed business is for on-premises consumption.
 - c. Suspension or revocation of any state license required as a condition for the possession, sale, or distribution of alcoholic beverages.
 - d. Material falsification of any fact given in an application for a license issued under this Chapter or bearing upon the licensee's qualification therefor. Any act which may be construed as a subterfuge in an effort to circumvent any of the qualifications for a license under this Chapter shall be deemed a violation of the requirement attempted to be circumvented.
 - e. Failure to meet or maintain any standard prescribed by this Chapter as a condition or qualification for holding a license.
 - f. Any other factor known to or discovered by the City whereby it is objectively shown the licensee, any of the licensee's employees, or any person holding an interest in a license, has engaged in conduct at or involving the licensed business or has permitted conduct on the licensed premises that constitutes a violation of federal or state law, local ordinance or administrative regulations involving alcoholic beverages, gambling or narcotics for all alcohol licensed businesses and including any sex offense under state law or local ordinances with respect to businesses licensed for on-premises consumption. With respect to this section, it shall be rebuttably

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presumed that the violative act was done with the knowledge or consent of the licensee; provided, however, that such presumption may be rebutted only by evidence which precludes every other reasonable hypothesis save that such licensee did not know, assist or aid in such occurrence, or in the exercise of full diligence that such licensee could not have discovered or prevented such activity.

- (3) Notice of suspension or revocation and the opportunity for a hearing shall be served on the person named as licensee in the application. Notice shall be in writing. The notice may be served personally or by first-class mail by sending said notice to the business location to which the license pertains. In the case of service by mail of any notice required by this Chapter, the service is complete at the time of deposit in the United States Postal Service.
- (4) The hearing shall be conducted by the administrative hearing officer appointed by the governing body of the City. The hearing officer shall be an attorney licensed to practice in the state who is disinterested in the proceeding.
- (5) Hearings shall be only as formal as necessary to preserve order and shall be compatible with the principles of justice. The City attorney shall present the city's case and bear the burden of proving by a preponderance of the evidence that due cause exists to suspend or revoke the license. At the hearing, the licensee shall have the right to represent itself or be represented by counsel, may cross-examine all witnesses offered by the city, and may call witnesses and present evidence on its own behalf. Formal rules of evidence shall not apply to hearings under this section, although the hearing officer shall have the right to exclude evidence which carries no indicia of reliability. All testimony shall be offered under oath or affirmation.
- (6) The hearing officer shall make his final determination within ten business days of the completion of the hearing. The decision shall be placed in writing and contain the hearing officer's findings of fact, conclusions of law, and decision as to sanction, if any. Such sanction may include one or more of the following: revocation of the license, suspension of the license for no more than 12 months, imposition of a probationary period not to exceed 12 months, and/or a civil monetary penalty not to exceed the amount allowed under the City Charter. Progressive sanctions, depending on the severity of the violation, are encouraged but not required. Where the remaining term of the license is less than 12 months, imposition of suspension or probation for a period in excess of the term of the existing license shall be applied to any renewal license. A subsequent violation within a probationary period shall be cause for revocation and/or denial of license renewal. A total of two separate and unrelated violations within 24 months, whether or not within a probationary period, shall be grounds for permanent revocation.
- (7) The hearing officer's decision shall be personally served or mailed by first class mail to the licensee and his attorney, with a copy to the City Attorney, within ten business days of the close of the hearing. The decision of the hearing officer shall constitute final action by the city, subject to review upon petition for certiorari to the superior court.
- (8) Upon receipt of notice of adverse action against the licensee under this section, the licensee may waive its right to a hearing and stipulate to a sanction, as recommended by the City. Any stipulation entered under this subsection shall be in writing, signed by the licensee, and non-appealable.

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Sec. 6-22-13. - Criminal penalties for violations by owners or operators of amusement game rooms.

- (a) Penalties for violation of the provisions of this Chapter by the owner or operator of an amusement game room, after conviction in the municipal court of the city, or other court of competent jurisdiction are as follows:
 - (1) *First offense.* Fine not to exceed \$500.00 for each violation.
 - (2) *Second offense.* Fine not to exceed \$1,000.00 for each violation, suspension, or permanent revocation of the owner or operator's license for offering any amusement game at the location, or suspension of other permits and licenses granted by the city for not more than six months, or any combination of these penalties.
- (b) The fines listed in the penalties for violation of this Chapter may be imposed by the judge of the municipal court of the city or the judge of any other court of competent jurisdiction.
- (c) Offering one or more bona fide coin operated amusement machine games in violation of an order suspending or revoking the license for the offering of any amusement game at the location is punishable, after conviction in the municipal court of the city, by a fine not to exceed \$1,000.00, imprisonment not to exceed 30 days, or both such fine and imprisonment.

Sec. 6-22-14. - Penalties for violations by those who play bona fide coin operated machines in violation of law or ordinance.

The municipal court of the city or any other court of competent jurisdiction is authorized to impose the following penalties on any person convicted of receiving money as a reward for the successful play or winning of any bona fide coin operated amusement machine from any person owning, possessing, controlling or overseeing such bona fide coin operated amusement machine or any person employed by or acting on behalf of a person owning, possessing, controlling or overseeing a bona fide coin operated amusement machine.

- (1) *First offense.* Fine not to exceed \$250.00 for each violation.
- (2) *Second and subsequent offense.* Fine not to exceed \$500.00 for each violation.

Sec. 6-22-15. - Operating regulations.

All businesses operating as an amusement game room hereunder shall be subject to the following regulations:

- (1) *Devices to be kept in plain view; gambling devices prohibited.* All Class A machines and Class B machines shall at all times be kept and placed in plain view of and open and accessible to any person(s) who may frequent or be in any place of business where such machines are kept or used. Nothing in this section shall be construed to authorize, permit or license any gambling device of any nature whatsoever.
- (2) *Inspection.* The Chief of Police or his designee may inspect or cause the inspection of any location in which any such bona fide coin operated amusement machine(s) are operated or set up for operation, and may inspect, investigate and test such machines as needed.
- (3) *Attendant required.* It shall be unlawful for any location owner or location operator to open the location to the public unless an attendant is present. Said attendant shall be

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of sufficient mental and physical capacity so as to be able to provide aid to patrons if needed or desired. Said attendant shall not be less than 18 years of age.

- (4) *Loitering*. As used in this section, "loitering" shall mean remaining idle in essentially one location and shall include the concepts of spending time idly, loafing, or walking about aimlessly, and shall be unlawful for any person, firm, or corporation licensed to operate an amusement game room to permit loitering on or in the immediate vicinity of any machine or business premises regulated hereunder in such a manner as to:
- a. Create or cause to be created a danger of a breach of the peace;
 - b. Create or cause to be created any disturbance of the peace, as defined by law;
 - c. Obstruct the free passage of pedestrians or vehicles;
 - d. Obstruct, molest, or interfere with any person lawfully in a public place.
 - e. Shirt and shoes required. All location owners and location operators shall require shirts and shoes to be worn at all times by any person frequenting their location.

Sec. 6-22-16. - Licenses and permits are nontransferable.

- (a) Licenses required in this Chapter are nontransferable. All businesses that have bona fide coin operated amusement machines on the premises shall display, in plain view, the current amusement game room license and occupational tax certificate issued by the city.
- (b) The issued license shall not be transferred to another owner at the same site within the city. A new owner or proprietor must first obtain a new license if they are going to operate in the same or different location in the city.

Sec. 6-22-17. - Enforcing officer.

The Chief of Police and City Manager or their designees are hereby designated as the enforcement officers and shall work together to execute all requirements of this Chapter.

SECTION III.

All ordinance 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.

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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 resolution was adopted as stated and will be recorded in the official minutes.

ATTEST:

Denise O. Jordan, City Clerk

4916-5116-7235, v. 2



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: December 12, 2024

Date Submitted: December 13, 2024

Final Approval Date: December 17, 2024

Presenter: Abb Hayes, City Attorney

Item of Business: Request from **Grand Communities, LLC** to annex a 2.559± acres tract located on the east side of Crystal Drive, between Mountain View Drive and Springview Drive (a/k/a **1936 Crystal Drive**) and to establish a zoning of Planned Unit Development (P-U-D). **Ward Number: One.** Tax Parcel Number(s): 00-090-002-001. **Request: 53 single-family detached homes and 88 single-family attached townhomes.**

- Proposed Annexation Ordinance 2024-33
- Proposed Zoning Ordinance 2024-34

Meeting Date: December 17, 2024

Purpose of Request:

To conduct a public hearing regarding the following zoning request as presented at the November 12, 2024, Planning and Appeals Board Meeting.

Facts & Issues / History & Background:

The applicant is proposing to annex the 2.559± acres subject property as part of an overall 36.38± acres tract with a zoning of Planned Unit Development (P-U-D). The property is currently zoned Residential-I (R-I) within unincorporated Hall County and is undeveloped with dense vegetation.

The proposal includes 141 for sale residential units consisting of 53 single-family homes and 88 townhomes and will be named "Sapphire Springs". The single-family homes are a mixture of ranch and two-story homes ranging from 1,200 to 3,100 square feet in size with two car garages. The townhomes are two-stories ranging from 1,550 to 1,850 square feet in size with a mixture of 1 and 2 car garages. Amenities include a community clubhouse, pool, playground, mulch trail, common green space and mail kiosk, all of which will be maintained by a mandatory Homeowners Association (HOA). One access road is proposed from Thompson Bridge Road and a gated emergency access drive is proposed from Crystal Drive. The proposed streets will be public roads, water, sanitary sewer and solid waste pickup will be provided by the City of Gainesville.

The adjacent uses include single-family homes to the north, south and west. Commercial and multifamily uses are present on the east side of Thompson Bridge Road and include the Cielo At Thompson apartments, Chattahoochee shopping center, Brown Eyed Girl Upscale Resale, Pro Touch Landscapes, House Dressing Outdoor store and Cabinetry By Collier / Custom Kitchens.

Department Recommendation:

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

SAMPLE MOTIONS:

Approval of Ordinance 2024-33:

I move to approve the ordinance to annex the subject property for 53 single-family detached homes and 88 single-family attached townhomes as presented.

Approval of Ordinance 2024-34:

I move to approve the ordinance to establish zoning as Planned Unit Development (P-U-D) with seventeen 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. Legal Ad
2. PAB Recommendation Report
3. Proposed Annexation Ordinance 2024-33
4. Revised Proposed Zoning Ordinance 2024-34
5. Attachment: Revised Site Plan to Revised Proposed Ordinance 2024-34
6. Location maps
7. Narrative Report (Revised)
8. Reservation of Constitutional & Other Legal Rights (Revised)
9. Site Plan - Revised
10. Design Book - Revised
11. Detached Home Renderings
12. 2024-10-01 Traffic Impact Study - Sapphire Springs

in this case and file objections within 30 days after the petition was filed.
Dated 11/8/2024
James Dean Petitioner, Pro se
Name: James Dean
Address: 4023 Cheval Ct Gainesville, GA 30507
Phone (678)396-0454
Email: jodi.dorinda@gmail.com
140950 11/20, 27, 12/4, 11

INTHE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA
In re the Name Change of: Karen E. Tison, Petitioner.
Civil Action Case No. 2024CV002066CGB
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Petitioner filed a petition in Hall County Superior Court on November 13th, 2024, to change Petitioner's name from Karen Elizabeth Tison to Theo Tison.
Any interested party has the right to appear in this case and file objections within 30 days after the petition was filed.
Dated 11/13/2024
Karen E. Tison, Petitioner, Pro se
Name: Karen E. Tison
Address: 4036 Parks Rd Flowery Branch, GA 30542
Phone (904)616-4220
Email: subparsibling@gmail.com
141062 11/20, 27, 12/4, 11

IN THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA
In re the Name Change of: Margaret Ann Erwin , Petitioner.
Civil Action Case No. 2024CV002064KFG
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Petitioner filed a petition in Hall County Superior Court on November 13th, 2024, to change Petitioner's name from Margaret Ann Erwin to Mac Alexander Carlisle.
Any interested party has the right to appear in this case and file objections within 30 days after the petition was filed.
Dated 11/13/2024
Margaret Ann Erwin, Petitioner, Pro se
Name: Margaret Ann Erwin
Address: 6535 Yacht Club Road Flowery Branch, GA 30542
Phone (678)292-8587
Email: Maggserwin@gmail.com
141049 11/20, 27, 12/4, 11

IN THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA
In re the Name Change of: Wyatt Blake Powers, Petitioner.
Civil Action Case No. 2024CV001938JJD
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Petitioner filed a petition in Hall County Superior Court on October 25, 2024, to change Petitioner's name from: Wyatt Blake Powers to Wyatt Blake Whitelaw.
Any interested party has the right to appear in this and file objections within 30 days after the petition was filed.
Dated: 10/25/2024
Wyatt Blake Powers Petitioner, Pro se
Name: Wyatt Blake Powers
Address: 4922 Oak Meadow Lane Oakwood, GA 30566
Phone: 678-873-6667
Email: jeffwhitelaw@hotmail.com
140424 11/6, 13, 20, 27

IN THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA
In re the Name Change of: Ashton Claire Sanders, Petitioner.
Civil Action Case No. 2024CV001928
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Petitioner filed a petition in Hall County Superior Court on October 16, 2024, to change Petitioner's name from: Ashton Claire Sanders to Ashton Claire Seaver.
Any interested party has the right to appear in this and file objections within 30 days after the petition was filed.
Dated: 10/16/2024
Ashton Claire Sanders Petitioner, Pro se
Name: Ashton Claire Sanders
Address: 7232 Litany Court Flowery Branch, GA 30542
Phone: 678-314-4686
Email: ashton.sanders03@gmail.com
140429 11/6, 13, 20, 27

IN THE SUPERIOR COURT OF HALL COUNTY

STATE OF GEORGIA
In re the Name Change of: MELANIE ALYNE SCHELLMAN, Petitioner.
Civil Action Case No. 2024CV001925
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Petitioner filed a petition in Hall County Superior Court on October 16, 2024, to change Petitioner's name from: MELANIE ALYNE SCHELLMAN to MELANIE ALYNE SEAVER.
Any interested party has the right to appear in this and file objections within 30 days after the petition was filed.
Dated: 10/16/2024
MELANIE ALYNE SCHELLMAN Petitioner, Pro se
Name: MELANIE ALYNE SCHELLMAN
Address: 7232 Litany Court Flowery Branch, GA 30542
Phone: 770-841-3197
E m a i l : melanieschellman97@gmail.com
140430 11/6, 13, 20, 27
IN THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA
In re the Name Change of: Passionaite Shontece Malone, Petitioner.
Civil Action Case No. 2024CV002027LHB
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Petitioner file a petition in Hall County Superior Court on November sixth, 2024, to change Petitioner's name from: Passionaite Shontece Malone to: Elo' Hur Passion Shontece Malone.
Any interested party has the right to appear in this case and file objections within 30 days after the petition was filed.
Date: November 6, 2024
Petitioner, Pro se
Name: Passionaite Shontece Malone
Address: 4628 Quailwood Dr. Flowery Branch, GA 30542
Mail: 6385 Old National Hwy Ste 120-55, Atlanta, GA 30349
Phone: (470)259-7901
Email: PSM.ARR@REBORN.com
140825 11/13, 20, 27, 12/4
IN THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA
In Re: Lamarr Anthony Johnson Jr, Passionaite Shontece Malone vs. Lamarr Johnson, Minor Child(ren)
Civil Action Case No. 2024CV002028LHB
NOTICE OF PETITION TO CHANGE NAME
Georgia, Hall County Notice is hereby given that Passionaite Shontece Malone, the undersigned, filed this petition to the Superior Court of Hall County, Georgia on the 6th day of November, 2024, praying for a change in the name of minor child from Lamarr Anthony Johnson Jr to Elo' Lamarr Anthony Johnson Jr.
Notice is hereby given pursuant to law to any interested or affected party to appear in said Court and to file objections to such name change. Objections must be filed with said Court within 30 days of the filing of said petition. This 6th day of November, 2024
Petitioner Pro se
140824 11/13, 20, 27, 12/4
SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA
In re the Name Change: Brooke Barron Hicks, Petitioner.
vs.
Justin Cody Maney, Defendant.
Civil Action Case Number: 2024CV001542
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Brooke Barron Hicks filed a petition in the Superior Court of Hall County on August 19th, 2024, to change name from: Colby Danger Hicks to Colby Cadence Maney.
Any interested party has the right to appear in this case and file objections within 30 days after the Petition was filed.
Dated: 10-23-24
Brooke Barron Hicks Petitioner, Pro se
Name: Brooke Barron Hicks
Address: 838 Maple St. Gainesville, GA 30501
Email: dangerahog@gmail.com
Phone (day): 706-588-3932
140311 10/30, 11/6, 13, 20
SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA

In the re Name Change of Kathryn Teresa Elliott, Petitioner.
CivilActionCaseNumber: 2024CV002051LHB
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Kathryn Teresa Elliott filed a petition in the Superior Court of Hall County on , 2024, to change name from: Kathryn Teresa Elliott to Kathryn Teresa Steele.
Any interested party has the right to appear in this case and file objections within 30 days after the Petition was filed.
Dated: 11-10-2024
Kathryn Elliott, Petitioner, Pro se
Name: Kathryn Elliott
Address: 2321 Sportsman Club Road Gainesville, GA 30504
Email: kateyTE@gmail.com
Phone (day): 678-773-9670
140995 11/20, 27, 12/4, 11

SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA
In the re Name Change of Zachariah Matthew Robinson, Petitioner.
CivilActionCaseNumber: 2024CV002050LHB
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Zachariah Matthew Robinson filed a petition in the Superior Court of Hall County on , 2024, to change name from: Zachariah Matthew Robinson to Zachariah Matthew Steele.
Any interested party has the right to appear in this case and file objections within 30 days after the Petition was filed.
Dated: 11-10-2024
Zachariah Robinson, Petitioner, Pro se
Name: Zachariah Robinson
Address: 2321 Sportsman Club Rd
Email: vexx3223@gmail.com
Phone (day): 678-315-9426
140998 11/20, 27, 12/4, 11

Public Hearings

City Initiated Change to Zoning Ordinance
A public hearing and ordinance first reading will be held on November 7, 2024 and a public hearing and ordinance second reading will be held on November 21, 2024 , at 6:00 PM at the City of Flowery Branch City Hall located at 5410 Pine Street Flowery Branch, Georgia 30542, to consider a change in the zoning ordinance that would create a Downtown Overlay District. The Flowery Branch Downtown Overlay District Boundary Map is available to review at the office of Planning and Community Development. Interested parties may contact Planning and Community Development at 770.967.6378.
140324 11/6, 13, 20

Conditional Use Permit – 5540 Atlanta Highway, Flowery Branch, GA 30542
A public hearingand Conditional Use first reading will be held on December 5, 2024 and a public hearing and Conditional Use second reading will be held on December 19, 2024 , at 6:00 PM at the City of Flowery Branch City Hall located at 5410 Pine Street Flowery Branch, Georgia 30542, to consider Conditional Use Permit for a Micro-Distillery located at 5540 Atlanta Highway, Tax Parcel 08117 005002. Interested parties may contact Planning and Community Development at 770.967.6378.
140323 11/6, 13, 20

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, December 17, 2024 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 **Grand Communities, LLC** to annex a 2.559± acres tract located on the east side of Crystal Drive, between Mountain View Drive and Springview Drive

(a/k/a **1936 Crystal Drive**) and to establish a zoning of Planned Unit Development (P-U-D).
Ward Number: One
Tax Parcel Number(s): 00-090-002-001
Request: 53 single-family detached homes and 88 single-family attached townhomes
2) Request from **Grand Communities, LLC** to rezone a 33.82± acres tract located on the west side of Thompson Bridge Road, between Mountain View Drive and Springview Drive (a/k/a **0, 1799, 1805, 1825, 1829 and 1981 Thompson Bridge Road, NW**) from Residential-I (R-I) to Planned Unit Development (P-U-D).
Ward Number: One
Tax Parcel Number(s): 00-090-002-021, 022, 023, 024 and 032; 01-090-002-021
Request: 53 single-family detached homes and 88 single-family attached townhomes
3) Request from the **City of Gainesville** to amend Chapter 9-21-1, entitled "Planning and Appeals Board, to include amendments to Section 9-21-1-1 entitled "Establishment and Continuation" and Section 9-21-1-2 entitled "Appointments, Terms of Office and Vacancies" of the Unified Land Development Code for the City of Gainesville, Georgia.
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 3 (c)**)
141046 11/20

NOTICE OF PUBLIC HEARING
The Council of the City of Lula shall proceed with a public hearing regarding an Ordinance Establishing a Planning Commission of Five Members during the regularly scheduled Council meeting on December 16, 2024 that begins at 7:00 PM at City Hall, 6055 Main Street, Lula.
The public is invited to attend and be heard.
141054 11/20

NOTICE OF PUBLIC HEARING UPON APPLICATION FOR ANNEXATION AND REZONING
Pursuant to O.C.G.A. § 36-36-1 et seq. and O.C.G.A. § 36-36-20 et seq., notice is hereby given that the City of Buford, a Georgia Municipal Corporation, will hold a public hearing to evaluate the applications of certain landowners, more fully set forth on Exhibit "A", to annex and zone property to the corporate limits of the City of Buford as provided in O.C.G.A. § 36-36-20 which is contiguous to the existing limits. The property proposed for annexation and rezoning is contiguous to the present corporate limits of the City of Buford and is more particularly described in Exhibit "A" attached hereto.
The City of Buford Planning Commission will hold a public hearing and make recommendations on such application for annexation and rezoning on Tuesday, November 12, 2024, at 7:00 pm, Buford City Hall, 2300 Buford Highway, Buford, Gwinnett County, Georgia 30518. The Buford City Commission will hold a public hearing to discuss and pass upon the proposed applications for annexation and rezoning on Monday, December 2, 2024 at 7:00pm, Buford City Hall, 2300 Buford Highway, Buford, Gwinnett County, Georgia 30518. This 15th day of October, 2024.
CHANDLER, BRITT & JAY,

LLC
City Attorneys
EXHIBIT "A"
OWNER: ADE 1014, LLC
CURRENTLY ZONED: PCD
PROPOSED ZONING: C-2
LOCATION: 5741 Holiday Rd
A parcel of land lying in Land Lot 329, of the 7th district, Hall County, Georgia, and being more particularly described as follows:
COMMENCE at the intersection formed by the southwesterly right-of-way of Lanier Islands Parkway (having a variable public right-of-way), and the easterly right-of-way of Holiday Road (having a 40' public right-of-way); Thence run South 61 Degrees 11 Minutes 17 Seconds East for a distance of 656.40 feet to a point on the aforementioned southwesterly right-of-way; Thence leaving said right-of-way run South 37 degrees 40 minutes 59 seconds East for a distance of 19.46 feet to the POINT OF BEGINNING, said point lying on a curve to the left, said curve having a radius of 3,259.73 feet, a central angle of 05 Degrees 12 Minutes 41 Seconds, a chord bearing of South 71 Degrees 20 Minutes 59 Seconds East, and chord distance of 296.38 feet; Thence run along the arc of said curve 296.49 feet to a point; Thence ru South 70 Degrees 20 Minutes 43 Seconds West for a distance of 178.04 feet to a point; Thence run South 33 Degrees 30 Minutes 14 Seconds West for a distance of 321.09 feet to a point lying on the aforementioned right-of-way of Holiday Road; said point lying on a curve to the right, said curve having a radius of 2,429.23 feet, a central angle of 06 Degrees 46 Minutes 09 Seconds, a chord bearing of Nort 42 Degrees 54 Minutes 40 Seconds West, and a chord distance of 286.84 feet; Thence run along the ar of said curve and said right-of-way for a distance of 287.00 feet to a point; thence leaving said right-of way run North 54 degrees 53 minutes 58 seconds East for a distance of 335.41 feet to a point; thence run North 37 degrees 40 minutes 59 seconds West for a distance of 24.59 feet to the POINT OF BEGINNING.
Said parcel containing 89,213 Square Feet or 2.048 Acres.
OWNER: PRIVATE EYE PROPERTIES, LLC
CURRENTLY ZONED: HB
PROPOSED ZONING: C-2
LOCATION: 5747 Holiday Rd
A parcel of land lying in Land Lot 329, of the 7th district, Hall County, Georgia, and being more particularly described as follows:
COMMENCE at the intersection formed by the southwesterly right-of-way of Lanier Islands Parkway (having a variable public right-of-way), and the easterly right-of-way of Holiday Road (having a 40' public right-of-way); Thence run South 54 Degrees 41 Minutes 40 Seconds West along said easterly right-of way for a distance of 28.17 feet to a point; Thence run South 54 Degrees 41 Minutes 42 Seconds West along said right-of-way for a distance of 11.28 feet to a point; Thence run South 32 Degrees 20 Minutes 19 Seconds East along said right-of-way for a distance of 290.59 feet to the POINT OF BEGINNING of the parcel herein described; thence leaving said right-of-way run North 64 degrees 17 minutes 27 seconds East for a distance of 167.56 feet to a point; Thence run South 62 Degrees 46 Minutes 32 Seconds East for a distance of 12.53 feet to a point; Thence run North 64 Degrees 17 Minutes 23 Seconds East for a distance of 14.03 feet to a point; said point lying on a curve to the left, said curve having a radius of 3,711.39 feet, a central angle of 00 Degrees 59 Minutes 41 Seconds, a chord bearing of South 64 Degrees 23 Minutes 10 Seconds East, and a chord distance of 64.43 feet; Thence run along the arc of said curve 64.43 feet to a point; Thence run South 24 Degrees 54 Minutes 25 Seconds West for a

distance of 10.07 feet to a point; Thence run South 65 Degrees 23 Minutes 42 Seconds East for a distance of 42.61 feet to a point; Thence run South 65 Degrees 43 Minutes 49 Seconds East for a distance of 13.20 feet to a point; said point lying on a curve to the left, said curve having a radius of 3,794.45 feet, a central angle of 02 Degrees 45 Minutes 43 Seconds, a chord bearing of South 67 Degrees 25 Minutes 11 Seconds East, and a chord distance of 182.89 feet; Thence run along the arc of said curve 182.90 feet to a point; said point lying on a curve to the left, said curve having a radius of 3,259.73 feet, a central angle of 00 Degrees 17 Minutes 36 Seconds, a chord bearing of South 68 Degrees 35 Minutes 50 Seconds East, and a chord distance of 16.69 feet; Thence run along the arc of said curve 16.69 feet to a point; Thence run South 37 Degrees 40 Minutes 59 Seconds East for a distance of 24.59 feet to a point; Thence run South 54 Degrees 53 Minutes 58 Seconds West for a distance of 335.41 feet to a point; Thence run South 54 Degrees 53 Minutes 58 Seconds West for a distance of 15.21 feet to a point; said point lying on a curve to the right, said curve having a radius of 3,420.65 feet, a central angle of 05 Degrees 45 Minutes 04 Seconds, a chord bearing of North 34 Degrees 00 Minutes 32 Seconds West, and a chord distance of 343.21 feet; Thence run along the arc of said curve 343.35 feet to the POINT OF BEGINNING.
Said parcel containing 86,707 Square Feet or 1.991 Acres.
OWNER: BSIDE OAKWOOD, LLC
CURRENTLY ZONED: AR-III
PROPOSED ZONING: O-1/C-2/P
LOCATION: Ridge Rd
AR-III to O-1 (+/- 10.125 ac)
A parcel of Land Lying in Land Lot 154 of the 8th District, Hall County, Georgia and being more particularly described as follows:
Commence at the centerline intersection of Friendship Road (variable right-of-way) and Ridge Road (variable right-of-way); thence Leaving said centerline intersection, run North 87 Degrees 18 Minutes 48 Seconds West for a distance of 729.62 feet to a point, said point being the POINT OF BEGINNING of the parcel herein described; thence run South 64 Degrees 23 Minutes 31 Seconds East for a distance of 134.47 feet to a point in the centerline of a creek; Thence run along the centerline of said creek the following courses and distances:
South 54 Degrees 33 Minutes 39 Seconds West for a distance of 41.55 feet to a point; South 19 Degrees 35 Minutes 49 Seconds West for a distance of 12.48 feet to a point; South 06 Degrees 35 Minutes 36 Seconds West for a distance of 31.51 feet to a point; South 30 Degrees 06 Minutes 20 Seconds West for a distance of 18.12 feet to a point; South 60 Degrees 19 Minutes 10 Seconds West for a distance of 22.89 feet to a point; South 20 Degrees 25 Minutes 20 Seconds East for a distance of 12.80 feet to a point; South 03 Degrees 39 Minutes 39 Seconds East for a distance of 13.02 feet to a point; South 10 Degrees 50 Minutes 53 Seconds East for a distance of 3.62 feet to a point; South 47 Degrees 08 Minutes 28 Seconds East for a distance of 5.78 feet to a point; South 06 Degrees 21 Minutes 44 Seconds West for a distance of 4.82 feet to a point; South 51 Degrees 14 Minutes 27 Seconds West for a distance of 26.58 feet to a point; South 13 Degrees 41 Minutes 22 Seconds West for a distance of 23.67 feet to a point; South 11 Degrees 49 Minutes 32 Seconds East for a distance of 24.74 feet to a point; South 06 Degrees 22 Minutes 19 Seconds East for a distance of 14.31 feet to a point; South 22 Degrees 43 Minutes 59 Seconds East for a distance of 37.39 feet to a point; South 39 Degrees

14 Minutes 24 Seconds West for a distance of 27.28 feet to a point; South 07 Degrees 10 Minutes 37 Seconds East for a distance of 30.88 feet to a point; South 45 Degrees 21 Minutes 43 Seconds West for a distance of 19.65 feet to a point; South 15 Degrees 03 Minutes 06 Seconds West for a distance of 104.94 feet to a point; South 08 Degrees 20 Minutes 56 Seconds West for a distance of 18.77 feet to a point; South 10 Degrees 14 Minutes 29 Seconds East for a distance of 28.44 feet to a point; South 06 Degrees 38 Minutes 23 Seconds West for a distance of 17.77 feet to a point; South 06 Degrees 38 Minutes 23 Seconds West for a distance of 14.20 feet to a point; South 15 Degrees 57 Minutes 22 Seconds East for a distance of 18.40 feet to a point; South 00 Degrees 21 Minutes 32 Seconds West for a distance of 30.95 feet to a point; South 34 Degrees 21 Minutes 17 Seconds West for a distance of 27.58 feet to a point; South 60 Degrees 19 Minutes 50 Seconds West for a distance of 32.26 feet to a point; South 29 Degrees 58 Minutes 15 Seconds West for a distance of 13.24 feet to a point; South 62 Degrees 04 Minutes 34 Seconds West for a distance of 25.46 feet to a point; South 41 Degrees 37 Minutes 08 Seconds West for a distance of 14.93 feet to a point; South 54 Degrees 22 Minutes 18 Seconds West for a distance of 25.49 feet to a point; South 16 Degrees 45 Minutes 17 Seconds West for a distance of 37.80 feet to a point; South 00 Degrees 24 Minutes 45 Seconds West for a distance of 27.80 feet to a point; South 02 Degrees 33 Minutes 28 Seconds East for a distance of 22.07 feet to a point; South 28 Degrees 05 Minutes 10 Seconds East for a distance of 29.34 feet to a point; South 14 Degrees 32 Minutes 39 Seconds West for a distance of 44.17 feet to a point; South 20 Degrees 38 Minutes 29 Seconds East for a distance of 90.82 feet to a point; South 06 Degrees 22 Minutes 12 Seconds West for a distance of 31.62 feet to a point; South 31 Degrees 14 Minutes 09 Seconds East for a distance of 35.05 feet to a point; South 19 Degrees 23 Minutes 35 Seconds East for a distance of 58.80 feet to a point; Thence leaving the centerline of said creek, run South 45 Degrees 57 Minutes 20 Seconds West for a distance of 176.39 feet to a point; Thence run North 35 Degrees 30 Minutes 52 Seconds West for a distance of 465.17 feet to a point; Thence run North 58 Degrees 39 Minutes 14 Seconds East for a distance of 814.10 feet to the POINT OF BEGINNING.
Said parcel containing 441,057 Square Feet, or 10.125 Acres
AR-III to C-2 (+/- 7.175 ac)
A parcel of land lying in Land Lot 154 of the 8th District, Hall County, Georgia and being more particularly described as follows:
Commence at the centerline intersection of Friendship Road (variable right-of-way) and Ridge Road (variable right-of-way); thence leaving said centerline intersection, run South 19 Degrees 14 Minutes 15 Seconds West for a distance of 516.51 feet to a point lying on the easterly right-of-way of the aforementioned Ridge Road, said point being the POINT OF BEGINNING of the parcel described; said point lying on a non-tangent curve to the left and having a radius of 720.00 feet, a central angle of 00 Degrees 54 Minutes 37 Seconds, a chord bearing of South 09 Degrees 10 Minutes 20 Seconds East and a chord distance of 11.44 feet; Thence run along the arc of said curve and said right-of-way for a distance of 11.44 feet to a point; Thence run South 09 Degrees 37 Minutes 37 Seconds East along said right-

**GAINESVILLE PLANNING and APPEALS BOARD
RECOMMENDATION**

Applicant Grand Communities, LLC
Property Owners See family estate property list
Location 1936 Crystal Drive; 0, 1799, 1805, 1825, 1829
and 1981 Thompson Bridge Road, NW
Request Annex with P-U-D zoning
Rezoned from R-I to P-U-D zoning
Total Acres Annexation: 2.56± acres
Rezoning: 33.82± acres
Total: 36.38± acres
Ward One
Proposed Use 53 single-family detached homes and
88 single-family attached townhomes
Planning Division Staff Recommendation **Approval, with conditions**
Planning & Appeals Board Recommendation **Approval, with conditions**
Date November 12, 2024

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

The applicant is proposing to annex 2.559± acres with a zoning of Planned Unit Development (P-U-D) and rezone 33.82± acres from Residential-I (R-I) to Planned Unit Development (P-U-D), for a total of 36.38± acres.

The 2.559± acres tract is currently zoned Residential-I (R-I) and is an unincorporated County island that is undeveloped with dense vegetation. The 33.82± acres tract is located within the city limits and consists of six parcels with four residential structures, of which two are occupied. This property is heavily wooded and contains a sanitary sewer line and stream that traverse the property. The subject property slopes downward from Thompson Bridge Road approximately 70 feet to Crystal Drive.

The proposed "Sapphire Springs" residential development includes 141 for sale residential units consisting of 53 single-family detached homes and 88 single-family attached townhomes. It is anticipated construction will occur over a period of 48 months (12 months developing the site and 36 months of home construction).

The single-family homes include a mixture of ranch and two-story homes ranging from 1,200 to 3,100 square feet in size with two-car garages. The townhomes are two-stories, ranging from 1,550 to 1,850 square feet in size with a mixture of 1 and 2 car garages. Amenities include a community club house, pool, playground, mulch trail, common green space and mail kiosk of which will be maintained by a mandatory Homeowners Association (HOA). According to the concept plan, part of proposed street A, a portion of the clubhouse parking lot and approximately 16 townhome lots encroach within the stream buffer.

A single access road is proposed from Thompson Bridge Road and a gated emergency access is proposed from Crystal Drive. Internal streets are intended to be public roads. Water, sanitary sewer and solid waste pick up will be provided by the City of Gainesville.

The development standards are as follows:

Total Acreage	36.38 Acres	
Minimum Open Space	20% (7.31 Acres)	
Total Density	3.87± Du/Ac	
	Single-Family Attached (SFA) (Townhomes)	Single-Family Detached (SFD) (Dwellings)
Permitted Uses	Up to 88 Attached Townhomes	Up to 53 Detached Homes
Max Lot Coverage	None	None
Min Lot Size	2,000 SF	7,000 SF
Min Lot Width	20 ft	60 ft
Unit Square Feet	1,550 sf to 1,850 sf	1,200 sf to 3,100+ sf
Min Setbacks	Front: 20 ft Rear: 20 ft Side: 0 ft Exterior Boundary: 20 ft Amenity Rec. Building: 20 ft	Front: 20 ft Rear: 20 ft Side: 5 ft (15 ft between structures) Exterior Boundary: 20 ft Amenity Rec. Building: 20 ft
Min Exterior Buffers	Standard: 20 ft natural/undisturbed + additional 20 ft buffer graded/ planted	Standard: 20 ft natural/undisturbed + additional 20 ft buffer graded/ planted
	Thompson Bridge Road: 25 ft natural/undisturbed + additional 25 ft buffer, graded/ planted	Thompson Bridge Road: 25 ft natural/undisturbed + additional 25 ft buffer, graded/ planted
Stream Buffers / Impervious Setbacks	50 ft / 75 ft stream bank, except 0 ft from stream bank where depicted on site plan	50 ft / 75 ft stream bank, except 0 ft from stream bank where depicted on site plan
Min Building Separation	20 ft between townhouse buildings	15 ft between dwellings
Max Townhome per Bldg.	6 units	N/A
Max Bldg. Height	42 ft	42 ft
Max Bldg. Coverage	No maximum	No maximum
Internal Access Drives	Emergency Access Drives: 20 ft wide right-of-way and pavement, No curb	Emergency Access Drives: 20 ft wide right-of-way and pavement, No curb
	Internal Streets: 50 ft right-of-way with minimum 28 ft wide pavement back of curb to back of curb	Internal Streets: 50 ft right-of-way with minimum 28 ft wide pavement back of curb to back of curb
Street Improvements	Streets shall be constructed to City of Gainesville Standards except as stated in these Performance Standards, the Conceptual Master Plan, or on site plan.	Streets shall be constructed to City of Gainesville Standards except as stated in these Performance Standards, the Conceptual Master Plan, or on site plan.
	Cul-de-sacs may be none standard as depicted on the site plan.	Cul-de-sacs may be none standard as depicted on the site plan.
	No maximum cul-de-sac length	No maximum cul-de-sac length
Parking Requirements	Minimum Community Rec Facility Parking Spaces: 5	Minimum Community Rec Facility Parking Spaces: 5
	Minimum Garage Size: 1 car	Minimum Garage Size: 2 cars

▪ **Adjacent Land Use and Zoning**

Location	Use	Zoning
North	Single-family homes	Residential- I (R-I) -City
South	Single-family homes	Residential-I (R-I) -City
East	Cielo At Thompson apartments, Chattahoochee shopping center, Brown Eyed Girl Upscale Resale, Pro Touch Landscapes, House Dressing Outdoors and Cabinetry By Collier / Custom Kitchens.	Residential-II (R-II) -City Neighborhood Business (N-B) -City Regional Business (R-B) -City
West	Single-family homes	Residential-I (R-I) -City Residential-I (R-I) -County

Other nearby uses include the Linwood Nature Preserve and the Linwood Water Treatment Plant which are located northwest of the property adjacent to Lake Lanier.

▪ **Traffic Summary**

A Traffic Impact Study was conducted for the proposed development on October 1, 2024. A brief summary of the findings is provided below.

Studied intersections:

1. Thompson Bridge Road/SR 60 at River Cliff Drive (unsignalized)
2. Thompson Bridge Road/SR 60 at Linwood Drive / Sandridge Court (signalized)
3. Thompson Bridge Road/SR 60 at Springview Drive (unsignalized)
4. Thompson Bridge Road/SR 60 at Mountain View Road (unsignalized)
5. Thompson Bridge Road/SR 60 at Virginia Avenue / Oakland Drive (unsignalized)
6. Thompson Bridge Road/SR 60 at Lanier Avenue (unsignalized)
7. Proposed Subdivision Road at Thompson Bridge Road/SR 60 (unsignalized)

An average annualized growth rate of 1.3% was calculated using historical traffic data from the GDOT traffic count data base. The below table represents the anticipated project trip generation upon the development being built out.

	Total Trips	Inbound Trips	Outbound Trips
Daily	1,228	614	614
AM	85	24	61
PM	107	64	43

Currently, the approach experiencing the most delay is eastbound at SR 60 and Oakland Drive / Virginia Ave. The intersection with the next highest delay overall is north and south bound at SR 60 at Linwood Drive / Sandridge Court. However, no new intersections fail as a result of adding peak hour development traffic from the development. A sight distance analysis was also conducted for the development which revealed the following.

Intersection	Estimated Intersection Sight Distance		
	Left-turn from Subdivision Road Stop	Right-turn from Subdivision Road Stop	Left-turn from Thompson Bridge Road
New Access at Thompson Bridge Road	>500'	>565'	>450'

Based on the findings in this study, a southbound right turn lane along Thompson Bridge Rd/SR 60 at the access to the development is recommended. There were no other improvements recommended.

▪ **Other Departmental Comments**

The Georgia Department of Transportation does not have any major objections to the proposal. However, coordination with GDOT is required and the development will be required to meet all requirements, provided in the Driveway and Encroachment Manual.

The following comments are from the Gainesville Public Works Department.

- Coordination with will be required for the proposed development access plan.
- The addition of a southbound right turn lane along Thompson Bridge Rd/SR 60 at access A shall be installed at the developer's expense.
- All streets within the development shall meet Gainesville Public Works requirements for acceptance. Any variances will need to be approved during plan review process.
- The intersection of street A and street B will need to be modified in order for the driveways not to create conflict.
- Alignment at street A and cul-de-sac need to be re-evaluated for efficient traffic flow.
- Amenity parking lot driveways will need to meet City of Gainesville distance standards from intersection.
- No parking to be allowed on the streets throughout the development (both single family and townhomes sections)
- Developer will be responsible for all signage (stop, street, no parking, etc.) throughout the development.

▪ **Zoning History**

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

2024 - A request by Outer Banks, LLC (Paul Brown) to rezone a 4.08+ acres tract located at 2590 and 2600 Old Thompson Bridge Road, NW from Residential-I (R-I) and General Business (G-B) to Residential-II (R-II) was conditionally approved for 42 residential townhomes.

2024 - A request by Constantino Gutierrez to rezone a 0.38+ acre tract located at 934 Etta Vesta Circle, NE from Neighborhood Business (N-B) to Residential-I (R-I) was approved for a single-family home.

2023 - A request by Eric Owens for site plan approval on a 0.34± acre tract zoned Residential and Office (R-O) located at 1714 Thompson Bridge Road was conditionally approved for an office building.

2022 - A request by Easto Construction to amend a 4.847± acres tract zoned Planned Unit Development (P-U-D) located at 2702 High Visa Point, NE was withdrawn to the City Council meeting for 50 residential townhomes.

2022 - A request by Mark D. Thebaut, D.D.S. to amend a 0.67± acre tract zoned Planned Unit Development (P-U-D) located at 1398 Thompson Bridge Road, NE was approved for a medical office or restaurant with drive-thru.

2020 - A request by Walker-Lanier, LLC to rezone a 0.50± acre tract located at 989 Lanier Avenue and 1437 Walker Street from Residential-I (R-I) to Residential-II (R-II) was approved with conditions for duplex homes.

2019 - A request by Fred Godbee to rezone a 0.5+ acre tract located at 1831 Thompson Bridge Road, NW from Residential-I (R-I) to Neighborhood Business (N-B) was conditionally approved for a security office.

2017 - A request by Adams & Copeland, LLC for a special use for a hair salon and office within the Office and Institutional (O-I) zoning district located at 1665 Thompson Bridge Road was approved with conditions.

2016 - A request by Jack Bailey to rezone a 0.61± acre tract located at 1665 Thompson Bridge Road, NW from Residential-I (R-I) to Office and Institutional (O-I) was approved with conditions for an insurance office.

2015 - A request by David P. Johnson to rezone a 1.458± acres tract located at 1537 and 1551 Thompson Bridge Road; and 135 Virginia Circle from Residential-I (R-I) to Neighborhood Business (N-B) with a special use for a restaurant with drive-thru and retail was denied.

2014 - A request by Polestar Development, LLC to rezone a 1.741± acres tract located at 1435 Thompson Bridge Road from Residential-II (R-II) to Regional Business (R-B) for a grocery store and fuel service station was approved with conditions.

▪ **Staff Analysis**

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

The proposed use includes single-family detached homes and single-family attached townhomes with a zoning of Planned Unit Development (P-U-D). The adjacent and nearby properties consist of mostly single-family homes built in the 1950's, 60's and 70's. There are also multi-family apartments and various commercial uses which front along Thompson Bridge Road. These properties are primarily zoned Residential-I (R-I) with the exception of the nearby multi-family and commercial properties zoned Residential-II (R-II), Neighborhood Business (N-B), Regional Business (R-B), General Business (G-B). The following are some of the residential developments within the nearby area.

Neighborhood / Development	Acres	Units / Lots	Density (Du/Ac)
Sapphire Springs (Proposed)	36.56±	141	3.86
Mountain View Drive / Honeysuckle Road / Harbor Cove	145.9±	133	0.9
Springview Drive / Pinecrest Road / Crystal Drive *	20.2±	33	1.6
Woodlawn Avenue / Virginia Circle / Oakland Drive	58.6±	76	1.3
Etta Vesta	13.2±	25	1.9

Sandridge Commons Townhomes	4.5±	55	12.2
North Pointe Apartments	9.7±	106	10.9
Cielo at Thompson Apartments	5.1±	81	15.9
Linwood Apartments	9.6±	100	10.4

* Acres and Unit calculation does not include subject property or City owned property.

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

Aside from the four existing single-family homes fronting Thompson Bridge Road and an existing sanitary sewer easement, the subject property has remained as undeveloped green space.

The proposed development will change the living conditions of the adjacent and nearby residential uses both aesthetically and by increasing traffic on Thompson Bridge Road. Vehicle turning movements, specifically left turns, at the intersections of Thompson Bridge Road/Springview Drive, Thompson Bridge Road/Mountain View Drive and Thompson Bridge Road/Virginia Avenue can be difficult given the speed of northbound and southbound traffic.

From an environmental perspective, particular care to protect the existing stream on the property is paramount as it flows directly to Lake Lanier. While the proposed development provides for adequate stormwater run-off, water quality and sedimentation control measures, additional actions may be necessary to negate any impacts to the stream, Lake Lanier and adjacent properties.

The proposal anticipates the development will include three phases and will be built-out over a period of 4 years which will help integrate the residential growth.

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

The Future Land Use Map for the City of Gainesville places most of the property within the *General Mixed-Use* land use category and the smaller unincorporated area within the *Single-Family Residential* land use category.

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

The *Single-Family Residential* land use category includes areas containing or planned for single-family detached or semi-detached housing at densities ranging from two to four dwelling units per acre. The proposed residential density is 3.86 dwelling units per acre.

According to the Character Area map for the City of Gainesville, most of the subject property is located within the *Lake District* and a smaller portion of the property is located within the *Traditional Neighborhoods* Character Area.

The main character area driver of the *Lake District* is the presence of Lake Lanier and its distinctive rolling landscape. New housing will be a major source of growth for the area and should feature a wide range of product, from townhouses to high-end single-family detached homes. The area should maintain and advance a residential focus on both sides of the Lake Lanier bridge, combining traditional neighborhood development walkability. The character area can accommodate limited mixed-use and commercial growth, but it must be carefully planned to avoid suburban sprawl. Land uses allowed in the Lake District are Parks and recreation, single-family residential, limited multi-family residential, limited general mixed-use, limited commercial (retail and office) and public and institutional uses.

The *Traditional Neighborhoods Character Area* includes Parks and recreation, single-family residential, multi-family residential, limited general mixed-use, commercial (retail and office), and public and institutional uses. Although the area is mostly built-out, opportunities for infill development should be promoted as they arise and neighborhood-serving businesses are encouraged.

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

The subject property is currently zoned Residential-I (R-I). As an infill residential development, a minimum lot size of 10,000 square feet is allowed and is restricted to single-family detached lots. Given there are 36.561 acres, the gross density would allow for up to 159 residential units. However, given the existing stream, sanitary sewer easement and required infrastructure, the actual number of lots would be lower.

The proposal includes a mixture of housing types, lot sizes and other development standards which are currently not approved within R-I zoning. Therefore, the applicant is proposing a zoning of Planned Unit Development (P-U-D) which is considered a site-specific zoning. A zoning of P-U-D is intended to provide for some flexibility of land uses that should include unique and innovative development of the land through a unified site design in order to meet the objectives of the comprehensive plan.

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

Since the land is mostly undeveloped, the proposal will increase the amount of traffic generated and turning movements from the proposed Thompson Bridge Road driveway location. The estimated trips include 1,228 daily trips, 85 AM Peak Hour trips and 107 PM Peak Hour trips. According to the traffic impact study, a southbound right turn lane along Thompson Bridge Road /SR60 at the access to the development is recommended and will be required by GDOT. Due to the number of residential units proposed, staff does not believe a traffic signal will be warranted by GDOT.

Water and sewer capacity are available to serve the development. Gainesville Fire and Police Departments currently respond to adjacent and nearby properties. Gainesville Fire Station #3 located off of Nancy Creek Road is approximately 2.65± miles from the subject property.

The applicant estimates there will be approximately 78 school age children within the development over a period of four years. The actual number of students who live in the proposed development may be more or less than this number, as the method of calculation uses the total number households citywide, with some households containing more than the average number of children and others comprised of zero children.

(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 proposal is supported by changing conditions in the surrounding area. In recent years, development along Thompson Bridge Road has been somewhat slower than other major corridors and has centered around existing neighborhood commercial nodes near the Enota Avenue and Linwood Drive intersections. This is in part due to topographical challenges, Lake Lanier and the difficulty of assembling smaller parcels that front Thompson Bridge Road. Redevelopment of aging commercial properties has occurred, some of which include the Wal-Mart Neighborhood Market, Starbucks, Zaxby's, Clipper Petroleum, and the Sandridge Court mixed-use development.

Depending on market conditions, it is anticipated that additional residential development would encourage commercial redevelopment opportunities along the corridor.

(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?

The proposed use is consistent with the Future Land Use Map and Character Area Map within the Comprehensive Plan. The proposal, *with the recommended conditions*, appears to promote a reasonable balance between the interests of the city, the property owner, and neighboring residents and property owners.

▪ **Staff Recommendation**

The Planning Division staff is recommending **conditional approval** of this annexation and rezoning request with **P-U-D zoning** based on the Comprehensive Plan, the existing approved use for the property and the adjacent mixture of uses.

Conditions

1. The development standards within the applicant's narrative, site plans, and architectural renderings shall be made part of the zoning ordinance, and shall be subject to the Community and Economic Development Director approval. Any zoning conditions adopted as part of this zoning ordinance that conflict with the applicant's narrative, concept plan and architectural renderings shall take precedence over the applicant's development standards.
2. The total number of residential units shall not exceed 141 units. The maximum number of single-family attached townhomes shall be 88. Apartments are not an approved use for the property.
3. A mandatory Homeowners Association (HOA) shall be required for the proposed development providing for the financial management, architectural controls, enforcement of community standards and management of all common areas. The Board will be established and operated by the developer until such time the powers are transferred to the HOA(s). A covenant shall be required to be recorded for the proposed development stating that no more than 20% of the total residential units may be rented.
4. Any proposed single-family detached lots and attached townhome lots encroaching within the State 25-foot undisturbed stream buffer must first receive approval from the Environmental Protection Division (EPD) prior to the issuance of a land development permit for those lots.
5. Prior to permits being issued for the residential uses, each contractor/developer shall provide architectural renderings of the proposed single-family detached homes and attached townhomes for the review and approval of the Community and Economic Development Department Director.
6. All exterior wall front, sides, and rear of the single-family detached homes, townhomes, and multi-family units shall consist of a variety of building materials consistent with architectural themes and styles determined by the applicant. Foundation water tables of matching brick or stone material, that also covers all

exposed foundation walls, will be used where architecturally compatible. Vinyl siding shall only be permitted on soffit areas.

Other architectural requirements will include:

- Carriage style garage doors with decorative hardware or other embellishments shall be used on all single-family detached homes and townhomes;
- The roofing material used on all single-family detached homes and townhomes shall be 3-tab architectural/dimensional style asphalt shingles or metal as appropriate to the architectural style of each home as determined by the builder.
- All roofs and gables shall be of a pitch no less than 8/12. This condition shall not apply to dormers, porches, bay windows, and third floor retreats;
- All overhangs including gables and side gables will have a minimum of a 12-inch overhang on all sides;
- If dormers are included, they will not be taller than the main roof;
- All roof vents, pipes, and other roof equipment (except chimneys) shall be located on the rear elevations and shall be painted to match the color of the roof;
- The developer shall use a variety of techniques to avoid the monotonous appearance of identical single-family detached homes and attached townhome buildings. Such techniques may employ among others the use of differing front elevations, architectural styles, building exteriors, and other similar techniques so that no single-family detached house or townhome building is the same as any house or townhome building directly in front or on either adjacent side of the structure;
- The exterior materials for all homes shall consist of a mixture of brick, stone, fiber cement siding, cedar shake or wood siding to include at minimum a 3 foot architectural water table of brick or stone materials on the front and sides of the single-family detached homes and townhome buildings;
- No above-ground swimming pools shall be permitted;
- No window air conditioning unit may be installed;
- No exterior blank, windowless walls will be constructed;
- All single-family detached house plans will have front or side loaded two-car garages;
- All townhomes will have front or rear entry and a mixture of one and two garages;
- Street lighting will be provided throughout the development;
- All front porches of single-family detached homes shall have a minimum depth of 5';
- Windows are restricted to single hung or double hung windows.

These requirements shall be included in the Covenants to be recorded against the property.

7. All trash receptacles shall be screened from view from the road and adjacent properties.
8. Outdoor lighting used in this development shall be of non-spill design and placed in a manner so as to minimize direct visibility by the adjacent properties per Unified Land Development Code standards.
9. The proposed erosion control and water quality measures for the development shall at minimum meet the Georgia Storm Water Management Manual requirements. The developer shall also construct additional bioretention facilities within the development

to help further remove contaminants and sedimentation from Lake Lanier, per the approval of the Gainesville Department of Water Resources.

10. A Uniform Sign Plan as identified within the Gainesville Unified Land Development Code shall be required from the developer and is subject to approval by the Gainesville Community and Economic Development Director. All signs shall be limited to indirect lighting. All signs shall be located outside of utility areas and shall not block visibility of vehicular traffic.
11. The development shall include a minimum fifty foot (50') wide perimeter buffer fronting Thompson Bridge Road consisting of 25' natural/undisturbed buffer and a 25' wide planted buffer. In addition, a minimum forty foot (40') wide perimeter buffer consisting of a 20' natural/undisturbed buffer and a 20' wide planted buffer shall be required adjacent to all of the existing single-family communities and Crystal Drive. The planted portion of the buffers shall include at minimum a staggered row of evergreen trees consisting of a mixture of Cryptomeria, Arborvitae and Eastern Red Cedar trees at a minimum height of 10 feet. The location, spacing, size and type of trees planted shall be subject to the approval of the Community and Economic Development Department Director.
12. The front yard of each lot shall be sodded and planted with at least one 3" caliper in size hardwood tree.
13. All proposed detention ponds shall be fenced and landscaped in order to mitigate the view from all roads and adjacent properties. All fencing and landscaping materials shall be approved by the Community and Economic Development Department Director.
14. Access to the development shall be limited to Thompson Bridge Road except for a gated, emergency-only access road off of Crystal Drive. The proposed Thompson Bridge Road access shall be located more central to the development frontage upon Georgia Department of Transportation (GDOT) approving the intersection sight distance standards. All access point design for the subject property shall be submitted for review and approval by the Gainesville Public Works Director and GDOT.
15. Other than the development of the emergency-only access road at Crystal Drive, construction access shall be limited to Thompson Bridge Road.
16. All new streets shall meet the standards within the current Gainesville Unified Land Development Code, unless varied herein and approved by the Gainesville Public Works Department. All costs associated with the improvements shall be at the full expense of the developer.
17. Covenants shall be put in place by the developer restricting against the parking of boats, trailers, and campers within driveways or streets. In addition, no on street parking shall be permitted for vehicles.

Excerpts from the November 12, 2024 PAB Meeting Minutes

Applicant Presentation: Attorney Ethan Underwood with Miles Hansford, LLC, 202 Tribble Gap Road, Cumming, representing the applicant stated the development is the least dense/impactful project from previous proposed projects and complies with the Comprehensive Plan. Mr. Underwood presented a power point presentation and stated a secondary access is required which would be gated on Crystal Drive for city emergency personnel only. He mentioned concerns from neighbors at a community meeting were the change in zoning from R-I to P-U-D but said the city's vision for the area is for a general mixed-use development which will allow for more dense development, significant green space being

preserved, privacy with the stream in the middle of the property and providing an undisturbed area separating the townhomes and single-family detached areas. He stated the price point was another question from neighbors and advised the detached homes will range from 1,700 to 3,000 sq ft starting in the low 400,000's and townhomes ranging from 1,500 to 1,800 sq ft starting in the 300,000's and reviewed renderings of the architectural styles on the power point. Mr. Underwood stated erosion control was a concern and the development will protect downstream property owners by following both city regulations and Georgia EPD, along with obtaining a Corp or Engineers permit regulated by the Federal Game and Fish and the plan will be designed and controlled regarding water being diverted onto neighbor's property. Light spillage was a concern from neighbors which Mr. Underwood stated will not be a burden due to the buffer and the City code currently has lighting requirements. He stated the neighbors concern regarding the access design being too close to Mountain View Drive and was advised by land planners for the development that the proposed location works but stated GDOT will have final approval for it. He cited the staff condition that stated the access be more centralized which would create more traffic driving through the neighborhood. Access on the western portion of the property as shown would be better from an aesthetic standpoint allowing access either to the townhome section or detached section. Mr. Underwood stated the proposed density will be under four units per acre which is a medium density and is in between the current uses of surrounding properties. He stated R.S. Webb & Associates conducted a record search of the property with no findings of historic preservation list of properties, no known archeological sites or cemeteries on the property. A physical inspection of the property will be done and confirmed before the City Council meeting.

FAVOR: None

OPPOSE: Scotty Ball, 2713 High Vista Point, stated Mr. Underwood did an excellent job reaching out to the neighborhood regarding the proposed plan which is not a bad concept but there are too many lots which are small lots with basically no setbacks. He spoke about the acreage and lots, green space and stated he has an issue with the density. Mr. Ball was concerned about the traffic on Thompson Bridge Road along with the one access and agrees with the city of shifting it to allow more site distance. The other concern was the traffic study report and whether the annual growth rate of 1.3 percent being a valid growth rate for Gainesville and Hall County. He spoke about the building and new developments and the streets have not been expanded with more people coming into the area. He asked the board to think about those things but does not want to prohibit the use of someone's property, as the proposal is not a bad concept but the density is too much. Mr. Ball stated he believes the project could be completed without changing the zoning.

Matt Boedy, 234 Mountain View Drive, spoke about his neighborhood being residential housing and preferred for it not to change. He stated there was no history of the city approving a move from R-I to P-U-D zoning and is the basis for the project. The other concern he mentioned was the traffic and making a left turn at the curve being dangerous. Mr. Boedy stated he suggested at the neighborhood meeting the entrance be moved back into the middle of property allowing the possibility of a traffic light at the shopping center. He mentioned there being a dedicated righthand turn lane but it's impossible to turn left with the curve of the street.

John Rogers, 3711 Happy Valley Drive, stated he has a family connection to property and the previous owner of it, W.A. Roper actually was involved in a fatal vehicle accident on Thompson Bridge Road. He stated the concern for the project that it needs a traffic light or two with the amount of traffic being a very populated area. He stated he was not against the project but must give the developer some marching orders in order to know what needs to be done.

Rebuttal: Attorney Underwood, appreciated comments and concerns from neighbors but believes traffic on State Route 60 will not warrant a traffic signal for a single subdivision. In

response to Mr. Ball's concern, he stated there will be a total of a 40 foot buffer with 20 feet being undisturbed with an additional 20 feet graded/planted buffer. Mr. Underwood asked to modify conditions six, nine and fourteen. The request for condition 6 be modified with 1) a minimum roof pitch of 6/12 instead of 8/12 to avoid some houses not being able to be constructed; 2) a water table only be required on the front facade where the sides are not visible from the right-of-way; and 3) clarification that the front porch depth of 5 feet will not apply to stoops or prohibit them. The last sentence of condition 9 be deleted so as to not require additional bioretention facilities above what is already required; and lastly remove the second sentence of condition 14 which requires the road access on Thompson Bridge Road to be shifted more central to the development.

Board Comments: Board Member Fleming stated the suggested entrance is a very dangerous and busy location and wanted to know who would have the final decision for the entrance location and if there would be an additional traffic study. Mr. Underwood stated a land disturbance permit will be required by GDOT for design and approval. No additional traffic count or study would be required. He understood the concerns but GDOT would have final decision.

Board Member Young asked for clarification from Mr. Tate regarding the final decision for traffic signal would be from GDOT and he said it would.

Chairman Carter asked Mr. Tate for clarification regarding the R-I zoning and the requested P-U-D zoning would be for the opportunity of a mixture of townhouse and single-family homes. Mr. Tate stated the current R-I zoning does not allow the attached townhomes and reduced lot sizes for the detached homes.

Vice Chair Thompson stated he would not modify any of the conditions and would like to see the entrance moved further north on Thompson Bridge Road if the project goes forward and possibly GDOT might agree with the current proposed location and approve it. He stated all that have lived on those roads agree that it would potentially cause more problems than help. He also reminded Mr. Underwood the board is a recommending board and hopefully could have it figured out before the City Council meeting. **Board Member Young** was in agreement with the comments from Vice Chair Thompson.

There was a motion to recommend conditional approval of the annexation request for 53 single-family detached homes and 88 single-family attached townhomes and establish zoning as Planned Unit Development (P-U-D) with the following conditions:

Conditions

- 1. The development standards within the applicant's narrative, site plans, and architectural renderings shall be made part of the zoning ordinance, and shall be subject to the Community and Economic Development Director approval. Any zoning conditions adopted as part of this zoning ordinance that conflict with the applicant's narrative, concept plan and architectural renderings shall take precedence over the applicant's development standards.**
- 2. The total number of residential units shall not exceed 141 units. The maximum number of single-family attached townhomes shall be 88. Apartments are not an approved use for the property.**
- 3. A mandatory Homeowners Association (HOA) shall be required for the proposed development providing for the financial management, architectural controls, enforcement of community standards and management of all common areas. The Board will be established and operated by the developer until such time the powers are transferred to the HOA(s). A covenant shall be required to be recorded for the**

proposed development stating that no more than 20% of the total residential units may be rented.

4. Any proposed single-family detached lots and attached townhome lots encroaching within the State 25-foot undisturbed stream buffer must first receive approval from the Environmental Protection Division (EPD) prior to the issuance of a land development permit for those lots.
5. Prior to permits being issued for the residential uses, each contractor/developer shall provide architectural renderings of the proposed single-family detached homes and attached townhomes for the review and approval of the Community and Economic Development Department Director.
6. All exterior wall front, sides, and rear of the single-family detached homes, townhomes, and multi-family units shall consist of a variety of building materials consistent with architectural themes and styles determined by the applicant. Foundation water tables of matching brick or stone material, that also covers all exposed foundation walls, will be used where architecturally compatible. Vinyl siding shall only be permitted on soffit areas.

Other architectural requirements will include:

- Carriage style garage doors with decorative hardware or other embellishments shall be used on all single-family detached homes and townhomes;
- The roofing material used on all single-family detached homes and townhomes shall be 3-tab architectural/dimensional style asphalt shingles or metal as appropriate to the architectural style of each home as determined by the builder.
- All roofs and gables shall be of a pitch no less than 8/12. This condition shall not apply to dormers, porches, bay windows, and third floor retreats;
- All overhangs including gables and side gables will have a minimum of a 12-inch overhang on all sides;
- If dormers are included, they will not be taller than the main roof;
- All roof vents, pipes, and other roof equipment (except chimneys) shall be located on the rear elevations and shall be painted to match the color of the roof;
- The developer shall use a variety of techniques to avoid the monotonous appearance of identical single-family detached homes and attached townhome buildings. Such techniques may employ among others the use of differing front elevations, architectural styles, building exteriors, and other similar techniques so that no single-family detached house or townhome building is the same as any house or townhome building directly in front or on either adjacent side of the structure;
- The exterior materials for all homes shall consist of a mixture of brick, stone, fiber cement siding, cedar shake or wood siding to include at minimum a 3 foot architectural water table of brick or stone materials on the front and sides of the single-family detached homes and townhome buildings;
- No above-ground swimming pools shall be permitted;
- No window air conditioning unit may be installed;
- No exterior blank, windowless walls will be constructed;
- All single-family detached house plans will have front or side loaded two-car garages;
- All townhomes will have front or rear entry and a mixture of one and two garages;
- Street lighting will be provided throughout the development;

- All front porches of single-family detached homes shall have a minimum depth of 5’;
- Windows are restricted to single hung or double hung windows.

These requirements shall be included in the Covenants to be recorded against the property.

7. All trash receptacles shall be screened from view from the road and adjacent properties.
8. Outdoor lighting used in this development shall be of non-spill design and placed in a manner so as to minimize direct visibility by the adjacent properties per Unified Land Development Code standards.
9. The proposed erosion control and water quality measures for the development shall at minimum meet the Georgia Storm Water Management Manual requirements. The developer shall also construct additional bioretention facilities within the development to help further remove contaminants and sedimentation from Lake Lanier, per the approval of the Gainesville Department of Water Resources.
10. A Uniform Sign Plan as identified within the Gainesville Unified Land Development Code shall be required from the developer and is subject to approval by the Gainesville Community and Economic Development Director. All signs shall be limited to indirect lighting. All signs shall be located outside of utility areas and shall not block visibility of vehicular traffic.
11. The development shall include a minimum fifty foot (50’) wide perimeter buffer fronting Thompson Bridge Road consisting of 25’ natural/undisturbed buffer and a 25’ wide planted buffer. In addition, a minimum forty foot (40’) wide perimeter buffer consisting of a 20’ natural/undisturbed buffer and a 20’ wide planted buffer shall be required adjacent to all of the existing single-family communities and Crystal Drive. The planted portion of the buffers shall include at minimum a staggered row of evergreen trees consisting of a mixture of Cryptomeria, Arborvitae and Eastern Red Cedar trees at a minimum height of 10 feet. The location, spacing, size and type of trees planted shall be subject to the approval of the Community and Economic Development Department Director.
12. *The front yard of each lot shall be sodded and planted with at least one 3” caliper in size hardwood tree.*
13. All proposed detention ponds shall be fenced and landscaped in order to mitigate the view from all roads and adjacent properties. All fencing and landscaping materials shall be approved by the Community and Economic Development Department Director.
14. Access to the development shall be limited to Thompson Bridge Road except for a gated, emergency-only access road off of Crystal Drive. The proposed Thompson Bridge Road access shall be located more central to the development frontage upon Georgia Department of Transportation (GDOT) approving the intersection sight distance standards. All access point design for the subject property shall be submitted for review and approval by the Gainesville Public Works Director and GDOT.
15. Other than the development of the emergency-only access road at Crystal Drive, construction access shall be limited to Thompson Bridge Road.
16. All new streets shall meet the standards within the current Gainesville Unified Land Development Code, unless varied herein and approved by the Gainesville Public

Works Department. All costs associated with the improvements shall be at the full expense of the developer.

- 17. Covenants shall be put in place by the developer restricting against the parking of boats, trailers, and campers within driveways or streets. In addition, no on street parking shall be permitted for vehicles.**

Motion made by Board Member Martin

Motion seconded by Board Member Simmons

Vote – 6 favor, 1 vacant

There was a motion to recommend conditional approval to rezone the subject property for 53 single-family detached homes and 88 single-family attached townhomes from Residential-I (R-I) to Planned Unit Development (P-U-D) with the following conditions:

Conditions

- 1. The development standards within the applicant's narrative, site plans, and architectural renderings shall be made part of the zoning ordinance, and shall be subject to the Community and Economic Development Director approval. Any zoning conditions adopted as part of this zoning ordinance that conflict with the applicant's narrative, concept plan and architectural renderings shall take precedence over the applicant's development standards.**
- 2. The total number of residential units shall not exceed 141 units. The maximum number of single-family attached townhomes shall be 88. Apartments are not an approved use for the property.**
- 3. A mandatory Homeowners Association (HOA) shall be required for the proposed development providing for the financial management, architectural controls, enforcement of community standards and management of all common areas. The Board will be established and operated by the developer until such time the powers are transferred to the HOA(s). A covenant shall be required to be recorded for the proposed development stating that no more than 20% of the total residential units may be rented.**
- 4. Any proposed single-family detached lots and attached townhome lots encroaching within the State 25-foot undisturbed stream buffer must first receive approval from the Environmental Protection Division (EPD) prior to the issuance of a land development permit for those lots.**
- 5. Prior to permits being issued for the residential uses, each contractor/developer shall provide architectural renderings of the proposed single-family detached homes and attached townhomes for the review and approval of the Community and Economic Development Department Director.**
- 6. All exterior wall front, sides, and rear of the single-family detached homes, townhomes, and multi-family units shall consist of a variety of building materials consistent with architectural themes and styles determined by the applicant. Foundation water tables of matching brick or stone material, that also covers all exposed foundation walls, will be used where architecturally compatible. Vinyl siding shall only be permitted on soffit areas.**

Other architectural requirements will include:

- Carriage style garage doors with decorative hardware or other embellishments shall be used on all single-family detached homes and townhomes;**

- The roofing material used on all single-family detached homes and townhomes shall be 3-tab architectural/dimensional style asphalt shingles or metal as appropriate to the architectural style of each home as determined by the builder.
- All roofs and gables shall be of a pitch no less than 8/12. This condition shall not apply to dormers, porches, bay windows, and third floor retreats;
- All overhangs including gables and side gables will have a minimum of a 12-inch overhang on all sides;
- If dormers are included, they will not be taller than the main roof;
- All roof vents, pipes, and other roof equipment (except chimneys) shall be located on the rear elevations and shall be painted to match the color of the roof;
- The developer shall use a variety of techniques to avoid the monotonous appearance of identical single-family detached homes and attached townhome buildings. Such techniques may employ among others the use of differing front elevations, architectural styles, building exteriors, and other similar techniques so that no single-family detached house or townhome building is the same as any house or townhome building directly in front or on either adjacent side of the structure;
- The exterior materials for all homes shall consist of a mixture of brick, stone, fiber cement siding, cedar shake or wood siding to include at minimum a 3 foot architectural water table of brick or stone materials on the front and sides of the single-family detached homes and townhome buildings;
- No above-ground swimming pools shall be permitted;
- No window air conditioning unit may be installed;
- No exterior blank, windowless walls will be constructed;
- All single-family detached house plans will have front or side loaded two-car garages;
- All townhomes will have front or rear entry and a mixture of one and two garages;
- Street lighting will be provided throughout the development;
- All front porches of single-family detached homes shall have a minimum depth of 5';
- Windows are restricted to single hung or double hung windows.

These requirements shall be included in the Covenants to be recorded against the property.

7. All trash receptacles shall be screened from view from the road and adjacent properties.
8. Outdoor lighting used in this development shall be of non-spill design and placed in a manner so as to minimize direct visibility by the adjacent properties per Unified Land Development Code standards.
9. The proposed erosion control and water quality measures for the development shall at minimum meet the Georgia Storm Water Management Manual requirements. The developer shall also construct additional bioretention facilities within the development to help further remove contaminants and sedimentation from Lake Lanier, per the approval of the Gainesville Department of Water Resources.
10. A Uniform Sign Plan as identified within the Gainesville Unified Land Development Code shall be required from the developer and is subject to approval by the Gainesville Community and Economic Development Director. All signs shall be

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

11. The development shall include a minimum fifty foot (50') wide perimeter buffer fronting Thompson Bridge Road consisting of 25' natural/undisturbed buffer and a 25' wide planted buffer. In addition, a minimum forty foot (40') wide perimeter buffer consisting of a 20' natural/undisturbed buffer and a 20' wide planted buffer shall be required adjacent to all of the existing single-family communities and Crystal Drive. The planted portion of the buffers shall include at minimum a staggered row of evergreen trees consisting of a mixture of Cryptomeria, Arborvitae and Eastern Red Cedar trees at a minimum height of 10 feet. The location, spacing, size and type of trees planted shall be subject to the approval of the Community and Economic Development Department Director.
12. The front yard of each lot shall be sodded and planted with at least one 3" caliper in size hardwood tree.
13. All proposed detention ponds shall be fenced and landscaped in order to mitigate the view from all roads and adjacent properties. All fencing and landscaping materials shall be approved by the Community and Economic Development Department Director.
14. Access to the development shall be limited to Thompson Bridge Road except for a gated, emergency-only access road off of Crystal Drive. The proposed Thompson Bridge Road access shall be located more central to the development frontage upon Georgia Department of Transportation (GDOT) approving the intersection sight distance standards. All access point design for the subject property shall be submitted for review and approval by the Gainesville Public Works Director and GDOT.
15. Other than the development of the emergency-only access road at Crystal Drive, construction access shall be limited to Thompson Bridge Road.
16. All new streets shall meet the standards within the current Gainesville Unified Land Development Code, unless varied herein and approved by the Gainesville Public Works Department. All costs associated with the improvements shall be at the full expense of the developer.
17. Covenants shall be put in place by the developer restricting against the parking of boats, trailers, and campers within driveways or streets. In addition, no on street parking shall be permitted for vehicles.

Motion made by Board Member Young
Motion seconded by Board Member Martin
Vote – 6 favor, 1 vacant

Passed: _____

AN ORDINANCE

No. 2024-33

AN ORDINANCE ANNEXING A 2.559± ACRES TRACT LOCATED ON THE EAST SIDE OF CRYSTAL DRIVE, BETWEEN MOUNTAIN VIEW DRIVE AND SPRINGVIEW DRIVE (A/K/A 1936 CRYSTAL DRIVE) AND TO ESTABLISH A ZONING OF PLANNED UNIT DEVELOPMENT (P-U-D); 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 of or parcel of land lying and being in Land Lot 145, of the 9th District, Hall County, Georgia, said parcel containing 111,452 Square Feet (2.559 Acres), and being more particularly described as follows:

Commencing at a point lying at the Land Lot corner common to Land Lots 140, 141, 144, and 145 of the 9th District, Hall County, Georgia; THENCE leaving said common Land Lot corner proceed along the northern line of Land Lot 145 (said line also being the southern line of Land Lot 144) South 59°25'51" West, 658.63 to a point lying on the westerly right-of-way line of Thompson Bridge Road (State Route #60); THENCE South 60°37' 15" West, 208.03 feet to a 1/2" open top pipe found; THENCE South 59°23'30" West, 489.37 feet to a point; THENCE South 58°45'34" West, 310.62 feet to a point; THENCE leaving said Land Lot line, proceed South 29°43 '22" East, 213.47 feet to a 1/2" rebar found, said point being the POINT OF BEGINNING. THENCE South 29°43'22" East, 314.53 feet to a 1/2" rebar with cap found; THENCE South 30°00'00" East, 240.56 feet to a 1/2" rebar found; THENCE South 63°27'20" West, 197.71 feet to a point lying on the easterly right-of-way line of Crystal Drive; THENCE proceed in a northwesterly direction along said right-of-way line North 33°40'27" West, 487.44 feet to a point; THENCE leaving said right-of-way line proceed North 46°09'00" East, 237.00 feet to the POINT OF BEGINNING.

The annexation is to include all that portion of right-of-way known as Crystal Drive located between the subject property and the existing city limits shown on the location map.

ORDINANCE NO. 2024-33

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. 2024-34

AN ORDINANCE AMENDING THE ZONING MAP OF THE CITY OF GAINESVILLE, GEORGIA BY ESTABLISHING THE ZONING ON A 2.559± ACRES TRACT LOCATED ON THE EAST SIDE OF CRYSTAL DRIVE, BETWEEN MOUNTAIN VIEW DRIVE AND SPRINGVIEW DRIVE (A/K/A 1936 CRYSTAL DRIVE) AND TO ESTABLISH A ZONING OF PLANNED UNIT DEVELOPMENT (P-U-D); TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE FOR SEVERABILITY; TO PROVIDE FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

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

SECTION I

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

Conditions

- 1. The development standards within the applicant's narrative, site plans, and architectural renderings shall be made part of the zoning ordinance, and shall be subject to the Community and Economic Development Director approval. Any zoning conditions adopted as part of this zoning ordinance that conflict with the applicant's narrative, concept plan and architectural renderings shall take precedence over the applicant's development standards.**
- 2. The total number of residential units shall not exceed 141 units. The maximum number of single-family attached townhomes shall be 88. Apartments are not an approved use for the property.**
- 3. A mandatory Homeowners Association (HOA) shall be required for the proposed development providing for the financial management, architectural controls, enforcement of community standards and management of all common areas. The Board will be established and operated by the developer until such time the powers are transferred to the HOA(s). A covenant shall be required to be recorded for the proposed development stating that no more than 20% of the total residential units may be rented.**
- 4. Any proposed single-family detached lots and attached townhome lots encroaching within the State 25-foot undisturbed stream buffer must first receive approval from the Environmental Protection Division (EPD) prior to the issuance of a land development permit for those lots.**

5. Prior to permits being issued for the residential uses, each contractor/developer shall provide architectural renderings of the proposed single-family detached homes and attached townhomes for the review and approval of the Community and Economic Development Department Director.
6. All exterior wall front, sides, and rear of the single-family detached homes, townhomes, and multi-family units shall consist of a variety of building materials consistent with architectural themes and styles determined by the applicant. Foundation water tables of matching brick or stone material, that also covers all exposed foundation walls, will be used where architecturally compatible. Vinyl siding shall only be permitted on soffit areas.

Other architectural requirements will include:

- Carriage style garage doors with decorative hardware or other embellishments shall be used on all single-family detached homes and townhomes;
- The roofing material used on all single-family detached homes and townhomes shall be 3-tab architectural/dimensional style asphalt shingles or metal as appropriate to the architectural style of each home as determined by the builder.
- **Roofs and gables on at least 60% of the homes in the development shall be of a pitch no less than 8/12 (exclusive of dormers, porches, bay windows, and third floor retreats). In no event shall any roofs or gables on homes in the development be of a pitch less than 6/12 (exclusive of dormers, porches, bay windows, and third floor retreats);**
- If dormers are included, they will not be taller than the main roof;
- All roof vents, pipes, and other roof equipment (except chimneys) shall be located on the rear elevations and shall be painted to match the color of the roof;
- The developer shall use a variety of techniques to avoid the monotonous appearance of identical single-family detached homes and attached townhome buildings. Such techniques may employ among others the use of differing front elevations, architectural styles, building exteriors, and other similar techniques so that no single-family detached house or townhome building is the same as any house or townhome building directly in front or on either adjacent side of the structure;
- The exterior materials for all homes shall consist of a mixture of brick, stone, fiber cement siding, cedar shake or wood siding to include at minimum a 3 foot architectural water table of brick or stone materials on the front and sides of the single-family detached homes and townhome buildings;
- No above-ground swimming pools shall be permitted;
- No window air conditioning unit may be installed;
- No exterior blank, windowless walls will be constructed;
- All single-family detached house plans will have front or side loaded two-car garages;
- All townhomes will have front or rear entry and a mixture of one and two garages;
- Street lighting will be provided throughout the development;
- All front porches of single-family detached homes shall have a minimum depth of 5';

ORDINANCE NO. 2024-34

- Windows are restricted to single hung or double hung windows.

These requirements shall be included in the Covenants to be recorded against the property.

7. All trash receptacles shall be screened from view from the road and adjacent properties.
8. Outdoor lighting used in this development shall be of non-spill design and placed in a manner so as to minimize direct visibility by the adjacent properties per Unified Land Development Code standards.
9. The proposed erosion control and water quality measures for the development shall at minimum meet the Georgia Storm Water Management Manual requirements. The developer shall also construct additional bioretention facilities within the development to help further remove contaminants and sedimentation from Lake Lanier, per the approval of the Gainesville Department of Water Resources.
10. A Uniform Sign Plan as identified within the Gainesville Unified Land Development Code shall be required from the developer and is subject to approval by the Gainesville Community and Economic Development Director. All signs shall be limited to indirect lighting. All signs shall be located outside of utility areas and shall not block visibility of vehicular traffic.
11. The development shall include a minimum fifty foot (50') wide perimeter buffer fronting Thompson Bridge Road consisting of 25' natural/undisturbed buffer and a 25' wide planted buffer. In addition, a minimum forty foot (40') wide perimeter buffer consisting of a 20' natural/undisturbed buffer and a 20' wide planted buffer shall be required adjacent to all of the existing single-family communities and Crystal Drive. The planted portion of the buffers shall include at minimum a staggered row of evergreen trees consisting of a mixture of Cryptomeria, Arborvitae and Eastern Red Cedar trees at a minimum height of 10 feet. The location, spacing, size and type of trees planted shall be subject to the approval of the Community and Economic Development Department Director.
12. The front yard of each lot shall be sodded and planted with at least one 3" caliper in size hardwood tree.
13. All proposed detention ponds shall be fenced and landscaped in order to mitigate the view from all roads and adjacent properties. All fencing and landscaping materials shall be approved by the Community and Economic Development Department Director.
14. Access to the development shall be limited to Thompson Bridge Road except for a gated, emergency-only access road off of Crystal Drive. The proposed Thompson Bridge Road access shall be located more central to the development frontage upon Georgia Department of Transportation (GDOT) approving the intersection sight distance standards **as shown on the revised site plan dated 12-04-24 submitted with this application**. All access point design for the subject property shall be submitted for review and approval by the Gainesville Public Works Director and GDOT.
15. Other than the development of the emergency-only access road at Crystal Drive, construction access shall be limited to Thompson Bridge Road.
16. All new streets shall meet the standards within the current Gainesville Unified Land Development Code, unless varied herein and approved by the Gainesville Public

ORDINANCE NO. 2024-34

Works Department. All costs associated with the improvements shall be at the full expense of the developer.

- 17. Covenants shall be put in place by the developer restricting against the parking of boats, trailers, and campers within driveways or streets. In addition, no on street parking shall be permitted for vehicles.**

Legal Description

All that tract of or parcel of land lying and being in Land Lot 145, of the 9th District, Hall County, Georgia, said parcel containing 111,452 Square Feet (2.559 Acres), and being more particularly described as follows:

Commencing at a point lying at the Land Lot corner common to Land Lots 140, 141, 144, and 145 of the 9th District, Hall County, Georgia; THENCE leaving said common Land Lot corner proceed along the northern line of Land Lot 145 (said line also being the southern line of Land Lot 144) South 59°25'51" West, 658.63 to a point lying on the westerly right-of-way line of Thompson Bridge Road (State Route #60); THENCE South 60°37' 15" West, 208.03 feet to a 1/2" open top pipe found; THENCE South 59°23'30" West, 489.37 feet to a point; THENCE South 58°45'34" West, 310.62 feet to a point; THENCE leaving said Land Lot line, proceed South 29°43 '22" East, 213.47 feet to a 1/2" rebar found, said point being the POINT OF BEGINNING. THENCE South 29°43'22" East, 314.53 feet to a 1/2" rebar with cap found; THENCE South 30°00'00" East, 240.56 feet to a 1/2" rebar found; THENCE South 63°27'20" West, 197.71 feet to a point lying on the easterly right-of-way line of Crystal Drive; THENCE proceed in a northwesterly direction along said right-of-way line North 33°40'27" West, 487.44 feet to a point; THENCE leaving said right-of-way line proceed North 46°09'00" East, 237.00 feet to the POINT OF BEGINNING.

The annexation is to include all that portion of right-of-way known as Crystal Drive located between the subject property and the existing city limits shown on the location map.

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.

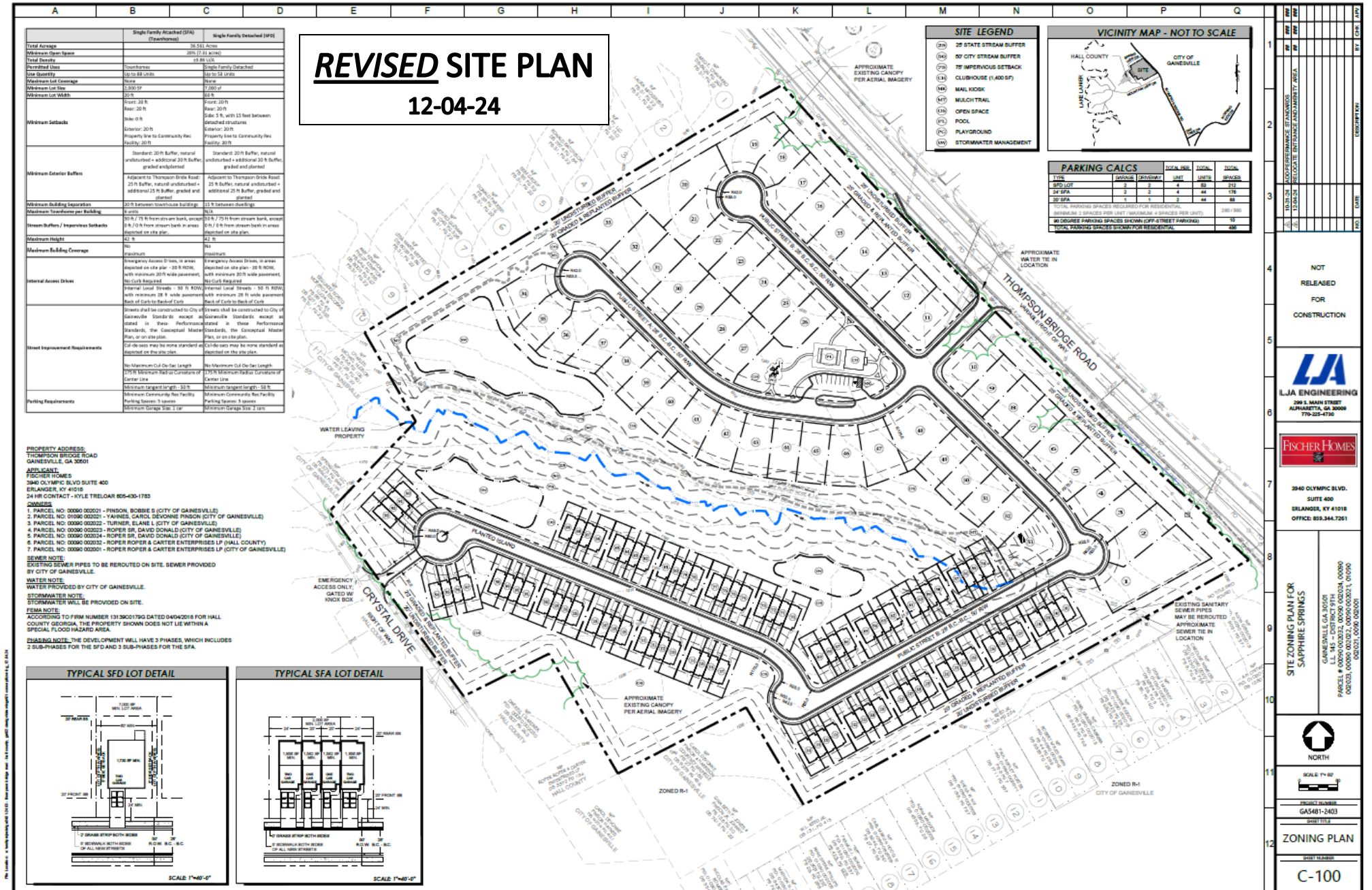
ORDINANCE NO. 2024-34

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.

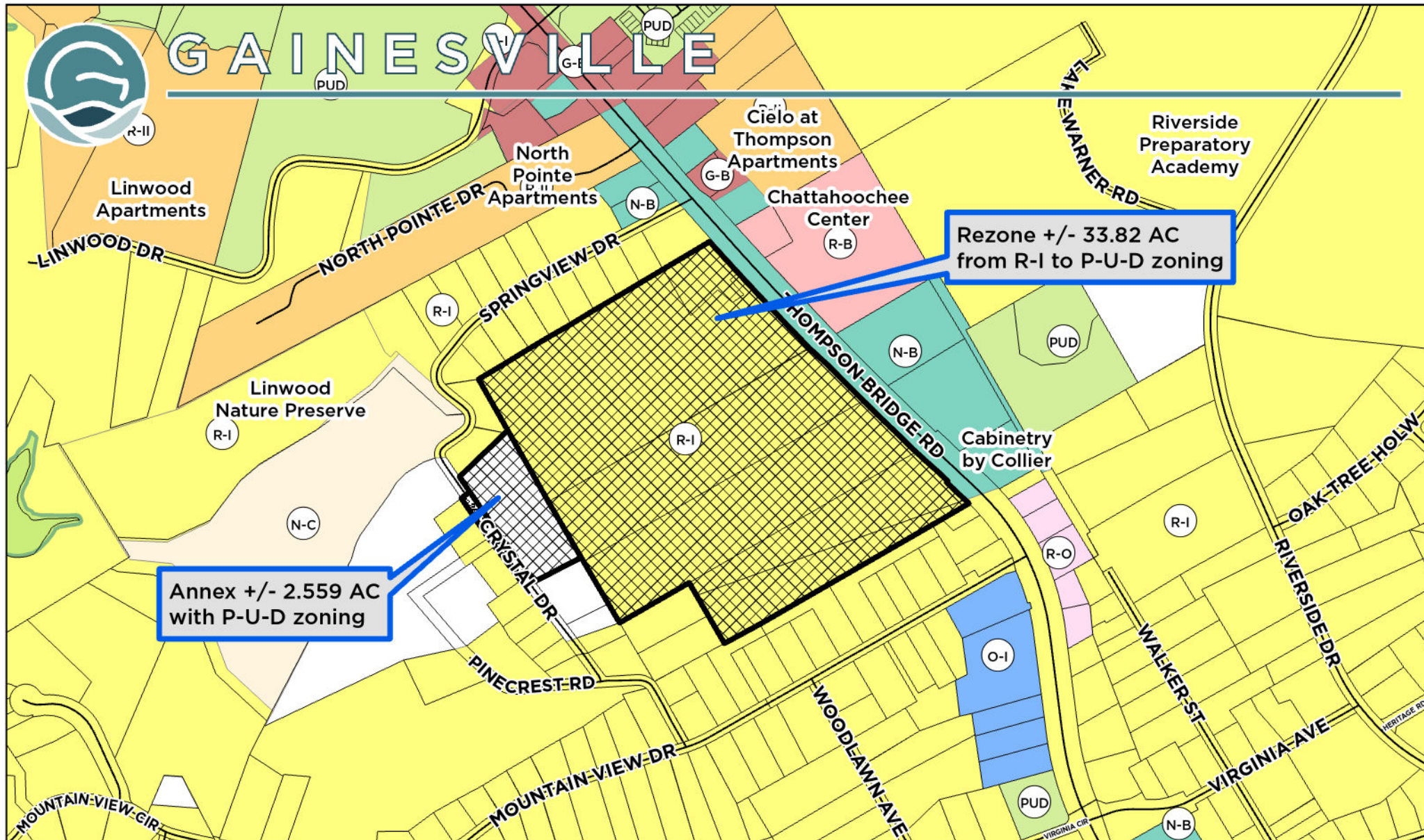
ATTEST:

Denise O. Jordan, City Clerk





GAINESVILLE



Annex +/- 2.559 AC
with P-U-D zoning

Rezone +/- 33.82 AC
from R-I to P-U-D zoning

Applicant:

GRAND COMMUNITIES, LLC

ANNEXATION & REZONING REQUEST

Subject Property Address:

O, 1799, 1805, 1825, 1829, 1981
Thompson Bridge Rd.;
1936 Crystal Dr.

Tax Parcel:

00-090-002-024, 01-090-002-021,
00-090-002-021, 00-090-002-022,
00-090-002-023, 00-090-002-032;
00-090-002-001

Request:

Annex +/- 2.559 AC and establish zoning as Planned Unit Development (P-U-D). Rezone +/- 33.82 AC from Residential I (R-I) to Planned Unit Development (P-U-D) for a residential development.



Subject Property

Right-of-way to be annexed

Meeting Date: 11/12/2024

Map Prepared: 10/01/2024

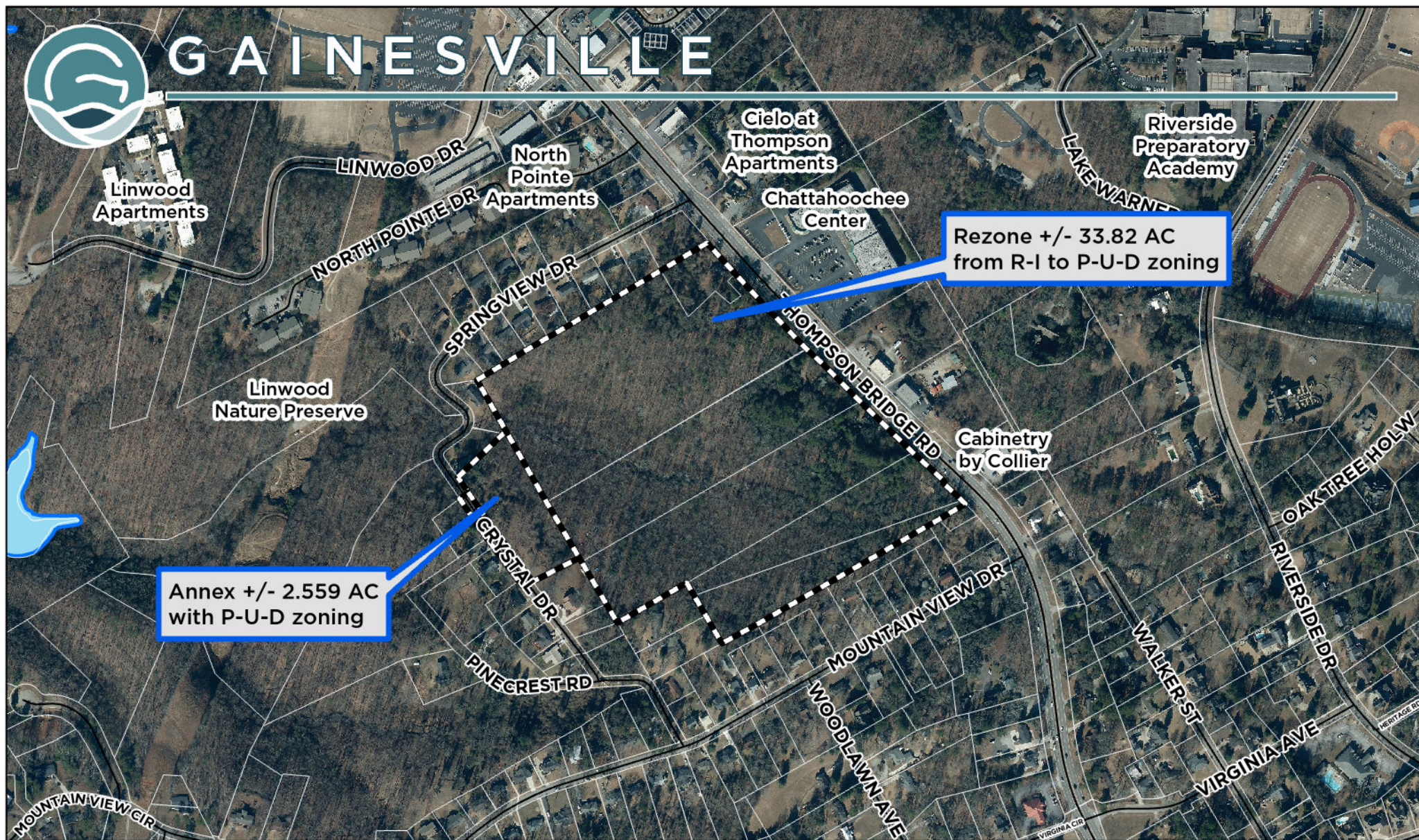
0 300 600 900 1,200 Feet

SCALE: 1:6,000





GAINESVILLE



Annex +/- 2.559 AC
with P-U-D zoning

Rezone +/- 33.82 AC
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Subject Property & Right-of-way to be annexed

Aerial from 2023

SCALE: 1:6,000

Meeting Date: 11/12/2024

Map Prepared: 10/01/2024

0 300 600 900 1,200 Feet





J. Ethan Underwood
eunderwood@MilesHansford.com

**NARRATIVE REPORT, LAND USES AND DEVELOPMENT SUMMARY, IMPROVEMENT REQUIREMENTS
COMPARISON, AND COMMUNITY BENEFIT STATEMENT FOR ZONING APPLICATION**

Applicant:	Grand Communities, LLC
Subject Property:	36.561 Acres Designated as Hall County Tax Parcel(s): 00090 002032, 00090 002024, 00090 002023, 00090 002022, 00090 002021, 01090 002021, 00090 002001
Current Zoning:	R-I – Residential District (City of Gainesville) & R-I – Residential District (Hall County)
Proposed Zoning:	PUD – Planned Unit Development
Proposed Use:	53 Dwellings, Single-Family Detached; plus 88 Dwellings, Single-Family Attached;
Application:	Rezoning & Annexation
ROW Access:	Thomson Bridge Road (SR 60) and Crystal Drive
Governing Jurisdiction:	City of Gainesville

This statement is intended to comply with the application procedures established by The City of Gainesville, GA for submittal of applications for annexation as required by the City of Gainesville Unified Land Development Code (the “ULDC”), City of Gainesville Public Hearing Application Requirements, and other City of Gainesville Ordinances and Standards and is intended to serve as the Narrative Report required by the ULDC. As part of this Narrative Report, the Applicant asserts the statements contained in the Application for Zoning Actions package, submitted herewith incorporated herein by reference, and as may be amended (the “Application”), describing justification for the requested zoning and for any request of variances, in any, as if such were fully stated herein.

The Applicant proposes to zone a total of 36.378 acres located within the City of Gainesville.

I. Land Uses and Development Summary

Specifically, the Applicant requests the following:

- 1. The Annexation of parcel 00090 002001 into the City of Gainesville.**
- 2. Rezone the Subject Property from R-I – Residential District (City of Gainesville) & R-I – Residential District (Hall County) to PUD – Planned Unit Development (City of Gainesville).**

The Applicant proposes to develop the Proposed Use on the Subject Property, consisting of the following:

- 53 Single-Family Detached Dwellings**

- **88 Single-Family Attached Dwellings**
- **Amenity Areas, clubhouse, playground, nature trail (mulch trail), pool**

The Subject Property is located between Thompson Bridge Road and Crystal Drive south of Lake Lanier. To the Subject Property's south is the Mountain View neighborhood zoned R-I and to the north is the Springview neighborhood also zoned R-I. To the east, nearby properties are zoned N-B and R-B and to the west, nearby property are zoned N-C and R-I.

The Proposed Use is consistent with the intent of the Comprehensive Plan. The Subject Property is located in the Lake District Character Area of the Gainesville 2040 Comprehensive Plan, which states, "New housing will be a major source of growth for the area and should feature a wide range of product, from townhouses to high-end single-family detached homes. The area should maintain and advance a residential focus on both sides of the Lake Lanier bridge, combining traditional neighborhood development (TND) walkability with the natural character of the Country Club." 2040 Comp. Plan, p. 168. Appropriate land uses and development types in this Character Area are:

- Single-family residential;
- Limited multi-family residential;
- Limited general mixed-use;
- Limited commercial (retail and office)

The PUD zoning district is listed as an appropriate zoning district under the 2040 Comprehensive Plan. *Id.* At 171. The Proposed Use will accomplish the goals of the 2040 Comprehensive Plan by providing a variety of housing types consisting of single-family detached and single-family attached housing.

The Subject Property is designated as "General Mixed Use" and "Single Family Residential" on the Future Land Use Map.

A. Zoning and Land Use.

The Applicant is proposing to rezone the Subject Property from R-I – Residential District (City of Gainesville) & R-I – Residential District (Hall County) to Planned Unit Development (PUD) (City of Gainesville). The Applicant proposes to subject the Subject Property to the land uses and performance standards stated below and as depicted on the Concept Plan and the Conceptual Master Plan, submitted concurrently with the Application and incorporated herein by reference.

	Single Family Attached (SFA) (Townhomes)	Single Family Detached (SFD)
Total Acreage	36.561 Acres	
Minimum Open Space	20% (7.31 acres)	
Total Density	±3.86 U/A	
Permitted Uses	Townhomes	Single Family Detached
Use Quantity	Up to 88 Units	Up to 53 Units



Maximum Lot Coverage	None	None
Minimum Lot Size	2,000 SF	7,000 sf
Minimum Lot Width	20 ft	60 ft
Minimum Setbacks	Front: 20 ft Rear: 20 ft Side: 0 ft Exterior: 20 ft Property line to Community Rec Facility: 20 ft	Front: 20 ft Rear: 20 ft Side: 5 ft, with 15 feet between detached structures Exterior: 20 ft Property line to Community Rec Facility: 20 ft
Minimum Exterior Buffers	Standard: 20 ft Buffer, natural undisturbed + additional 20 ft Buffer, graded and planted	Standard: 20 ft Buffer, natural undisturbed + additional 20 ft Buffer, graded and planted
	Adjacent to Thompson Bride Road: 25 ft Buffer, natural undisturbed + additional 25 ft Buffer, graded and planted	Adjacent to Thompson Bride Road: 25 ft Buffer, natural undisturbed + additional 25 ft Buffer, graded and planted
Minimum Building Separation	20 ft between townhouse buildings	15 ft between dwellings
Maximum Townhome per Building	6 units	N/A
Stream Buffers / Impervious Setbacks	50 ft / 75 ft from stream bank, except 0 ft / 0 ft from stream bank in areas depicted on site plan.	50 ft / 75 ft from stream bank, except 0 ft / 0 ft from stream bank in areas depicted on site plan.
Maximum Height	42 ft	42 ft
Maximum Building Coverage	No maximum	No maximum
Internal Access Drives	Emergency Access Drives, in areas depicted on site plan - 20 ft ROW, with minimum 20 ft wide pavement, No Curb Required	Emergency Access Drives, in areas depicted on site plan - 20 ft ROW, with minimum 20 ft wide pavement, No Curb Required
	Internal Local Streets - 50 ft ROW, with minimum 28 ft wide pavement Back of Curb to Back of Curb	Internal Local Streets - 50 ft ROW, with minimum 28 ft wide pavement Back of Curb to Back of Curb

Street Improvement Requirements	Streets shall be constructed to City of Gainesville Standards except as stated in these Performance Standards, the Conceptual Master Plan, or on site plan.	Streets shall be constructed to City of Gainesville Standards except as stated in these Performance Standards, the Conceptual Master Plan, or on site plan.
	Cul-de-sacs may be none standard as depicted on the site plan.	Cul-de-sacs may be none standard as depicted on the site plan.
	No Maximum Cul-De-Sac Length	No Maximum Cul-De-Sac Length
	175 ft Minimum Radius Curvature of Center Line	175 ft Minimum Radius Curvature of Center Line
	Minimum tangent length - 50 ft	Minimum tangent length - 50 ft
Parking Requirements	Minimum Community Rec Facility Parking Spaces: 5 spaces	Minimum Community Rec Facility Parking Spaces: 5 spaces
	Minimum Garage Size: 1 car	Minimum Garage Size: 2 cars

B. Proposed Construction Phasing Schedule.

Construction will occur over approximately 48 months. Upon issuance of Land Disturbance Permit, which is estimated to require up to 12 months, the Applicant anticipates the project will be developed within 12 months thereafter, and houses to be constructed over the following 36 months.

The Applicant estimates there will be on average **1.8 occupants per unit**. Assuming this to be the case, the Applicant expects the population of the new development to be as follows:

Projected Subdivision Population			
<u>Year</u>	<u>New Houses</u>	<u>Total New Households</u>	<u>Population of New Homes</u>
1	0	0	0
2	47	47	85
3	47	94	170
4	47	141	254

C. Traffic Impact Analysis.

The Applicant also submits with this Narrative Report, and incorporates herein, a Trip Generation Report and Traffic Study Network Determination.

Permanent access to the development will be from the ROW Access. All of the development's interior streets and driveways will be privately-owned and maintained. In addition, such interior streets may be gated, at the election of the property owner.

Traffic generated from the development will be minimal and the entrance will be at a location where sight distance is sufficient. All curb cuts shall be coordinated and approved by the City of Gainesville and GDOT and acceleration and deceleration lanes will be installed as required. All streets within the development will be constructed to conform to standard requirements. Parking will be provided onsite as required by the ULDC.

D. School System.

The Table below estimates the number of school children expected to be generated by the project, based upon the ratio of the estimated number of school children in the Governing Jurisdiction (8,022) to the estimated number of households in the Governing Jurisdiction (14,619), then multiplying the quotient by the number of residential units in the Proposed Use. This factor is calculated to be 0.55 students per household.

Projected Student Population Impact: After calculating the first year add that amount to each year thereafter	
Year	Total
1	0
2	26
3	52
4	78

The numbers above are a planning factor used to project total student population and plan the need for new school facilities. However, the actual number of students who live in the proposed development may be more or less than the factor above, because the method of calculation uses a total number households citywide, with some households containing more than the average number of children and others comprised of zero children.

E. Utilities.

With regard to public utilities, water, sanitary sewer, electricity, and cable are available to the site. The development's water and sewer needs will be served by the City of Gainesville. The Applicant will install underground utility lines within the development to serve the project on an as-needed basis.

F. Environmental Impact.

The project should also have a minimal impact on the environment. There should be no impact on air quality. Drainage, soil erosion, and sedimentation controls will be extensively utilized on the site after obtaining all required approvals from the Soil Conservation Service and the City of Gainesville. Best management practices will be utilized to protect natural resources. The Applicant will submit plans detailing the development for approval by all applicable and appropriate governmental agencies, based on conformity with subdivision and zoning requirements, as well as other applicable ordinances, statutes, and regulations.

II. Improvement Requirements Comparison

	<u>City Standards</u>	<u>Proposed Standards</u>
Local Street ROW Widths	50 feet	50 feet
Pavement Widths	24 feet	28 feet
Sidewalk Width	4 feet	5 feet
Sidewalk Location	At least 1 side of each residential road	Both sides of internal streets.

III. Community Benefit Statement.

The community will benefit from the Proposed Use, which will provide high quality housing and amenity areas to the residents. The Proposed Use will have little impact on school attendance.

The Proposed Use will provide quality architectural designs, and extend utility services to areas currently unserved by water and sewer. The access design will mitigate the potential traffic impact to Thompson Bridge Road and Crystal Drive.

CONCLUSION

Approval of the Application will be in the best interest of the City. The Applicant respectfully requests that the Application, as requested by the Applicant, be approved. The Applicant also reserves the right to amend this statement and the Application by supplementing further responses and documents.



J. Ethan Underwood
eunderwood@MilesHansford.com

RESERVATION OF CONSTITUTIONAL AND OTHER LEGAL RIGHTS

Applicant:	Grand Communities, LLC
Subject Property:	36.561 Acres Designated as Hall County Tax Parcel(s): 00090 002032, 00090 002024, 00090 002023, 00090 002022, 00090 002021, 01090 002021, 00090 002001
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Application:	Rezoning & Annexation
ROW Access:	Thomson Bridge Road (SR 60) and Crystal Drive
Governing Jurisdiction:	City of Gainesville

This Reservation of Constitutional and Other Legal Rights (“the Reservation”) is intended to supplement and form a part of the land use application (including any request for zoning, conditional use permit, site plan approval, and variances) (collectively, the “Application”) of the Applicant and the owners of the Subject Property (collectively, the “Owner”) and to put the Governing Jurisdiction on notice of the Applicant’s assertion of its constitutional and legal rights.

The Applicant has filed a timely application, has provided all required information and has submitted the appropriate application fees. The Application meets all judicial and statutory requirements for approval.

The Applicant objects to the standing of any opponents who are not owners of land adjoining the Subject Property and to the consideration by the Governing Jurisdiction of testimony or evidence presented by any party without standing in making its decision regarding the Application. The Applicant also objects to the consideration of testimony or evidence that is hearsay, violates any applicable rules of procedure or evidence, or that is presented by any party who fails to comply with notice and campaign disclosure requirements.

The Current Zoning (and/or zoning conditions) of the Subject Property is unconstitutional and deprives the Subject Property and all viable economic use thereof. The Proposed Use is the only viable economic use of the Subject Property, and the Governing Jurisdiction has deemed this Application necessary to allow the Proposed Use. As such, the Applicant and Owner file this Application for the purpose of changing the Current Zoning (and/or zoning conditions and requesting variances) to facilitate the Proposed Use, and to exhaust administrative remedies in the event the Application is denied. As such, the filing of this application is not an admission of the need for any such approval of the Applicant’s right to develop the property. The Applicant and Owner reserve the right to challenge the Current Zoning and any zoning conditions and other restrictions affecting the Subject Property.

Denial of the Application or approval of the Application in any form that is different than as requested by the Applicant will impose a disproportionate hardship on the Applicant and Owner of the Subject Property without benefiting any surrounding property owners. There is no reasonable use of the Subject Property other than as proposed by the Application and no resulting benefit to the public from denial of or modification to the Application.

Any provisions in the applicable land use, subdivision, and /or zoning ordinances (collectively the “Zoning Ordinance”) that classify, or may classify, the Subject Property into any of the non-requested zoning or use classifications, including the Proposed Zoning District and Proposed Use at a density or intensity less than that requested by the Applicant, are unconstitutional in that they constitute a taking of the Applicant’s and Owner’s property rights without first paying fair, adequate, and just compensation for such rights in violation of Article I, Section III, Paragraph I of the Georgia Constitution of 1983, as amended and the Fifth and Fourteenth Amendments to the Constitution of the United States.

The Subject Property is suitable for development as proposed in the Application and it is not suitable for development under any other zoning classification, use, or at a density or intensity less than that requested by the Applicant. Failure to approve the Application as requested by the Applicant would be an unreasonable application of local land use authority, which bears no relationship to the public health, safety, morality or general welfare of the public and would constitute an arbitrary and capricious abuse of discretion in violation of Article I, Section I, Paragraph I of the Georgia Constitution of 1983, as amended and the Due Process Clause of the Fifth and Fourteenth Amendments to the Constitution of the United States.

A refusal by the Governing Jurisdiction to approve the Application as requested by the Applicant will prohibit the only viable economic use of the Subject Property, will be unconstitutional and will discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and Owner and the owners of similarly situated properties in violation of Article I, Section I, Paragraph II of the Georgia Constitution of 1983, as amended, and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States.

A refusal by the Governing Jurisdiction to approve the Application as requested by the Applicant without the consent of persons elected to the governing body of the Governing Jurisdiction will amount to an unlawful delegation of the Governing Jurisdiction’s authority, in violation of Article IX, Section II, Paragraph IV of the Georgia Constitution of 1983, as amended.

Furthermore, the Governing Jurisdiction cannot lawfully impose more restrictive standards on the Subject Property’s development than are presently set forth in the Zoning Ordinance. Any conditions or other restrictions imposed on the Subject Property without the consent of the Applicant and Owner that do not serve to reasonably ameliorate the negative impacts of the development are invalid and void. The imposition of improvements or design requirements unnecessary to facilitate the proposed development constitute an illegal impact fee, an unconstitutional condemnation, or both. As such, the Applicant and Owner reserve the right to challenge any such conditions, restrictions, or design requirements.

The Applicant and Owner assert that each has expended substantial sums and significantly changed its economic position in reliance upon versions of the Zoning Ordinance that allow the development of the Subject Property as proposed by the Applicant. As such, the Applicant has acquired vested rights to develop the property and the filing of this Application shall not constitute a waiver of those vested rights.

Finally, the Applicant and Owner assert that the current Zoning Ordinance, Character Area Map, Future Development Map and Comprehensive Plan were not adopted in compliance with the laws or constitutions of the State of Georgia or of the United States, and a denial of the Applicant's request based upon provisions illegally adopted will deprive the Applicant and Owner of due process under the law.

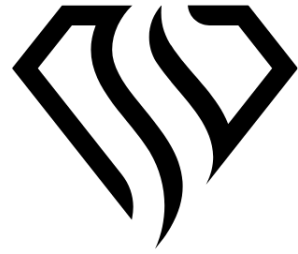
By filing this Reservation, the Applicant reserves all rights and remedies available to it under the United States Constitution, the Georgia Constitution, all applicable federal, state, and local laws and ordinances, and in equity.

The Applicant and Owner respectfully request that the Application be approved as requested by the Applicant and in the manner shown on the Application, which is incorporated herein by reference. This Reservation forms an integral part of the Application, and we ask that this Reservation be included with the Applicant's other Application materials. The Applicant and Owner reserve the right to amend and supplement this Reservation at any time.

Sincerely,



Ethan Underwood
Attorney for Applicant



SAPPHIRE SPRINGS

GAINESVILLE, GA

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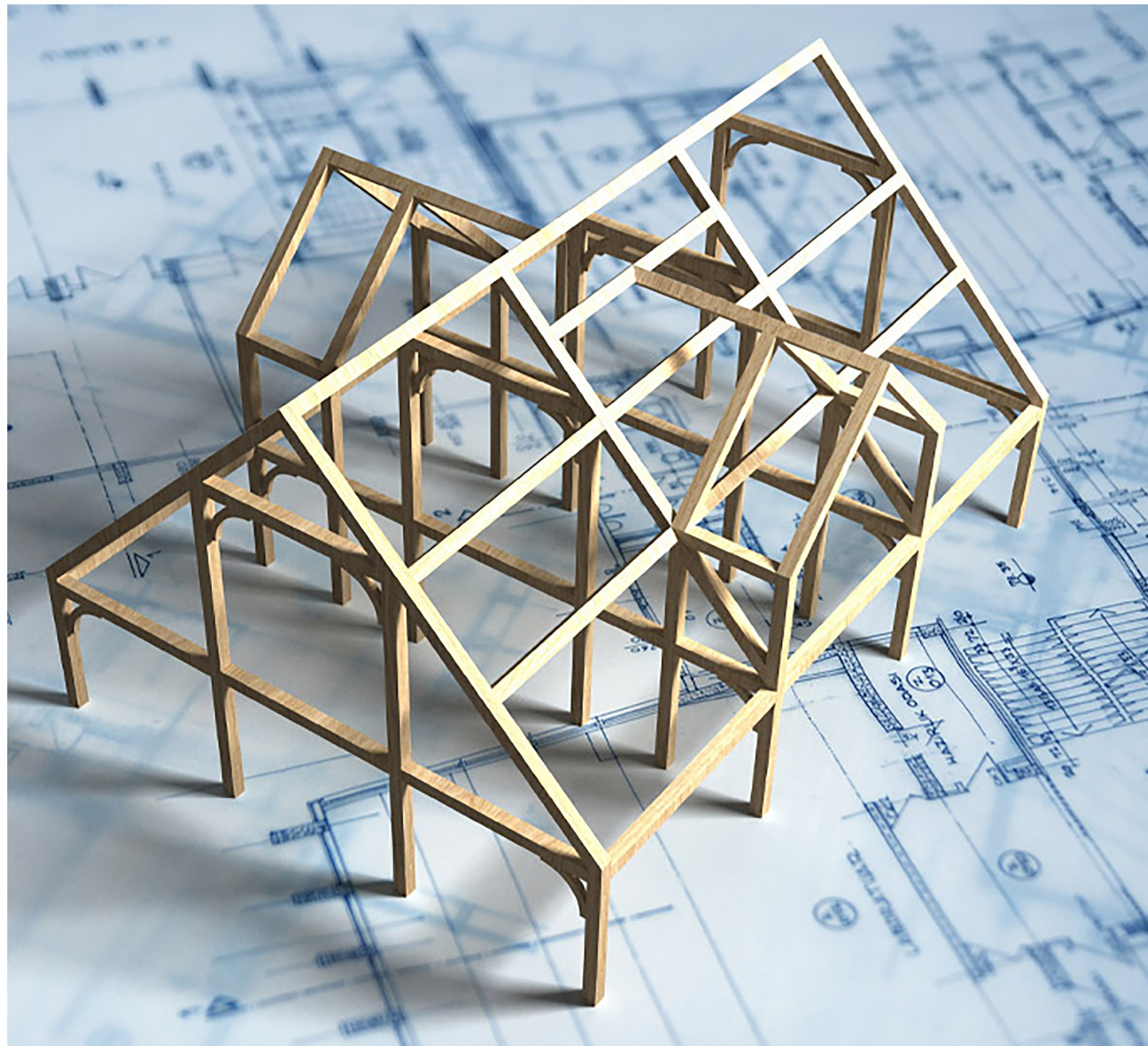
CONTACT INFORMATION

DEVELOPER:
FISCHER HOMES
KYLE TRELOAR (24 HOUR CONTACT)
3940 OLYMPIC BLVD, STE 400
ERLANGER, KY 41018
EMAIL: KTRELOAR@FISCHERHOMES.COM
T: 605-430-1783

ENGINEER, LAND PLANNER,
LANDSCAPE ARCHITECT
LJA ENGINEERING
299 SOUTH MAIN STREET, SUITE A
ALPHARETTA GA, 30005
WEBSITE: WWW.LJA.COM
T: 770-225-4730

DEVELOPER'S STORY

OF SAPPHIRE SPRINGS



FISCHER HOMES

HISTORY

Fischer Homes is a privately-owned home builder based in the Greater Cincinnati area. Fischer Homes was founded in 1980 as Henry Fischer Builder, Inc. on the belief that dreams were meant to become reality. Today, Fischer Homes is one of the largest builders in the nation; ranked 32nd (per the Home Builder Executive) of the Largest U.S. home builders. Fischer Homes is located in six other markets - Columbus, OH (2008), Indianapolis, IN (2009), Atlanta, GA (2013), Louisville, KY (2018), Dayton, OH (2020), St. Louis, MO (2021), and Northwest Florida (2023).

PHILOSOPHY

Create an Exceptional Customer Experience. From the company's beginning, the focus has been on our customers, and today the company is single-mindedly dedicated to this guiding principle. Through the years, Fischer Homes has been honored with many awards, but our high level of Customer Satisfaction is most important. Each homeowner has our commitment that building a home with us will be one of the most enjoyable experiences of their lives.

Thoughtful consideration is given to the communities which we choose to build, and we take special pride in the amount of forethought and planning that goes into each of our neighborhoods. We concentrate on creative and efficient communities that are easy for homeowners to enjoy and maintain. By providing residents with the proper tools and a solid community foundation, homeowners can enjoy life in a sustainable and beautiful setting to stand the test of time. Our legacy is important, and we set up our communities and homeowners to succeed over the long-term.

Our vision for our urban infill product is "to build exceptional urban homes in distinctive, walkable neighborhoods that appeal to a range of buyers and leverage our strengths in sales, construction, and operations."

MISSION

Our mission is to deliver the "best total new home solution."

- High-quality homes in highly desirable locations
- Thoughtful and caring approach to overall community design
- Believe the community is an extension - an integral part - of the home
- Continuous investment in home designs

LOCATION

OF SAPPHIRE SPRINGS

The future Sapphire Springs development is located approximately 3.5 miles north of I-985 at exit 22 and 2.5 miles north of downtown Gainesville. The site is situated along the southwest side of Thompson Bridge Road (Highway 60), between the intersections of Springview Drive and Mountain View Drive. The property is 0.3 miles from Lake Lanier. One unnamed stream exists on the property, which drains into an unnamed tributary that eventually flows into Lake Lanier.

The subject site includes seven tax parcels with Parcel IDs of 0090 002001, 00090 002021, 00090 002022, 00090 002023, 00090 002024, 00090 002032, and 01090 002021. Parcel 0090 002001 will be annexed into Gainesville city limits during the rezoning process for the project. The latitude and longitude coordinates for the site are 34.327675°N, -83.839448°W.

The property is surrounded by a variety of residential and commercial properties. Five existing home sites with houses are located within the northeastern property boundary along the southwest side of Thompson Bridge Road. Single-family residential properties are located along the northwestern, southern, and southeastern site boundaries. Multiple commercial properties are located on the northeast side of Thompson Bridge Road, within a shopping center. Many larger retail stores such as Walmart (just 0.4 miles south of the site) and Publix (0.7 miles south of the site) anchor Thompson Bridge Road. The Northeast Georgia Medical Center is located 2.7 miles south of the development via the Hwy 129 business route.

Additional Location Information

Proximity to Parks and Recreation: The site is close to several parks and recreational areas, including Holly Park, which is approximately 1.2 miles to the north and Laurel Park, which is approximately 1.5 miles northeast and offers amenities such as boat ramps, picnic areas, and sports facilities. Additionally, the Linwood Nature Preserve is less than 0.25 mile to the west and is conveniently located for an easy walk.

Educational Institutions: Nearby schools include Riverside Preparatory Academy, Enota Multiple Intelligences Academy and Gainesville High School, all within a 3-mile radius.

Transportation: The site is well-connected with major roads and highways, providing easy access to Atlanta (approximately 55 miles southwest via I-985 and I-85).

Economic Development: The area is experiencing growth of new residential developments, commercial developments and infrastructure improvements. The proximity to these existing locations enhances the overall appeal and accessibility for the future Sapphire Springs development.



EXIT 22

PROJECT OVERVIEW AND CHARACTER



Sapphire Springs is a master planned community consisting of 141 homes / units on 36.561 acres with an overall density of 3.86 units per acre. The development will be separated into two housing options of single family detached homes and single family attached townhomes, catering to diverse needs and preferences. This mix consists of (53) 60' wide (minimum) single-family detached lots along with (44) single-family attached units of 24' townhomes and (44) 20' (minimum) single family attached units of townhomes. The variety of product types is intended to encompass different price points and accommodate the varying lifestyles of the residents.

The community showcases a dedicated amenity area that greets residents and visitors upon entry and forms a gathering area for the two product pods. Social spaces like the clubhouse and mail kiosk area will foster a sense of community, encouraging interactions among residents. Additional opportunities for interaction include sidewalk connections and mulch walking trails.

The identity of Sapphire Springs would be deeply rooted in the area's natural beauty and recreational opportunities associated with Lake Lanier and the City of Gainesville. Lake Lanier, known for its expansive waters and scenic surroundings, would play a central role in shaping the development's identity with adjacent amenities such as boating, fishing, and hiking, creating a lifestyle that celebrates the lake's serene environment. Additionally, the proximity to Gainesville, with its rich history and vibrant downtown, would infuse the development with a sense of cultural heritage and local charm. The identity of this new area would be a blend of lakeside tranquillity and small-town warmth, offering residents a unique and appealing living experience.

The character of this new development would be one of inclusivity, relaxation, and a strong connection to nature, making it an inviting place to call home.

STREET SYSTEM OF SAPPHIRE SPRINGS

Primary access to the future development will be limited to Thompson Bridge Road, also known as Highway 60. The proposed Thompson Bridge entrance shall be located central to the development frontage upon Georgia Department of Transportation (GDOT) approving the intersection sight distance standards. Thompson Bridge Road is a four-lane road with a center turn lane, facilitating traffic flow and access to adjacent properties. Secondary access shall be provided through a gated emergency-only access road off of Crystal Drive. This gated access is located opposite of the main entrance on the west side of the development.

Streets will typically be constructed to the City of Gainesville standards and will include 5' sidewalks on both sides of the streets, street lights and cross walks where indicated. Multi-use paths or walking trails may be constructed of concrete, asphalt, gravel or mulch.

Some variations to street design standards are anticipated due to the existing stream buffer, which creates two pods within the site. These variations promote the slowing of vehicular traffic and provide a more creative approach to street design. Variations to the street standards include 1: cul-de-sacs may be non-standard as depicted on the site plan, 2: a reduction in the horizontal centerline radius from 275'R to 175'R, 3: no maximum cul-de-sac length, 4. minimum



CONCEPTUAL RENDERING



SITE DEVELOPMENT

OF SAPPHIRE SPRINGS

MONUMENTATION AND SIGNAGE

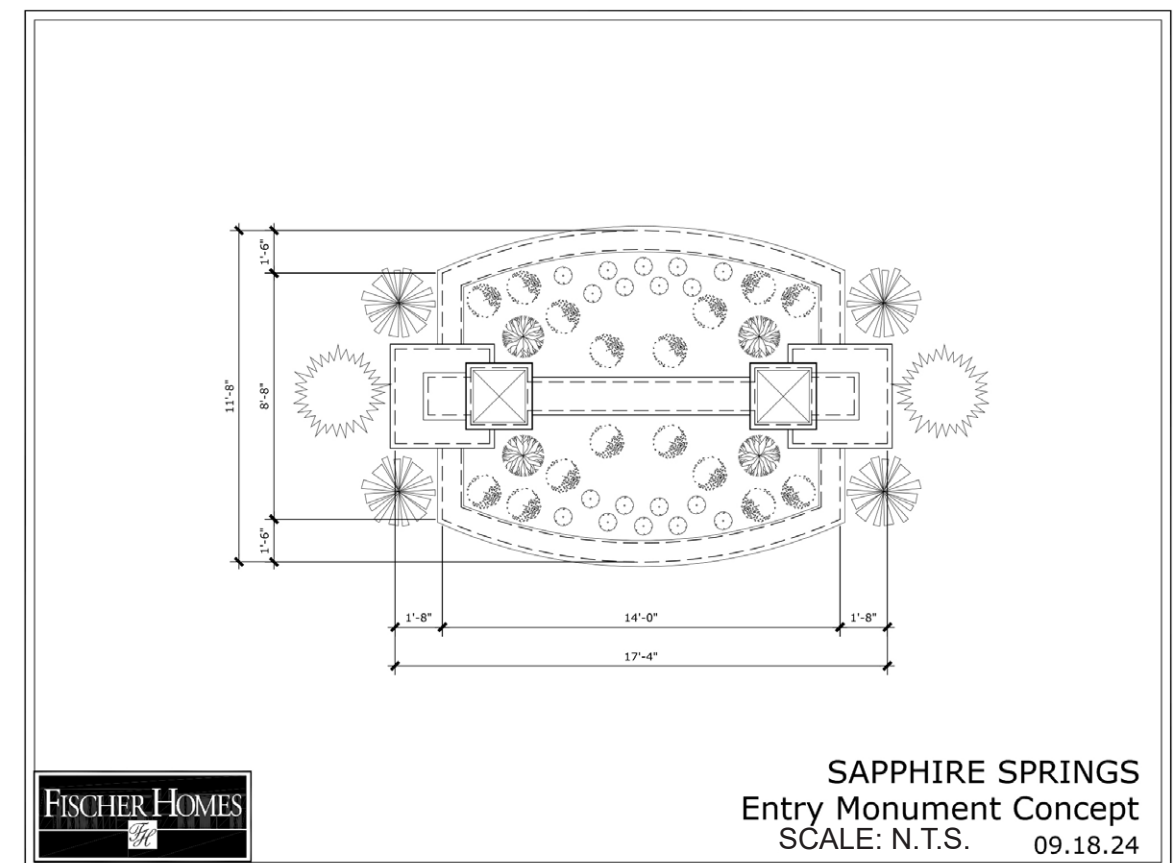
The primary entrance to Sapphire Springs is located central to the development frontage on Thompson Bridge Road. This entrance serves as the main visual access point to the project, heralding the development. Given its importance in forming Sapphire Springs' first impression, the entrance will feature landscaping, signage, monumentation, and lighting to create a sense of place and a welcoming arrival point. The design of the monument sign will mirror the architectural and landscape style of the development. Additional signage within the development will identify amenities and residential streets.

SECONDARY IDENTIFICATION

Signage and monumentation elements may be distributed throughout the development, maintaining a style consistent with the major project identification signs but on a smaller scale. Secondary identification may be placed on the interior streets of Sapphire Springs, indicating residential street names. Minor informational signs may also be used to guide visitors to various amenities and points of interest within Sapphire Springs. These signs might include event listings and other relevant community information.

LANDSCAPING

Alongside the infrastructure design, the thoughtful planning and design of outdoor spaces is critical in cultivating the desired atmosphere of Sapphire Springs. The overall landscape concept for this area plays a vital role in unifying the community, ensuring that residences and related improvements blend seamlessly with the existing scenic beauty and natural conditions. The development will respect the area's natural setting by preserving existing canopy and providing new plantings that harmonize with the existing environment and the landscape character of the region. The developer will establish a consistent landscape that responds to aesthetic concerns and helps establish a positive image within the development for years to come.



LANDSCAPING



DOGWOOD



FLOWERING CHERRY



ELM



ARNOLD TULIP POPLAR



LEYLAND CYPRESS



CRAPE MYRTLE



OAK



REDBUD



RED MAPLE

Plant material may include, but is not limited to this palette

COMMUNITY STANDARDS

OF SAPPHIRE SPRINGS

MAINTENANCE AND OWNERSHIP OF STREETS AND OPENS SPACES

All the streets and sidewalks, including those within individual phases, are intended to be built as publicly maintained streets and turned over to the City for ownership. All interior open spaces and common elements (including structural slopes, walls, etc.) will be deeded to the master homeowners association for maintenance and operation.

The hoa(s) will maintain and manage all of the common areas of the development, including financial management and enforcement of community standards. Any modifications or new construction within the community must be approved by an architectural review board. The board will be established and operated by the developer until such time as the powers are transferred to the hoa(s).

WATER AND SEWER UTILITIES

Water and sewer utilities will be provided by City of Gainesville. There is an existing 8" waterline that runs along Thompson Bridge Road that Sapphire Springs will tie into. The site also has existing sewer that enters from the southeastern adjacent property and runs parallel to the existing stream before exiting. The existing sewer pipes are planned to be rerouted for development.

FENCES AND WALLS

Fences and walls should be designed and maintained in relationship with the character of the surrounding land uses and structures. Retaining walls will be constructed of concrete, architectural modular block, gabion material, or match the architectural character of the surroundings and site.

HOMEOWNERS ASSOCIATION

A mandatory Homeowners Association (HOA) or multiple associations will be formed for Sapphire Springs or portions thereof. The HOA(s) will maintain and manage all common areas of the development, including financial management, architectural controls, and enforcement of community standards. Any modifications or new construction within the community must be approved by an Architectural Review Board. The Board will be established and operated by the Developer until such time as the powers are transferred to the HOA(s).

DRAINAGE AND STORMWATER MANAGEMENT

Highest elevations are in the northern and southern corners of the property, with gently sloping topography towards the intermittent stream in the central portion of the site, an overall drainage direction of west-northwest. The site drains into an unnamed tributary that eventually flows into Lake Lanier. Stormwater management facilities are planned at suitable stormwater pond management areas adjacent to the central drainage channel of the site, which reduces the amount of direct discharge into Lake Lanier.

USES

Land development for residential housing is dynamic because of the need to concurrently predict and respond to the local real estate market and national economic and demographic trends. Approval of the Sapphire Springs Master Plan is intended to approve approximately 141 homes / units as the maximum number of units for the development. Housing products may be moved, combined, or reconfigured without limit within the development, provided the maximum number of units is not exceeded and the overall change will not increase impact to the roadway system at peak hours or increase the points of connection. Uses of a traditional, single-family residence for owner occupancy in this development are detached and attached forms of housing. Uses and standards described in the plan anticipate and describe single family residential construction. If the use and/or form of housing for a particular phase is not specifically described or detailed in the plan, such a use or form may be approved administratively by staff based on the existing approved standards of the City of Gainesville for such a form of construction on similar sites elsewhere in the incorporated areas of the city.

PHASING

The developer intends to construct Sapphire Springs in 3 separate phases. Phasing is generally sequential but may overlap. Lots of various sizes and ownership types may be under development concurrently in multiple portions of the overall site.

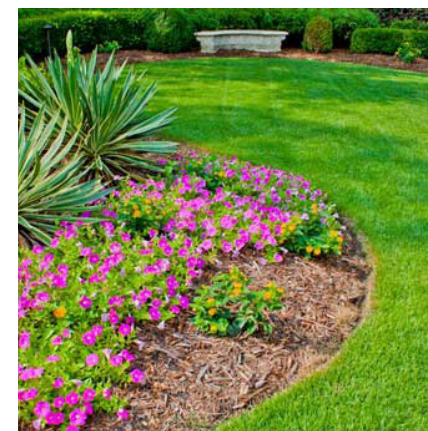
Phase 100: 31 Maple Street SFD residential units will be built (lots 1-26, 48-53)

Phase 110: 28 Single family attached townhomes will be built (units 54-65, 126-141)

Phase 200: 22 The amenity area and Maple Street SFD residential units will be built (lots 27-53)

Phase 210: 32 Single family attached townhomes will be built (units 66-81, 110-125)

Phase 310: 28 Single family attached townhomes will be built (units 82-109)



OPEN SPACE

OF SAPPHIRE SPRINGS



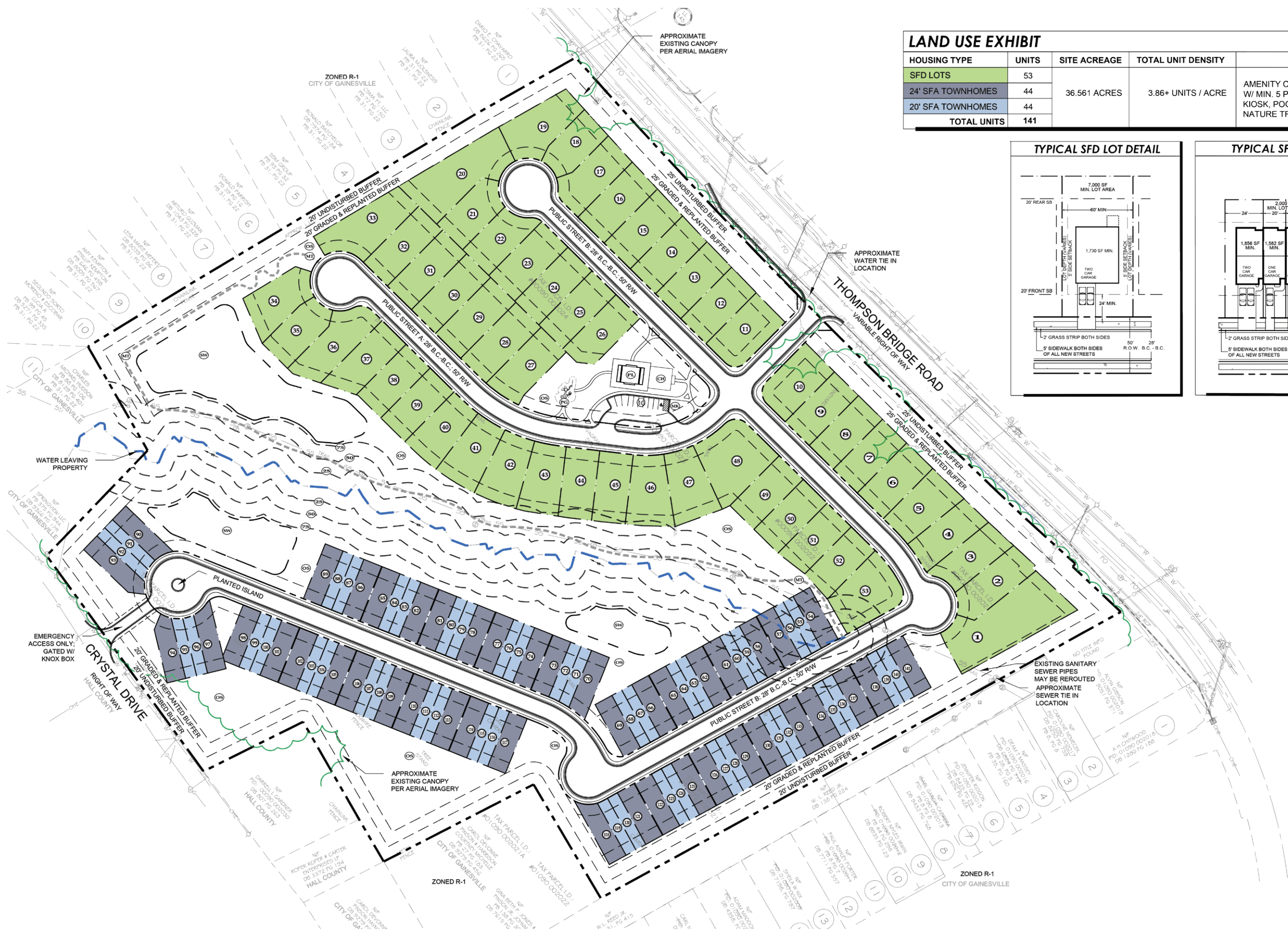
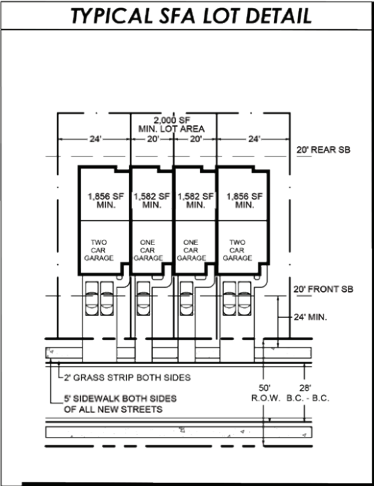
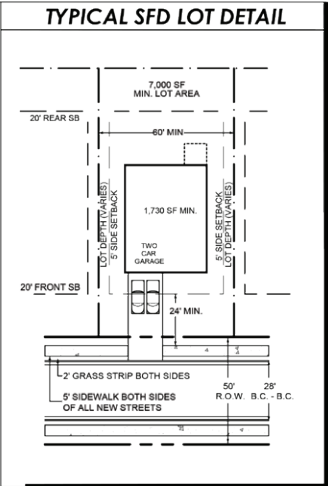
Sapphire Springs will have a minimum 20% (or 7.31 acres of the total acreage) of open space. The open space will surround the perimeter of the property, and will double as a natural and graded/replanted buffer. The open space will also include the preserved portion of the riparian corridor running through the middle of the site. Open spaces will provide areas for amenities including a clubhouse, pool, playground, and mulch walking trail running within the existing sanitary sewer easement. The undisturbed portion of open space will protect the natural beauty of the site as well as the environmentally sensitive areas.

Sapphire Springs is being developed with healthy lifestyle experiences in mind: lots of open spaces for passive recreation, a network of sidewalks, a mulch trail, and an active recreation area. This area will serve as the focal point when arriving from the main vehicular entrance, which will further foster a community central gathering area around open spaces.

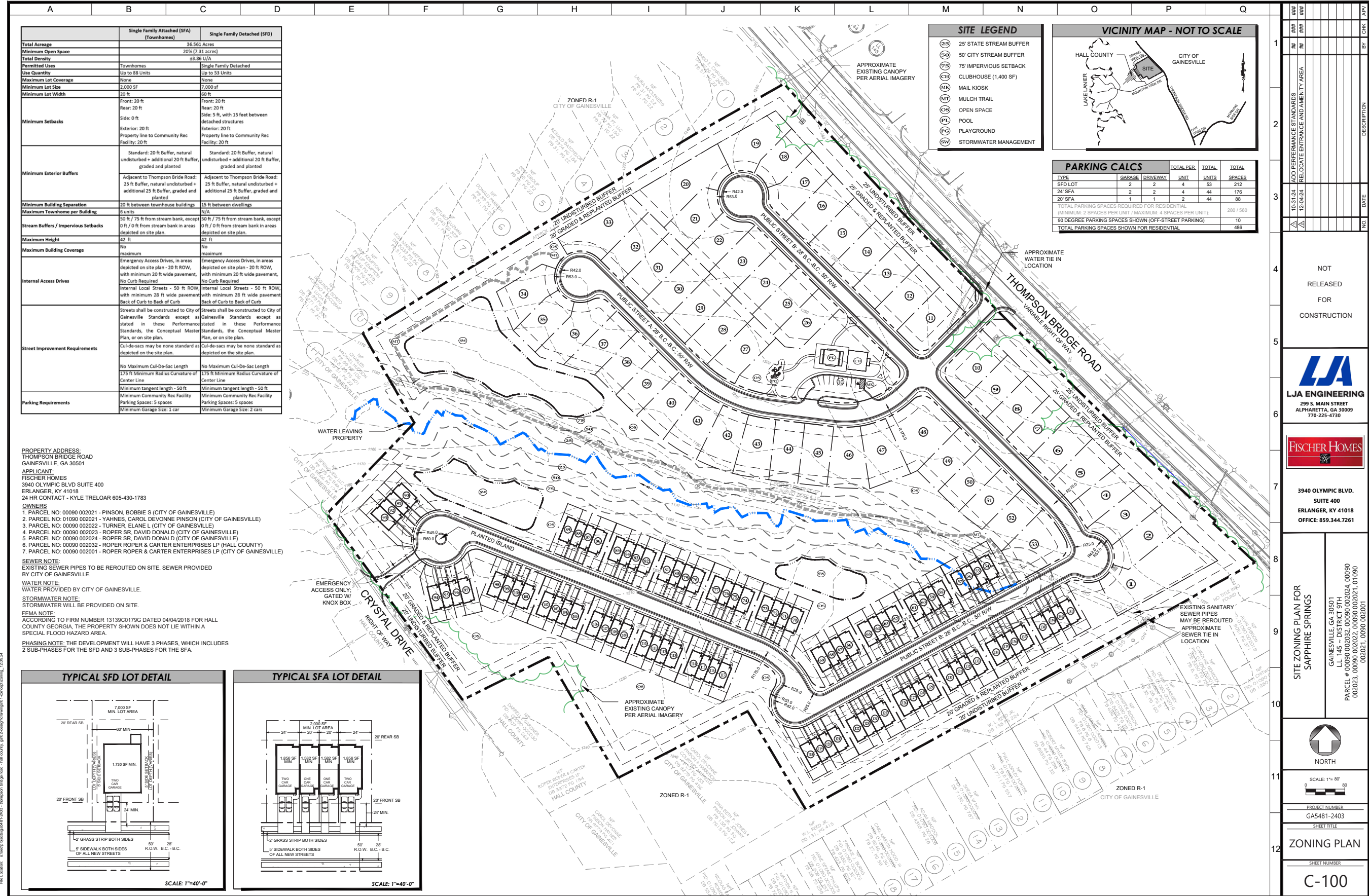


LAND USE PLAN

LAND USE EXHIBIT				
HOUSING TYPE	UNITS	SITE ACREAGE	TOTAL UNIT DENSITY	FEATURES
SFD LOTS	53	36.561 ACRES	3.86+ UNITS / ACRE	AMENITY CLUBHOUSE (+/- 1,400 SF) W/ MIN. 5 PARKING SPACES, MAIL KIOSK, POOL, PLAYGROUND, & NATURE TRAIL
24' SFA TOWNHOMES	44			
20' SFA TOWNHOMES	44			
TOTAL UNITS	141			



CONCEPTUAL SITE PLAN



AMENITIES

OF SAPPHIRE SPRINGS

Sapphire Springs will have a minimum 20% (or 7.31 acres of the total acreage) of open space. The open space will surround the perimeter of the property, and will double as a natural and graded/replanted buffer. The open space will also include the preserved portion of the riparian corridor running through the middle of the site. Open spaces will provide areas for amenities including a clubhouse, pool, playground, and mulch walking trail running within the existing sanitary sewer easement. The undisturbed portion of open space will protect the natural beauty of the site as well as the environmentally sensitive areas.

Sapphire Springs is being developed with healthy lifestyle experiences in mind: lots of open spaces, a network of sidewalks, a mulch trail, and an active recreation area. The main amenity clubhouse area will include the mail kiosk and may include benches for passive observation. This area will serve as the focal point when arriving from the main vehicular entrance, which will further foster a community central gathering area around open spaces.

There is an existing sanitary sewer easement that has contributed to some clearing of the existing canopy running along the center portion of the site with an east/west orientation, along the existing stream's flow. This area provides the best opportunity to meander a mulch trail with minimal impact to existing vegetation, while also allowing for enhanced maintenance of the trail system.



SINGLE FAMILY DETACHED RESIDENTIAL PRODUCTS

Maple Street Product

The Maple Street Collection offers single-family homes that make the dream of becoming a homeowner affordable! Whether a customer is looking for more space or is a first-time homebuyer, this collection provides a variety of floorplan options and design choices. Floorplans range from 1,200 to over 3,100 square feet of finished space. Customers have the flexibility to choose structural options such as additional bedrooms, private office space, or larger windows. At our Lifestyle Design Center, customers can explore a Maple Street-crafted room with numerous options, including exterior colors, countertops, cabinets, flooring, and more, to personalize their new home.





GREENBRIAR

Maple Street Collection

welcome home.

Approximately 1983 sq ft



URBAN MODERN
(WITH OPTIONAL BRICK)

designed by: *FH*



HYDE PARK COTTAGE
(WITH OPTIONAL BRICK)

designed by: *FH*



COASTAL CLASSIC
(WITH OPTIONAL PORCH)

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Our Plans Include You



YOSEMITE

Maple Street Collection

welcome home.

Approximately 2258 sq ft



MODERN FARMHOUSE

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WESTERN CRAFTSMAN
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WESLEY

Maple Street Collection

welcome home.

Approximately 1842 sq ft



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MODERN FARMHOUSE

designed by: *FH*



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Our Plans Include You



THE BRECKENRIDGE

MAPLE STREET COLLECTION

3,135-3,156 SQFT

2 Story

4-5 Bedrooms

2.5-3.5 Baths



Modern Farmhouse



Photos, Options,
Virtual Tours
& More



Western Craftsman



Urban Modern



Coastal Classic



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JENSEN

Maple Street Collection

welcome home.

Approximately 2794 sq ft



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(WITH OPTIONAL BRICK)

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MODERN RETREAT
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THE DAVINCI

MAPLE STREET COLLECTION

1,730-1,752 SQFT

1 Story

3 Bedrooms

2 Baths



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SINGLE FAMILY TOWNHOME RESIDENTIAL PRODUCTS

FISCHER HOMES

Wilder + Atlas Townhome Product

The Townhome Collection offers single-family, attached homes for first-time homebuyers, young professionals, or anyone looking for maintenance-free living. Residents will own their fee simple lots while enjoying the maintenance package established by the community HOA, freeing their time to be active participants in all of the shopping, dining, and other amenities Buckstone has to offer. Floorplans range from 1,550 to 1,850 square feet of finished space.

- Included 9ft first floor ceiling height
- Included 6ft privacy fence on rear of buildings between patios
- One and two car front entry



Wilder Townhome Floorplan

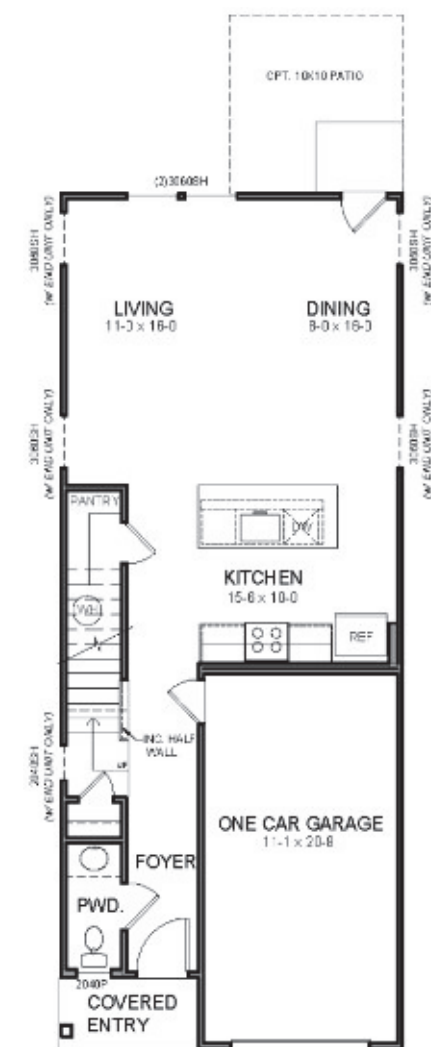


First Floor

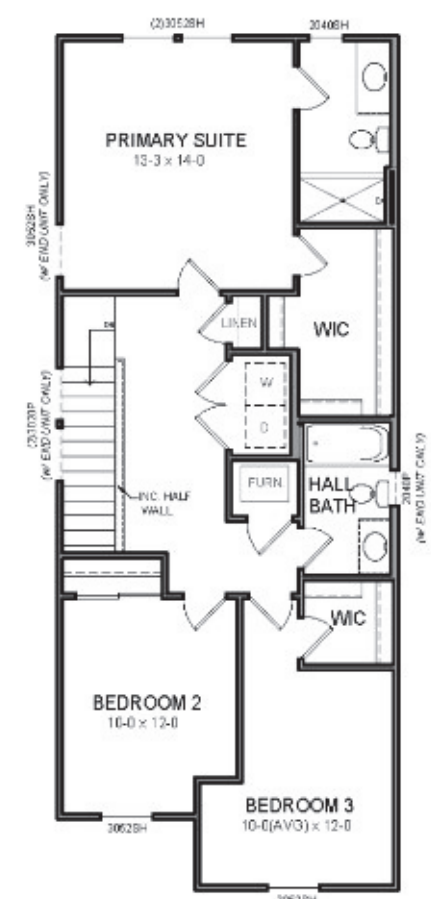


Second Floor

Atlas Townhome Floorplan



First Floor



Second Floor







GREENBRIAR

Maple Street Collection

welcome home.

Approximately 1983 sq ft



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WESTERN CRAFTSMAN

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designed by:





THE BRECKENRIDGE

MAPLE STREET COLLECTION

3,135-3,156 SQFT

2 Story

4-5 Bedrooms

2.5-3.5 Baths



Photos, Options,
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Modern Farmhouse



Western Craftsman



Urban Modern



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Our Plans Include You

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THE DAVINCI

MAPLE STREET COLLECTION

1,730-1,752 SQFT

1 Story

3 Bedrooms

2 Baths



Photos, Options,
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RVSD
12/23



DATE

October 1, 2024

Zachary Vermillion, P.E.

SAPPHIRE SPRINGS TRAFFIC IMPACT STUDY

Gainesville, GA

LJA PN: 4221-2301

PREPARED BY:

LJA ENGINEERING, INC.

299 South Main Street Suite A
Alpharetta, GA 30009
770.225.4730
GA License PEF007392

PREPARED FOR:

Miles Hansford, LLC

178 South Main Street Suite 310
Alpharetta, GA 30009



SAPPHIRE SPRINGS TRAFFIC IMPACT STUDY

Zachary S. Vermillion



A handwritten signature in blue ink, reading "Zachary S. Vermillion".

October 1, 2024



299 South Main Street Suite A
Alpharetta, Georgia 30009
Phone: 770.225.4730
www.ljaengineering.com
GA License PEF007392

EXECUTIVE SUMMARY

This report presents the summary of findings for the Traffic Impact Study (TIS) prepared by LJA Engineering, Inc. (LJA) for the proposed Sapphire Springs development in Gainesville, GA.

This development will consist of 53 single-family homes and 94 townhomes. Construction for this development is expected to be completed in 2029. The objective of this study is to analyze the impacts of the traffic generated by the proposed development on the performance of the surrounding roadway network and to determine if mitigation measures to address any resulting deficiencies are recommended.

The study area for this TIS includes the street network located within a mile from the proposed development's access points and includes the following intersections:

1. Thompson Bridge Rd/Hwy 60 at River Cliff Dr
2. Thompson Bridge Rd/Hwy 60 at Linwood Dr/Sandridge Ct
3. Thompson Bridge Rd/Hwy 60 at Springview Dr
4. Thompson Bridge Rd/Hwy 60 at Mountainview Rd NW
5. Thompson Bridge Rd/Hwy 60 at Virginia Ave/Oakland Dr NW
6. Thompson Bridge Rd/Hwy 60 at Lanier Ave

Future development access points include:

7. Access A at Thompson Bridge Rd/Hwy 60

For this study, the AM and PM peak hours were analyzed for each of the following scenarios:

1. Existing conditions (2024)
2. Build-out year (2029) – background traffic only
3. Build-out year (2029) – combined traffic
4. Horizon year (2034) - background traffic only
5. Horizon year (2034) - background traffic

Peak hour traffic and 24-hour link data were collected on September 4, 2024. An average annualized growth rate of 1.3 percent was calculated using historical traffic data from the GDOT traffic count database. This growth rate was applied to the existing traffic volumes in order to determine the future background traffic volumes for the year 2029.

The overall proposed development is expected to add 1228 daily vehicle trips with 85 vehicle trips (24 in 61 out) during the AM peak hour and 107 vehicle trips (64 in 43 out) during the PM peak hour. These traffic volumes were distributed to the surrounding roadway network according to the existing travel patterns within the study area.

All analyses in this study were completed using standard traffic engineering practices based on the methodology outlined in the *Highway Capacity Manual - 6th Edition* (HCM6). Level of Service analyses for intersections were completed using Synchro 12 traffic analysis software.

Improvements Not Related to the Development

There are no planned improvements not related to the development according to the Georgia Department of Transportation project list, and no improvements are recommended in this study.

Development-Related Improvements

To comply with GDOT guidelines, the study recommends the following:

- Add southbound right turn lane along Thompson Bridge Rd/Hwy 60 at Access A.

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I. Introduction

This report presents the summary of findings for the Traffic Impact Study (TIS) prepared by LJA Engineering, Inc. (LJA) for the proposed Sapphire Springs development in Gainesville, GA. The objective of this study is to analyze the impacts of the traffic generated by the proposed development on the performance of the surrounding roadway network and to determine the recommended mitigation measures to address any resulting deficiencies.

This development will consist of 53 single-family homes and 94 proposed townhomes. A copy of the proposed site concept plan is in **Appendix A**.

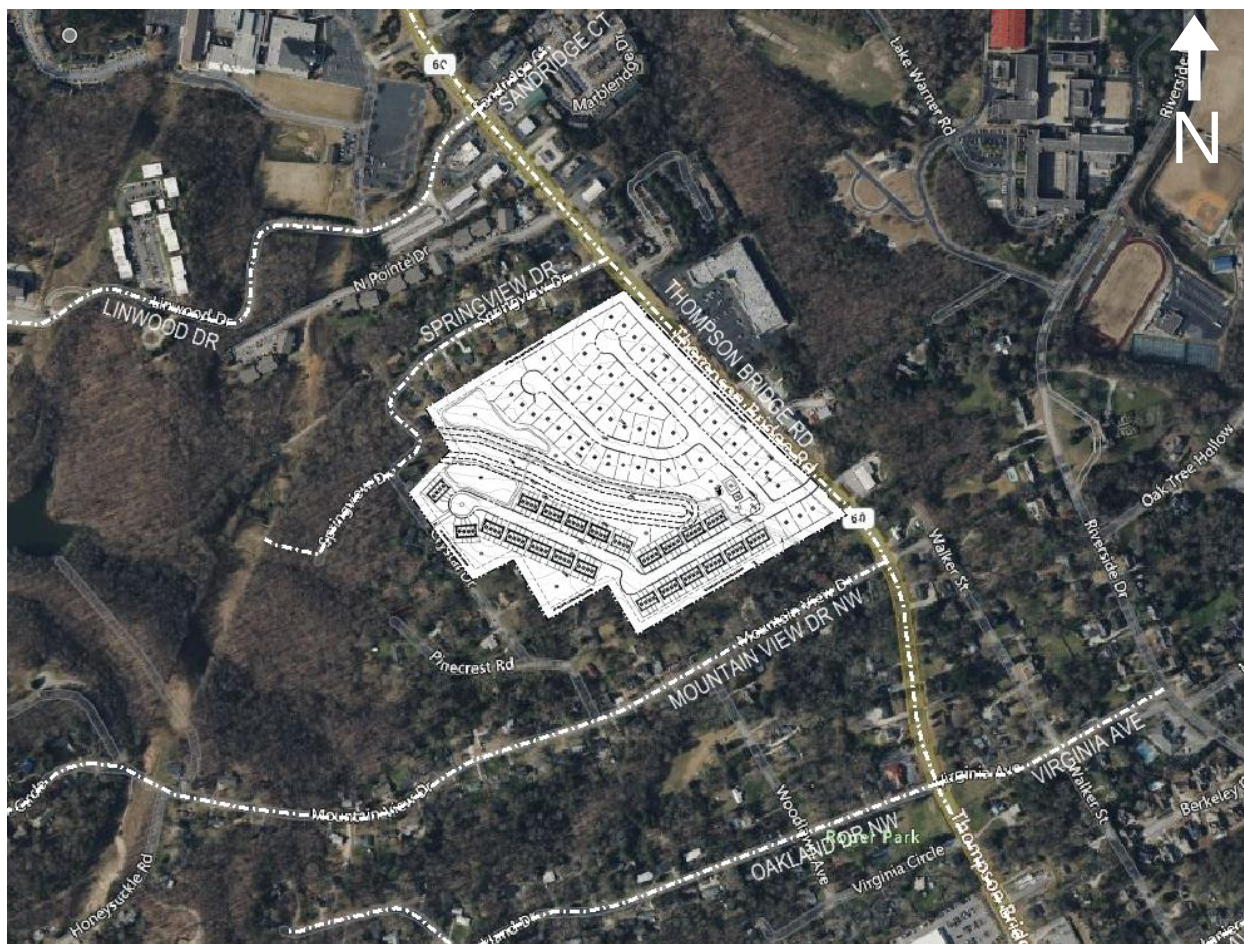


Figure 1 – Proposed Site Location

Construction build-out for this development is estimated to be completed in 2029. It should be noted that build-out of the residential development is based on market conditions.

1.1 Existing Area Conditions

1.1.1 Existing Roadway Configuration and Access

The proposed development is located along Thompson Bridge Road/Highway 60 south of Lake Lanier and north of Downtown Gainesville.

Thompson Bridge Rd/Hwy 60 is a 4-lane undivided roadway with a two-way left turn lane. It is 60 feet wide with a posted speed limit of 45 miles per hour. To the south of the development is Mountain View Dr NW, a 2-lane, 24-foot wide residential roadway with a posted speed limit of 30 miles per hour. To the north of the development is Springview Dr, which is also a 2-lane, 24-foot wide residential roadway with a posted speed limit of 30 miles per hour.

1.1.2 Study Area

The study area for this TIS includes the street network located within 0.5 miles from the proposed development's access points. Major intersections within the study area include:

1. Thompson Bridge Rd/Hwy 60 at River Cliff Dr
2. Thompson Bridge Rd/Hwy 60 at Linwood Dr/Sandridge Ct
3. Thompson Bridge Rd/Hwy 60 at Springview Dr
4. Thompson Bridge Rd/Hwy 60 at Mountainview Rd NW
5. Thompson Bridge Rd/Hwy 60 at Virginia Ave/Oakland Dr NW
6. Thompson Bridge Rd/Hwy 60 at Lanier Ave

1.2 Proposed Area Conditions

The proposed development will have access through two (2) different driveways: one is located along Thompson Bridge/Hwy 60, and the other one will be on the southern end of the development and will be used for emergencies only. The current existing land use at the project site is classified as Agriculture/Forestry. The proposed development will be a high-density residential area once construction is completed. Per Gainesville-Hall County's Comprehensive Transportation Plan (CTP), there are no adjacent transportation projects or improvements in the vicinity of the Sapphire Springs development.

The proposed development will have one public access point:

1. Access A at Thompson Bridge Rd

II. Methodology

In order to evaluate the traffic impacts of the proposed development on the surrounding roadway network, future traffic conditions were analyzed with (combined traffic) and without (background only) the development's generated traffic. After the future traffic conditions were analyzed, mitigation measures were developed to address any resulting deficiencies in the performance of the surrounding street network due to the development related traffic. For this study, the AM and PM peak hours were analyzed for each of the following scenarios:

1. Existing conditions (2024)
2. Build-out year (2029) – background traffic only
3. Build-out year (2029) – combined traffic
4. Horizon year (2034) – background traffic only
5. Horizon year (2034) – combined traffic

For the build-out year, it was assumed that all residential development is in place.

2.1 Traffic Data and Existing Conditions

Peak hour traffic and 24-hour link data were collected on September 4th, 2024, and copies of the raw traffic count data are located in **Appendix B**.

Exhibit 1 in **Appendix C** shows the existing lane configurations at the study intersections and the existing traffic control is listed below.

1. Thompson Bridge Rd/Hwy 60 at River Cliff Dr – Two-Way Stop Control
2. Thompson Bridge Rd/Hwy 60 at Linwood Dr/Sandridge Ct – Signalized
3. Thompson Bridge Rd/Hwy 60 at Springview Dr – Two-Way Stop Control
4. Thompson Bridge Rd/Hwy 60 at Mountainview Rd NW – Two-Way Stop Control
5. Thompson Bridge Rd/Hwy 60 at Virginia Ave/Oakland Dr NW – Two-Way Stop Control
6. Thompson Bridge Rd/Hwy 60 at Lanier Ave – Two-Way Stop Control

Exhibit 2 in **Appendix C** shows existing peak hour traffic volumes at the study intersections.

2.1.1 Traffic Operation Analysis Requirements

For a Level 2 TIS, the existing condition operations have to be analyzed. An Intersection Control Evaluation (ICE) is required since the proposed driveway is along at least one roadway designated as a state route (state highway system) or as part of the National Highway System.

2.1.2 Background Traffic Growth

An average annualized growth rate of 1.3 percent was calculated using historical traffic data from the GDOT traffic count database. This growth rate was applied to the existing traffic volumes in order to determine the future background traffic volumes for the year 2029.

Table 1 - Background Growth Rate Calculation

Location	AADT Volume/Year		Volume Growth	Percentage Growth	Annual Growth
	2012	2022			
Thompson Bridge Rd N of Development	29010	33200	4190	14%	1.4%
	2012	2022			
Thompson Bridge Rd S of Development	24310	27900	3590	15%	1.4%
	2012	2022			
Oak Tree Dr E of Thompson Bridge Rd	3620	4690	1070	30%	2.6%
	2012	2022			
Riverside Dr E of Thompson Bridge Rd	15210	14800	-410	-3%	-0.3%
Average Annual Growth					1.3%

Exhibit 3 in **Appendix C** shows the background traffic volumes for the year 2029 (build-out year) and **Exhibit 4** in **Appendix C** shows the background traffic volumes for the year 2034 (horizon year).

2.2 Trip Generation and Distribution

The amount of traffic a proposed development will generate depends on several factors including the nature, size, and location of the proposed development. Vehicle trips related to the proposed development are generated based on information contained in the *Trip Generation Manual – 11th Edition* which is published by the Institute of Transportation Engineers (ITE).

2.2.1 Trip Generation

Table 2 below shows the estimated amount of vehicle trips which will be generated by the proposed development using the fitted equations from the manual.

Table 2 - Vehicle Trip Generation Totals for Proposed Development

Land Use (ITE Code)	Units	AM Peak Trips (vph)			PM Peak Trips (vph)			Weekday 24-hour Trips
		In	Out	Total	In	Out	Total	
Single-Family Detached Housing (210)	53	11	31	42	34	20	55	563
Single-Family Attached Housing (215)	94	13	30	43	30	23	52	666
Total		24	61	85	64	43	107	1228

The overall proposed development is expected to add 1228 daily vehicle trips with 85 vehicle trips (24 in 61 out) during the AM peak hour period and 107 vehicle trips (64 in 43 out) during the PM peak hour period. These traffic volumes were distributed to the surrounding roadway network according to the existing travel patterns within the study area.

2.2.2 Trip Distribution and Assignment

Generated traffic volumes were assigned to the study street network according to the routes that provide the shortest travel distance to their corresponding origins/destinations. Vehicle trip distribution percentages and development related vehicle trips are presented in **Exhibit 5** and **Exhibit 6** in **Appendix C**, respectively.

2.2.3 Internal Trip Capture

Internal trip capture (trips that stay within a development) occurs within developments that include complementary and interacting land uses. Examples include developments with office, retail, restaurants, entertainment, hotels and/or residential. Internal trip capture can be calculated using tables and information from the *ITE Trip Generation Manual – 11th Edition*. For this development, no internal trip capture was assumed.

2.2.4 Pass-by Trip Reduction

The total external trips of the generated traffic may be reduced by a Pass-By Reduction factor to account for the projected traffic that is already traveling along the roadways adjacent to the proposed development. Pass-by reduction methodologies are established by the Institute of Transportation Engineers (ITE) and only apply to certain types of development. Pass-by reduction was not considered in this analysis for this development.

2.2.5 Background plus Development Traffic Volumes.

The distributed development traffic volumes were then added to the background traffic volumes for the various scenarios. **Exhibit 7** and **Exhibit 8** in **Appendix C** show the combined background and development traffic volumes projected within the study area for 2029 (build-out year) and the horizon background and development traffic volumes for 2034, respectively.

III. Intersection Capacity Analysis

All analyses in this study were completed using standard traffic engineering practices based on the methodology outlined in the *Highway Capacity Manual - 6th Edition* (HCM6), which provides procedures used to evaluate the operations of all types of transportation facilities, including both signalized and unsignalized intersections. Level of Service analyses for intersections were completed using Synchro 12 traffic analysis software.

Levels of Service is represented by a letter grade between A and F. Generally, a LOS ranking of D or better is considered acceptable. A LOS ranking of E represents conditions where the traffic demand volume is approaching the maximum capacity for a movement or the overall intersection. A LOS ranking of F represents a condition where the traffic demand volume exceeds the capacity.

For signalized intersections and all-way stop controlled intersections, a LOS is calculated for each of the lane groups/approaches at the intersection and an overall LOS for the intersection is calculated by averaging the delays (weighted by traffic volume). For one-way and two-way stop-controlled intersections a LOS is calculated for each of the lane groups/approaches at the intersection. An overall LOS is calculated, but with some movements being free flow, it may not be representative of actual operations at stop or yield controlled approaches.

Table 3 shows the criteria for each of the levels of service as listed in the HCM for intersections and intersection lane groups for both unsignalized and signalized intersections. Complete Synchro analyses output files are presented in **Appendix D**.

Table 3 – Level of Service Criteria for Intersections and Intersection Lane Groups

Level of Service	Average Amount of Control Delay (sec/veh)	
	Unsignalized Intersections	Signalized Intersections
A	0 – 10	0 – 10
B	10 – 15	10 – 20
C	15 – 25	20 – 35
D	25 – 35	35 – 55
E	35 – 50	55 – 80
F	> 50	> 80

In the following tables, the level of service and average delay per vehicle for signalized and all-way stop intersections is shown as an overall measure for the intersection. For intersections that are two-way stop controlled, the LOS and average delay is given for the movements that are stop controlled.

3.1 Existing Conditions

Table 4 below summarizes the level of service for the existing conditions with existing traffic volumes for the AM and PM peak hours.

Table 4 – LOS Summary – Existing Conditions

Study Intersection	Control Type	Movement	AM Peak		PM Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Highway 60 & Mall Entrance/River Cliff Dr	TWSC	All	0.1	A	0.3	A
		WB	23.64	C	72.64	F
Highway 60 & Linwood Dr/Sandridge Ct	Signal	All	117.2	F	140.1	F
		NB	14.4	B	203.7	F
		SB	169.7	F	34.1	C
		WB	21.7	C	17.3	B
		EB	11.4	B	13.1	B
Highway 60 & Springview Dr	TWSC	All	0	A	0.1	A
		EB	20.69	C	18.69	C
Highway 60 & Mountainview Rd	TWSC	All	0.5	A	0.4	A
		EB	36.59	E	24.8	C
Highway 60 & Oakland Dr/Virginia Ave	TWSC	All	1.7	A	16.7	C
		WB	25.54	D	81.16	F
		EB	80.75	F	>500	F
Highway 60 & Lanier Ave	TWSC	All	0.1	A	0.7	A
		WB	13.88	B	36.34	E

Currently, the approach experiencing the most delay is eastbound at Highway 60 and Oakland Dr/Virginia Ave. The intersection with the highest delay overall is Highway 60 at Linwood Dr/Sandridge Ct.

3.2 Background and Background plus Development Scenarios

As discussed in the report, an annual growth rate was applied to the existing traffic volumes to generate background traffic volumes for the year 2029. Development trips were then generated, distributed on the study network, and combined with the background traffic volumes for both scenarios.

3.2.1 Year 2029 Analysis

Table 5 – LOS Summary – Year 2029 Background

Study Intersection	Control Type	Movement	AM Peak		PM Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Highway 60 & Mall Entrance/River Cliff Dr	TWSC	All	0.2	A	0.3	A
		WB	25.9	D	93.11	F
Highway 60 & Linwood Dr/Sandridge Ct	Signal	All	142.4	F	167.6	F
		NB	15	B	243	F
		SB	207.5	F	42.3	D
		WB	21.7	C	17.2	B
		EB	11.3	B	13.1	B
Highway 60 & Springview Dr	TWSC	All	0	A	0.1	A
		EB	22.46	C	20.01	C
Highway 60 & Mountainview Rd	TWSC	All	0.6	A	0.5	A
		EB	43.19	E	27.99	D
Highway 60 & Oakland Dr/Virginia Ave	TWSC	All	2.2	A	8.9	A
		WB	32.53	D	129.5	F
		EB	122.02	F	228.27	F
Highway 60 & Lanier Ave	TWSC	All	0.1	A	0.9	A
		WB	14.39	B	43.81	E

and Table 7 below summarize the level of service for the study intersections for the AM and PM peak for the year 2029 (build-out year).

Table 5 – LOS Summary – Year 2029 Background

Study Intersection	Control Type	Movement	AM Peak		PM Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Highway 60 & Mall Entrance/River Cliff Dr	TWSC	All	0.2	A	0.3	A
		WB	25.9	D	93.11	F
Highway 60 & Linwood Dr/Sandridge Ct	Signal	All	142.4	F	167.6	F
		NB	15	B	243	F
		SB	207.5	F	42.3	D
		WB	21.7	C	17.2	B
		EB	11.3	B	13.1	B
Highway 60 & Springview Dr	TWSC	All	0	A	0.1	A
		EB	22.46	C	20.01	C
Highway 60 & Mountainview Rd	TWSC	All	0.6	A	0.5	A
		EB	43.19	E	27.99	D

Highway 60 & Oakland Dr/Virginia Ave	TWSC	All	2.2	A	8.9	A
		WB	32.53	D	129.5	F
		EB	122.02	F	228.27	F
Highway 60 & Lanier Ave	TWSC	All	0.1	A	0.9	A
		WB	14.39	B	43.81	E

As background traffic is scaled up according to the growth rate, delays increase to the point of failing during the PM peak. Compared to peak background traffic, there was a slight increase in delay for the intersections that already had a LOS of F.

Table 6 – LOS Summary – Year 2029 Background Plus Development

Study Intersection	Control Type	Movement	AM Peak		PM Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Highway 60 & Mall Entrance/River Cliff Dr	TWSC	All	0.2	A	0.3	A
		WB	26.03	D	93.75	F
Highway 60 & Linwood Dr/Sandridge Ct	Signal	All	143	F	168.9	F
		NB	15.1	B	244.7	F
		SB	208.6	F	43.3	D
		WB	21.7	C	17.2	B
		EB	11.3	B	13.1	B
Highway 60 & Springview Dr	TWSC	All	0	A	0.1	A
		EB	22.49	C	20.11	C
Highway 60 & Mountainview Rd	TWSC	All	0.7	A	0.5	A
		EB	46.6	E	29.33	D
Highway 60 & Oakland Dr/Virginia Ave	TWSC	All	2.4	A	10.6	B
		WB	36.01	E	154.77	F
		EB	148.09	F	310.11	F
Highway 60 & Lanier Ave	TWSC	All	0.1	A	1	A
		WB	14.53	B	47.84	E
Access A & Thompson Bridge/Hwy 60	TWSC	All	1	A	0.4	A
		EB	45.69	E	19.22	C

No new intersections fail as a result of adding peak hour development traffic.

3.2.2 Year 2029 Analysis

Table 5 – LOS Summary – Year 2029 Background

Study Intersection	Control Type	Movement	AM Peak		PM Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Highway 60 & Mall Entrance/River Cliff Dr	TWSC	All	0.2	A	0.3	A
		WB	25.9	D	93.11	F
Highway 60 & Linwood Dr/Sandridge Ct	Signal	All	142.4	F	167.6	F
		NB	15	B	243	F
		SB	207.5	F	42.3	D
		WB	21.7	C	17.2	B
		EB	11.3	B	13.1	B
Highway 60 & Springview Dr	TWSC	All	0	A	0.1	A
		EB	22.46	C	20.01	C
Highway 60 & Mountainview Rd	TWSC	All	0.6	A	0.5	A

		EB	43.19	E	27.99	D
Highway 60 & Oakland Dr/Virginia Ave	TWSC	All	2.2	A	8.9	A
		WB	32.53	D	129.5	F
		EB	122.02	F	228.27	F
Highway 60 & Lanier Ave	TWSC	All	0.1	A	0.9	A
		WB	14.39	B	43.81	E

and Table 9 below summarize the level of service for the study intersections for the AM and PM peak for the year 2029 (horizon year).

Table 7 – LOS Summary – Year 2029 Horizon Background

Study Intersection	Control Type	Movement	AM Peak		PM Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Highway 60 & Mall Entrance/River Cliff Dr	TWSC	All	0.2	A	0.4	A
		WB	28.63	D	119.04	F
Highway 60 & Linwood Dr/Sandridge Ct	Signal	All	170	F	199.8	F
		NB	15.8	B	286.5	F
		SB	248.7	F	57	E
		WB	21.9	C	17.3	B
		EB	11.2	B	13	B
Highway 60 & Springview Dr	TWSC	All	0.1	A	0.1	A
		EB	24.7	C	24.7	C
Highway 60 & Mountainview Rd	TWSC	All	0.8	A	0.5	A
		EB	56.87	F	32.18	D
Highway 60 & Oakland Dr/Virginia Ave	TWSC	All	3	A	15	B
		WB	46.12	E	210.75	F
		EB	209.01	F	>500	F
Highway 60 & Lanier Ave	TWSC	All	0.1	A	1.3	A
		WB	14.97	B	59.97	F

As the background traffic is scaled up according to the growth rate, delays increase along approaches that are projected to fail in 2029 and two additional approaches: eastbound Mountainview Rd during the AM peak and westbound Lanier Ave during PM peak.

Table 8 – LOS Summary – Year 2029 Horizon Background Plus Development

Study Intersection	Control Type	Movement	AM Peak		PM Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Highway 60 & Mall Entrance/River Cliff Dr	TWSC	All	0.1	A	0.4	A
		WB	23.64	C	119.9	F
Highway 60 & Linwood Dr/Sandridge Ct	Signal	All	117.2	F	201	F
		NB	14.4	B	287.9	F
		SB	169.7	F	58.3	E
		WB	21.7	C	17.3	B
		EB	11.4	B	13	B
Highway 60 & Springview Dr	TWSC	All	0	A	0.1	A
		EB	20.69	C	21.66	C
Highway 60 & Mountainview Rd	TWSC	All	0.5	A	0.5	A
		EB	36.59	E	33.86	D
Highway 60 & Oakland Dr/Virginia Ave	TWSC	All	1.7	A	17.8	B
		WB	25.54	D	243.39	F
		EB	80.75	F	>500	F
Highway 60 & Lanier Ave	TWSC	All	0.1	A	1.3	A
		WB	13.88	B	66.84	F
Access A & Thompson Bridge/Hwy 60	TWSC	All	0	A	0.4	A
		EB	0	A	20.76	C

No new intersections fail as a result of adding peak hour development traffic.

3.3 Right and Left Turn Lane Analyses

Evaluations for right and left-turn lanes at the proposed development driveways were performed in accordance with the *City of Gainesville* guidelines.

3.3.1 Left-Turn Lanes

A two-way left turn lane is already in place along Thompson Bridge Rd/Hwy 60. Sufficient storage is available to accommodate the left turns into the development.

3.3.2 Right-turn Lanes

Based on Table 4-6 from the GDOT's Driveway Design Guidelines, a right turn deceleration lane is required for this development. The forecasted daily right turn volumes exceed 75 vehicles per day on a roadway with more than two lanes and an AADT greater than 10,000 vehicles per day.

3.4 Access Spacing

Based on the proposed development plan, the nearest driveway from Access A is Mountain View Dr, which is approximately 450 feet south of Access A. Approximately 1300 feet to the north of Access A is Springview Dr. The minimum driveway spacing along a roadway with a posted speed limit of 45 MPH is 230 feet.

3.5 Turning Radii

The turning radius for southbound right turns from Thompson Bridge Rd/Hwy 60 was analyzed using AutoTURN software. AutoTURN is a MicroStation program that is specifically designed for vehicle path analysis, allowing engineers and planners to simulate and analyze the movements of several types of vehicles (like trucks, buses, or cars) to ensure that roads, intersections, parking lots, and other infrastructure can accommodate them. Access A at Thompson Bridge Rd/Hwy 60 is a new driveway for the proposed Sapphire Springs development. Access A is designed to have a curb radius of 35 degrees, and a driveway throat width of 28 feet. While the proposed curb radius cannot accommodate right turns for the WB-67 design vehicle, it can accommodate a standard fire engine. Heavy truck restrictions are recommended for southbound turns into Access A.

3.6 Sight Distance Analysis

For new proposed driveway/roadways, the City of Gainesville requests the intersection sight distance (ISD) for the following three conditions be considered at the proposed connections. The horizontal and vertical curvature of Thompson Bridge Rd/Hwy 60 is relatively gentle and there are few obstructions to sight distance. Adequate ISD exists for all 3 conditions listed below.

- Left-turn from Stop (Case B1)
- Right-turn from Stop (Case B2)
- Left-turn from Major Road (Case F)

Table 9 – Estimated Intersection Sight Distance

Intersection	Estimated Intersection Sight Distance		
	Case B1	Case B2	Case F
Access A at Thompson Bridge/Hwy 60	>500'	>565'	>450'

3.7 HCM Vehicle Queues Analysis

HCM peak hour queues in the 95th percentile for the Background plus Development scenario during year 2029 (build-out) are summarized in the tables below. Approaches and movements with a LOS of C or better and values below 1.0 are not shown. The queuing along Thompson Bridge/Hwy 60 is not expected to exceed 1 vehicle during the PM peak hour.

Table 10 – LOS Summary – HCM Queue Summary - Build-out Year 2029 Background Plus Development

Study Intersection	Lane	AM	PM
		HCM 95 th %tile Q(veh)	HCM 95 th %tile Q(veh)
Access A at Thompson Bridge/Hwy 60	EBL	2	-
	EBT	-	-
	EBR	-	-
	WBL	-	-
	WBT	-	-
	NBL	-	-
	NBR	-	-

HCM peak hour queues in the 95th percentile for the Background plus Development scenario during year 2029 (horizon) are summarized in the tables below. Approaches and movements with a LOS of C or better and values below 1.0 are not shown. The queuing along Thompson Bridge/Hwy 60 is not expected to exceed 1 vehicle during the AM and PM peak hour.

Table 11 – LOS Summary – HCM Queue Summary – Horizon Build-out Year 2034 Background Plus Development

Study Intersection	Lane	AM	PM
		HCM 95 th %tile Q(veh)	HCM 95 th %tile Q(veh)
Access A at Thompson Bridge/Hwy 60	EBL	-	-
	EBT	-	-
	EBR	-	-
	WBL	-	-
	WBT	-	-
	NBL	-	-
	NBR	-	-

IV. Mitigation Measures

Mitigation measures can be broken down into two general categories. One is a physical capacity increase, such as additional lanes. The second is a change in traffic control that provides additional capacity.

The addition of development traffic does not cause the adjacent roadway network to fail at locations which are not already projected to fail in future years without the development. Therefore, no mitigation measures are recommended or required at this time.

V. Recommendations

Improvements Not Related to the Development

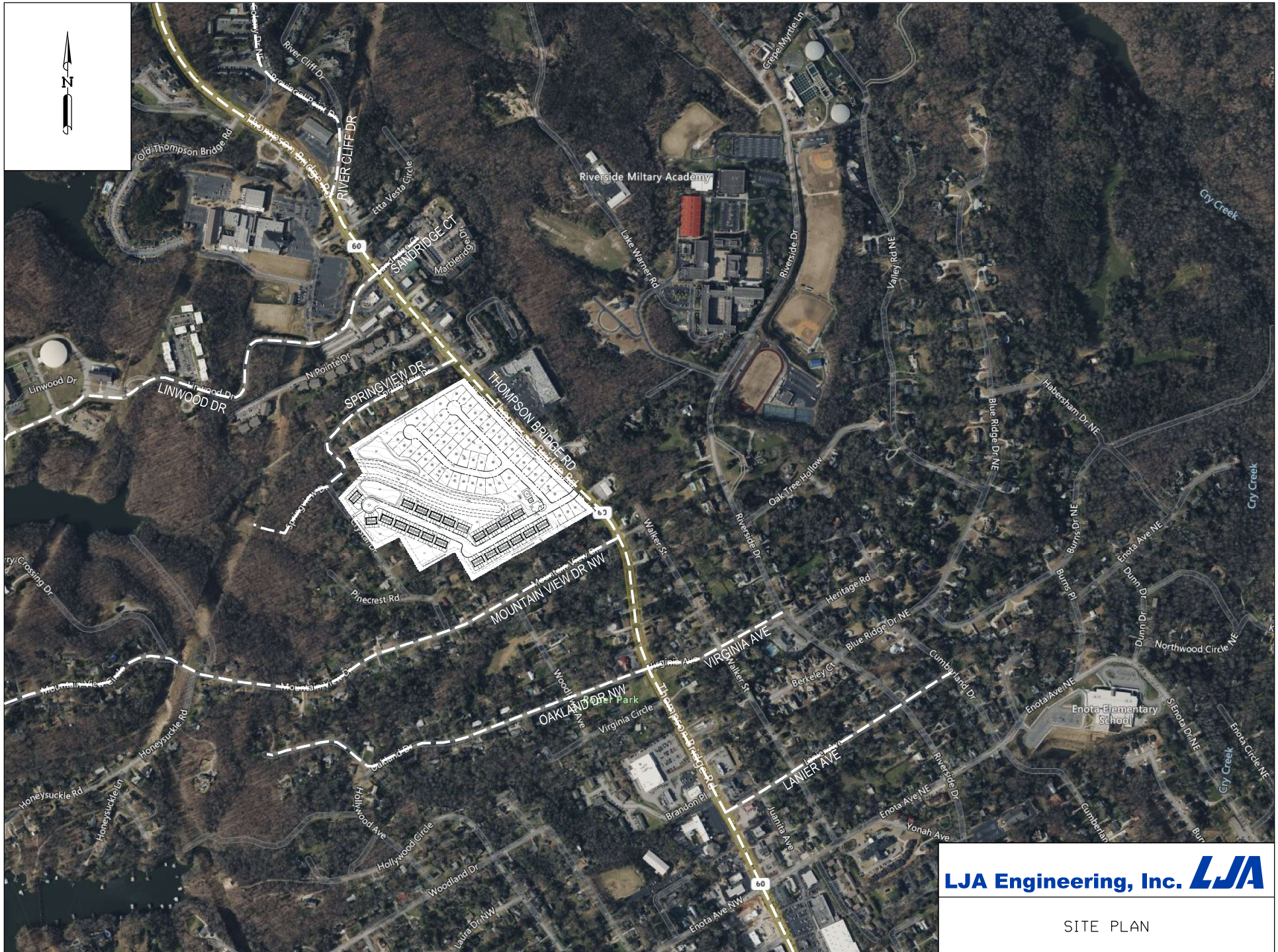
There are no planned improvements not related to the development according to the Georgia Department of Transportation project list, and no improvements are recommended in this study.

Development-Related Improvements

To comply with GDOT guidelines, the study recommends the following:

- Add southbound right turn lane along Thompson Bridge Rd/Hwy 60 at Access A.

Appendix A – Proposed Development Site Plan



LJA Engineering, Inc. 

SITE PLAN

Appendix B – Traffic Count Data

SR 60/Thompson Bridge Rd & Springview Dr

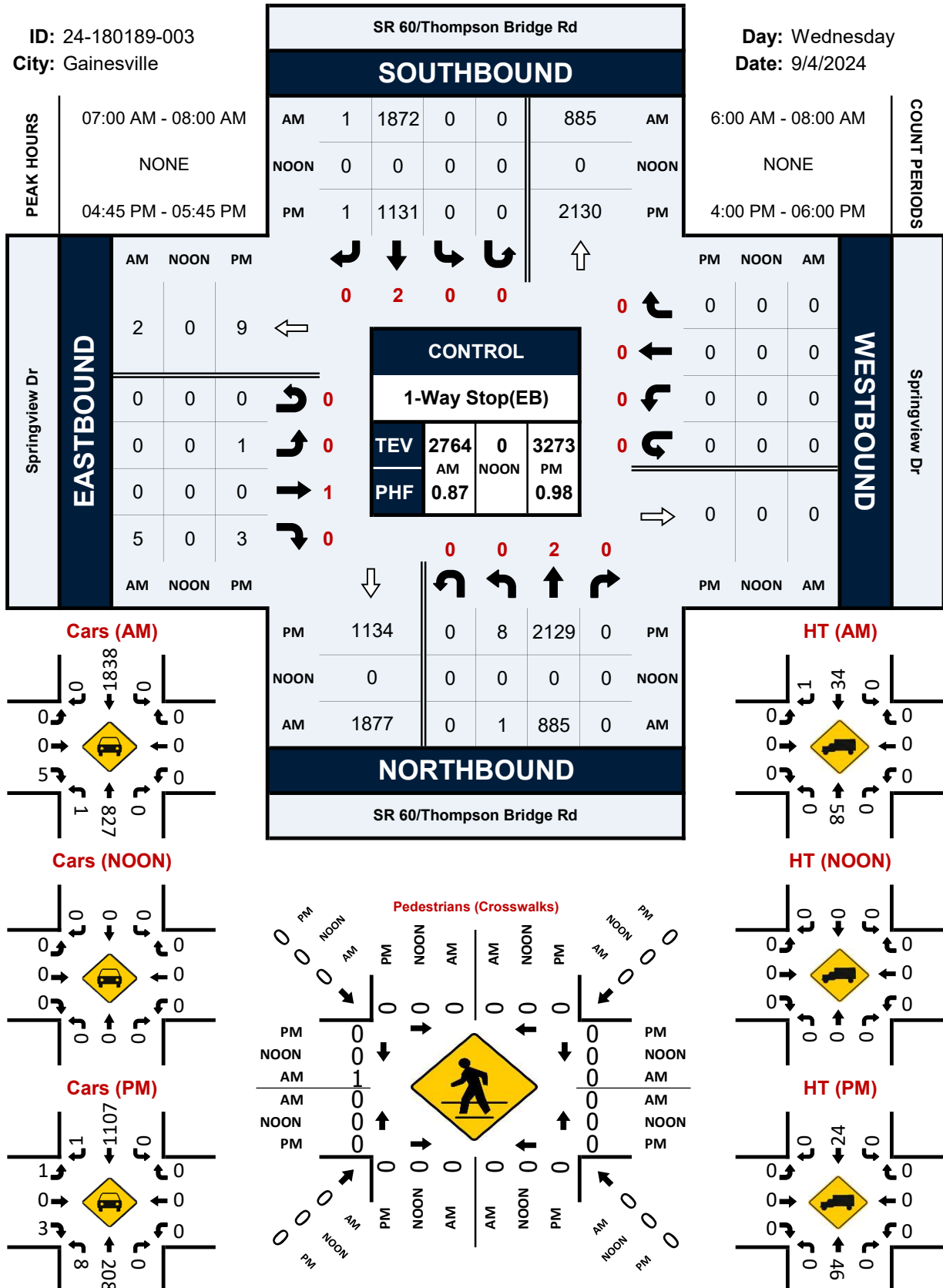
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ID: 24-180189-003

City: Gainesville

Day: Wednesday

Date: 9/4/2024



SR 60/Thompson Bridge Rd & Linwood Dr/Sandridge Ct

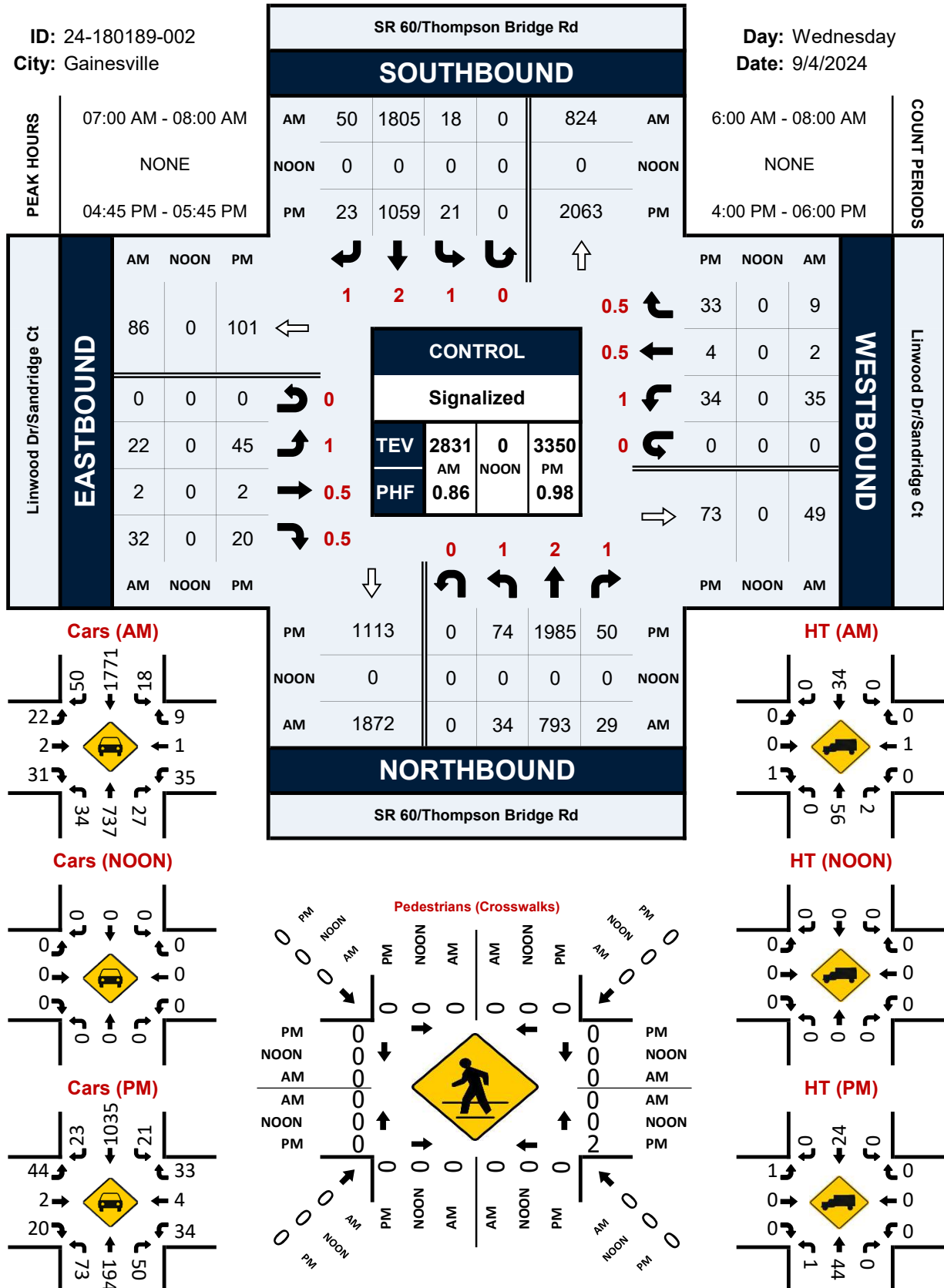
Peak Hour Turning Movement Count

ID: 24-180189-002

City: Gainesville

Day: Wednesday

Date: 9/4/2024

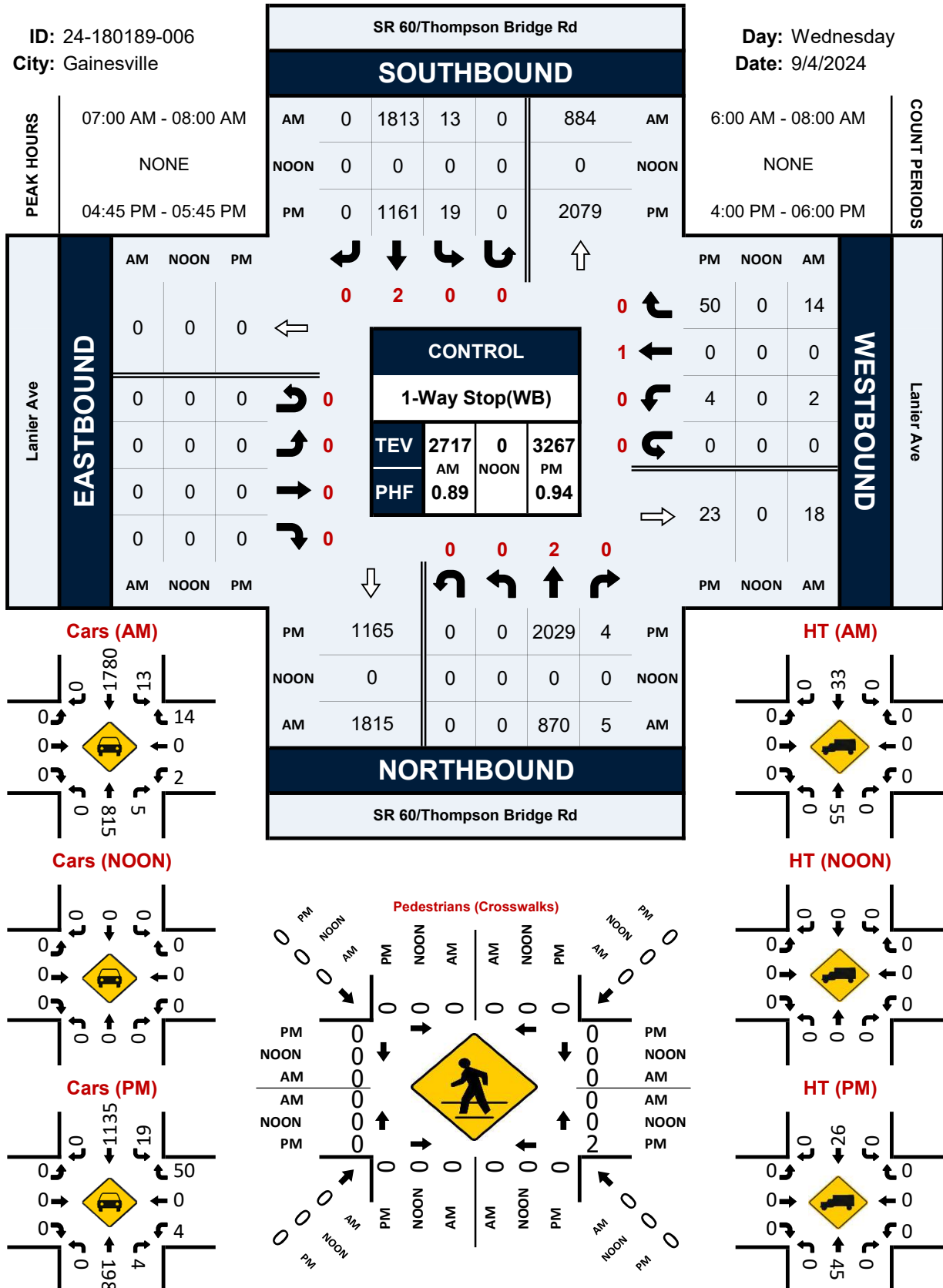


SR 60/Thompson Bridge Rd & Lanier Ave

Peak Hour Turning Movement Count

ID: 24-180189-006
City: Gainesville

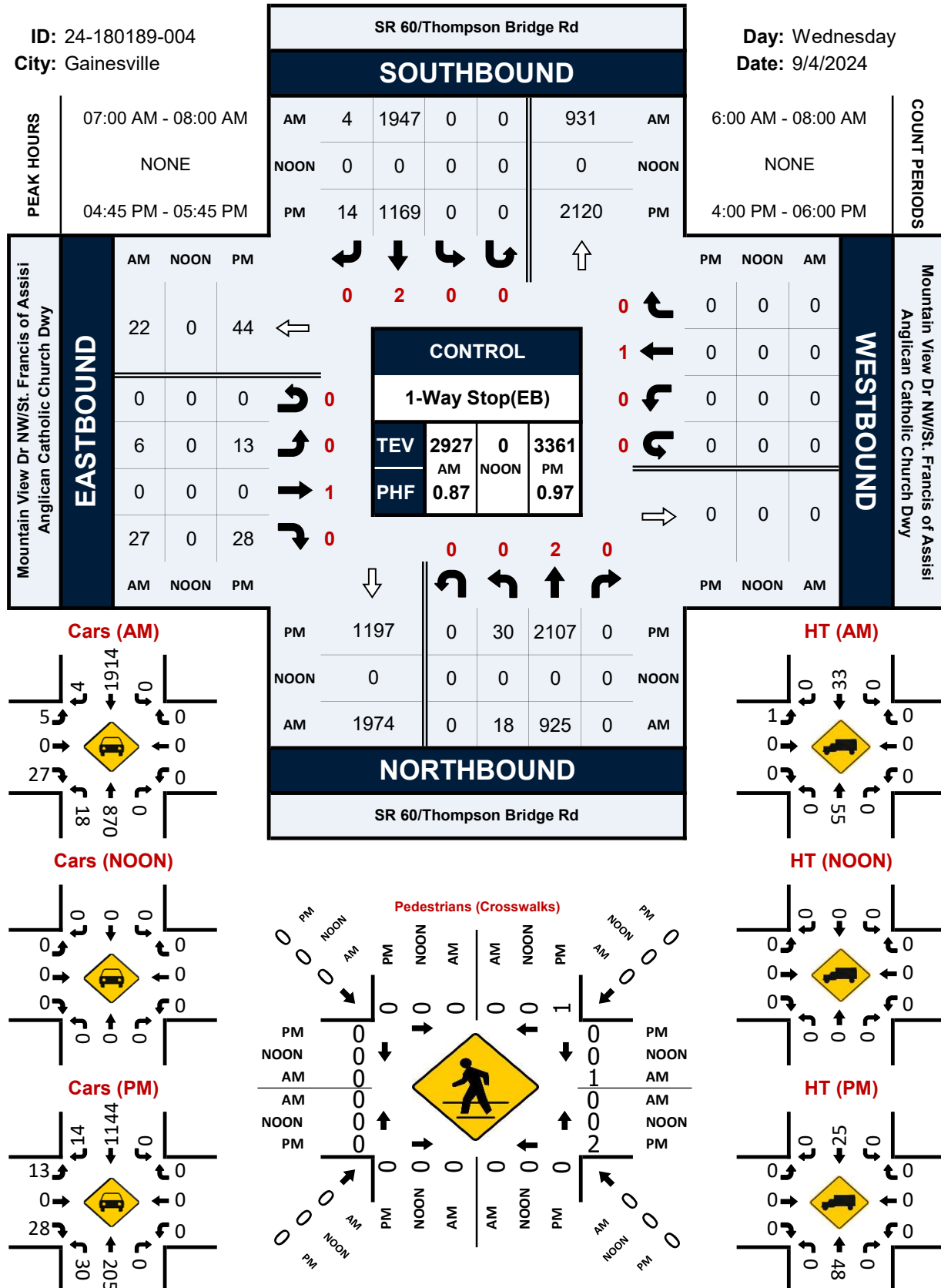
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Date: 9/4/2024



Peak Hour Turning Movement Count

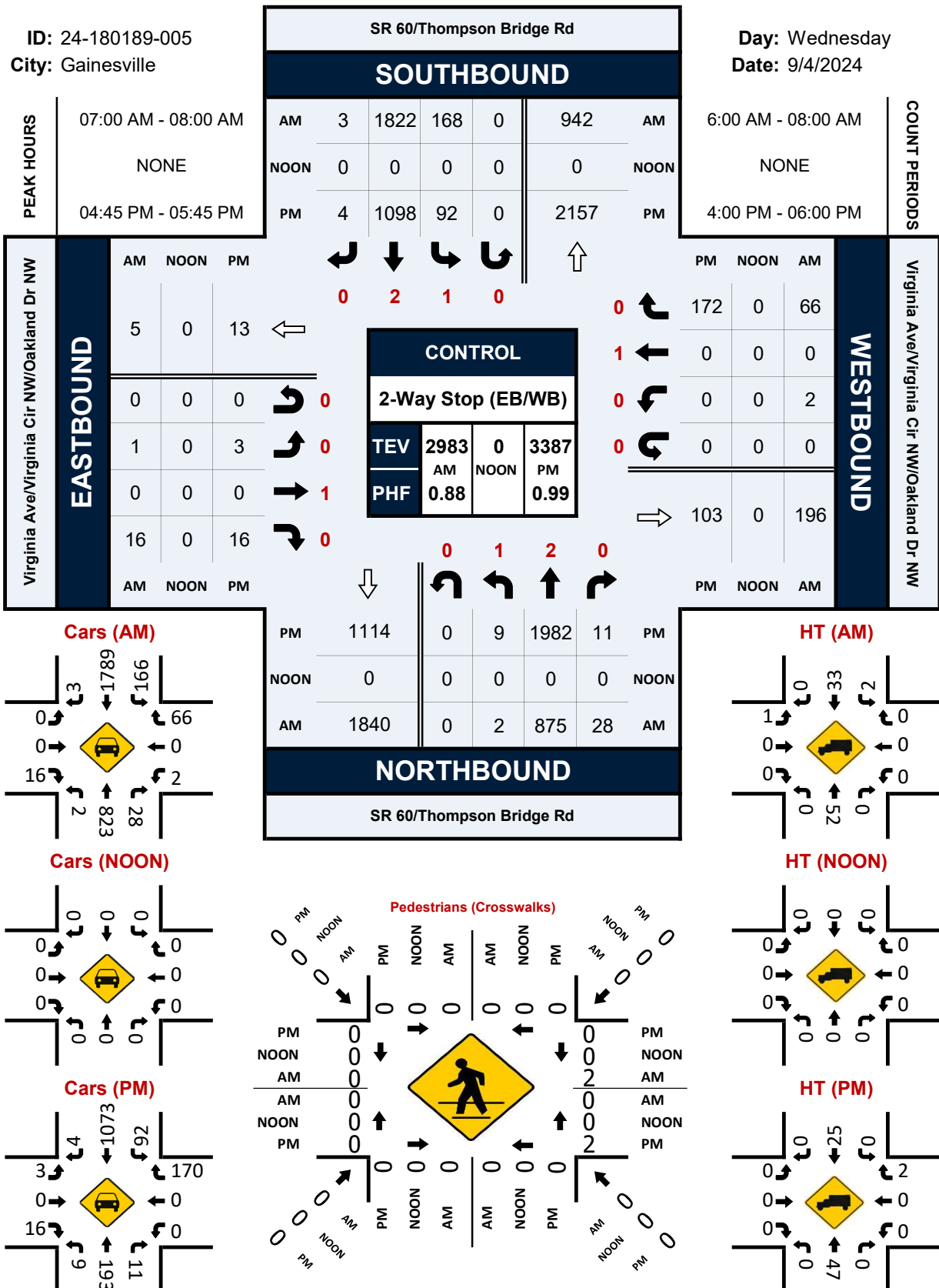
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City: Gainesville

Day: Wednesday
Date: 9/4/2024



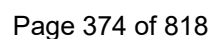
SR 60/Thompson Bridge Rd & Virginia Ave/Virginia Cir NW/Oakland Dr NW

Peak Hour Turning Movement Count

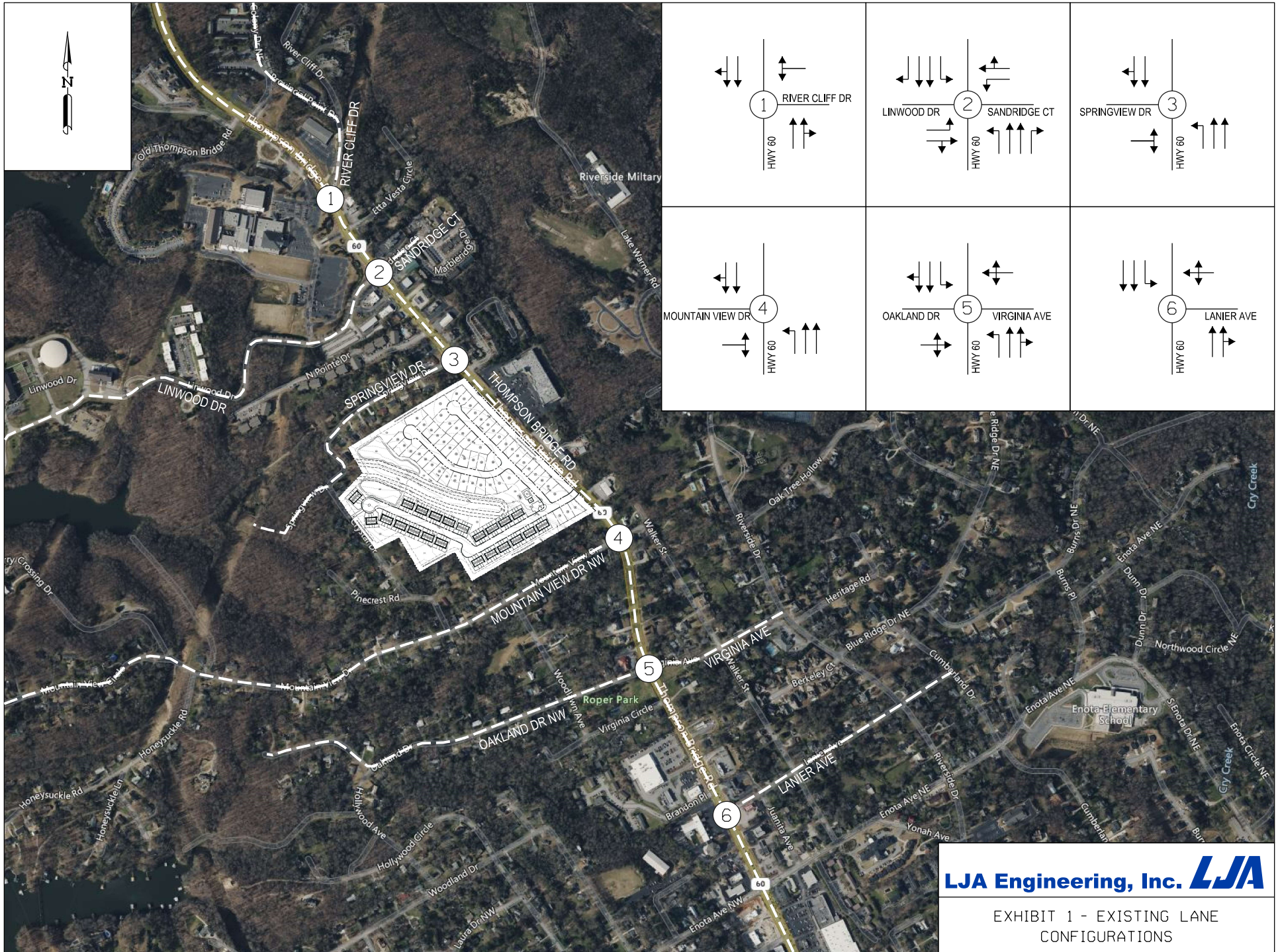


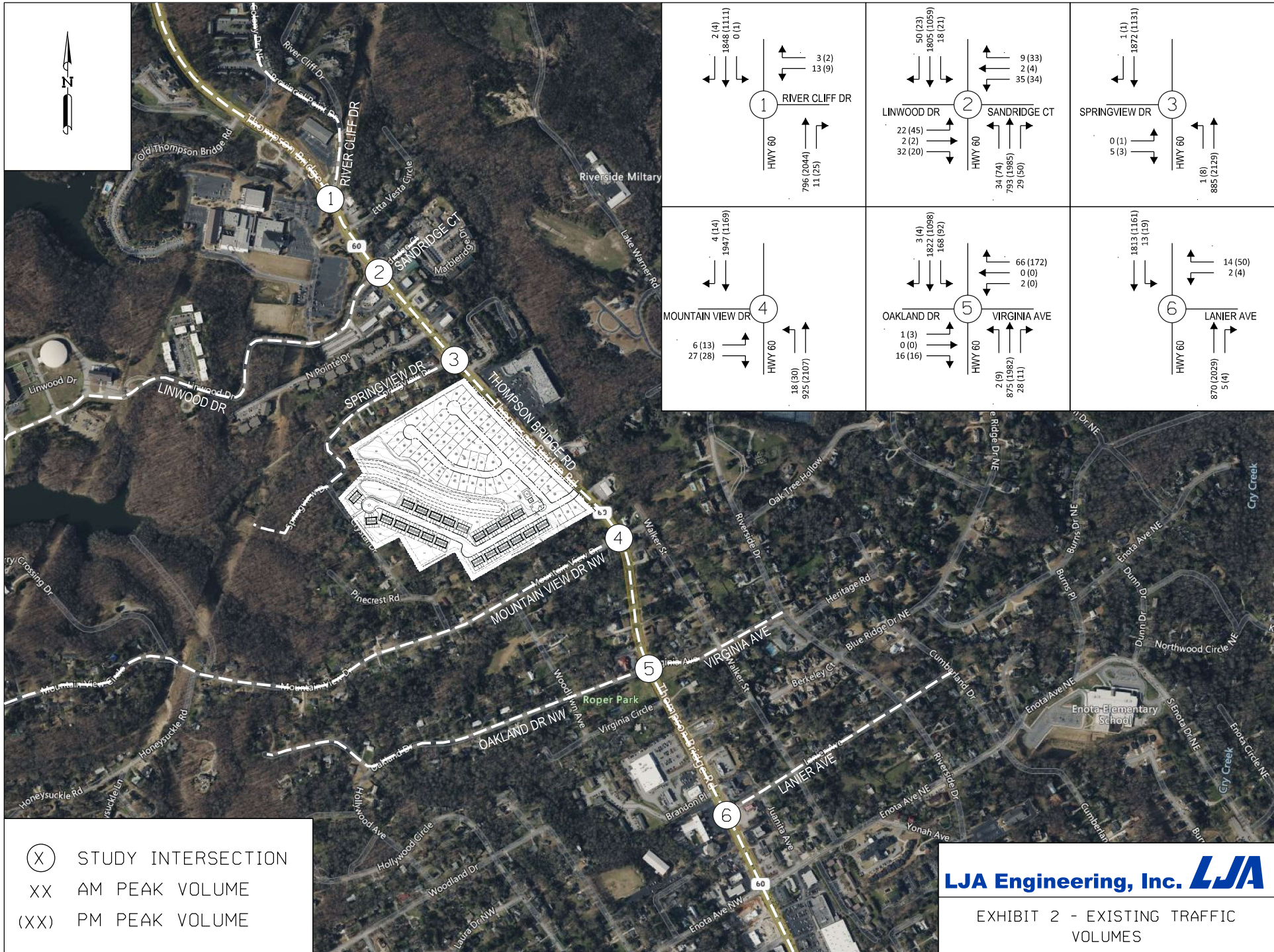
ID: 24-180189-001
City: Gainesville

Day: Wednesday
Date: 9/4/2024



Appendix C – Turning Volume and Lane Configuration Exhibits





LJA Engineering, Inc.

EXHIBIT 2 - EXISTING TRAFFIC VOLUMES



LJA Engineering, Inc. LJA

EXHIBIT 3 - BUILDOUT YEAR
TRAFFIC VOLUMES

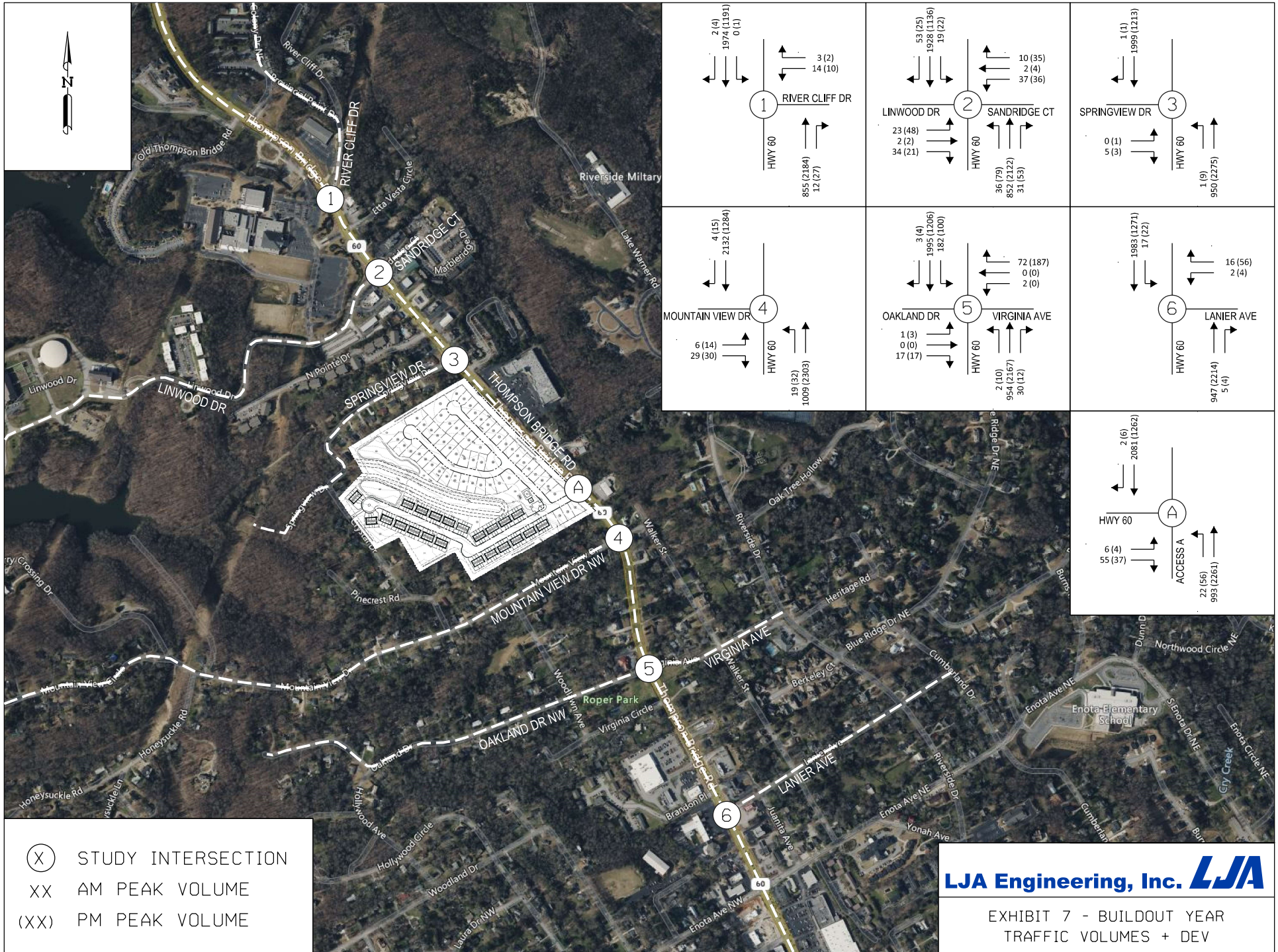






LJA Engineering, Inc. LJA

EXHIBIT 6 - DEVELOPMENT
TRIPS





Appendix D – Synchro Reports

AM and PM Peak Hour

Existing Volumes

1: Highway 60 & Mall Entrance/River Cliff Dr

AM Existing Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	13	0	3	0	796	11	0	1848	2
Future Volume (vph)	0	0	0	13	0	3	0	796	11	0	1848	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	14	12	12
Storage Length (ft)	0		0	0		0	0		0	250		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt					0.976			0.998				
Flt Protected					0.960							
Satd. Flow (prot)	0	0	0	0	1745	0	0	3532	0	1987	3539	0
Flt Permitted					0.960							
Satd. Flow (perm)	0	0	0	0	1745	0	0	3532	0	1987	3539	0
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		250			507			697			500	
Travel Time (s)		5.7			13.8			10.6			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	14	0	3	0	865	12	0	2009	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	17	0	0	877	0	0	2011	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 61.1% ICU Level of Service B

Analysis Period (min) 15

Lanes, Volumes, Timings

1: Highway 60 & Mall Entrance/River Cliff Dr

AM Existing Traffic

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	13	0	3	0	796	11	0	1848	2
Future Vol, veh/h	0	0	0	13	0	3	0	796	11	0	1848	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	-	-	-	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	14	0	3	0	865	12	0	2009	2

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1876	2882	439
Stage 1	871	871	-
Stage 2	1004	2011	-
Critical Hdwy	6.84	6.54	6.94
Critical Hdwy Stg 1	5.84	5.54	-
Critical Hdwy Stg 2	5.84	5.54	-
Follow-up Hdwy	3.52	4.02	3.32
Pot Cap-1 Maneuver	63	16	566
Stage 1	370	367	-
Stage 2	315	102	-
Platoon blocked, %			
Mov Cap-1 Maneuver	63	0	566
Mov Cap-2 Maneuver	184	0	-
Stage 1	370	0	-
Stage 2	315	0	-

Approach	WB	NB	SB
HCM Control Delay, s/v	23.64	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	211	766	-
HCM Lane V/C Ratio	-	-	0.083	-	-
HCM Control Delay (s/veh)	-	-	23.6	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

HCM 7th TWSC

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Existing Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	2	32	35	2	9	34	793	29	18	1805	50
Future Volume (vph)	22	2	32	35	2	9	34	793	29	18	1805	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.858			0.875				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1598	0	1770	1630	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.714						0.146			0.229		
Satd. Flow (perm)	1330	1598	0	1863	1630	0	290	3539	1583	455	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			10				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	2	35	38	2	10	37	862	32	20	1962	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	37	0	38	12	0	37	862	32	20	1962	54
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	22.3	18.3		7.6	5.9		28.5	27.4	27.4	27.4	25.2	25.2
Actuated g/C Ratio	0.37	0.30		0.13	0.10		0.47	0.45	0.45	0.45	0.42	0.42
v/c Ratio	0.04	0.07		0.17	0.07		0.12	0.54	0.04	0.06	1.33	0.07
Control Delay (s/veh)	14.0	9.7		22.3	19.7		9.9	15.1	0.1	9.6	176.0	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.0	9.7		22.3	19.7		9.9	15.1	0.1	9.6	176.0	0.2
LOS	B	A		C	B		A	B	A	A	F	A
Approach Delay (s/veh)		11.4			21.7			14.4			169.7	
Approach LOS		B			C			B			F	
Queue Length 50th (ft)	5	0		11	1		6	96	0	3	~418	0
Queue Length 95th (ft)	20	22		28	16		24	256	0	16	#874	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200
Base Capacity (vph)	638	905		244	558		327	1597	814	379	1471	764
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.04		0.16	0.02		0.11	0.54	0.04	0.05	1.33	0.07
Intersection Summary												
Area Type:	Other											

Lanes, Volumes, Timings

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Existing Traffic

Cycle Length: 90

Actuated Cycle Length: 60.6

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.33

Intersection Signal Delay (s/veh): 117.2

Intersection LOS: F

Intersection Capacity Utilization 66.0%

ICU Level of Service C

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

Lanes, Volumes, Timings

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Existing Traffic

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	2	32	35	2	9	34	793	29	18	1805	50
Future Volume (vph)	22	2	32	35	2	9	34	793	29	18	1805	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.858			0.875				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1598	0	1770	1630	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.714						0.146			0.229		
Satd. Flow (perm)	1330	1598	0	1863	1630	0	290	3539	1583	455	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			10				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	2	35	38	2	10	37	862	32	20	1962	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	37	0	38	12	0	37	862	32	20	1962	54
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			14			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	0.92	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	22.3	18.3		7.6	5.9		28.5	27.4	27.4	27.4	25.2	25.2
Actuated g/C Ratio	0.37	0.30		0.13	0.10		0.47	0.45	0.45	0.45	0.42	0.42
v/c Ratio	0.04	0.07		0.17	0.07		0.12	0.54	0.04	0.06	1.33	0.07
Control Delay (s/veh)	14.0	9.7		22.3	19.7		9.9	15.1	0.1	9.6	176.0	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.0	9.7		22.3	19.7		9.9	15.1	0.1	9.6	176.0	0.2
LOS	B	A		C	B		A	B	A	A	F	A
Approach Delay (s/veh)		11.4			21.7			14.4			169.7	
Approach LOS		B			C			B			F	
Queue Length 50th (ft)	5	0		11	1		6	96	0	3	~418	0
Queue Length 95th (ft)	20	22		28	16		24	256	0	16	#874	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200

Queues

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Existing Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	638	905		244	558		327	1597	814	379	1471	764
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.04		0.16	0.02		0.11	0.54	0.04	0.05	1.33	0.07

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 60.6

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.33

Intersection Signal Delay (s/veh): 117.2

Intersection LOS: F

Intersection Capacity Utilization 66.0%

ICU Level of Service C

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

Queues

3: Highway 60 & Springview Dr

AM Existing Traffic

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	5	1	885	1872	1
Future Volume (vph)	0	5	1	885	1872	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1611	0	1888	3539	3539	0
Flt Permitted			0.950			
Satd. Flow (perm)	1611	0	1888	3539	3539	0
Link Speed (mph)	25			45	45	
Link Distance (ft)	505			1846	866	
Travel Time (s)	13.8			28.0	13.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	5	1	962	2035	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	1	962	2036	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	61.8%			ICU Level of Service B		
Analysis Period (min)	15					

Lanes, Volumes, Timings

3: Highway 60 & Springview Dr

AM Existing Traffic

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	1	885	1872	1
Future Vol, veh/h	0	5	1	885	1872	1
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	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	1	962	2035	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2518	1018	2036	0	-	0
Stage 1	2035	-	-	-	-	-
Stage 2	483	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	23	235	274	-	-	-
Stage 1	87	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	23	235	274	-	-	-
Mov Cap-2 Maneuver	73	-	-	-	-	-
Stage 1	86	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v20.69		0.02		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	274	-	235	-	-	
HCM Lane V/C Ratio	0.004	-	0.023	-	-	
HCM Control Delay (s/veh)	18.2	-	20.7	-	-	
HCM Lane LOS	C	-	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM 7th TWSC

4: Highway 60 & Mountainview Rd

AM Existing Traffic

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	27	18	925	1947	4
Future Volume (vph)	6	27	18	925	1947	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.891					
Flt Protected	0.990		0.950			
Satd. Flow (prot)	1643	0	1888	3539	3539	0
Flt Permitted	0.990		0.950			
Satd. Flow (perm)	1643	0	1888	3539	3539	0
Link Speed (mph)	25			45	45	
Link Distance (ft)	513			1024	1846	
Travel Time (s)	14.0			15.5	28.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	29	20	1005	2116	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	0	20	1005	2120	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	63.9%			ICU Level of Service B		
Analysis Period (min)	15					

Lanes, Volumes, Timings

4: Highway 60 & Mountainview Rd

AM Existing Traffic

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	27	18	925	1947	4
Future Vol, veh/h	6	27	18	925	1947	4
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	-	250	-	-	-
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	7	29	20	1005	2116	4
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2660	1060	2121	0	-	0
Stage 1	2118	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	18	220	254	-	-	-
Stage 1	78	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	17	220	254	-	-	-
Mov Cap-2 Maneuver	61	-	-	-	-	-
Stage 1	72	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v36.59		0.39		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	254	-	149	-	-	
HCM Lane V/C Ratio	0.077	-	0.24	-	-	
HCM Control Delay (s/veh)	20.4	-	36.6	-	-	
HCM Lane LOS	C	-	E	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.9	-	-	

HCM 7th TWSC

5: Highway 60 & Oakland Dr/Virginia Ave

AM Existing Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	16	2	0	66	2	875	28	168	1822	3
Future Volume (vph)	1	0	16	2	0	66	2	875	28	168	1822	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.872			0.869			0.995				
Flt Protected		0.997			0.999		0.950			0.950		
Satd. Flow (prot)	0	1619	0	0	1617	0	1888	3522	0	1888	3539	0
Flt Permitted		0.997			0.999		0.950			0.950		
Satd. Flow (perm)	0	1619	0	0	1617	0	1888	3522	0	1888	3539	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		500			510			1241			1024	
Travel Time (s)		13.6			13.9			18.8			15.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	0	17	2	0	72	2	951	30	183	1980	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	0	74	0	2	981	0	183	1983	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	68.6%					ICU Level of Service C						
Analysis Period (min)	15											

Lanes, Volumes, Timings

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	1	0	16	2	0	66	2	875	28	168	1822	3
Future Vol, veh/h	1	0	16	2	0	66	2	875	28	168	1822	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	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	17	2	0	72	2	951	30	183	1980	3
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2827	3333	992	2326	3320	491	1984	0	0	982	0	0
Stage 1	2347	2347	-	971	971	-	-	-	-	-	-	-
Stage 2	480	986	-	1355	2349	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	8	8	245	20	8	523	287	-	-	699	-	-
Stage 1	37	68	-	272	329	-	-	-	-	-	-	-
Stage 2	536	324	-	157	68	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	5	6	245	14	6	523	287	-	-	699	-	-
Mov Cap-2 Maneuver	5	6	-	14	6	-	-	-	-	-	-	-
Stage 1	27	50	-	269	327	-	-	-	-	-	-	-
Stage 2	459	322	-	108	50	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v80.75			25.54		0.04		1.01					
HCM LOS	F		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	287	-	-	65	248	699	-	-				
HCM Lane V/C Ratio	0.008	-	-	0.283	0.298	0.261	-	-				
HCM Control Delay (s/veh)	17.6	-	-	80.8	25.5	12	-	-				
HCM Lane LOS	C	-	-	F	D	B	-	-				
HCM 95th %tile Q(veh)	0	-	-	1	1.2	1	-	-				

6: Highway 60 & Lanier Ave

AM Existing Traffic

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	2	14	870	5	13	1813
Future Volume (vph)	2	14	870	5	13	1813
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	12
Storage Length (ft)	0	0		0	250	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.881		0.999			
Flt Protected	0.994				0.950	
Satd. Flow (prot)	1631	0	3536	0	1888	3539
Flt Permitted	0.994				0.950	
Satd. Flow (perm)	1631	0	3536	0	1888	3539
Link Speed (mph)	25		45			45
Link Distance (ft)	499		507			1241
Travel Time (s)	13.6		7.7			18.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	15	946	5	14	1971
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	951	0	14	1971
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	60.1%			ICU Level of Service B		
Analysis Period (min)	15					

Lanes, Volumes, Timings

6: Highway 60 & Lanier Ave

AM Existing Traffic

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	14	870	5	13	1813
Future Vol, veh/h	2	14	870	5	13	1813
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	-	-	-	250	-
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	2	15	946	5	14	1971
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1962	476	0	0	951	0
Stage 1	948	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	55	536	-	-	718	-
Stage 1	337	-	-	-	-	-
Stage 2	311	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	54	536	-	-	718	-
Mov Cap-2 Maneuver	171	-	-	-	-	-
Stage 1	337	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v13.88		0		0.07		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	423	718	-	
HCM Lane V/C Ratio	-	-	0.041	0.02	-	
HCM Control Delay (s/veh)	-	-	13.9	10.1	-	
HCM Lane LOS	-	-	B	B	-	
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-	

HCM 7th TWSC

1: Highway 60 & Mall Entrance/River Cliff Dr

PM Existing Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↕		↗	↕	
Traffic Volume (vph)	0	0	0	9	0	2	0	2044	25	1	1111	4
Future Volume (vph)	0	0	0	9	0	2	0	2044	25	1	1111	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	14	12	12
Storage Length (ft)	0		0	0		0	0		0	250		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt					0.977			0.998				
Flt Protected					0.960					0.950		
Satd. Flow (prot)	0	0	0	0	1747	0	0	3532	0	1888	3539	0
Flt Permitted					0.960					0.950		
Satd. Flow (perm)	0	0	0	0	1747	0	0	3532	0	1888	3539	0
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		250			507			697			500	
Travel Time (s)		5.7			13.8			10.6			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	10	0	2	0	2222	27	1	1208	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	12	0	0	2249	0	1	1212	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 67.3% ICU Level of Service C

Analysis Period (min) 15

Lanes, Volumes, Timings

1: Highway 60 & Mall Entrance/River Cliff Dr

PM Existing Traffic

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	9	0	2	0	2044	25	1	1111	4
Future Vol, veh/h	0	0	0	9	0	2	0	2044	25	1	1111	4
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	-	-	-	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	10	0	2	0	2222	27	1	1208	4

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2841 3449 1124	- 0	0 2249 0 0
Stage 1	2235 2235	- -	- - - -
Stage 2	606 1214	- -	- - - -
Critical Hdwy	6.84 6.54 6.94	- -	- 4.14 - -
Critical Hdwy Stg 1	5.84 5.54	- -	- - - -
Critical Hdwy Stg 2	5.84 5.54	- -	- - - -
Follow-up Hdwy	3.52 4.02 3.32	- -	- 2.22 - -
Pot Cap-1 Maneuver	14 7 199	0 -	- 226 - -
Stage 1	67 78	- 0	- - - -
Stage 2	507 253	- 0	- - - -
Platoon blocked, %		- -	- -
Mov Cap-1 Maneuver	14 0 199	- -	- 226 - -
Mov Cap-2 Maneuver	56 0	- -	- - - -
Stage 1	67 0	- -	- - - -
Stage 2	505 0	- -	- - - -

Approach	WB	NB	SB
HCM Control Delay, s/v	72.64	0	0.02
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	- 65	226	-	-
HCM Lane V/C Ratio	-	- 0.184	0.005	-	-
HCM Control Delay (s/veh)	-	- 72.6	21	-	-
HCM Lane LOS	-	- F	C	-	-
HCM 95th %tile Q(veh)	-	- 0.6	0	-	-

HCM 7th TWSC

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Existing Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	2	20	34	4	33	74	1985	50	21	1059	23
Future Volume (vph)	45	2	20	34	4	33	74	1985	50	21	1059	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.862			0.865				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1606	0	1770	1611	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.444			0.889			0.134			0.148		
Satd. Flow (perm)	827	1606	0	1656	1611	0	266	3539	1583	294	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			36				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	2	22	37	4	36	80	2158	54	23	1151	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	24	0	37	40	0	80	2158	54	23	1151	25
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	26.6	22.5		10.1	6.3		32.5	29.9	29.9	29.9	25.2	25.2
Actuated g/C Ratio	0.38	0.32		0.14	0.09		0.47	0.43	0.43	0.43	0.36	0.36
v/c Ratio	0.08	0.05		0.15	0.22		0.29	1.42	0.07	0.09	0.90	0.04
Control Delay (s/veh)	14.4	10.4		17.9	16.6		13.7	215.9	0.2	11.8	35.3	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.4	10.4		17.9	16.6		13.7	215.9	0.2	11.8	35.3	0.1
LOS	B	B		B	B		B	F	A	B	D	A
Approach Delay (s/veh)		13.1			17.3			203.7			34.1	
Approach LOS		B			B			F			C	
Queue Length 50th (ft)	14	1		10	2		19	~683	0	5	279	0
Queue Length 95th (ft)	33	18		27	30		44	#998	0	18	#442	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200
Base Capacity (vph)	593	788		271	498		292	1517	782	294	1278	688
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.03		0.14	0.08		0.27	1.42	0.07	0.08	0.90	0.04
Intersection Summary												
Area Type:	Other											

Lanes, Volumes, Timings

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Existing Traffic

Cycle Length: 90

Actuated Cycle Length: 69.7

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.42

Intersection Signal Delay (s/veh): 140.1

Intersection LOS: F

Intersection Capacity Utilization 78.2%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

Lanes, Volumes, Timings

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Existing Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	2	20	34	4	33	74	1985	50	21	1059	23
Future Volume (vph)	45	2	20	34	4	33	74	1985	50	21	1059	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.862			0.865				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1606	0	1770	1611	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.444			0.889			0.134			0.148		
Satd. Flow (perm)	827	1606	0	1656	1611	0	266	3539	1583	294	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			36				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	2	22	37	4	36	80	2158	54	23	1151	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	24	0	37	40	0	80	2158	54	23	1151	25
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			14			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	0.92	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	26.6	22.5		10.1	6.3		32.5	29.9	29.9	29.9	25.2	25.2
Actuated g/C Ratio	0.38	0.32		0.14	0.09		0.47	0.43	0.43	0.43	0.36	0.36
v/c Ratio	0.08	0.05		0.15	0.22		0.29	1.42	0.07	0.09	0.90	0.04
Control Delay (s/veh)	14.4	10.4		17.9	16.6		13.7	215.9	0.2	11.8	35.3	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.4	10.4		17.9	16.6		13.7	215.9	0.2	11.8	35.3	0.1
LOS	B	B		B	B		B	F	A	B	D	A
Approach Delay (s/veh)		13.1			17.3			203.7			34.1	
Approach LOS		B			B			F			C	
Queue Length 50th (ft)	14	1		10	2		19	~683	0	5	279	0
Queue Length 95th (ft)	33	18		27	30		44	#998	0	18	#442	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200

Queues

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Existing Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	593	788		271	498		292	1517	782	294	1278	688
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.03		0.14	0.08		0.27	1.42	0.07	0.08	0.90	0.04

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 69.7

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.42

Intersection Signal Delay (s/veh): 140.1

Intersection LOS: F

Intersection Capacity Utilization 78.2%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

Queues

3: Highway 60 & Springview Dr

PM Existing Traffic

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	3	8	2129	1131	1
Future Volume (vph)	1	3	8	2129	1131	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.899					
Flt Protected	0.988		0.950			
Satd. Flow (prot)	1655	0	1888	3539	3539	0
Flt Permitted	0.988		0.950			
Satd. Flow (perm)	1655	0	1888	3539	3539	0
Link Speed (mph)	25			45	45	
Link Distance (ft)	505			1846	866	
Travel Time (s)	13.8			28.0	13.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	3	9	2314	1229	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	9	2314	1230	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	68.9%			ICU Level of Service C		
Analysis Period (min)	15					

Lanes, Volumes, Timings

3: Highway 60 & Springview Dr

PM Existing Traffic

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	8	2129	1131	1
Future Vol, veh/h	1	3	8	2129	1131	1
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	-	250	-	-	-
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	1	3	9	2314	1229	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2404	615	1230	0	-	0
Stage 1	1230	-	-	-	-	-
Stage 2	1174	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	28	434	562	-	-	-
Stage 1	239	-	-	-	-	-
Stage 2	256	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	27	434	562	-	-	-
Mov Cap-2 Maneuver	124	-	-	-	-	-
Stage 1	235	-	-	-	-	-
Stage 2	256	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	18.69	0.04		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	562	-	267	-	-	
HCM Lane V/C Ratio	0.015	-	0.016	-	-	
HCM Control Delay (s/veh)	11.5	-	18.7	-	-	
HCM Lane LOS	B	-	C	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 7th TWSC

4: Highway 60 & Mountainview Rd

PM Existing Traffic

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	13	28	30	2107	1169	14
Future Volume (vph)	13	28	30	2107	1169	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.908				0.998	
Flt Protected	0.984		0.950			
Satd. Flow (prot)	1664	0	1888	3539	3532	0
Flt Permitted	0.984		0.950			
Satd. Flow (perm)	1664	0	1888	3539	3532	0
Link Speed (mph)	25			45	45	
Link Distance (ft)	513			1024	1846	
Travel Time (s)	14.0			15.5	28.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	30	33	2290	1271	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	0	33	2290	1286	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	68.2%			ICU Level of Service C		
Analysis Period (min)	15					

Lanes, Volumes, Timings

4: Highway 60 & Mountainview Rd

PM Existing Traffic

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	28	30	2107	1169	14
Future Vol, veh/h	13	28	30	2107	1169	14
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	-	250	-	-	-
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	14	30	33	2290	1271	15
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2489	643	1286	0	-	0
Stage 1	1278	-	-	-	-	-
Stage 2	1210	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	24	416	535	-	-	-
Stage 1	225	-	-	-	-	-
Stage 2	245	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	23	416	535	-	-	-
Mov Cap-2 Maneuver	114	-	-	-	-	-
Stage 1	212	-	-	-	-	-
Stage 2	245	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	24.8	0.17		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	535	-	226	-	-	
HCM Lane V/C Ratio	0.061	-	0.197	-	-	
HCM Control Delay (s/veh)	12.2	-	24.8	-	-	
HCM Lane LOS	B	-	C	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.7	-	-	

HCM 7th TWSC

5: Highway 60 & Oakland Dr/Virginia Ave

PM Existing Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	0	16	0	0	172	9	1982	11	92	1098	4
Future Volume (vph)	3	0	16	0	0	172	9	1982	11	92	1098	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.885			0.865			0.999			0.999	
Flt Protected		0.993					0.950			0.950		
Satd. Flow (prot)	0	1637	0	0	1611	0	1888	3536	0	1888	3536	0
Flt Permitted		0.993					0.950			0.950		
Satd. Flow (perm)	0	1637	0	0	1611	0	1888	3536	0	1888	3536	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		500			510			1241			1024	
Travel Time (s)		13.6			13.9			18.8			15.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	0	17	0	0	187	10	2154	12	100	1193	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	187	0	10	2166	0	100	1197	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 80.9% ICU Level of Service D

Analysis Period (min) 15

Lanes, Volumes, Timings

5: Highway 60 & Oakland Dr/Virginia Ave

PM Existing Traffic

Intersection												
Int Delay, s/veh	16.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	16	0	0	172	9	1982	11	92	1098	4
Future Vol, veh/h	3	0	16	0	0	172	9	1982	11	92	1098	4
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	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	17	0	0	187	10	2154	12	100	1193	4
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2492	3582	599	2977	3578	1083	1198	0	0	2166	0	0
Stage 1	1396	1396	-	2180	2180	-	-	-	-	-	-	-
Stage 2	1097	2186	-	797	1398	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	15	5	445	6	5	212	578	-	-	243	-	-
Stage 1	149	206	-	47	83	-	-	-	-	-	-	-
Stage 2	227	83	-	346	206	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 1	3	445	3	3	212	578	-	-	243	-	-
Mov Cap-2 Maneuver	~ 1	3	-	3	3	-	-	-	-	-	-	-
Stage 1	87	122	-	46	82	-	-	-	-	-	-	-
Stage 2	27	81	-	196	121	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/veh	2091.57		81.16		0.05		2.29					
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	578	-	-	6	212	243	-	-				
HCM Lane V/C Ratio	0.017	-	-	3.213	0.88	0.411	-	-				
HCM Control Delay (s/veh)	11.3	-	-	\$ 2091.6	81.2	29.7	-	-				
HCM Lane LOS	B	-	-	F	F	D	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	3.8	6.9	1.9	-	-				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

HCM 7th TWSC

6: Highway 60 & Lanier Ave

PM Existing Traffic

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	50	2029	4	19	1161
Future Volume (vph)	4	50	2029	4	19	1161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	12
Storage Length (ft)	0	0		0	250	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.874					
Flt Protected	0.997				0.950	
Satd. Flow (prot)	1623	0	3539	0	1888	3539
Flt Permitted	0.997				0.950	
Satd. Flow (perm)	1623	0	3539	0	1888	3539
Link Speed (mph)	25		45			45
Link Distance (ft)	499		507			1241
Travel Time (s)	13.6		7.7			18.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	54	2205	4	21	1262
Shared Lane Traffic (%)						
Lane Group Flow (vph)	58	0	2209	0	21	1262
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	66.2%			ICU Level of Service C		
Analysis Period (min)	15					

Lanes, Volumes, Timings

6: Highway 60 & Lanier Ave

PM Existing Traffic

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	50	2029	4	19	1161
Future Vol, veh/h	4	50	2029	4	19	1161
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	-	-	-	250	-
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	4	54	2205	4	21	1262
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2880	1105	0	0	2210	0
Stage 1	2208	-	-	-	-	-
Stage 2	672	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	13	205	-	-	234	-
Stage 1	69	-	-	-	-	-
Stage 2	469	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	12	205	-	-	234	-
Mov Cap-2 Maneuver	57	-	-	-	-	-
Stage 1	69	-	-	-	-	-
Stage 2	427	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v36.34		0		0.35		
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	172	234	-	
HCM Lane V/C Ratio	-	-	0.341	0.088	-	
HCM Control Delay (s/veh)	-	-	36.3	21.9	-	
HCM Lane LOS	-	-	E	C	-	
HCM 95th %tile Q(veh)	-	-	1.4	0.3	-	

HCM 7th TWSC

AM and PM Peak Hour
Year 2029 Background Volumes Only

1: Highway 60 & Mall Entrance/River Cliff Dr

AM Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	14	0	3	0	849	12	0	1971	2
Future Volume (vph)	0	0	0	14	0	3	0	849	12	0	1971	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	14	12	12
Storage Length (ft)	0		0	0		0	0		0	250		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt					0.977			0.998				
Flt Protected					0.960							
Satd. Flow (prot)	0	0	0	0	1747	0	0	3532	0	1987	3539	0
Flt Permitted					0.960							
Satd. Flow (perm)	0	0	0	0	1747	0	0	3532	0	1987	3539	0
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		250			507			697			500	
Travel Time (s)		5.7			13.8			10.6			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	15	0	3	0	923	13	0	2142	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	18	0	0	936	0	0	2144	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 64.5% ICU Level of Service C

Analysis Period (min) 15

Lanes, Volumes, Timings

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	14	0	3	0	849	12	0	1971	2
Future Vol, veh/h	0	0	0	14	0	3	0	849	12	0	1971	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	-	-	-	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	15	0	3	0	923	13	0	2142	2

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2001 3074 468	- 0 0	936 0 0
Stage 1	929 929	- - -	- - -
Stage 2	1071 2145	- - -	- - -
Critical Hdwy	6.84 6.54 6.94	- - -	4.14 - -
Critical Hdwy Stg 1	5.84 5.54	- - -	- - -
Critical Hdwy Stg 2	5.84 5.54	- - -	- - -
Follow-up Hdwy	3.52 4.02 3.32	- - -	2.22 - -
Pot Cap-1 Maneuver	52 12 542	0 - -	728 - -
Stage 1	345 344	- 0 -	- - -
Stage 2	290 87	- 0 -	- - -
Platoon blocked, %		- - -	- - -
Mov Cap-1 Maneuver	52 0 542	- - -	728 - -
Mov Cap-2 Maneuver	167 0	- - -	- - -
Stage 1	345 0	- - -	- - -
Stage 2	290 0	- - -	- - -

Approach	WB	NB	SB
HCM Control Delay, s/v	25.9	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	- 191	728	-	-
HCM Lane V/C Ratio	-	- 0.097	-	-	-
HCM Control Delay (s/veh)	-	- 25.9	0	-	-
HCM Lane LOS	-	- D	A	-	-
HCM 95th %tile Q(veh)	-	- 0.3	0	-	-

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	2	34	37	2	10	36	846	31	19	1925	53
Future Volume (vph)	23	2	34	37	2	10	36	846	31	19	1925	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.858			0.873				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1598	0	1770	1626	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.714						0.146			0.201		
Satd. Flow (perm)	1330	1598	0	1863	1626	0	290	3539	1583	399	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			11				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	2	37	40	2	11	39	920	34	21	2092	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	39	0	40	13	0	39	920	34	21	2092	58
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	22.3	18.3		7.6	5.9		28.5	27.4	27.4	27.4	25.2	25.2
Actuated g/C Ratio	0.37	0.30		0.13	0.10		0.47	0.45	0.45	0.45	0.42	0.42
v/c Ratio	0.04	0.08		0.18	0.08		0.13	0.58	0.04	0.06	1.42	0.08
Control Delay (s/veh)	14.0	9.5		22.4	19.5		10.0	15.8	0.1	9.6	215.2	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.0	9.5		22.4	19.5		10.0	15.8	0.1	9.6	215.2	0.2
LOS	B	A		C	B		B	B	A	A	F	A
Approach Delay (s/veh)		11.3			21.7			15.0			207.5	
Approach LOS		B			C			B			F	
Queue Length 50th (ft)	5	0		12	1		6	105	0	3	~466	0
Queue Length 95th (ft)	21	22		29	17		25	279	0	16	#946	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200
Base Capacity (vph)	638	906		245	557		327	1597	814	359	1470	764
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.04		0.16	0.02		0.12	0.58	0.04	0.06	1.42	0.08
Intersection Summary												
Area Type:	Other											

Lanes, Volumes, Timings

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Buildout Background

Cycle Length: 90	
Actuated Cycle Length: 60.7	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.42	
Intersection Signal Delay (s/veh): 142.4	Intersection LOS: F
Intersection Capacity Utilization 69.4%	ICU Level of Service C
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1 11.6 s	 Ø2 29.2 s	 Ø3 11.6 s	 Ø4 37.6 s
 Ø5 11.6 s	 Ø6 29.2 s	 Ø7 24.6 s	 Ø8 24.6 s

Lanes, Volumes, Timings

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	2	34	37	2	10	36	846	31	19	1925	53
Future Volume (vph)	23	2	34	37	2	10	36	846	31	19	1925	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.858			0.873				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1598	0	1770	1626	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.714						0.146			0.201		
Satd. Flow (perm)	1330	1598	0	1863	1626	0	290	3539	1583	399	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			11				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	2	37	40	2	11	39	920	34	21	2092	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	39	0	40	13	0	39	920	34	21	2092	58
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			14			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	0.92	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	22.3	18.3		7.6	5.9		28.5	27.4	27.4	27.4	25.2	25.2
Actuated g/C Ratio	0.37	0.30		0.13	0.10		0.47	0.45	0.45	0.45	0.42	0.42
v/c Ratio	0.04	0.08		0.18	0.08		0.13	0.58	0.04	0.06	1.42	0.08
Control Delay (s/veh)	14.0	9.5		22.4	19.5		10.0	15.8	0.1	9.6	215.2	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.0	9.5		22.4	19.5		10.0	15.8	0.1	9.6	215.2	0.2
LOS	B	A		C	B		B	B	A	A	F	A
Approach Delay (s/veh)		11.3			21.7			15.0			207.5	
Approach LOS		B			C			B			F	
Queue Length 50th (ft)	5	0		12	1		6	105	0	3	~466	0
Queue Length 95th (ft)	21	22		29	17		25	279	0	16	#946	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200

Queues

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	638	906		245	557		327	1597	814	359	1470	764
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.04		0.16	0.02		0.12	0.58	0.04	0.06	1.42	0.08

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 60.7

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.42

Intersection Signal Delay (s/veh): 142.4

Intersection LOS: F

Intersection Capacity Utilization 69.4%

ICU Level of Service C

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

Queues

3: Highway 60 & Springview Dr

AM Buildout Background

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	5	1	944	1997	1
Future Volume (vph)	0	5	1	944	1997	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1611	0	1888	3539	3539	0
Flt Permitted			0.950			
Satd. Flow (perm)	1611	0	1888	3539	3539	0
Link Speed (mph)	25			45	45	
Link Distance (ft)	505			1846	866	
Travel Time (s)	13.8			28.0	13.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	5	1	1026	2171	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	1	1026	2172	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	65.2%			ICU Level of Service C		
Analysis Period (min)	15					

Lanes, Volumes, Timings

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	1	944	1997	1
Future Vol, veh/h	0	5	1	944	1997	1
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	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	1	1026	2171	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2686	1086	2172	0	-	0
Stage 1	2171	-	-	-	-	-
Stage 2	515	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	18	212	242	-	-	-
Stage 1	73	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	18	212	242	-	-	-
Mov Cap-2 Maneuver	62	-	-	-	-	-
Stage 1	73	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v22.46		0.02		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	242	-	212	-	-	
HCM Lane V/C Ratio	0.004	-	0.026	-	-	
HCM Control Delay (s/veh)	19.9	-	22.5	-	-	
HCM Lane LOS	C	-	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

4: Highway 60 & Mountainview Rd

AM Buildout Background

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	29	19	987	2077	4
Future Volume (vph)	6	29	19	987	2077	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.889					
Flt Protected	0.991		0.950			
Satd. Flow (prot)	1641	0	1888	3539	3539	0
Flt Permitted	0.991		0.950			
Satd. Flow (perm)	1641	0	1888	3539	3539	0
Link Speed (mph)	25			45	45	
Link Distance (ft)	513			1024	1846	
Travel Time (s)	14.0			15.5	28.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	32	21	1073	2258	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	21	1073	2262	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	67.5%			ICU Level of Service C		
Analysis Period (min)	15					

Lanes, Volumes, Timings

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	29	19	987	2077	4
Future Vol, veh/h	6	29	19	987	2077	4
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	-	250	-	-	-
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	7	32	21	1073	2258	4
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2838	1131	2262	0	-	0
Stage 1	2260	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	14	197	223	-	-	-
Stage 1	65	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	13	197	223	-	-	-
Mov Cap-2 Maneuver	50	-	-	-	-	-
Stage 1	59	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	43.19	0.43		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	223	-	131	-	-	
HCM Lane V/C Ratio	0.093	-	0.289	-	-	
HCM Control Delay (s/veh)	22.8	-	43.2	-	-	
HCM Lane LOS	C	-	E	-	-	
HCM 95th %tile Q(veh)	0.3	-	1.1	-	-	

5: Highway 60 & Oakland Dr/Virginia Ave

AM Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	17	2	0	70	2	933	30	179	1944	3
Future Volume (vph)	1	0	17	2	0	70	2	933	30	179	1944	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.872			0.868			0.995				
Flt Protected		0.997			0.999		0.950			0.950		
Satd. Flow (prot)	0	1619	0	0	1615	0	1888	3522	0	1888	3539	0
Flt Permitted		0.997			0.999		0.950			0.950		
Satd. Flow (perm)	0	1619	0	0	1615	0	1888	3522	0	1888	3539	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		500			510			1241			1024	
Travel Time (s)		13.6			13.9			18.8			15.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	0	18	2	0	76	2	1014	33	195	2113	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	0	78	0	2	1047	0	195	2116	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	72.2%						ICU Level of Service C					
Analysis Period (min)	15											

Lanes, Volumes, Timings

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	1	0	17	2	0	70	2	933	30	179	1944	3
Future Vol, veh/h	1	0	17	2	0	70	2	933	30	179	1944	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	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	18	2	0	76	2	1014	33	195	2113	3
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3015	3555	1058	2480	3540	523	2116	0	0	1047	0	0
Stage 1	2504	2504	-	1035	1035	-	-	-	-	-	-	-
Stage 2	511	1051	-	1446	2505	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	6	6	221	15	6	498	255	-	-	660	-	-
Stage 1	29	57	-	248	307	-	-	-	-	-	-	-
Stage 2	513	302	-	138	56	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	3	4	221	10	4	498	255	-	-	660	-	-
Mov Cap-2 Maneuver	3	4	-	10	4	-	-	-	-	-	-	-
Stage 1	20	40	-	246	305	-	-	-	-	-	-	-
Stage 2	431	299	-	89	40	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/veh	22.02		32.53		0.04		1.07					
HCM LOS	F		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	255	-	-	49	207	660	-	-				
HCM Lane V/C Ratio	0.009	-	-	0.402	0.378	0.295	-	-				
HCM Control Delay (s/veh)	19.3	-	-	122	32.5	12.7	-	-				
HCM Lane LOS	C	-	-	F	D	B	-	-				
HCM 95th %tile Q(veh)	0	-	-	1.4	1.7	1.2	-	-				

6: Highway 60 & Lanier Ave

AM Buildout Background

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	15	928	5	14	1934
Future Volume (vph)	2	15	928	5	14	1934
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	12
Storage Length (ft)	0	0		0	250	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.880		0.999			
Flt Protected	0.994				0.950	
Satd. Flow (prot)	1629	0	3536	0	1888	3539
Flt Permitted	0.994				0.950	
Satd. Flow (perm)	1629	0	3536	0	1888	3539
Link Speed (mph)	25		45			45
Link Distance (ft)	499		507			1241
Travel Time (s)	13.6		7.7			18.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	16	1009	5	15	2102
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	1014	0	15	2102
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 63.5%			ICU Level of Service B			
Analysis Period (min) 15						

Lanes, Volumes, Timings

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	15	928	5	14	1934
Future Vol, veh/h	2	15	928	5	14	1934
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	-	-	-	250	-
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	2	16	1009	5	15	2102
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2093	507	0	0	1014	0
Stage 1	1011	-	-	-	-	-
Stage 2	1082	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	45	511	-	-	680	-
Stage 1	312	-	-	-	-	-
Stage 2	287	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	44	511	-	-	680	-
Mov Cap-2 Maneuver	155	-	-	-	-	-
Stage 1	312	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v14.39		0		0.07		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	402	680	-	
HCM Lane V/C Ratio	-	-	0.046	0.022	-	
HCM Control Delay (s/veh)	-	-	14.4	10.4	-	
HCM Lane LOS	-	-	B	B	-	
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-	

1: Highway 60 & Mall Entrance/River Cliff Dr

PM Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↕		↗	↕	
Traffic Volume (vph)	0	0	0	10	0	2	0	2180	27	1	1185	4
Future Volume (vph)	0	0	0	10	0	2	0	2180	27	1	1185	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	14	12	12
Storage Length (ft)	0		0	0		0	0		0	250		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt					0.979			0.998				
Flt Protected					0.959					0.950		
Satd. Flow (prot)	0	0	0	0	1749	0	0	3532	0	1888	3539	0
Flt Permitted					0.959					0.950		
Satd. Flow (perm)	0	0	0	0	1749	0	0	3532	0	1888	3539	0
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		250			507			697			500	
Travel Time (s)		5.7			13.8			10.6			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	11	0	2	0	2370	29	1	1288	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	13	0	0	2399	0	1	1292	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 71.1% ICU Level of Service C

Analysis Period (min) 15

Lanes, Volumes, Timings

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	10	0	2	0	2180	27	1	1185	4
Future Vol, veh/h	0	0	0	10	0	2	0	2180	27	1	1185	4
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	-	-	-	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	11	0	2	0	2370	29	1	1288	4

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	3030	3679	1199
Stage 1	2384	2384	-
Stage 2	646	1295	-
Critical Hdwy	6.84	6.54	6.94
Critical Hdwy Stg 1	5.84	5.54	-
Critical Hdwy Stg 2	5.84	5.54	-
Follow-up Hdwy	3.52	4.02	3.32
Pot Cap-1 Maneuver	~ 10	5	178
Stage 1	55	65	-
Stage 2	484	231	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	~ 10	0	178
Mov Cap-2 Maneuver	47	0	-
Stage 1	55	0	-
Stage 2	481	0	-

Approach	WB	NB	SB
HCM Control Delay, s/v	93.11	0	0.02
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	53	197	-
HCM Lane V/C Ratio	-	-	0.245	0.006	-
HCM Control Delay (s/veh)	-	-	93.1	23.4	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	0.8	0	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	2	21	36	4	35	79	2117	53	22	1130	25
Future Volume (vph)	48	2	21	36	4	35	79	2117	53	22	1130	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.862			0.864				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1606	0	1770	1609	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.444			0.889			0.134			0.148		
Satd. Flow (perm)	827	1606	0	1656	1609	0	266	3539	1583	294	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			38				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	2	23	39	4	38	86	2301	58	24	1228	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	25	0	39	42	0	86	2301	58	24	1228	27
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	26.7	22.5		10.2	6.3		32.5	29.9	29.9	29.9	25.2	25.2
Actuated g/C Ratio	0.38	0.32		0.15	0.09		0.47	0.43	0.43	0.43	0.36	0.36
v/c Ratio	0.09	0.05		0.15	0.23		0.31	1.52	0.07	0.09	0.96	0.04
Control Delay (s/veh)	14.5	10.3		18.1	16.3		14.0	257.6	0.2	11.8	43.8	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.5	10.3		18.1	16.3		14.0	257.6	0.2	11.8	43.8	0.1
LOS	B	B		B	B		B	F	A	B	D	A
Approach Delay (s/veh)		13.1			17.2			243.0			42.3	
Approach LOS		B			B			F			D	
Queue Length 50th (ft)	15	1		11	2		21	~758	0	6	~339	0
Queue Length 95th (ft)	35	18		28	30		47	#1077	0	18	#486	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200
Base Capacity (vph)	593	788		271	499		292	1517	782	294	1277	687
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.03		0.14	0.08		0.29	1.52	0.07	0.08	0.96	0.04
Intersection Summary												
Area Type:	Other											

Lanes, Volumes, Timings

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Buildout Background

Cycle Length: 90

Actuated Cycle Length: 69.8

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.52

Intersection Signal Delay (s/veh): 167.6

Intersection LOS: F

Intersection Capacity Utilization 82.5%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

Lanes, Volumes, Timings

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	2	21	36	4	35	79	2117	53	22	1130	25
Future Volume (vph)	48	2	21	36	4	35	79	2117	53	22	1130	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.862			0.864				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1606	0	1770	1609	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.444			0.889			0.134			0.148		
Satd. Flow (perm)	827	1606	0	1656	1609	0	266	3539	1583	294	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			38				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	2	23	39	4	38	86	2301	58	24	1228	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	25	0	39	42	0	86	2301	58	24	1228	27
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			14			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	0.92	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	26.7	22.5		10.2	6.3		32.5	29.9	29.9	29.9	25.2	25.2
Actuated g/C Ratio	0.38	0.32		0.15	0.09		0.47	0.43	0.43	0.43	0.36	0.36
v/c Ratio	0.09	0.05		0.15	0.23		0.31	1.52	0.07	0.09	0.96	0.04
Control Delay (s/veh)	14.5	10.3		18.1	16.3		14.0	257.6	0.2	11.8	43.8	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.5	10.3		18.1	16.3		14.0	257.6	0.2	11.8	43.8	0.1
LOS	B	B		B	B		B	F	A	B	D	A
Approach Delay (s/veh)		13.1			17.2			243.0			42.3	
Approach LOS		B			B			F			D	
Queue Length 50th (ft)	15	1		11	2		21	~758	0	6	~339	0
Queue Length 95th (ft)	35	18		28	30		47	#1077	0	18	#486	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200

Queues

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	593	788		271	499		292	1517	782	294	1277	687
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.03		0.14	0.08		0.29	1.52	0.07	0.08	0.96	0.04

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 69.8

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.52

Intersection Signal Delay (s/veh): 167.6

Intersection LOS: F

Intersection Capacity Utilization 82.5%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

Queues

3: Highway 60 & Springview Dr

PM Buildout Background



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	3	9	2271	1206	1
Future Volume (vph)	1	3	9	2271	1206	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.899					
Flt Protected	0.988		0.950			
Satd. Flow (prot)	1655	0	1888	3539	3539	0
Flt Permitted	0.988		0.950			
Satd. Flow (perm)	1655	0	1888	3539	3539	0
Link Speed (mph)	25			45	45	
Link Distance (ft)	505			1846	866	
Travel Time (s)	13.8			28.0	13.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	3	10	2468	1311	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	10	2468	1312	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 72.8% ICU Level of Service C

Analysis Period (min) 15

Lanes, Volumes, Timings

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	9	2271	1206	1
Future Vol, veh/h	1	3	9	2271	1206	1
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	-	250	-	-	-
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	1	3	10	2468	1311	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2565	656	1312	0	-	0
Stage 1	1311	-	-	-	-	-
Stage 2	1254	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	21	408	523	-	-	-
Stage 1	216	-	-	-	-	-
Stage 2	232	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	21	408	523	-	-	-
Mov Cap-2 Maneuver	111	-	-	-	-	-
Stage 1	212	-	-	-	-	-
Stage 2	232	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v20.01		0.05		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	523	-	244	-	-	
HCM Lane V/C Ratio	0.019	-	0.018	-	-	
HCM Control Delay (s/veh)	12	-	20	-	-	
HCM Lane LOS	B	-	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-	

4: Highway 60 & Mountainview Rd

PM Buildout Background

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	14	30	32	2248	1247	15
Future Volume (vph)	14	30	32	2248	1247	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.907				0.998	
Flt Protected	0.985		0.950			
Satd. Flow (prot)	1664	0	1888	3539	3532	0
Flt Permitted	0.985		0.950			
Satd. Flow (perm)	1664	0	1888	3539	3532	0
Link Speed (mph)	25			45	45	
Link Distance (ft)	513			1024	1846	
Travel Time (s)	14.0			15.5	28.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	33	35	2443	1355	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	0	35	2443	1371	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	72.1%			ICU Level of Service C		
Analysis Period (min)	15					

Lanes, Volumes, Timings

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	30	32	2248	1247	15
Future Vol, veh/h	14	30	32	2248	1247	15
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	-	250	-	-	-
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	15	33	35	2443	1355	16
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2655	686	1372	0	-	0
Stage 1	1364	-	-	-	-	-
Stage 2	1291	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	18	390	496	-	-	-
Stage 1	203	-	-	-	-	-
Stage 2	222	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	17	390	496	-	-	-
Mov Cap-2 Maneuver	101	-	-	-	-	-
Stage 1	189	-	-	-	-	-
Stage 2	222	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v27.99		0.18		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	496	-	204	-	-	
HCM Lane V/C Ratio	0.07	-	0.235	-	-	
HCM Control Delay (s/veh)	12.8	-	28	-	-	
HCM Lane LOS	B	-	D	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.9	-	-	

5: Highway 60 & Oakland Dr/Virginia Ave

PM Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	0	17	0	0	183	10	2114	12	98	1171	4
Future Volume (vph)	3	0	17	0	0	183	10	2114	12	98	1171	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.884			0.865			0.999				
Flt Protected		0.993					0.950			0.950		
Satd. Flow (prot)	0	1635	0	0	1611	0	1888	3536	0	1888	3539	0
Flt Permitted		0.993					0.950			0.950		
Satd. Flow (perm)	0	1635	0	0	1611	0	1888	3536	0	1888	3539	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		500			510			1241			1024	
Travel Time (s)		13.6			13.9			18.8			15.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	0	18	0	0	199	11	2298	13	107	1273	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	21	0	0	199	0	11	2311	0	107	1277	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	85.6%											
Analysis Period (min)	15											
	ICU Level of Service E											

Lanes, Volumes, Timings

Intersection												
Int Delay, s/veh	8.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↕↵		↵	↕↵	
Traffic Vol, veh/h	3	0	17	0	0	183	10	2114	12	98	1171	4
Future Vol, veh/h	3	0	17	0	0	183	10	2114	12	98	1171	4
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	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	18	0	0	199	11	2298	13	107	1273	4
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2659	3821	639	3176	3816	1155	1277	0	0	2311	0	0
Stage 1	1488	1488	-	2326	2326	-	-	-	-	-	-	-
Stage 2	1171	2333	-	849	1490	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	11	4	419	4	4	~ 190	539	-	-	213	-	-
Stage 1	130	186	-	38	70	-	-	-	-	-	-	-
Stage 2	205	70	-	322	186	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	5	2	419	2	2	~ 190	539	-	-	213	-	-
Mov Cap-2 Maneuver	5	2	-	2	2	-	-	-	-	-	-	-
Stage 1	65	93	-	37	69	-	-	-	-	-	-	-
Stage 2	-	68	-	154	93	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/228.27			129.5		0.06		2.89					
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	539	-	-	33	190	213	-	-				
HCM Lane V/C Ratio	0.02	-	-	0.65	1.047	0.499	-	-				
HCM Control Delay (s/veh)	11.8	-	-	228.3	129.5	37.6	-	-				
HCM Lane LOS	B	-	-	F	F	E	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	2.2	9.2	2.5	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

6: Highway 60 & Lanier Ave

PM Buildout Background

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	53	2164	4	20	1238
Future Volume (vph)	4	53	2164	4	20	1238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	12
Storage Length (ft)	0	0		0	250	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.874					
Flt Protected	0.997				0.950	
Satd. Flow (prot)	1623	0	3539	0	1888	3539
Flt Permitted	0.997				0.950	
Satd. Flow (perm)	1623	0	3539	0	1888	3539
Link Speed (mph)	25		45			45
Link Distance (ft)	499		507			1241
Travel Time (s)	13.6		7.7			18.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	58	2352	4	22	1346
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	0	2356	0	22	1346
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	70.1%			ICU Level of Service C		
Analysis Period (min)	15					

Lanes, Volumes, Timings

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	53	2164	4	20	1238
Future Vol, veh/h	4	53	2164	4	20	1238
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	-	-	-	250	-
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	4	58	2352	4	22	1346
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	3071	1178	0	0	2357	0
Stage 1	2354	-	-	-	-	-
Stage 2	716	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	9	183	-	-	205	-
Stage 1	57	-	-	-	-	-
Stage 2	445	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	8	183	-	-	205	-
Mov Cap-2 Maneuver	47	-	-	-	-	-
Stage 1	57	-	-	-	-	-
Stage 2	398	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v	43.81	0		0.39		
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	153	205	-	
HCM Lane V/C Ratio	-	-	0.406	0.106	-	
HCM Control Delay (s/veh)	-	-	43.8	24.7	-	
HCM Lane LOS	-	-	E	C	-	
HCM 95th %tile Q(veh)	-	-	1.8	0.4	-	

AM and PM Peak Hour

Year 2029 Background plus Development Volumes

1: Highway 60 & Mall Entrance/River Cliff Dr

AM Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	14	0	3	0	855	12	0	1974	2
Future Volume (vph)	0	0	0	14	0	3	0	855	12	0	1974	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	14	12	12
Storage Length (ft)	0		0	0		0	0		0	250		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt					0.977			0.998				
Flt Protected					0.960							
Satd. Flow (prot)	0	0	0	0	1747	0	0	3532	0	1987	3539	0
Flt Permitted					0.960							
Satd. Flow (perm)	0	0	0	0	1747	0	0	3532	0	1987	3539	0
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		250			507			697			500	
Travel Time (s)		5.7			13.8			10.6			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	15	0	3	0	929	13	0	2146	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	18	0	0	942	0	0	2148	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	64.6%											
Analysis Period (min)	15											
	ICU Level of Service C											

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	14	0	3	0	855	12	0	1974	2
Future Vol, veh/h	0	0	0	14	0	3	0	855	12	0	1974	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	-	-	-	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	15	0	3	0	929	13	0	2146	2

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2009	3084	471	-	0	0
Stage 1	936	936	-	-	-	-
Stage 2	1073	2148	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	-	-	2.22
Pot Cap-1 Maneuver	51	12	539	0	-	723
Stage 1	342	342	-	0	-	-
Stage 2	290	87	-	0	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	51	0	539	-	-	723
Mov Cap-2 Maneuver	166	0	-	-	-	-
Stage 1	342	0	-	-	-	-
Stage 2	290	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	26.03	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	190	723	-
HCM Lane V/C Ratio	-	-	0.097	-	-
HCM Control Delay (s/veh)	-	-	26	0	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Buildout Background + Development

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	2	34	37	2	10	36	852	31	19	1928	53
Future Volume (vph)	23	2	34	37	2	10	36	852	31	19	1928	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.858			0.873				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1598	0	1770	1626	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.714						0.146			0.198		
Satd. Flow (perm)	1330	1598	0	1863	1626	0	290	3539	1583	393	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			11				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	2	37	40	2	11	39	926	34	21	2096	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	39	0	40	13	0	39	926	34	21	2096	58
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	22.3	18.3		7.6	5.9		28.5	27.4	27.4	27.4	25.2	25.2
Actuated g/C Ratio	0.37	0.30		0.13	0.10		0.47	0.45	0.45	0.45	0.42	0.42
v/c Ratio	0.04	0.08		0.18	0.08		0.13	0.58	0.04	0.06	1.43	0.08
Control Delay (s/veh)	14.0	9.5		22.4	19.5		10.0	15.9	0.1	9.6	216.4	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.0	9.5		22.4	19.5		10.0	15.9	0.1	9.6	216.4	0.2
LOS	B	A		C	B		B	B	A	A	F	A
Approach Delay (s/veh)		11.3			21.7			15.1			208.6	
Approach LOS		B			C			B			F	
Queue Length 50th (ft)	5	0		12	1		6	106	0	3	~467	0
Queue Length 95th (ft)	21	22		29	17		25	282	0	16	#948	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200
Base Capacity (vph)	638	906		245	557		327	1597	814	357	1470	764
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.04		0.16	0.02		0.12	0.58	0.04	0.06	1.43	0.08
Intersection Summary												
Area Type:	Other											

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Buildout Background + Development

Cycle Length: 90	
Actuated Cycle Length: 60.7	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.43	
Intersection Signal Delay (s/veh): 143.0	Intersection LOS: F
Intersection Capacity Utilization 69.5%	ICU Level of Service C
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	2	34	37	2	10	36	852	31	19	1928	53
Future Volume (vph)	23	2	34	37	2	10	36	852	31	19	1928	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.858			0.873				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1598	0	1770	1626	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.714						0.146			0.198		
Satd. Flow (perm)	1330	1598	0	1863	1626	0	290	3539	1583	393	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			11				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	2	37	40	2	11	39	926	34	21	2096	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	39	0	40	13	0	39	926	34	21	2096	58
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			14			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	0.92	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	22.3	18.3		7.6	5.9		28.5	27.4	27.4	27.4	25.2	25.2
Actuated g/C Ratio	0.37	0.30		0.13	0.10		0.47	0.45	0.45	0.45	0.42	0.42
v/c Ratio	0.04	0.08		0.18	0.08		0.13	0.58	0.04	0.06	1.43	0.08
Control Delay (s/veh)	14.0	9.5		22.4	19.5		10.0	15.9	0.1	9.6	216.4	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.0	9.5		22.4	19.5		10.0	15.9	0.1	9.6	216.4	0.2
LOS	B	A		C	B		B	B	A	A	F	A
Approach Delay (s/veh)		11.3			21.7			15.1			208.6	
Approach LOS		B			C			B			F	
Queue Length 50th (ft)	5	0		12	1		6	106	0	3	~467	0
Queue Length 95th (ft)	21	22		29	17		25	282	0	16	#948	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200

LJA Engineering, Inc.

Queues

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	638	906		245	557		327	1597	814	357	1470	764
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.04		0.16	0.02		0.12	0.58	0.04	0.06	1.43	0.08

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 60.7

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.43

Intersection Signal Delay (s/veh): 143.0

Intersection LOS: F

Intersection Capacity Utilization 69.5%

ICU Level of Service C

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

3: Highway 60 & Springview Dr

AM Buildout Background + Development

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	5	1	950	1999	1
Future Volume (vph)	0	5	1	950	1999	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1611	0	1888	3539	3539	0
Flt Permitted			0.950			
Satd. Flow (perm)	1611	0	1888	3539	3539	0
Link Speed (mph)	25			45	45	
Link Distance (ft)	505			1352	866	
Travel Time (s)	13.8			20.5	13.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	5	1	1033	2173	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	1	1033	2174	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	65.3%			ICU Level of Service C		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	1	950	1999	1
Future Vol, veh/h	0	5	1	950	1999	1
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	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	1	1033	2173	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2692	1087	2174	0	-	0
Stage 1	2173	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	17	211	242	-	-	-
Stage 1	73	-	-	-	-	-
Stage 2	562	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	17	211	242	-	-	-
Mov Cap-2 Maneuver	61	-	-	-	-	-
Stage 1	72	-	-	-	-	-
Stage 2	562	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v22.49		0.02		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	242	-	211	-	-	
HCM Lane V/C Ratio	0.004	-	0.026	-	-	
HCM Control Delay (s/veh)	20	-	22.5	-	-	
HCM Lane LOS	C	-	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

4: Highway 60 & Mountainview Rd

AM Buildout Background + Development

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	29	19	1009	2132	4
Future Volume (vph)	6	29	19	1009	2132	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.889					
Flt Protected	0.991		0.950			
Satd. Flow (prot)	1641	0	1888	3539	3539	0
Flt Permitted	0.991		0.950			
Satd. Flow (perm)	1641	0	1888	3539	3539	0
Link Speed (mph)	25			45	30	
Link Distance (ft)	513			1024	501	
Travel Time (s)	14.0			15.5	11.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	32	21	1097	2317	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	21	1097	2321	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	69.1%			ICU Level of Service C		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	29	19	1009	2132	4
Future Vol, veh/h	6	29	19	1009	2132	4
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	-	250	-	-	-
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	7	32	21	1097	2317	4
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2909	1161	2322	0	-	0
Stage 1	2320	-	-	-	-	-
Stage 2	590	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	12	188	211	-	-	-
Stage 1	60	-	-	-	-	-
Stage 2	517	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	11	188	211	-	-	-
Mov Cap-2 Maneuver	46	-	-	-	-	-
Stage 1	54	-	-	-	-	-
Stage 2	517	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	46.6	0.44		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	211	-	124	-	-	
HCM Lane V/C Ratio	0.098	-	0.308	-	-	
HCM Control Delay (s/veh)	23.9	-	46.6	-	-	
HCM Lane LOS	C	-	E	-	-	
HCM 95th %tile Q(veh)	0.3	-	1.2	-	-	

5: Highway 60 & Oakland Dr/Virginia Ave

AM Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	17	2	0	72	2	954	30	182	1995	3
Future Volume (vph)	1	0	17	2	0	72	2	954	30	182	1995	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.872			0.868			0.995				
Flt Protected		0.997			0.999		0.950			0.950		
Satd. Flow (prot)	0	1619	0	0	1615	0	1888	3522	0	1888	3539	0
Flt Permitted		0.997			0.999		0.950			0.950		
Satd. Flow (perm)	0	1619	0	0	1615	0	1888	3522	0	1888	3539	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		500			510			1241			1024	
Travel Time (s)		13.6			13.9			18.8			15.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	0	18	2	0	78	2	1037	33	198	2168	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	0	80	0	2	1070	0	198	2171	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	73.7%						ICU Level of Service D					
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	1	0	17	2	0	72	2	954	30	182	1995	3
Future Vol, veh/h	1	0	17	2	0	72	2	954	30	182	1995	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	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	18	2	0	78	2	1037	33	198	2168	3
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3089	3640	1086	2538	3625	535	2172	0	0	1070	0	0
Stage 1	2566	2566	-	1058	1058	-	-	-	-	-	-	-
Stage 2	523	1074	-	1480	2567	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	5	5	212	14	5	490	242	-	-	647	-	-
Stage 1	26	52	-	240	300	-	-	-	-	-	-	-
Stage 2	505	294	-	132	52	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	3	3	212	9	4	490	242	-	-	647	-	-
Mov Cap-2 Maneuver	3	3	-	9	4	-	-	-	-	-	-	-
Stage 1	18	36	-	238	297	-	-	-	-	-	-	-
Stage 2	421	292	-	83	36	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/veh	48.09		36.01		0.04		1.08					
HCM LOS	F		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	242	-	-	42	194	647	-	-				
HCM Lane V/C Ratio	0.009	-	-	0.461	0.414	0.306	-	-				
HCM Control Delay (s/veh)	20	-	-	148.1	36	13	-	-				
HCM Lane LOS	C	-	-	F	E	B	-	-				
HCM 95th %tile Q(veh)	0	-	-	1.6	1.9	1.3	-	-				

6: Highway 60 & Lanier Ave

AM Buildout Background + Development

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	16	947	5	17	1983
Future Volume (vph)	2	16	947	5	17	1983
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	12
Storage Length (ft)	0	0		0	250	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.879		0.999			
Flt Protected	0.995				0.950	
Satd. Flow (prot)	1629	0	3536	0	1888	3539
Flt Permitted	0.995				0.950	
Satd. Flow (perm)	1629	0	3536	0	1888	3539
Link Speed (mph)	25		45			45
Link Distance (ft)	499		507			1241
Travel Time (s)	13.6		7.7			18.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	17	1029	5	18	2155
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	1034	0	18	2155
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	64.8%			ICU Level of Service C		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	16	947	5	17	1983
Future Vol, veh/h	2	16	947	5	17	1983
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	-	-	-	250	-
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	2	17	1029	5	18	2155
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	2147	517	0	0	1035	0
Stage 1	1032	-	-	-	-	-
Stage 2	1115	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	41	503	-	-	667	-
Stage 1	304	-	-	-	-	-
Stage 2	275	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	40	503	-	-	667	-
Mov Cap-2 Maneuver	148	-	-	-	-	-
Stage 1	304	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v14.53		0	0.09			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	397	667	-	
HCM Lane V/C Ratio	-	-	0.049	0.028	-	
HCM Control Delay (s/veh)	-	-	14.5	10.5	-	
HCM Lane LOS	-	-	B	B	-	
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-	

7: Access A & Highway 60

AM Buildout Background + Development

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	55	22	993	2081	2
Future Volume (vph)	6	55	22	993	2081	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			250
Storage Lanes	1	0	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	0.879					0.850
Flt Protected	0.995		0.950			
Satd. Flow (prot)	1629	0	1888	3539	3539	1583
Flt Permitted	0.995		0.950			
Satd. Flow (perm)	1629	0	1888	3539	3539	1583
Link Speed (mph)	25			30	45	
Link Distance (ft)	255			501	1352	
Travel Time (s)	7.0			11.4	20.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	60	24	1079	2262	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	67	0	24	1079	2262	2
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	67.9%			ICU Level of Service C		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	55	22	993	2081	2
Future Vol, veh/h	6	55	22	993	2081	2
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	-	250	-	-	250
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	7	60	24	1079	2262	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2849	1131	2264	0	-	0
Stage 1	2262	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	14	197	223	-	-	-
Stage 1	65	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	12	197	223	-	-	-
Mov Cap-2 Maneuver	49	-	-	-	-	-
Stage 1	58	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v45.69		0.5		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	223	-	152	-	-	
HCM Lane V/C Ratio	0.107	-	0.435	-	-	
HCM Control Delay (s/veh)	23.1	-	45.7	-	-	
HCM Lane LOS	C	-	E	-	-	
HCM 95th %tile Q(veh)	0.4	-	2	-	-	

1: Highway 60 & Mall Entrance/River Cliff Dr

PM Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	10	0	2	0	2184	27	1	1191	4
Future Volume (vph)	0	0	0	10	0	2	0	2184	27	1	1191	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	14	12	12
Storage Length (ft)	0		0	0		0	0		0	250		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt					0.979			0.998				
Flt Protected					0.959					0.950		
Satd. Flow (prot)	0	0	0	0	1749	0	0	3532	0	1888	3539	0
Flt Permitted					0.959					0.950		
Satd. Flow (perm)	0	0	0	0	1749	0	0	3532	0	1888	3539	0
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		250			507			697			500	
Travel Time (s)		5.7			13.8			10.6			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	11	0	2	0	2374	29	1	1295	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	13	0	0	2403	0	1	1299	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	71.2%											
Analysis Period (min)	15											
	ICU Level of Service C											

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	10	0	2	0	2184	27	1	1191	4
Future Vol, veh/h	0	0	0	10	0	2	0	2184	27	1	1191	4
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	-	-	-	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	11	0	2	0	2374	29	1	1295	4

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	3038 3690 1202	- 0	0 2403 0 0
Stage 1	2389 2389	- -	- - - -
Stage 2	649 1301	- -	- - - -
Critical Hdwy	6.84 6.54 6.94	- -	- 4.14 - -
Critical Hdwy Stg 1	5.84 5.54	- -	- - - -
Critical Hdwy Stg 2	5.84 5.54	- -	- - - -
Follow-up Hdwy	3.52 4.02 3.32	- -	- 2.22 - -
Pot Cap-1 Maneuver	~ 10 5 177	0 -	- 196 - -
Stage 1	55 65	- 0	- - - -
Stage 2	482 229	- 0	- - - -
Platoon blocked, %		- -	- - - -
Mov Cap-1 Maneuver	~ 10 0 177	- -	- 196 - -
Mov Cap-2 Maneuver	47 0	- -	- - - -
Stage 1	55 0	- -	- - - -
Stage 2	479 0	- -	- - - -

Approach	WB	NB	SB
HCM Control Delay, s/v	93.75	0	0.02
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	- 53	196	-	-
HCM Lane V/C Ratio	-	- 0.246	0.006	-	-
HCM Control Delay (s/veh)	-	- 93.7	23.5	-	-
HCM Lane LOS	-	- F	C	-	-
HCM 95th %tile Q(veh)	-	- 0.8	0	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	2	21	36	4	35	79	2122	53	22	1136	25
Future Volume (vph)	48	2	21	36	4	35	79	2122	53	22	1136	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.862			0.864				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1606	0	1770	1609	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.444			0.889			0.134			0.148		
Satd. Flow (perm)	827	1606	0	1656	1609	0	266	3539	1583	294	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			38				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	2	23	39	4	38	86	2307	58	24	1235	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	25	0	39	42	0	86	2307	58	24	1235	27
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	26.7	22.5		10.2	6.3		32.5	29.9	29.9	29.9	25.2	25.2
Actuated g/C Ratio	0.38	0.32		0.15	0.09		0.47	0.43	0.43	0.43	0.36	0.36
v/c Ratio	0.09	0.05		0.15	0.23		0.31	1.52	0.07	0.09	0.97	0.04
Control Delay (s/veh)	14.5	10.3		18.1	16.3		14.0	259.4	0.2	11.8	44.8	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.5	10.3		18.1	16.3		14.0	259.4	0.2	11.8	44.8	0.1
LOS	B	B		B	B		B	F	A	B	D	A
Approach Delay (s/veh)		13.1			17.2			244.7			43.3	
Approach LOS		B			B			F			D	
Queue Length 50th (ft)	15	1		11	2		21	~761	0	6	~343	0
Queue Length 95th (ft)	35	18		28	30		47	#1081	0	18	#490	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200
Base Capacity (vph)	593	788		271	499		292	1517	782	294	1277	687
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.03		0.14	0.08		0.29	1.52	0.07	0.08	0.97	0.04
Intersection Summary												
Area Type:	Other											

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Buildout Background + Development

Cycle Length: 90	
Actuated Cycle Length: 69.8	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.52	
Intersection Signal Delay (s/veh): 168.9	Intersection LOS: F
Intersection Capacity Utilization 82.5%	ICU Level of Service E
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	2	21	36	4	35	79	2122	53	22	1136	25
Future Volume (vph)	48	2	21	36	4	35	79	2122	53	22	1136	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.862			0.864				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1606	0	1770	1609	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.444			0.889			0.134			0.148		
Satd. Flow (perm)	827	1606	0	1656	1609	0	266	3539	1583	294	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			38				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	2	23	39	4	38	86	2307	58	24	1235	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	25	0	39	42	0	86	2307	58	24	1235	27
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			14			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	0.92	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	26.7	22.5		10.2	6.3		32.5	29.9	29.9	29.9	25.2	25.2
Actuated g/C Ratio	0.38	0.32		0.15	0.09		0.47	0.43	0.43	0.43	0.36	0.36
v/c Ratio	0.09	0.05		0.15	0.23		0.31	1.52	0.07	0.09	0.97	0.04
Control Delay (s/veh)	14.5	10.3		18.1	16.3		14.0	259.4	0.2	11.8	44.8	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.5	10.3		18.1	16.3		14.0	259.4	0.2	11.8	44.8	0.1
LOS	B	B		B	B		B	F	A	B	D	A
Approach Delay (s/veh)		13.1			17.2			244.7			43.3	
Approach LOS		B			B			F			D	
Queue Length 50th (ft)	15	1		11	2		21	~761	0	6	~343	0
Queue Length 95th (ft)	35	18		28	30		47	#1081	0	18	#490	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200

LJA Engineering, Inc.

Queues

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	593	788		271	499		292	1517	782	294	1277	687
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.03		0.14	0.08		0.29	1.52	0.07	0.08	0.97	0.04

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 69.8

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.52

Intersection Signal Delay (s/veh): 168.9

Intersection LOS: F

Intersection Capacity Utilization 82.5%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

3: Highway 60 & Springview Dr

PM Buildout Background + Development

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	3	9	2275	1213	1
Future Volume (vph)	1	3	9	2275	1213	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.899					
Flt Protected	0.988		0.950			
Satd. Flow (prot)	1655	0	1888	3539	3539	0
Flt Permitted	0.988		0.950			
Satd. Flow (perm)	1655	0	1888	3539	3539	0
Link Speed (mph)	25			45	45	
Link Distance (ft)	505			1352	866	
Travel Time (s)	13.8			20.5	13.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	3	10	2473	1318	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	10	2473	1319	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	72.9%			ICU Level of Service C		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	9	2275	1213	1
Future Vol, veh/h	1	3	9	2275	1213	1
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	-	250	-	-	-
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	1	3	10	2473	1318	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2575	660	1320	0	-	0
Stage 1	1319	-	-	-	-	-
Stage 2	1256	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	21	406	520	-	-	-
Stage 1	214	-	-	-	-	-
Stage 2	232	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	21	406	520	-	-	-
Mov Cap-2 Maneuver	110	-	-	-	-	-
Stage 1	210	-	-	-	-	-
Stage 2	232	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v20.11		0.05		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	520	-	243	-	-	
HCM Lane V/C Ratio	0.019	-	0.018	-	-	
HCM Control Delay (s/veh)	12.1	-	20.1	-	-	
HCM Lane LOS	B	-	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-	

4: Highway 60 & Mountainview Rd

PM Buildout Background + Development

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	14	30	32	2303	1284	15
Future Volume (vph)	14	30	32	2303	1284	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.907				0.998	
Flt Protected	0.985		0.950			
Satd. Flow (prot)	1664	0	1888	3539	3532	0
Flt Permitted	0.985		0.950			
Satd. Flow (perm)	1664	0	1888	3539	3532	0
Link Speed (mph)	25			45	30	
Link Distance (ft)	513			1024	501	
Travel Time (s)	14.0			15.5	11.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	33	35	2503	1396	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	0	35	2503	1412	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	73.7%			ICU Level of Service D		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	30	32	2303	1284	15
Future Vol, veh/h	14	30	32	2303	1284	15
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	-	250	-	-	-
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	15	33	35	2503	1396	16
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2725	706	1412	0	-	0
Stage 1	1404	-	-	-	-	-
Stage 2	1321	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	17	378	479	-	-	-
Stage 1	193	-	-	-	-	-
Stage 2	214	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	15	378	479	-	-	-
Mov Cap-2 Maneuver	96	-	-	-	-	-
Stage 1	179	-	-	-	-	-
Stage 2	214	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v29.33		0.18		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	479	-	195	-	-	
HCM Lane V/C Ratio	0.073	-	0.245	-	-	
HCM Control Delay (s/veh)	13.1	-	29.3	-	-	
HCM Lane LOS	B	-	D	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.9	-	-	

5: Highway 60 & Oakland Dr/Virginia Ave

PM Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	0	17	0	0	187	10	2167	12	100	1206	4
Future Volume (vph)	3	0	17	0	0	187	10	2167	12	100	1206	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.884			0.865			0.999				
Flt Protected		0.993					0.950			0.950		
Satd. Flow (prot)	0	1635	0	0	1611	0	1888	3536	0	1888	3539	0
Flt Permitted		0.993					0.950			0.950		
Satd. Flow (perm)	0	1635	0	0	1611	0	1888	3536	0	1888	3539	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		500			510			1241			1024	
Travel Time (s)		13.6			13.9			18.8			15.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	0	18	0	0	203	11	2355	13	109	1311	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	21	0	0	203	0	11	2368	0	109	1315	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	87.4%					ICU Level of Service E						
Analysis Period (min)	15											

5: Highway 60 & Oakland Dr/Virginia Ave

PM Buildout Background + Development

Intersection												
Int Delay, s/veh	10.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	17	0	0	187	10	2167	12	100	1206	4
Future Vol, veh/h	3	0	17	0	0	187	10	2167	12	100	1206	4
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	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	18	0	0	203	11	2355	13	109	1311	4
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2730	3921	658	3257	3916	1184	1315	0	0	2368	0	0
Stage 1	1530	1530	-	2384	2384	-	-	-	-	-	-	-
Stage 2	1199	2390	-	873	1533	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	10	3	407	4	3	~ 182	522	-	-	202	-	-
Stage 1	122	177	-	35	65	-	-	-	-	-	-	-
Stage 2	197	65	-	311	177	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	4	1	407	2	1	~ 182	522	-	-	202	-	-
Mov Cap-2 Maneuver	4	1	-	2	1	-	-	-	-	-	-	-
Stage 1	57	82	-	34	64	-	-	-	-	-	-	-
Stage 2	-	64	-	138	82	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/veh	10.11		154.77		0.06		3.18					
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	522	-	-	27	182	202	-	-				
HCM Lane V/C Ratio	0.021	-	-	0.791	1.118	0.537	-	-				
HCM Control Delay (s/veh)	12	-	-	\$ 310.1	154.8	41.7	-	-				
HCM Lane LOS	B	-	-	F	F	E	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	2.5	10.2	2.8	-	-				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

6: Highway 60 & Lanier Ave

PM Buildout Background + Development

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	56	2214	4	22	1271
Future Volume (vph)	4	56	2214	4	22	1271
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	12
Storage Length (ft)	0	0		0	250	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.873					
Flt Protected	0.997				0.950	
Satd. Flow (prot)	1621	0	3539	0	1888	3539
Flt Permitted	0.997				0.950	
Satd. Flow (perm)	1621	0	3539	0	1888	3539
Link Speed (mph)	25		45			45
Link Distance (ft)	499		507			1241
Travel Time (s)	13.6		7.7			18.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	61	2407	4	24	1382
Shared Lane Traffic (%)						
Lane Group Flow (vph)	65	0	2411	0	24	1382
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	71.7%			ICU Level of Service C		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	56	2214	4	22	1271
Future Vol, veh/h	4	56	2214	4	22	1271
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	-	-	-	250	-
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	4	61	2407	4	24	1382
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	3147	1205	0	0	2411	0
Stage 1	2409	-	-	-	-	-
Stage 2	739	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	8	176	-	-	195	-
Stage 1	53	-	-	-	-	-
Stage 2	433	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	7	176	-	-	195	-
Mov Cap-2 Maneuver	44	-	-	-	-	-
Stage 1	53	-	-	-	-	-
Stage 2	380	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v	47.84	0	0.44			
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	147	195	-	
HCM Lane V/C Ratio	-	-	0.445	0.123	-	
HCM Control Delay (s/veh)	-	-	47.8	26.1	-	
HCM Lane LOS	-	-	E	D	-	
HCM 95th %tile Q(veh)	-	-	2	0.4	-	

7: Access A & Highway 60

PM Buildout Background + Development

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	4	37	56	2261	1262	6
Future Volume (vph)	4	37	56	2261	1262	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			250
Storage Lanes	1	0	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	0.877					0.850
Flt Protected	0.995		0.950			
Satd. Flow (prot)	1625	0	1888	3539	3539	1583
Flt Permitted	0.995		0.950			
Satd. Flow (perm)	1625	0	1888	3539	3539	1583
Link Speed (mph)	25			30	45	
Link Distance (ft)	255			501	1352	
Travel Time (s)	7.0			11.4	20.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	40	61	2458	1372	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	0	61	2458	1372	7
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	72.5%			ICU Level of Service C		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	37	56	2261	1262	6
Future Vol, veh/h	4	37	56	2261	1262	6
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	-	250	-	-	250
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	4	40	61	2458	1372	7
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2722	686	1378	0	-	0
Stage 1	1372	-	-	-	-	-
Stage 2	1351	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	17	390	493	-	-	-
Stage 1	201	-	-	-	-	-
Stage 2	206	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	15	390	493	-	-	-
Mov Cap-2 Maneuver	93	-	-	-	-	-
Stage 1	176	-	-	-	-	-
Stage 2	206	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v19.22		0.32		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	493	-	298	-	-	
HCM Lane V/C Ratio	0.123	-	0.15	-	-	
HCM Control Delay (s/veh)	13.3	-	19.2	-	-	
HCM Lane LOS	B	-	C	-	-	
HCM 95th %tile Q(veh)	0.4	-	0.5	-	-	

AM and PM Peak Hour
Year 2034 Background Volumes Only

1: Highway 60 & Mall Entrance/River Cliff Dr

AM Horizon Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	15	0	3	0	906	13	0	2103	2
Future Volume (vph)	0	0	0	15	0	3	0	906	13	0	2103	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	14	12	12
Storage Length (ft)	0		0	0		0	0		0	250		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt					0.979			0.998				
Flt Protected					0.960							
Satd. Flow (prot)	0	0	0	0	1751	0	0	3532	0	1987	3539	0
Flt Permitted					0.960							
Satd. Flow (perm)	0	0	0	0	1751	0	0	3532	0	1987	3539	0
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		250			507			697			500	
Travel Time (s)		5.7			13.8			10.6			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	16	0	3	0	985	14	0	2286	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	19	0	0	999	0	0	2288	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 68.2%	ICU Level of Service C											
Analysis Period (min) 15												

Lanes, Volumes, Timings

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	15	0	3	0	906	13	0	2103	2
Future Vol, veh/h	0	0	0	15	0	3	0	906	13	0	2103	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	-	-	-	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	16	0	3	0	985	14	0	2286	2

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2135 3280 499	- 0 0	999 0 0
Stage 1	992 992	- - -	- - -
Stage 2	1143 2288	- - -	- - -
Critical Hdwy	6.84 6.54 6.94	- - -	4.14 - -
Critical Hdwy Stg 1	5.84 5.54	- - -	- - -
Critical Hdwy Stg 2	5.84 5.54	- - -	- - -
Follow-up Hdwy	3.52 4.02 3.32	- - -	2.22 - -
Pot Cap-1 Maneuver	42 9 517	0 - -	689 - -
Stage 1	320 322	- 0 -	- - -
Stage 2	266 73	- 0 -	- - -
Platoon blocked, %		- - -	- - -
Mov Cap-1 Maneuver	42 0 517	- - -	689 - -
Mov Cap-2 Maneuver	152 0	- - -	- - -
Stage 1	320 0	- - -	- - -
Stage 2	266 0	- - -	- - -

Approach	WB	NB	SB
HCM Control Delay, s/v	28.63	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	- 172	689	-	-
HCM Lane V/C Ratio	-	- 0.114	-	-	-
HCM Control Delay (s/veh)	-	- 28.6	0	-	-
HCM Lane LOS	-	- D	A	-	-
HCM 95th %tile Q(veh)	-	- 0.4	0	-	-

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Horizon Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	2	36	40	2	10	39	902	33	20	2054	57
Future Volume (vph)	25	2	36	40	2	10	39	902	33	20	2054	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.857			0.873				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1596	0	1770	1626	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.714						0.146			0.174		
Satd. Flow (perm)	1330	1596	0	1863	1626	0	290	3539	1583	346	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		39			11				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	2	39	43	2	11	42	980	36	22	2233	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	41	0	43	13	0	42	980	36	22	2233	62
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	22.3	18.3		7.6	5.9		28.5	27.4	27.4	27.4	25.2	25.2
Actuated g/C Ratio	0.37	0.30		0.13	0.10		0.47	0.45	0.45	0.45	0.42	0.42
v/c Ratio	0.04	0.08		0.19	0.08		0.14	0.61	0.04	0.07	1.52	0.08
Control Delay (s/veh)	14.0	9.3		22.7	19.5		10.1	16.7	0.1	9.7	257.9	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.0	9.3		22.7	19.5		10.1	16.7	0.1	9.7	257.9	0.2
LOS	B	A		C	B		B	B	A	A	F	A
Approach Delay (s/veh)		11.2			21.9			15.8			248.7	
Approach LOS		B			C			B			F	
Queue Length 50th (ft)	5	0		13	1		7	114	0	4	~517	0
Queue Length 95th (ft)	22	23		30	17		26	#332	0	17	#1022	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200
Base Capacity (vph)	638	905		244	557		327	1597	814	341	1470	764
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.05		0.18	0.02		0.13	0.61	0.04	0.06	1.52	0.08
Intersection Summary												
Area Type:	Other											

Lanes, Volumes, Timings

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Horizon Buildout Background

Cycle Length: 90	
Actuated Cycle Length: 60.7	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.52	
Intersection Signal Delay (s/veh): 170.0	Intersection LOS: F
Intersection Capacity Utilization 73.2%	ICU Level of Service D
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Horizon Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	2	36	40	2	10	39	902	33	20	2054	57
Future Volume (vph)	25	2	36	40	2	10	39	902	33	20	2054	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.857			0.873				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1596	0	1770	1626	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.714						0.146			0.174		
Satd. Flow (perm)	1330	1596	0	1863	1626	0	290	3539	1583	346	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		39			11				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	2	39	43	2	11	42	980	36	22	2233	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	41	0	43	13	0	42	980	36	22	2233	62
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			14			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	0.92	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	22.3	18.3		7.6	5.9		28.5	27.4	27.4	27.4	25.2	25.2
Actuated g/C Ratio	0.37	0.30		0.13	0.10		0.47	0.45	0.45	0.45	0.42	0.42
v/c Ratio	0.04	0.08		0.19	0.08		0.14	0.61	0.04	0.07	1.52	0.08
Control Delay (s/veh)	14.0	9.3		22.7	19.5		10.1	16.7	0.1	9.7	257.9	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.0	9.3		22.7	19.5		10.1	16.7	0.1	9.7	257.9	0.2
LOS	B	A		C	B		B	B	A	A	F	A
Approach Delay (s/veh)		11.2			21.9			15.8			248.7	
Approach LOS		B			C			B			F	
Queue Length 50th (ft)	5	0		13	1		7	114	0	4	~517	0
Queue Length 95th (ft)	22	23		30	17		26	#332	0	17	#1022	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200

Queues

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Horizon Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	638	905		244	557		327	1597	814	341	1470	764
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.05		0.18	0.02		0.13	0.61	0.04	0.06	1.52	0.08

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 60.7

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.52

Intersection Signal Delay (s/veh): 170.0

Intersection LOS: F

Intersection Capacity Utilization 73.2%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

Queues

3: Highway 60 & Springview Dr

AM Horizon Buildout Background

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	6	1	1007	2130	1
Future Volume (vph)	0	6	1	1007	2130	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1611	0	1888	3539	3539	0
Flt Permitted			0.950			
Satd. Flow (perm)	1611	0	1888	3539	3539	0
Link Speed (mph)	25			45	45	
Link Distance (ft)	505			1846	866	
Travel Time (s)	13.8			28.0	13.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	7	1	1095	2315	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	1	1095	2316	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	68.9%			ICU Level of Service C		
Analysis Period (min)	15					

Lanes, Volumes, Timings

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	1	1007	2130	1
Future Vol, veh/h	0	6	1	1007	2130	1
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	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	1	1095	2315	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2865	1158	2316	0	-	0
Stage 1	2316	-	-	-	-	-
Stage 2	549	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	13	189	212	-	-	-
Stage 1	60	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	13	189	212	-	-	-
Mov Cap-2 Maneuver	51	-	-	-	-	-
Stage 1	60	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	24.7	0.02		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	212	-	189	-	-	
HCM Lane V/C Ratio	0.005	-	0.034	-	-	
HCM Control Delay (s/veh)	22	-	24.7	-	-	
HCM Lane LOS	C	-	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

4: Highway 60 & Mountainview Rd

AM Horizon Buildout Background

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	7	31	20	1053	2215	5
Future Volume (vph)	7	31	20	1053	2215	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.891					
Flt Protected	0.991		0.950			
Satd. Flow (prot)	1645	0	1888	3539	3539	0
Flt Permitted	0.991		0.950			
Satd. Flow (perm)	1645	0	1888	3539	3539	0
Link Speed (mph)	25			45	45	
Link Distance (ft)	513			1024	1846	
Travel Time (s)	14.0			15.5	28.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	34	22	1145	2408	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	42	0	22	1145	2413	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	71.4%			ICU Level of Service C		
Analysis Period (min)	15					

Lanes, Volumes, Timings

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	31	20	1053	2215	5
Future Vol, veh/h	7	31	20	1053	2215	5
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	-	250	-	-	-
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	8	34	22	1145	2408	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	3026	1207	2413	0	-	0
Stage 1	2410	-	-	-	-	-
Stage 2	616	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	10	176	194	-	-	-
Stage 1	53	-	-	-	-	-
Stage 2	501	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	9	176	194	-	-	-
Mov Cap-2 Maneuver	41	-	-	-	-	-
Stage 1	47	-	-	-	-	-
Stage 2	501	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	56.87	0.48		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	194	-	109	-	-	
HCM Lane V/C Ratio	0.112	-	0.379	-	-	
HCM Control Delay (s/veh)	25.8	-	56.9	-	-	
HCM Lane LOS	D	-	F	-	-	
HCM 95th %tile Q(veh)	0.4	-	1.5	-	-	

5: Highway 60 & Oakland Dr/Virginia Ave

AM Horizon Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	18	2	0	75	2	996	32	191	2073	3
Future Volume (vph)	1	0	18	2	0	75	2	996	32	191	2073	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.871			0.868			0.995				
Flt Protected		0.998			0.999		0.950			0.950		
Satd. Flow (prot)	0	1619	0	0	1615	0	1888	3522	0	1888	3539	0
Flt Permitted		0.998			0.999		0.950			0.950		
Satd. Flow (perm)	0	1619	0	0	1615	0	1888	3522	0	1888	3539	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		500			510			1241			1024	
Travel Time (s)		13.6			13.9			18.8			15.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	0	20	2	0	82	2	1083	35	208	2253	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	21	0	0	84	0	2	1118	0	208	2256	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	76.1%						ICU Level of Service D					
Analysis Period (min)	15											

Lanes, Volumes, Timings

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↕↵		↵	↕↵	
Traffic Vol, veh/h	1	0	18	2	0	75	2	996	32	191	2073	3
Future Vol, veh/h	1	0	18	2	0	75	2	996	32	191	2073	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	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	20	2	0	82	2	1083	35	208	2253	3
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3216	3792	1128	2646	3776	559	2257	0	0	1117	0	0
Stage 1	2670	2670	-	1104	1104	-	-	-	-	-	-	-
Stage 2	546	1122	-	1542	2672	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	4	4	198	11	4	473	224	-	-	621	-	-
Stage 1	23	46	-	225	285	-	-	-	-	-	-	-
Stage 2	490	279	-	120	46	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	2	3	198	7	3	473	224	-	-	621	-	-
Mov Cap-2 Maneuver	2	3	-	7	3	-	-	-	-	-	-	-
Stage 1	15	31	-	223	282	-	-	-	-	-	-	-
Stage 2	401	277	-	72	31	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/209.01			46.12		0.04		1.15					
HCM LOS	F		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	224	-	-	35	168	621	-	-				
HCM Lane V/C Ratio	0.01	-	-	0.598	0.499	0.334	-	-				
HCM Control Delay (s/veh)	21.2	-	-	209	46.1	13.7	-	-				
HCM Lane LOS	C	-	-	F	E	B	-	-				
HCM 95th %tile Q(veh)	0	-	-	2	2.4	1.5	-	-				

6: Highway 60 & Lanier Ave

AM Horizon Buildout Background

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	16	990	6	15	2063
Future Volume (vph)	2	16	990	6	15	2063
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	12
Storage Length (ft)	0	0		0	250	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.879		0.999			
Flt Protected	0.995				0.950	
Satd. Flow (prot)	1629	0	3536	0	1888	3539
Flt Permitted	0.995				0.950	
Satd. Flow (perm)	1629	0	3536	0	1888	3539
Link Speed (mph)	25		45			45
Link Distance (ft)	499		507			1241
Travel Time (s)	13.6		7.7			18.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	17	1076	7	16	2242
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	1083	0	16	2242
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	67.0%			ICU Level of Service C		
Analysis Period (min)	15					

Lanes, Volumes, Timings

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	16	990	6	15	2063
Future Vol, veh/h	2	16	990	6	15	2063
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	-	-	-	250	-
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	2	17	1076	7	16	2242
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2233	541	0	0	1083	0
Stage 1	1079	-	-	-	-	-
Stage 2	1154	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	36	485	-	-	640	-
Stage 1	287	-	-	-	-	-
Stage 2	262	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	35	485	-	-	640	-
Mov Cap-2 Maneuver	140	-	-	-	-	-
Stage 1	287	-	-	-	-	-
Stage 2	256	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v14.97		0		0.08		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	380	640	-	
HCM Lane V/C Ratio	-	-	0.051	0.025	-	
HCM Control Delay (s/veh)	-	-	15	10.8	-	
HCM Lane LOS	-	-	B	B	-	
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-	

1: Highway 60 & Mall Entrance/River Cliff Dr

PM Horizon Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	10	0	2	0	2326	28	1	1264	5
Future Volume (vph)	0	0	0	10	0	2	0	2326	28	1	1264	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	14	12	12
Storage Length (ft)	0		0	0		0	0		0	250		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt					0.979			0.998			0.999	
Flt Protected					0.959					0.950		
Satd. Flow (prot)	0	0	0	0	1749	0	0	3532	0	1888	3536	0
Flt Permitted					0.959					0.950		
Satd. Flow (perm)	0	0	0	0	1749	0	0	3532	0	1888	3536	0
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		250			507			697			500	
Travel Time (s)		5.7			13.8			10.6			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	11	0	2	0	2528	30	1	1374	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	13	0	0	2558	0	1	1379	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 75.2%												
ICU Level of Service D												
Analysis Period (min) 15												

Lanes, Volumes, Timings

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	10	0	2	0	2326	28	1	1264	5
Future Vol, veh/h	0	0	0	10	0	2	0	2326	28	1	1264	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	11	0	2	0	2528	30	1	1374	5

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	3233 3925 1279	- 0 0	2559 0 0
Stage 1	2543 2543	- - -	- - -
Stage 2	689 1382	- - -	- - -
Critical Hdwy	6.84 6.54 6.94	- - -	4.14 - -
Critical Hdwy Stg 1	5.84 5.54	- - -	- - -
Critical Hdwy Stg 2	5.84 5.54	- - -	- - -
Follow-up Hdwy	3.52 4.02 3.32	- - -	2.22 - -
Pot Cap-1 Maneuver	~ 7 3 157	0 - -	170 - -
Stage 1	45 54	0 - -	- - -
Stage 2	460 210	- 0 -	- - -
Platoon blocked, %		- - -	- - -
Mov Cap-1 Maneuver	~ 7 0 157	- - -	170 - -
Mov Cap-2 Maneuver	38 0	- - -	- - -
Stage 1	45 0	- - -	- - -
Stage 2	457 0	- - -	- - -

Approach	WB	NB	SB
HCM Control Delay, s/v	119.04	0	0.02
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	- 44	170	-	-
HCM Lane V/C Ratio	-	- 0.298	0.006	-	-
HCM Control Delay (s/veh)	-	- 119	26.3	-	-
HCM Lane LOS	-	- F	D	-	-
HCM 95th %tile Q(veh)	-	- 1	0	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Horizon Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	2	23	39	5	38	84	2259	57	24	1205	26
Future Volume (vph)	51	2	23	39	5	38	84	2259	57	24	1205	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.861			0.866				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1604	0	1770	1613	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.435			0.851			0.134			0.148		
Satd. Flow (perm)	810	1604	0	1585	1613	0	266	3539	1583	294	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			41				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	55	2	25	42	5	41	91	2455	62	26	1310	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	27	0	42	46	0	91	2455	62	26	1310	28
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	26.7	22.6		10.3	6.4		32.5	29.9	29.9	29.9	25.2	25.2
Actuated g/C Ratio	0.38	0.32		0.15	0.09		0.46	0.43	0.43	0.43	0.36	0.36
v/c Ratio	0.09	0.05		0.17	0.25		0.32	1.62	0.08	0.10	1.03	0.04
Control Delay (s/veh)	14.5	9.9		18.3	16.5		14.3	303.8	0.2	11.9	59.1	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.5	9.9		18.3	16.5		14.3	303.8	0.2	11.9	59.1	0.1
LOS	B	A		B	B		B	F	A	B	E	A
Approach Delay (s/veh)		13.0			17.3			286.5			57.0	
Approach LOS		B			B			F			E	
Queue Length 50th (ft)	16	1		12	2		22	~841	0	6	~383	0
Queue Length 95th (ft)	37	19		30	32		49	#1164	0	20	#534	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200
Base Capacity (vph)	591	788		269	502		291	1515	781	294	1276	687
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.03		0.16	0.09		0.31	1.62	0.08	0.09	1.03	0.04
Intersection Summary												
Area Type:	Other											

Lanes, Volumes, Timings

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Horizon Buildout Background

Cycle Length: 90	
Actuated Cycle Length: 69.9	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.62	
Intersection Signal Delay (s/veh): 199.8	Intersection LOS: F
Intersection Capacity Utilization 86.8%	ICU Level of Service E
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1 11.6 s	 Ø2 29.2 s	 Ø3 11.6 s	 Ø4 37.6 s
 Ø5 11.6 s	 Ø6 29.2 s	 Ø7 24.6 s	 Ø8 24.6 s

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Horizon Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	2	23	39	5	38	84	2259	57	24	1205	26
Future Volume (vph)	51	2	23	39	5	38	84	2259	57	24	1205	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.861			0.866				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1604	0	1770	1613	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.435			0.851			0.134			0.148		
Satd. Flow (perm)	810	1604	0	1585	1613	0	266	3539	1583	294	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			41				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	55	2	25	42	5	41	91	2455	62	26	1310	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	27	0	42	46	0	91	2455	62	26	1310	28
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			14			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	0.92	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	26.7	22.6		10.3	6.4		32.5	29.9	29.9	29.9	25.2	25.2
Actuated g/C Ratio	0.38	0.32		0.15	0.09		0.46	0.43	0.43	0.43	0.36	0.36
v/c Ratio	0.09	0.05		0.17	0.25		0.32	1.62	0.08	0.10	1.03	0.04
Control Delay (s/veh)	14.5	9.9		18.3	16.5		14.3	303.8	0.2	11.9	59.1	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.5	9.9		18.3	16.5		14.3	303.8	0.2	11.9	59.1	0.1
LOS	B	A		B	B		B	F	A	B	E	A
Approach Delay (s/veh)		13.0			17.3			286.5			57.0	
Approach LOS		B			B			F			E	
Queue Length 50th (ft)	16	1		12	2		22	~841	0	6	~383	0
Queue Length 95th (ft)	37	19		30	32		49	#1164	0	20	#534	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200

Queues

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Horizon Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	591	788		269	502		291	1515	781	294	1276	687
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.03		0.16	0.09		0.31	1.62	0.08	0.09	1.03	0.04

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 69.9

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.62

Intersection Signal Delay (s/veh): 199.8

Intersection LOS: F

Intersection Capacity Utilization 86.8%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

Queues

3: Highway 60 & Springview Dr

PM Horizon Buildout Background

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	3	9	2423	1287	1
Future Volume (vph)	1	3	9	2423	1287	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.899					
Flt Protected	0.988		0.950			
Satd. Flow (prot)	1655	0	1888	3539	3539	0
Flt Permitted	0.988		0.950			
Satd. Flow (perm)	1655	0	1888	3539	3539	0
Link Speed (mph)	25			45	45	
Link Distance (ft)	505			1846	866	
Travel Time (s)	13.8			28.0	13.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	3	10	2634	1399	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	10	2634	1400	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	77.0%			ICU Level of Service D		
Analysis Period (min)	15					

Lanes, Volumes, Timings

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	9	2423	1287	1
Future Vol, veh/h	1	3	9	2423	1287	1
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	-	250	-	-	-
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	1	3	10	2634	1399	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2736	700	1400	0	-	0
Stage 1	1399	-	-	-	-	-
Stage 2	1336	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	16	382	484	-	-	-
Stage 1	194	-	-	-	-	-
Stage 2	210	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	16	382	484	-	-	-
Mov Cap-2 Maneuver	98	-	-	-	-	-
Stage 1	190	-	-	-	-	-
Stage 2	210	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v21.56		0.05		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	484	-	222	-	-	
HCM Lane V/C Ratio	0.02	-	0.02	-	-	
HCM Control Delay (s/veh)	12.6	-	21.6	-	-	
HCM Lane LOS	B	-	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-	

4: Highway 60 & Mountainview Rd

PM Horizon Buildout Background

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	32	34	2398	1330	16
Future Volume (vph)	15	32	34	2398	1330	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.907				0.998	
Flt Protected	0.985		0.950			
Satd. Flow (prot)	1664	0	1888	3539	3532	0
Flt Permitted	0.985		0.950			
Satd. Flow (perm)	1664	0	1888	3539	3532	0
Link Speed (mph)	25			45	45	
Link Distance (ft)	513			1024	1846	
Travel Time (s)	14.0			15.5	28.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	35	37	2607	1446	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	51	0	37	2607	1463	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	76.3%			ICU Level of Service D		
Analysis Period (min)	15					

Lanes, Volumes, Timings

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	32	34	2398	1330	16
Future Vol, veh/h	15	32	34	2398	1330	16
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	-	250	-	-	-
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	16	35	37	2607	1446	17
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2832	732	1463	0	-	0
Stage 1	1454	-	-	-	-	-
Stage 2	1377	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 14	364	458	-	-	-
Stage 1	181	-	-	-	-	-
Stage 2	199	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 13	364	458	-	-	-
Mov Cap-2 Maneuver	89	-	-	-	-	-
Stage 1	166	-	-	-	-	-
Stage 2	199	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v32.18		0.19		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	458	-	183	-	-	
HCM Lane V/C Ratio	0.081	-	0.28	-	-	
HCM Control Delay (s/veh)	13.6	-	32.2	-	-	
HCM Lane LOS	B	-	D	-	-	
HCM 95th %tile Q(veh)	0.3	-	1.1	-	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

5: Highway 60 & Oakland Dr/Virginia Ave

PM Horizon Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	0	18	0	0	196	10	2255	13	105	1249	5
Future Volume (vph)	3	0	18	0	0	196	10	2255	13	105	1249	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.883			0.865			0.999			0.999	
Flt Protected		0.994					0.950			0.950		
Satd. Flow (prot)	0	1635	0	0	1611	0	1888	3536	0	1888	3536	0
Flt Permitted		0.994					0.950			0.950		
Satd. Flow (perm)	0	1635	0	0	1611	0	1888	3536	0	1888	3536	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		500			510			1241			1024	
Travel Time (s)		13.6			13.9			18.8			15.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	0	20	0	0	213	11	2451	14	114	1358	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	213	0	11	2465	0	114	1363	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	90.7%											
Analysis Period (min)	15											
	ICU Level of Service E											

Lanes, Volumes, Timings

Intersection												
Int Delay, s/veh	15											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↕↕		↵	↕↕	
Traffic Vol, veh/h	3	0	18	0	0	196	10	2255	13	105	1249	5
Future Vol, veh/h	3	0	18	0	0	196	10	2255	13	105	1249	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	20	0	0	213	11	2451	14	114	1358	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2836	4076	682	3387	4071	1233	1363	0	0	2465	0	0
Stage 1	1589	1589	-	2480	2480	-	-	-	-	-	-	-
Stage 2	1247	2487	-	907	1591	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	8	3	393	3	3	~ 169	500	-	-	185	-	-
Stage 1	112	166	-	30	58	-	-	-	-	-	-	-
Stage 2	184	58	-	297	165	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 3	1	393	1	1	~ 169	500	-	-	185	-	-
Mov Cap-2 Maneuver	~ 3	1	-	1	1	-	-	-	-	-	-	-
Stage 1	43	64	-	29	57	-	-	-	-	-	-	-
Stage 2	-	56	-	108	64	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/veh	521.48		210.75		0.05		3.97					
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	500	-	-	20	169	185	-	-				
HCM Lane V/C Ratio	0.022	-	-	1.14	1.263	0.616	-	-				
HCM Control Delay (s/veh)	12.4	-	-	\$ 521.5	210.7	51.4	-	-				
HCM Lane LOS	B	-	-	F	F	F	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	3.1	12.1	3.5	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

6: Highway 60 & Lanier Ave

PM Horizon Buildout Background

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	57	2309	5	22	1321
Future Volume (vph)	5	57	2309	5	22	1321
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	12
Storage Length (ft)	0	0		0	250	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.875					
Flt Protected	0.996				0.950	
Satd. Flow (prot)	1623	0	3539	0	1888	3539
Flt Permitted	0.996				0.950	
Satd. Flow (perm)	1623	0	3539	0	1888	3539
Link Speed (mph)	25		45			45
Link Distance (ft)	499		507			1241
Travel Time (s)	13.6		7.7			18.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	62	2510	5	24	1436
Shared Lane Traffic (%)						
Lane Group Flow (vph)	67	0	2515	0	24	1436
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	74.5%			ICU Level of Service D		
Analysis Period (min)	15					

Lanes, Volumes, Timings

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	57	2309	5	22	1321
Future Vol, veh/h	5	57	2309	5	22	1321
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	-	-	-	250	-
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	5	62	2510	5	24	1436
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	3278	1258	0	0	2515	0
Stage 1	2513	-	-	-	-	-
Stage 2	766	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	7	162	-	-	177	-
Stage 1	47	-	-	-	-	-
Stage 2	420	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	6	162	-	-	177	-
Mov Cap-2 Maneuver	39	-	-	-	-	-
Stage 1	47	-	-	-	-	-
Stage 2	363	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v59.97		0	0.47			
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	129	177	-	
HCM Lane V/C Ratio	-	-	0.522	0.135	-	
HCM Control Delay (s/veh)	-	-	60	28.5	-	
HCM Lane LOS	-	-	F	D	-	
HCM 95th %tile Q(veh)	-	-	2.5	0.5	-	

AM and PM Peak Hour

Year 2034 Background plus Development Volumes

1: Highway 60 & Mall Entrance/River Cliff Dr

AM Horizon Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	13	0	3	0	796	11	0	1848	2
Future Volume (vph)	0	0	0	13	0	3	0	796	11	0	1848	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	14	12	12
Storage Length (ft)	0		0	0		0	0		0	250		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt					0.976			0.998				
Flt Protected					0.960							
Satd. Flow (prot)	0	0	0	0	1745	0	0	3532	0	1987	3539	0
Flt Permitted					0.960							
Satd. Flow (perm)	0	0	0	0	1745	0	0	3532	0	1987	3539	0
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		250			507			697			500	
Travel Time (s)		5.7			13.8			10.6			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	14	0	3	0	865	12	0	2009	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	17	0	0	877	0	0	2011	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	61.1%				ICU Level of Service B							
Analysis Period (min)	15											

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	13	0	3	0	796	11	0	1848	2
Future Vol, veh/h	0	0	0	13	0	3	0	796	11	0	1848	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	-	-	-	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	14	0	3	0	865	12	0	2009	2

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1876	2882	439
Stage 1	871	871	-
Stage 2	1004	2011	-
Critical Hdwy	6.84	6.54	6.94
Critical Hdwy Stg 1	5.84	5.54	-
Critical Hdwy Stg 2	5.84	5.54	-
Follow-up Hdwy	3.52	4.02	3.32
Pot Cap-1 Maneuver	63	16	566
Stage 1	370	367	-
Stage 2	315	102	-
Platoon blocked, %			
Mov Cap-1 Maneuver	63	0	566
Mov Cap-2 Maneuver	184	0	-
Stage 1	370	0	-
Stage 2	315	0	-

Approach	WB	NB	SB
HCM Control Delay, s/v	23.64	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	211	766	-
HCM Lane V/C Ratio	-	-	0.083	-	-
HCM Control Delay (s/veh)	-	-	23.6	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Horizon Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	2	32	35	2	9	34	793	29	18	1805	50
Future Volume (vph)	22	2	32	35	2	9	34	793	29	18	1805	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.858			0.875				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1598	0	1770	1630	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.714						0.146			0.229		
Satd. Flow (perm)	1330	1598	0	1863	1630	0	290	3539	1583	455	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			10				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	2	35	38	2	10	37	862	32	20	1962	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	37	0	38	12	0	37	862	32	20	1962	54
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	22.3	18.3		7.6	5.9		28.5	27.4	27.4	27.4	25.2	25.2
Actuated g/C Ratio	0.37	0.30		0.13	0.10		0.47	0.45	0.45	0.45	0.42	0.42
v/c Ratio	0.04	0.07		0.17	0.07		0.12	0.54	0.04	0.06	1.33	0.07
Control Delay (s/veh)	14.0	9.7		22.3	19.7		9.9	15.1	0.1	9.6	176.0	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.0	9.7		22.3	19.7		9.9	15.1	0.1	9.6	176.0	0.2
LOS	B	A		C	B		A	B	A	A	F	A
Approach Delay (s/veh)		11.4			21.7			14.4			169.7	
Approach LOS		B			C			B			F	
Queue Length 50th (ft)	5	0		11	1		6	96	0	3	~418	0
Queue Length 95th (ft)	20	22		28	16		24	256	0	16	#874	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200
Base Capacity (vph)	638	905		244	558		327	1597	814	379	1471	764
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.04		0.16	0.02		0.11	0.54	0.04	0.05	1.33	0.07
Intersection Summary												
Area Type:	Other											

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Horizon Buildout Background + Development

Cycle Length: 90

Actuated Cycle Length: 60.6

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.33

Intersection Signal Delay (s/veh): 117.2

Intersection LOS: F

Intersection Capacity Utilization 66.0%

ICU Level of Service C

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Horizon Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	2	32	35	2	9	34	793	29	18	1805	50
Future Volume (vph)	22	2	32	35	2	9	34	793	29	18	1805	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.858			0.875				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1598	0	1770	1630	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.714						0.146			0.229		
Satd. Flow (perm)	1330	1598	0	1863	1630	0	290	3539	1583	455	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			10				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	2	35	38	2	10	37	862	32	20	1962	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	37	0	38	12	0	37	862	32	20	1962	54
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			14			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	0.92	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	22.3	18.3		7.6	5.9		28.5	27.4	27.4	27.4	25.2	25.2
Actuated g/C Ratio	0.37	0.30		0.13	0.10		0.47	0.45	0.45	0.45	0.42	0.42
v/c Ratio	0.04	0.07		0.17	0.07		0.12	0.54	0.04	0.06	1.33	0.07
Control Delay (s/veh)	14.0	9.7		22.3	19.7		9.9	15.1	0.1	9.6	176.0	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.0	9.7		22.3	19.7		9.9	15.1	0.1	9.6	176.0	0.2
LOS	B	A		C	B		A	B	A	A	F	A
Approach Delay (s/veh)		11.4			21.7			14.4			169.7	
Approach LOS		B			C			B			F	
Queue Length 50th (ft)	5	0		11	1		6	96	0	3	~418	0
Queue Length 95th (ft)	20	22		28	16		24	256	0	16	#874	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200

LJA Engineering, Inc.

Queues

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Horizon Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	638	905		244	558		327	1597	814	379	1471	764
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.04		0.16	0.02		0.11	0.54	0.04	0.05	1.33	0.07

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 60.6

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.33

Intersection Signal Delay (s/veh): 117.2

Intersection LOS: F

Intersection Capacity Utilization 66.0%

ICU Level of Service C

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

3: Highway 60 & Springview Dr

AM Horizon Buildout Background + Development

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	5	1	885	1872	1
Future Volume (vph)	0	5	1	885	1872	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1611	0	1888	3539	3539	0
Flt Permitted			0.950			
Satd. Flow (perm)	1611	0	1888	3539	3539	0
Link Speed (mph)	25			45	45	
Link Distance (ft)	505			1352	866	
Travel Time (s)	13.8			20.5	13.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	5	1	962	2035	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	1	962	2036	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	61.8%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	1	885	1872	1
Future Vol, veh/h	0	5	1	885	1872	1
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	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	1	962	2035	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2518	1018	2036	0	-	0
Stage 1	2035	-	-	-	-	-
Stage 2	483	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	23	235	274	-	-	-
Stage 1	87	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	23	235	274	-	-	-
Mov Cap-2 Maneuver	73	-	-	-	-	-
Stage 1	86	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v20.69		0.02		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	274	-	235	-	-	
HCM Lane V/C Ratio	0.004	-	0.023	-	-	
HCM Control Delay (s/veh)	18.2	-	20.7	-	-	
HCM Lane LOS	C	-	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

4: Highway 60 & Mountainview Rd

AM Horizon Buildout Background + Development

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	27	18	925	1947	4
Future Volume (vph)	6	27	18	925	1947	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.891					
Flt Protected	0.990		0.950			
Satd. Flow (prot)	1643	0	1888	3539	3539	0
Flt Permitted	0.990		0.950			
Satd. Flow (perm)	1643	0	1888	3539	3539	0
Link Speed (mph)	25			45	30	
Link Distance (ft)	513			1024	501	
Travel Time (s)	14.0			15.5	11.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	29	20	1005	2116	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	0	20	1005	2120	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	63.9%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	27	18	925	1947	4
Future Vol, veh/h	6	27	18	925	1947	4
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	-	250	-	-	-
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	7	29	20	1005	2116	4
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2660	1060	2121	0	-	0
Stage 1	2118	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	18	220	254	-	-	-
Stage 1	78	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	17	220	254	-	-	-
Mov Cap-2 Maneuver	61	-	-	-	-	-
Stage 1	72	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v36.59		0.39		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	254	-	149	-	-	
HCM Lane V/C Ratio	0.077	-	0.24	-	-	
HCM Control Delay (s/veh)	20.4	-	36.6	-	-	
HCM Lane LOS	C	-	E	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.9	-	-	

5: Highway 60 & Oakland Dr/Virginia Ave

AM Horizon Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	16	2	0	66	2	875	28	168	1822	3
Future Volume (vph)	1	0	16	2	0	66	2	875	28	168	1822	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.872			0.869			0.995				
Flt Protected		0.997			0.999		0.950			0.950		
Satd. Flow (prot)	0	1619	0	0	1617	0	1888	3522	0	1888	3539	0
Flt Permitted		0.997			0.999		0.950			0.950		
Satd. Flow (perm)	0	1619	0	0	1617	0	1888	3522	0	1888	3539	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		500			510			1241			1024	
Travel Time (s)		13.6			13.9			18.8			15.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	0	17	2	0	72	2	951	30	183	1980	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	0	74	0	2	981	0	183	1983	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	68.6%						ICU Level of Service C					
Analysis Period (min)	15											

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Vol, veh/h	1	0	16	2	0	66	2	875	28	168	1822	3
Future Vol, veh/h	1	0	16	2	0	66	2	875	28	168	1822	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	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	17	2	0	72	2	951	30	183	1980	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2827	3333	992	2326	3320	491	1984	0	0	982	0	0
Stage 1	2347	2347	-	971	971	-	-	-	-	-	-	-
Stage 2	480	986	-	1355	2349	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	8	8	245	20	8	523	287	-	-	699	-	-
Stage 1	37	68	-	272	329	-	-	-	-	-	-	-
Stage 2	536	324	-	157	68	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	5	6	245	14	6	523	287	-	-	699	-	-
Mov Cap-2 Maneuver	5	6	-	14	6	-	-	-	-	-	-	-
Stage 1	27	50	-	269	327	-	-	-	-	-	-	-
Stage 2	459	322	-	108	50	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v80.75		25.54	0.04	1.01
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	287	-	-	65	248	699	-
HCM Lane V/C Ratio	0.008	-	-	0.283	0.298	0.261	-
HCM Control Delay (s/veh)	17.6	-	-	80.8	25.5	12	-
HCM Lane LOS	C	-	-	F	D	B	-
HCM 95th %tile Q(veh)	0	-	-	1	1.2	1	-

6: Highway 60 & Lanier Ave

AM Horizon Buildout Background + Development

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	14	870	5	13	1813
Future Volume (vph)	2	14	870	5	13	1813
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	12
Storage Length (ft)	0	0		0	250	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.881		0.999			
Flt Protected	0.994				0.950	
Satd. Flow (prot)	1631	0	3536	0	1888	3539
Flt Permitted	0.994				0.950	
Satd. Flow (perm)	1631	0	3536	0	1888	3539
Link Speed (mph)	25		45			45
Link Distance (ft)	499		507			1241
Travel Time (s)	13.6		7.7			18.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	15	946	5	14	1971
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	951	0	14	1971
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	60.1%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	14	870	5	13	1813
Future Vol, veh/h	2	14	870	5	13	1813
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	-	-	-	250	-
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	2	15	946	5	14	1971
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1962	476	0	0	951	0
Stage 1	948	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	55	536	-	-	718	-
Stage 1	337	-	-	-	-	-
Stage 2	311	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	54	536	-	-	718	-
Mov Cap-2 Maneuver	171	-	-	-	-	-
Stage 1	337	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v13.88		0	0.07			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	423	718	-	
HCM Lane V/C Ratio	-	-	0.041	0.02	-	
HCM Control Delay (s/veh)	-	-	13.9	10.1	-	
HCM Lane LOS	-	-	B	B	-	
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-	

7: Access A & Highway 60

AM Horizon Buildout Background + Development

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	931	1951	0
Future Volume (vph)	0	0	0	931	1951	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			250
Storage Lanes	1	0	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1987	3539	3539	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	1987	3539	3539	1863
Link Speed (mph)	25			30	45	
Link Distance (ft)	255			501	1352	
Travel Time (s)	7.0			11.4	20.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	1012	2121	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1012	2121	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 57.3%				ICU Level of Service B		
Analysis Period (min) 15						

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	931	1951	0
Future Vol, veh/h	0	0	0	931	1951	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	1012	2121	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2627	1060	2121	0	-	0
Stage 1	2121	-	-	-	-	-
Stage 2	506	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	19	220	254	-	-	-
Stage 1	78	-	-	-	-	-
Stage 2	571	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	19	220	254	-	-	-
Mov Cap-2 Maneuver	66	-	-	-	-	-
Stage 1	78	-	-	-	-	-
Stage 2	571	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	254	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s/veh)	0	-	0	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-	

1: Highway 60 & Mall Entrance/River Cliff Dr

PM Horizon Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	10	0	2	0	2330	28	1	1270	5
Future Volume (vph)	0	0	0	10	0	2	0	2330	28	1	1270	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	14	12	12
Storage Length (ft)	0		0	0		0	0		0	250		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt					0.979			0.998			0.999	
Flt Protected					0.959					0.950		
Satd. Flow (prot)	0	0	0	0	1749	0	0	3532	0	1888	3536	0
Flt Permitted					0.959					0.950		
Satd. Flow (perm)	0	0	0	0	1749	0	0	3532	0	1888	3536	0
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		250			507			697			500	
Travel Time (s)		5.7			13.8			10.6			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	11	0	2	0	2533	30	1	1380	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	13	0	0	2563	0	1	1385	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	75.3%											
Analysis Period (min)	15											
	ICU Level of Service D											

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	10	0	2	0	2330	28	1	1270	5
Future Vol, veh/h	0	0	0	10	0	2	0	2330	28	1	1270	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	11	0	2	0	2533	30	1	1380	5

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	3240 3936 1282	- 0	0 2563 0 0
Stage 1	2548 2548	- -	- - - -
Stage 2	692 1388	- -	- - - -
Critical Hdwy	6.84 6.54 6.94	- -	- 4.14 - -
Critical Hdwy Stg 1	5.84 5.54	- -	- - - -
Critical Hdwy Stg 2	5.84 5.54	- -	- - - -
Follow-up Hdwy	3.52 4.02 3.32	- -	- 2.22 - -
Pot Cap-1 Maneuver	~ 7 3 156	0 -	- 169 - -
Stage 1	45 54	- 0	- - - -
Stage 2	458 208	- 0	- - - -
Platoon blocked, %		- -	- -
Mov Cap-1 Maneuver	~ 7 0 156	- -	- 169 - -
Mov Cap-2 Maneuver	38 0	- -	- - - -
Stage 1	45 0	- -	- - - -
Stage 2	455 0	- -	- - - -

Approach	WB	NB	SB
HCM Control Delay, s/v	119.9	0	0.02
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	- 44	169	-	-
HCM Lane V/C Ratio	-	- 0.3	0.006	-	-
HCM Control Delay (s/veh)	-	- 119.9	26.4	-	-
HCM Lane LOS	-	- F	D	-	-
HCM 95th %tile Q(veh)	-	- 1	0	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Horizon Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	2	23	39	5	38	84	2263	57	24	1211	26
Future Volume (vph)	51	2	23	39	5	38	84	2263	57	24	1211	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.861			0.866				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1604	0	1770	1613	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.435			0.851			0.134			0.148		
Satd. Flow (perm)	810	1604	0	1585	1613	0	266	3539	1583	294	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			41				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	55	2	25	42	5	41	91	2460	62	26	1316	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	27	0	42	46	0	91	2460	62	26	1316	28
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	26.7	22.6		10.3	6.4		32.5	29.9	29.9	29.9	25.2	25.2
Actuated g/C Ratio	0.38	0.32		0.15	0.09		0.46	0.43	0.43	0.43	0.36	0.36
v/c Ratio	0.09	0.05		0.17	0.25		0.32	1.62	0.08	0.10	1.03	0.04
Control Delay (s/veh)	14.5	9.9		18.3	16.5		14.3	305.3	0.2	11.9	60.5	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.5	9.9		18.3	16.5		14.3	305.3	0.2	11.9	60.5	0.1
LOS	B	A		B	B		B	F	A	B	E	A
Approach Delay (s/veh)		13.0			17.3			287.9			58.3	
Approach LOS		B			B			F			E	
Queue Length 50th (ft)	16	1		12	2		22	~843	0	6	~386	0
Queue Length 95th (ft)	37	19		30	32		49	#1167	0	20	#537	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200
Base Capacity (vph)	591	788		269	502		291	1515	781	294	1276	687
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.03		0.16	0.09		0.31	1.62	0.08	0.09	1.03	0.04
Intersection Summary												
Area Type:	Other											

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Horizon Buildout Background + Development

Cycle Length: 90	
Actuated Cycle Length: 69.9	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.62	
Intersection Signal Delay (s/veh): 201.0	Intersection LOS: F
Intersection Capacity Utilization 86.8%	ICU Level of Service E
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Horizon Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	2	23	39	5	38	84	2263	57	24	1211	26
Future Volume (vph)	51	2	23	39	5	38	84	2263	57	24	1211	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.861			0.866				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1604	0	1770	1613	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.435			0.851			0.134			0.148		
Satd. Flow (perm)	810	1604	0	1585	1613	0	266	3539	1583	294	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			41				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	55	2	25	42	5	41	91	2460	62	26	1316	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	27	0	42	46	0	91	2460	62	26	1316	28
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			14			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	0.92	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	26.7	22.6		10.3	6.4		32.5	29.9	29.9	29.9	25.2	25.2
Actuated g/C Ratio	0.38	0.32		0.15	0.09		0.46	0.43	0.43	0.43	0.36	0.36
v/c Ratio	0.09	0.05		0.17	0.25		0.32	1.62	0.08	0.10	1.03	0.04
Control Delay (s/veh)	14.5	9.9		18.3	16.5		14.3	305.3	0.2	11.9	60.5	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.5	9.9		18.3	16.5		14.3	305.3	0.2	11.9	60.5	0.1
LOS	B	A		B	B		B	F	A	B	E	A
Approach Delay (s/veh)		13.0			17.3			287.9			58.3	
Approach LOS		B			B			F			E	
Queue Length 50th (ft)	16	1		12	2		22	~843	0	6	~386	0
Queue Length 95th (ft)	37	19		30	32		49	#1167	0	20	#537	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200

LJA Engineering, Inc.

Queues

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Horizon Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	591	788		269	502		291	1515	781	294	1276	687
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.03		0.16	0.09		0.31	1.62	0.08	0.09	1.03	0.04

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 69.9

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.62

Intersection Signal Delay (s/veh): 201.0

Intersection LOS: F

Intersection Capacity Utilization 86.8%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

3: Highway 60 & Springview Dr

PM Horizon Buildout Background + Development

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	3	9	2427	1293	1
Future Volume (vph)	1	3	9	2427	1293	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.899					
Flt Protected	0.988		0.950			
Satd. Flow (prot)	1655	0	1888	3539	3539	0
Flt Permitted	0.988		0.950			
Satd. Flow (perm)	1655	0	1888	3539	3539	0
Link Speed (mph)	25			45	45	
Link Distance (ft)	505			1352	866	
Travel Time (s)	13.8			20.5	13.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	3	10	2638	1405	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	10	2638	1406	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	77.1%			ICU Level of Service D		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	9	2427	1293	1
Future Vol, veh/h	1	3	9	2427	1293	1
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	-	250	-	-	-
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	1	3	10	2638	1405	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2745	703	1407	0	-	0
Stage 1	1406	-	-	-	-	-
Stage 2	1339	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	16	380	481	-	-	-
Stage 1	192	-	-	-	-	-
Stage 2	209	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	16	380	481	-	-	-
Mov Cap-2 Maneuver	98	-	-	-	-	-
Stage 1	188	-	-	-	-	-
Stage 2	209	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v21.66		0.05		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	481	-	220	-	-	
HCM Lane V/C Ratio	0.02	-	0.02	-	-	
HCM Control Delay (s/veh)	12.6	-	21.7	-	-	
HCM Lane LOS	B	-	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-	

4: Highway 60 & Mountainview Rd

PM Horizon Buildout Background + Development

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	32	34	2453	1367	16
Future Volume (vph)	15	32	34	2453	1367	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.907				0.998	
Flt Protected	0.985		0.950			
Satd. Flow (prot)	1664	0	1888	3539	3532	0
Flt Permitted	0.985		0.950			
Satd. Flow (perm)	1664	0	1888	3539	3532	0
Link Speed (mph)	25			45	30	
Link Distance (ft)	513			1024	501	
Travel Time (s)	14.0			15.5	11.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	35	37	2666	1486	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	51	0	37	2666	1503	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	77.8%			ICU Level of Service D		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	32	34	2453	1367	16
Future Vol, veh/h	15	32	34	2453	1367	16
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	-	250	-	-	-
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	16	35	37	2666	1486	17
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2902	752	1503	0	-	0
Stage 1	1495	-	-	-	-	-
Stage 2	1407	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 12	353	442	-	-	-
Stage 1	172	-	-	-	-	-
Stage 2	192	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 11	353	442	-	-	-
Mov Cap-2 Maneuver	84	-	-	-	-	-
Stage 1	158	-	-	-	-	-
Stage 2	192	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v33.86		0.19		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	442	-	175	-	-	
HCM Lane V/C Ratio	0.084	-	0.292	-	-	
HCM Control Delay (s/veh)	13.9	-	33.9	-	-	
HCM Lane LOS	B	-	D	-	-	
HCM 95th %tile Q(veh)	0.3	-	1.2	-	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

5: Highway 60 & Oakland Dr/Virginia Ave

PM Horizon Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	0	18	0	0	199	10	2308	13	107	1284	5
Future Volume (vph)	3	0	18	0	0	199	10	2308	13	107	1284	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.883			0.865			0.999			0.999	
Flt Protected		0.994					0.950			0.950		
Satd. Flow (prot)	0	1635	0	0	1611	0	1888	3536	0	1888	3536	0
Flt Permitted		0.994					0.950			0.950		
Satd. Flow (perm)	0	1635	0	0	1611	0	1888	3536	0	1888	3536	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		500			510			1241			1024	
Travel Time (s)		13.6			13.9			18.8			15.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	0	20	0	0	216	11	2509	14	116	1396	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	216	0	11	2523	0	116	1401	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	92.5%											
Analysis Period (min)	15											
	ICU Level of Service F											

5: Highway 60 & Oakland Dr/Virginia Ave

PM Horizon Buildout Background + Development

Intersection												
Int Delay, s/veh	17.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	18	0	0	199	10	2308	13	107	1284	5
Future Vol, veh/h	3	0	18	0	0	199	10	2308	13	107	1284	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	20	0	0	216	11	2509	14	116	1396	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2907	4176	701	3468	4171	1261	1401	0	0	2523	0	0
Stage 1	1631	1631	-	2538	2538	-	-	-	-	-	-	-
Stage 2	1276	2545	-	930	1634	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	7	2	381	3	2	~ 161	483	-	-	176	-	-
Stage 1	106	158	-	28	54	-	-	-	-	-	-	-
Stage 2	176	54	-	287	158	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 2	1	381	1	1	~ 161	483	-	-	176	-	-
Mov Cap-2 Maneuver	~ 2	1	-	1	1	-	-	-	-	-	-	-
Stage 1	36	53	-	27	53	-	-	-	-	-	-	-
Stage 2	-	53	-	92	53	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, \$/veh	741.33		243.39		0.05		4.48					
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	483	-	-	16	161	176	-	-				
HCM Lane V/C Ratio	0.022	-	-	1.46	1.342	0.662	-	-				
HCM Control Delay (s/veh)	12.6	-	-	\$ 741.3	243.4	58.4	-	-				
HCM Lane LOS	B	-	-	F	F	F	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	3.4	13.1	3.9	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

6: Highway 60 & Lanier Ave

PM Horizon Buildout Background + Development

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 		 	 
Traffic Volume (vph)	5	60	2358	5	24	1354
Future Volume (vph)	5	60	2358	5	24	1354
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	12
Storage Length (ft)	0	0		0	250	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.875					
Flt Protected	0.996				0.950	
Satd. Flow (prot)	1623	0	3539	0	1888	3539
Flt Permitted	0.996				0.950	
Satd. Flow (perm)	1623	0	3539	0	1888	3539
Link Speed (mph)	25		45			45
Link Distance (ft)	499		507			1241
Travel Time (s)	13.6		7.7			18.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	65	2563	5	26	1472
Shared Lane Traffic (%)						
Lane Group Flow (vph)	70	0	2568	0	26	1472
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	76.0%			ICU Level of Service D		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	60	2358	5	24	1354
Future Vol, veh/h	5	60	2358	5	24	1354
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	-	-	-	250	-
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	5	65	2563	5	26	1472
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	3354	1284	0	0	2568	0
Stage 1	2566	-	-	-	-	-
Stage 2	788	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	6	156	-	-	169	-
Stage 1	43	-	-	-	-	-
Stage 2	409	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 5	156	-	-	169	-
Mov Cap-2 Maneuver	36	-	-	-	-	-
Stage 1	43	-	-	-	-	-
Stage 2	345	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v66.84		0		0.53		
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	124	169	-	
HCM Lane V/C Ratio	-	-	0.569	0.155	-	
HCM Control Delay (s/veh)	-	-	66.8	30.2	-	
HCM Lane LOS	-	-	F	D	-	
HCM 95th %tile Q(veh)	-	-	2.8	0.5	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

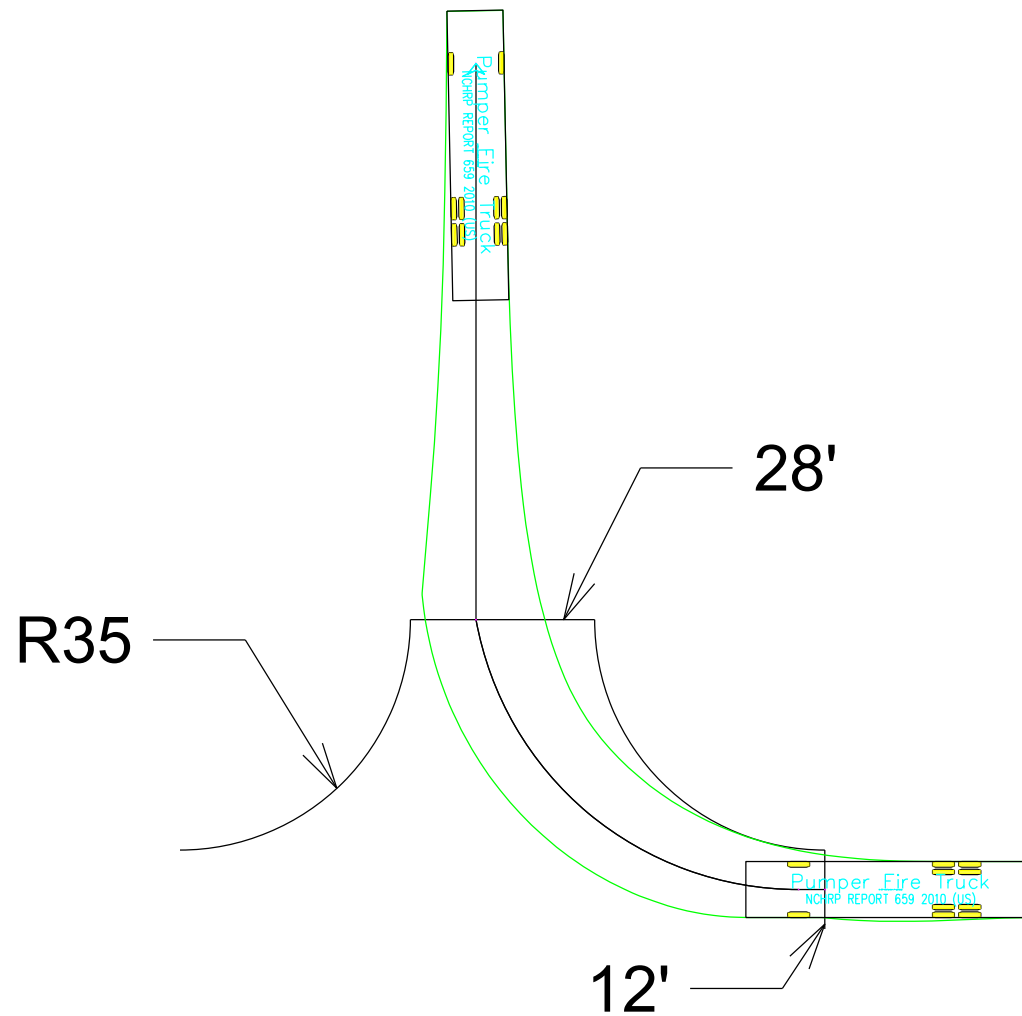
7: Access A & Highway 60

PM Horizon Buildout Background + Development

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	4	37	56	2412	1346	6
Future Volume (vph)	4	37	56	2412	1346	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			250
Storage Lanes	1	0	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	0.877					0.850
Flt Protected	0.995		0.950			
Satd. Flow (prot)	1625	0	1888	3539	3539	1583
Flt Permitted	0.995		0.950			
Satd. Flow (perm)	1625	0	1888	3539	3539	1583
Link Speed (mph)	25			30	45	
Link Distance (ft)	255			501	1352	
Travel Time (s)	7.0			11.4	20.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	40	61	2622	1463	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	0	61	2622	1463	7
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	76.7%			ICU Level of Service D		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	37	56	2412	1346	6
Future Vol, veh/h	4	37	56	2412	1346	6
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	-	250	-	-	250
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	4	40	61	2622	1463	7
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2896	732	1470	0	-	0
Stage 1	1463	-	-	-	-	-
Stage 2	1433	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	13	364	455	-	-	-
Stage 1	179	-	-	-	-	-
Stage 2	186	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	11	364	455	-	-	-
Mov Cap-2 Maneuver	82	-	-	-	-	-
Stage 1	155	-	-	-	-	-
Stage 2	186	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v20.76		0.32		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	455	-	273	-	-	
HCM Lane V/C Ratio	0.134	-	0.163	-	-	
HCM Control Delay (s/veh)	14.1	-	20.8	-	-	
HCM Lane LOS	B	-	C	-	-	
HCM 95th %tile Q(veh)	0.5	-	0.6	-	-	

Appendix E – AutoTURN Exhibit



Appendix F – Intersection Control Evaluation (ICE) Analysis

GDOT PI #		Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2 1. Does alternative address the project need in a balanced manner and in scale with the project? 2. Does alternative improve safety performance in terms of reducing severe crashes? 3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists? 4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)? 5. Does alternative appear feasible given the site characteristics, constraints & location context? 6. Does alternative appear feasible with respect to other project factors? 7. Overall feasible alternative (select alternative for further evaluation in Stage 2)? Screening Decision Justification:							
Project Location:									
Existing Control:									
Prepared by:									
Date:									
Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column									
Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)									
Unsignalized Intersections	Conventional (Minor Stop)	Yes	Yes	Yes	No	Yes	Yes	Yes	
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Traffic will be congested and flow will be reduced.
	Mini Roundabout	No	No	No	No	No	No	No	Per GDOT, traffic on major road needs to be less than 90%. ~98% of traffic
	Single Lane Roundabout	No	No	No	No	No	No	No	Major road traffic is at ~98%, > GDOT's maximum 90%
	Multilane Roundabout	No	No	No	No	No	No	No	Major road traffic is at ~98%, > GDOT's maximum 90%
	RCUT (stop control)	No	No	No	No	No	No	No	There is no median that can be cut for a protected left-turn.
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	There is no median that can be cut for a protected left-turn.
	High-T (unsignalized)	No	No	No	No	No	No	No	Adjacent property owners would be affected with road widening.
	Offset-T Intersections	No	No	No	No	No	No	No	There is only one driveway of interest.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	For much larger volumes of traffic. Property owners would be affected.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	For much larger volumes of traffic. Property owners would be affected.
	No LT Lane Improvements	No	No	No	No	No	No	No	There is an existing two-way left turn lane (TWLTL).
	No RT Lane Improvements	No	No	No	No	No	No	No	
	Other unsignalized (provide description):	No	No	No	No	No	No	No	
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Signal would significantly increase delay along main road.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Signal would significantly increase delay along main road.
	RCUT (signalized)	No	No	No	No	No	No	No	Signal would significantly increase delay along main road.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Signal would significantly increase delay along main road.
	Continuous Green-T	No	No	No	No	No	No	No	Signal would significantly increase delay along main road.
	Jughandle	No	No	No	No	No	No	No	Signal would significantly increase delay along main road.
	Quadrant Roadway	No	No	No	No	No	No	No	Signal would significantly increase delay along main road.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Signal would significantly increase delay along main road.
	Diverging Diamond	No	No	No	No	No	No	No	Signal would significantly increase delay along main road.
	Single Point Interchange	No	No	No	No	No	No	No	Signal would significantly increase delay along main road.
	No LT Lane Improvements	No	No	No	No	No	No	No	
	No RT Lane Improvements	No	No	No	No	No	No	No	
	Other Signalized (provide description):	No	No	No	No	No	No	No	

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



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: December 12, 2024
Date Submitted: December 13, 2024
Final Approval Date: December 17, 2024
Presenter: Abb Hayes, City Attorney
Item of Business: Request from **Grand Communities, LLC** to rezone a 33.82± acres tract located on the west side of Thompson Bridge Road, between Mountain View Drive and Springview Drive (a/k/a **0, 1799, 1805, 1825, 1829 and 1981 Thompson Bridge Road, NW**) from Residential-I (R-I) to Planned Unit Development (P-U-D). **Ward Number: One.** Tax Parcel Number(s): 00-090-002-021, 022, 023, 024 and 032; 01-090-002-021. **Request: 53 single-family detached homes and 88 single-family attached townhomes.**

- Proposed Rezoning Ordinance 2024-35

Meeting Date: December 17, 2024

Purpose of Request:

To conduct a public hearing regarding the following zoning request as presented at the November 12, 2024, Planning and Appeals Board Meeting.

Facts & Issues / History & Background:

The applicant is proposing to rezone a 33.82± acres subject property as part of an overall 36.38± acres tract with a zoning of Planned Unit Development (P-U-D). The property consists of 6 parcels and is currently zoned Residential-I (R-I) within the city limits. Presently, there are four residential homes, of which two are occupied. The property is heavily wooded and a sanitary sewer line and stream traverses the property.

The proposal includes 141 for sale residential units consisting of 53 single-family homes and 88 townhomes and will be named "Sapphire Springs". The single-family homes are a mixture of ranch and two-story homes ranging from 1,200 to 3,100 square feet in size with two car garages. The townhomes are two-stories ranging from 1,550 to 1,850 square feet in size with a mixture of 1 and 2 car garages. Amenities include a community clubhouse, pool, playground, mulch trail, common green space and mail kiosk, all of which will be maintained by a mandatory Homeowners Association (HOA). A sanitary sewer line and stream traverse part of the larger adjacent tract that is part of this development. One access road is proposed from Thompson Bridge Road and a gated emergency access drive is proposed from Crystal Drive. The proposed streets will be public roads, water, sanitary sewer and solid waste pickup will be provided by the City of Gainesville.

The adjacent uses include single-family homes to the north, south and west. Commercial and multifamily uses are present on the east side of Thompson Bridge Road and include the Cielo At Thompson apartments, Chattahoochee shopping center, Brown Eyed Girl Upscale Resale, Pro Touch Landscapes, House Dressing Outdoor store and Cabinetry By Collier / Custom Kitchens.

Department Recommendation:

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

SAMPLE MOTIONS:

Approval of Ordinance 2024-35:

I move to approve the ordinance to rezone the subject property from Residential-I (R-I) to Planned Unit Development (P-U-D) with seventeen 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. Legal Ad
2. PAB Recommendation Report
3. Revised Proposed Rezoning Ordinance 2024-35
4. Attachment: Revised Site Plan to revised proposed rezoning ordinance 2024-35
5. Location maps
6. Narrative Report (Revised)
7. Reservation of Constitutional & Other Legal Rights (Revised)
8. Site Plan - Revised
9. Design Book - Revised
10. Detached Home Renderings
11. 2024-10-01 Traffic Impact Study - Sapphire Springs

in this case and file objections within 30 days after the petition was filed.
Dated 11/8/2024
James Dean Petitioner, Pro se
Name: James Dean
Address: 4023 Cheval Ct
Gainesville, GA 30507
Phone (678)396-0454
Email: jodi.dorinda@gmail.com
140950 11/20, 27, 12/4, 11

INTHE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA
In re the Name Change of: Karen E. Tison, Petitioner.
Civil Action Case No. 2024CV002066CGB
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Petitioner filed a petition in Hall County Superior Court on November 13th, 2024, to change Petitioner's name from Karen Elizabeth Tison to Theo Tison.
Any interested party has the right to appear in this case and file objections within 30 days after the petition was filed.
Dated 11/13/2024
Karen E. Tison, Petitioner, Pro se
Name: Karen E. Tison
Address: 4036 Parks Rd
Flowery Branch, GA 30542
Phone (904)616-4220
Email: subparsibling@gmail.com
141062 11/20, 27, 12/4, 11

IN THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA
In re the Name Change of: Margaret Ann Erwin , Petitioner.
Civil Action Case No. 2024CV002064KFG
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Petitioner filed a petition in Hall County Superior Court on November 13th, 2024, to change Petitioner's name from Margaret Ann Erwin to Mac Alexander Carlisle.
Any interested party has the right to appear in this case and file objections within 30 days after the petition was filed.
Dated 11/13/2024
Margaret Ann Erwin, Petitioner, Pro se
Name: Margaret Ann Erwin
Address: 6535 Yacht Club Road
Flowery Branch, GA 30542
Phone (678)292-8587
Email: Maggserwin@gmail.com
141049 11/20, 27, 12/4, 11

IN THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA
In re the Name Change of: Wyatt Blake Powers, Petitioner.
Civil Action Case No. 2024CV001938JJD
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Petitioner filed a petition in Hall County Superior Court on October 25, 2024, to change Petitioner's name from: Wyatt Blake Powers to Wyatt Blake Whitelaw.
Any interested party has the right to appear in this and file objections within 30 days after the petition was filed.
Dated: 10/25/2024
Wyatt Blake Powers Petitioner, Pro se
Name: Wyatt Blake Powers
Address: 4922 Oak Meadow Lane
Oakwood, GA 30566
Phone: 678-873-6667
Email: jeffwhitelaw@hotmail.com
140424 11/6, 13, 20, 27

IN THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA
In re the Name Change of: Ashton Claire Sanders, Petitioner.
Civil Action Case No. 2024CV001928
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Petitioner filed a petition in Hall County Superior Court on October 16, 2024, to change Petitioner's name from: Ashton Claire Sanders to Ashton Claire Seaver.
Any interested party has the right to appear in this and file objections within 30 days after the petition was filed.
Dated: 10/16/2024
Ashton Claire Sanders Petitioner, Pro se
Name: Ashton Claire Sanders
Address: 7232 Litany Court
Flowery Branch, GA 30542
Phone: 678-314-4686
Email: ashton.sanders03@gmail.com
140429 11/6, 13, 20, 27

IN THE SUPERIOR COURT OF HALL COUNTY

STATE OF GEORGIA
In re the Name Change of: MELANIE ALYNE SCHELLMAN, Petitioner.
Civil Action Case No. 2024CV001925
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Petitioner filed a petition in Hall County Superior Court on October 16, 2024, to change Petitioner's name from: MELANIE ALYNE SCHELLMAN to MELANIE ALYNE SEAVER.
Any interested party has the right to appear in this and file objections within 30 days after the petition was filed.
Dated: 10/16/2024
MELANIE ALYNE SCHELLMAN Petitioner, Pro se
Name: MELANIE ALYNE SCHELLMAN
Address: 7232 Litany Court
Flowery Branch, GA 30542
Phone: 770-841-3197
E m a i l : melanieschellman97@gmail.com
140430 11/6, 13, 20, 27
IN THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA
In re the Name Change of: Passionaite Shontece Malone, Petitioner.
Civil Action Case No. 2024CV002027LHB
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Petitioner file a petition in Hall County Superior Court on November sixth, 2024, to change Petitioner's name from: Passionaite Shontece Malone to: Elo' Hur Passion Shontece Malone.
Any interested party has the right to appear in this case and file objections within 30 days after the petition was filed.
Date: November 6, 2024
Petitioner, Pro se
Name: Passionaite Shontece Malone
Address: 4628 Quailwood Dr.
Flowery Branch, GA 30542
Mail: 6385 Old National Hwy Ste 120-55, Atlanta, GA 30349
Phone: (470)259-7901
Email: PSM.ARR@REBORN.com
140825 11/13, 20, 27, 12/4

IN THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA
In Re: Lamarr Anthony Johnson Jr, Passionaite Shontece Malone vs. Lamarr Johnson, Minor Child(ren)
Civil Action Case No. 2024CV002028LHB
NOTICE OF PETITION TO CHANGE NAME
Georgia, Hall County Notice is hereby given that Passionaite Shontece Malone, the undersigned, filed this petition to the Superior Court of Hall County, Georgia on the 6th day of November, 2024, praying for a change in the name of minor child from Lamarr Anthony Johnson Jr to Elo' Lamarr Anthony Johnson Jr.
Notice is hereby given pursuant to law to any interested or affected party to appear in said Court and to file objections to such name change. Objections must be filed with said Court within 30 days of the filing of said petition. This 6th day of November, 2024
Petitioner Pro se
140824 11/13, 20, 27, 12/4

SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA
In re the Name Change: Brooke Barron Hicks, Petitioner.
vs.
Justin Cody Maney, Defendant.
Civil Action Case Number: 2024CV001542
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Brooke Barron Hicks filed a petition in the Superior Court of Hall County on August 19th, 2024, to change name from: Colby Danger Hicks to Colby Cadence Maney.
Any interested party has the right to appear in this case and file objections within 30 days after the Petition was filed.
Dated: 10-23-24
Brooke Barron Hicks Petitioner, Pro se
Name: Brooke Barron Hicks
Address: 838 Maple St.
Gainesville, GA 30501
Email: dangerahog@gmail.com
Phone (day): 706-588-3932
140311 10/30, 11/6, 13, 20
SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA

In the re Name Change of Kathryn Teresa Elliott, Petitioner.
CivilActionCaseNumber: 2024CV002051LHB
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Kathryn Teresa Elliott filed a petition in the Superior Court of Hall County on , 2024, to change name from: Kathryn Teresa Elliott to Kathryn Teresa Steele.
Any interested party has the right to appear in this case and file objections within 30 days after the Petition was filed.
Dated: 11-10-2024
Kathryn Elliott, Petitioner, Pro se
Name: Kathryn Elliott
Address: 2321 Sportsman Club Road
Gainesville, GA 30504
Email: kateyTE@gmail.com
Phone (day): 678-773-9670
140995 11/20, 27, 12/4, 11

SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA
In the re Name Change of Zachariah Matthew Robinson, Petitioner.
CivilActionCaseNumber: 2024CV002050LHB
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Zachariah Matthew Robinson filed a petition in the Superior Court of Hall County on , 2024, to change name from: Zachariah Matthew Robinson to Zachariah Matthew Steele.
Any interested party has the right to appear in this case and file objections within 30 days after the Petition was filed.
Dated: 11-10-2024
Zachariah Robinson, Petitioner, Pro se
Name: Zachariah Robinson
Address: 2321 Sportsman Club Rd
Email: vexx3223@gmail.com
Phone (day): 678-315-9426
140998 11/20, 27, 12/4, 11

Public Hearings

City Initiated Change to Zoning Ordinance
A public hearing and ordinance first reading will be held on November 7, 2024 and a public hearing and ordinance second reading will be held on November 21, 2024 , at 6:00 PM at the City of Flowery Branch City Hall located at 5410 Pine Street Flowery Branch, Georgia 30542, to consider a change in the zoning ordinance that would create a Downtown Overlay District. The Flowery Branch Downtown Overlay District Boundary Map is available to review at the office of Planning and Community Development. Interested parties may contact Planning and Community Development at 770.967.6378.
140324 11/6, 13, 20

Conditional Use Permit – 5540 Atlanta Highway, Flowery Branch, GA 30542
A public hearingand Conditional Use first reading will be held on December 5, 2024 and a public hearing and Conditional Use second reading will be held on December 19, 2024 , at 6:00 PM at the City of Flowery Branch City Hall located at 5410 Pine Street Flowery Branch, Georgia 30542, to consider Conditional Use Permit for a Micro-Distillery located at 5540 Atlanta Highway, Tax Parcel 08117 005002. Interested parties may contact Planning and Community Development at 770.967.6378.
140323 11/6, 13, 20

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, December 17, 2024 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 **Grand Communities, LLC** to annex a 2.559± acres tract located on the east side of Crystal Drive, between Mountain View Drive and Springview Drive

(a/k/a **1936 Crystal Drive**) and to establish a zoning of Planned Unit Development (P-U-D).
Ward Number: One
Tax Parcel Number(s): 00-090-002-001
Request: 53 single-family detached homes and 88 single-family attached townhomes
2) Request from **Grand Communities, LLC** to rezone a 33.82± acres tract located on the west side of Thompson Bridge Road, between Mountain View Drive and Springview Drive (a/k/a **0, 1799, 1805, 1825, 1829 and 1981 Thompson Bridge Road, NW**) from Residential-I (R-I) to Planned Unit Development (P-U-D).
Ward Number: One
Tax Parcel Number(s): 00-090-002-021, 022, 023, 024 and 032; 01-090-002-021
Request: 53 single-family detached homes and 88 single-family attached townhomes
3) Request from the **City of Gainesville** to amend Chapter 9-21-1, entitled "Planning and Appeals Board, to include amendments to Section 9-21-1-1 entitled "Establishment and Continuation" and Section 9-21-1-2 entitled "Appointments, Terms of Office and Vacancies" of the Unified Land Development Code for the City of Gainesville, Georgia.
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 3 (c))
141046 11/20

NOTICE OF PUBLIC HEARING
The Council of the City of Lula shall proceed with a public hearing regarding an Ordinance Establishing a Planning Commission of Five Members during the regularly scheduled Council meeting on December 16, 2024 that begins at 7:00 PM at City Hall, 6055 Main Street, Lula.
The public is invited to attend and be heard.
141054 11/20

NOTICE OF PUBLIC HEARING UPON APPLICATION FOR ANNEXATION AND REZONING
Pursuant to O.C.G.A. § 36-36-1 et seq. and O.C.G.A. § 36-36-20 et seq., notice is hereby given that the City of Buford, a Georgia Municipal Corporation, will hold a public hearing to evaluate the applications of certain landowners, more fully set forth on Exhibit "A", to annex and zone property to the corporate limits of the City of Buford as provided in O.C.G.A. § 36-36-20 which is contiguous to the existing limits. The property proposed for annexation and rezoning is contiguous to the present corporate limits of the City of Buford and is more particularly described in Exhibit "A" attached hereto.
The City of Buford Planning Commission will hold a public hearing and make recommendations on such application for annexation and rezoning on Tuesday, November 12, 2024, at 7:00 pm, Buford City Hall, 2300 Buford Highway, Buford, Gwinnett County, Georgia 30518. The Buford City Commission will hold a public hearing to discuss and pass upon the proposed applications for annexation and rezoning on Monday, December 2, 2024 at 7:00pm, Buford City Hall, 2300 Buford Highway, Buford, Gwinnett County, Georgia 30518. This 15th day of October, 2024.

CHANDLER, BRITT & JAY,

LLC
City Attorneys
EXHIBIT "A"
OWNER: ADE 1014, LLC
CURRENTLY ZONED: PC D
PROPOSED ZONING: C-2
LOCATION: 5741 Holiday Rd
A parcel of land lying in Land Lot 329, of the 7th district, Hall County, Georgia, and being more particularly described as follows:
COMMENCE at the intersection formed by the southwesterly right-of-way of Lanier Islands Parkway (having a variable public right-of-way), and the easterly right-of-way of Holiday Road (having a 40' public right-of-way); Thence run South 61 Degrees 11 Minutes 17 Seconds East for a distance of 656.40 feet to a point on the aforementioned southwesterly right-of-way; Thence leaving said right-of-way run South 37 degrees 40 minutes 59 seconds East for a distance of 19.46 feet to the POINT OF BEGINNING, said point lying on a curve to the left, said curve having a radius of 3,259.73 feet, a central angle of 05 Degrees 12 Minutes 41 Seconds, a chord bearing of South 71 Degrees 20 Minutes 59 Seconds East, and chord distance of 296.38 feet; Thence run along the arc of said curve 296.49 feet to a point; Thence ru South 70 Degrees 20 Minutes 43 Seconds West for a distance of 178.04 feet to a point; Thence run South 33 Degrees 30 Minutes 14 Seconds West for a distance of 321.09 feet to a point lying on the aforementioned right-of-way of Holiday Road; said point lying on a curve to the right, said curve having a radius of 2,429.23 feet, a central angle of 06 Degrees 46 Minutes 09 Seconds, a chord bearing of Nort 42 Degrees 54 Minutes 40 Seconds West, and a chord distance of 286.84 feet; Thence run along the ar of said curve and said right-of-way for a distance of 287.00 feet to a point; thence leaving said right-of way run North 54 degrees 53 minutes 58 seconds East for a distance of 335.41 feet to a point; thence run North 37 degrees 40 minutes 59 seconds West for a distance of 24.59 feet to the POINT OF BEGINNING.
Said parcel containing 89,213 Square Feet or 2.048 Acres.
OWNER: PRIVATE EYE PROPERTIES, LLC
CURRENTLY ZONED: HB
PROPOSED ZONING: C-2
LOCATION: 5747 Holiday Rd
A parcel of land lying in Land Lot 329, of the 7th district, Hall County, Georgia, and being more particularly described as follows:
COMMENCE at the intersection formed by the southwesterly right-of-way of Lanier Islands Parkway (having a variable public right-of-way), and the easterly right-of-way of Holiday Road (having a 40' public right-of-way); Thence run South 54 Degrees 41 Minutes 40 Seconds West along said easterly right-of way for a distance of 28.17 feet to a point; Thence run South 54 Degrees 41 Minutes 42 Seconds West along said right-of-way for a distance of 12.89 feet to a point; Thence run South 32 Degrees 20 Minutes 19 Seconds East along said right-of-way for a distance of 290.59 feet to the POINT OF BEGINNING of the parcel herein described; thence leaving said right-of-way run North 64 degrees 17 minutes 27 seconds East for a distance of 167.56 feet to a point; Thence run South 62 Degrees 46 Minutes 32 Seconds East for a distance of 12.53 feet to a point; Thence run North 64 Degrees 17 Minutes 23 Seconds East for a distance of 14.03 feet to a point; said point lying on a curve to the left, said curve having a radius of 3,711.39 feet, a central angle of 00 Degrees 59 Minutes 41 Seconds, a chord bearing of South 64 Degrees 23 Minutes 10 Seconds East, and a chord distance of 64.43 feet; Thence run along the arc of said curve 64.43 feet to a point; Thence run South 24 Degrees 54 Minutes 25 Seconds West for a

distance of 10.07 feet to a point; Thence run South 65 Degrees 23 Minutes 42 Seconds East for a distance of 42.61 feet to a point; Thence run South 65 Degrees 43 Minutes 49 Seconds East for a distance of 13.20 feet to a point; said point lying on a curve to the left, said curve having a radius of 3,794.45 feet, a central angle of 02 Degrees 45 Minutes 43 Seconds, a chord bearing of South 67 Degrees 25 Minutes 11 Seconds East, and a chord distance of 182.89 feet; Thence run along the arc of said curve 182.90 feet to a point; said point lying on a curve to the left, said curve having a radius of 3,259.73 feet, a central angle of 00 Degrees 17 Minutes 36 Seconds, a chord bearing of South 68 Degrees 35 Minutes 50 Seconds East, and a chord distance of 16.69 feet; Thence run along the arc of said curve 16.69 feet to a point; Thence run South 37 Degrees 40 Minutes 59 Seconds East for a distance of 24.59 feet to a point; Thence run South 54 Degrees 53 Minutes 58 Seconds West for a distance of 335.41 feet to a point; Thence run South 54 Degrees 53 Minutes 58 Seconds West for a distance of 15.21 feet to a point; said point lying on a curve to the right, said curve having a radius of 3,420.65 feet, a central angle of 05 Degrees 45 Minutes 04 Seconds, a chord bearing of North 34 Degrees 00 Minutes 32 Seconds West, and a chord distance of 343.21 feet; Thence run along the arc of said curve 343.35 feet to the POINT OF BEGINNING.
Said parcel containing 86,707 Square Feet or 1.991 Acres.
OWNER: BSIDE OAKWOOD, LLC
CURRENTLY ZONED: AR-III
PROPOSED ZONING: O-1/C-2/P
LOCATION: Ridge Rd
AR-III to O-1 (+/- 10.125 ac)
A parcel of Land Lying in Land Lot 154 of the 8th District, Hall County, Georgia and being more particularly described as follows:
Commence at the centerline intersection of Friendship Road (variable right-of-way) and Ridge Road (variable right-of-way); thence Leaving said centerline intersection, run North 87 Degrees 18 Minutes 48 Seconds West for a distance of 729.62 feet to a point, said point being the POINT OF BEGINNING of the parcel herein described; thence run South 64 Degrees 23 Minutes 31 Seconds East for a distance of 134.47 feet to a point in the centerline of a creek; Thence run along the centerline of said creek the following courses and distances:
South 54 Degrees 33 Minutes 39 Seconds West for a distance of 41.55 feet to a point; South 19 Degrees 35 Minutes 49 Seconds West for a distance of 12.48 feet to a point; South 06 Degrees 35 Minutes 36 Seconds West for a distance of 31.51 feet to a point; South 30 Degrees 06 Minutes 20 Seconds West for a distance of 18.12 feet to a point; South 60 Degrees 19 Minutes 10 Seconds West for a distance of 22.89 feet to a point; South 20 Degrees 25 Minutes 20 Seconds East for a distance of 12.80 feet to a point; South 03 Degrees 39 Minutes 39 Seconds East for a distance of 13.02 feet to a point; South 10 Degrees 50 Minutes 53 Seconds East for a distance of 3.62 feet to a point; South 47 Degrees 08 Minutes 28 Seconds East for a distance of 5.78 feet to a point; South 06 Degrees 21 Minutes 44 Seconds West for a distance of 4.82 feet to a point; South 51 Degrees 14 Minutes 27 Seconds West for a distance of 26.58 feet to a point; South 13 Degrees 41 Minutes 22 Seconds West for a distance of 23.67 feet to a point; South 11 Degrees 49 Minutes 32 Seconds East for a distance of 24.74 feet to a point; South 06 Degrees 22 Minutes 19 Seconds East for a distance of 14.31 feet to a point; South 22 Degrees 43 Minutes 59 Seconds East for a distance of 37.39 feet to a point; South 39 Degrees

14 Minutes 24 Seconds West for a distance of 27.28 feet to a point; South 07 Degrees 10 Minutes 37 Seconds East for a distance of 30.88 feet to a point; South 45 Degrees 21 Minutes 43 Seconds West for a distance of 19.65 feet to a point; South 15 Degrees 03 Minutes 06 Seconds West for a distance of 104.94 feet to a point; South 08 Degrees 20 Minutes 56 Seconds West for a distance of 18.77 feet to a point; South 10 Degrees 14 Minutes 29 Seconds East for a distance of 28.44 feet to a point; South 06 Degrees 38 Minutes 23 Seconds West for a distance of 17.77 feet to a point; South 06 Degrees 38 Minutes 23 Seconds West for a distance of 14.20 feet to a point; South 15 Degrees 57 Minutes 22 Seconds East for a distance of 18.40 feet to a point; South 00 Degrees 21 Minutes 32 Seconds West for a distance of 30.95 feet to a point; South 34 Degrees 21 Minutes 17 Seconds West for a distance of 27.58 feet to a point; South 60 Degrees 19 Minutes 50 Seconds West for a distance of 32.26 feet to a point; South 29 Degrees 58 Minutes 15 Seconds West for a distance of 13.24 feet to a point; South 62 Degrees 04 Minutes 34 Seconds West for a distance of 25.46 feet to a point; South 41 Degrees 37 Minutes 08 Seconds West for a distance of 14.93 feet to a point; South 54 Degrees 22 Minutes 18 Seconds West for a distance of 25.49 feet to a point; South 16 Degrees 45 Minutes 17 Seconds West for a distance of 37.80 feet to a point; South 00 Degrees 24 Minutes 45 Seconds West for a distance of 27.80 feet to a point; South 02 Degrees 33 Minutes 28 Seconds East for a distance of 22.07 feet to a point; South 28 Degrees 05 Minutes 10 Seconds East for a distance of 29.34 feet to a point; South 14 Degrees 32 Minutes 39 Seconds West for a distance of 44.17 feet to a point; South 20 Degrees 38 Minutes 29 Seconds East for a distance of 90.82 feet to a point; South 06 Degrees 22 Minutes 12 Seconds West for a distance of 31.62 feet to a point; South 31 Degrees 14 Minutes 09 Seconds East for a distance of 35.05 feet to a point; South 19 Degrees 23 Minutes 35 Seconds East for a distance of 58.80 feet to a point; Thence leaving the centerline of said creek, run South 45 Degrees 57 Minutes 20 Seconds West for a distance of 176.39 feet to a point; Thence run North 35 Degrees 30 Minutes 52 Seconds West for a distance of 465.17 feet to a point; Thence run North 58 Degrees 39 Minutes 14 Seconds East for a distance of 814.10 feet to the POINT OF BEGINNING.
Said parcel containing 441,057 Square Feet, or 10.125 Acres
AR-III to C-2 (+/- 7.175 ac)
A parcel of land lying in Land Lot 154 of the 8th District, Hall County, Georgia and being more particularly described as follows:
Commence at the centerline intersection of Friendship Road (variable right-of-way) and Ridge Road (variable right-of-way); thence leaving said centerline intersection, run South 19 Degrees 14 Minutes 15 Seconds West for a distance of 516.51 feet to a point lying on the easterly right-of-way of the aforementioned Ridge Road, said point being the POINT OF BEGINNING of the parcel described; said point lying on a non-tangent curve to the left and having a radius of 720.00 feet, a central angle of 00 Degrees 54 Minutes 37 Seconds, a chord bearing of South 09 Degrees 10 Minutes 20 Seconds East and a chord distance of 11.44 feet; Thence run along the arc of said curve and said right-of-way for a distance of 11.44 feet to a point; Thence run South 09 Degrees 37 Minutes 37 Seconds East along said right-

**GAINESVILLE PLANNING and APPEALS BOARD
RECOMMENDATION**

Applicant Grand Communities, LLC
Property Owners See family estate property list
Location 1936 Crystal Drive; 0, 1799, 1805, 1825, 1829
and 1981 Thompson Bridge Road, NW
Request Annex with P-U-D zoning
Rezoned from R-I to P-U-D zoning
Total Acres Annexation: 2.56± acres
Rezoning: 33.82± acres
Total: 36.38± acres
Ward One
Proposed Use 53 single-family detached homes and
88 single-family attached townhomes
Planning Division Staff Recommendation **Approval, with conditions**
Planning & Appeals Board Recommendation **Approval, with conditions**
Date November 12, 2024

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

The applicant is proposing to annex 2.559± acres with a zoning of Planned Unit Development (P-U-D) and rezone 33.82± acres from Residential-I (R-I) to Planned Unit Development (P-U-D), for a total of 36.38± acres.

The 2.559± acres tract is currently zoned Residential-I (R-I) and is an unincorporated County island that is undeveloped with dense vegetation. The 33.82± acres tract is located within the city limits and consists of six parcels with four residential structures, of which two are occupied. This property is heavily wooded and contains a sanitary sewer line and stream that traverse the property. The subject property slopes downward from Thompson Bridge Road approximately 70 feet to Crystal Drive.

The proposed "Sapphire Springs" residential development includes 141 for sale residential units consisting of 53 single-family detached homes and 88 single-family attached townhomes. It is anticipated construction will occur over a period of 48 months (12 months developing the site and 36 months of home construction).

The single-family homes include a mixture of ranch and two-story homes ranging from 1,200 to 3,100 square feet in size with two-car garages. The townhomes are two-stories, ranging from 1,550 to 1,850 square feet in size with a mixture of 1 and 2 car garages. Amenities include a community club house, pool, playground, mulch trail, common green space and mail kiosk of which will be maintained by a mandatory Homeowners Association (HOA). According to the concept plan, part of proposed street A, a portion of the clubhouse parking lot and approximately 16 townhome lots encroach within the stream buffer.

A single access road is proposed from Thompson Bridge Road and a gated emergency access is proposed from Crystal Drive. Internal streets are intended to be public roads. Water, sanitary sewer and solid waste pick up will be provided by the City of Gainesville.

The development standards are as follows:

Total Acreage	36.38 Acres	
Minimum Open Space	20% (7.31 Acres)	
Total Density	3.87± Du/Ac	
	Single-Family Attached (SFA) (Townhomes)	Single-Family Detached (SFD) (Dwellings)
Permitted Uses	Up to 88 Attached Townhomes	Up to 53 Detached Homes
Max Lot Coverage	None	None
Min Lot Size	2,000 SF	7,000 SF
Min Lot Width	20 ft	60 ft
Unit Square Feet	1,550 sf to 1,850 sf	1,200 sf to 3,100+ sf
Min Setbacks	Front: 20 ft Rear: 20 ft Side: 0 ft Exterior Boundary: 20 ft Amenity Rec. Building: 20 ft	Front: 20 ft Rear: 20 ft Side: 5 ft (15 ft between structures) Exterior Boundary: 20 ft Amenity Rec. Building: 20 ft
Min Exterior Buffers	Standard: 20 ft natural/undisturbed + additional 20 ft buffer graded/ planted	Standard: 20 ft natural/undisturbed + additional 20 ft buffer graded/ planted
	Thompson Bridge Road: 25 ft natural/undisturbed + additional 25 ft buffer, graded/ planted	Thompson Bridge Road: 25 ft natural/undisturbed + additional 25 ft buffer, graded/ planted
Stream Buffers / Impervious Setbacks	50 ft / 75 ft stream bank, except 0 ft from stream bank where depicted on site plan	50 ft / 75 ft stream bank, except 0 ft from stream bank where depicted on site plan
Min Building Separation	20 ft between townhouse buildings	15 ft between dwellings
Max Townhome per Bldg.	6 units	N/A
Max Bldg. Height	42 ft	42 ft
Max Bldg. Coverage	No maximum	No maximum
Internal Access Drives	Emergency Access Drives: 20 ft wide right-of-way and pavement, No curb	Emergency Access Drives: 20 ft wide right-of-way and pavement, No curb
	Internal Streets: 50 ft right-of-way with minimum 28 ft wide pavement back of curb to back of curb	Internal Streets: 50 ft right-of-way with minimum 28 ft wide pavement back of curb to back of curb
Street Improvements	Streets shall be constructed to City of Gainesville Standards except as stated in these Performance Standards, the Conceptual Master Plan, or on site plan.	Streets shall be constructed to City of Gainesville Standards except as stated in these Performance Standards, the Conceptual Master Plan, or on site plan.
	Cul-de-sacs may be none standard as depicted on the site plan.	Cul-de-sacs may be none standard as depicted on the site plan.
	No maximum cul-de-sac length	No maximum cul-de-sac length
Parking Requirements	Minimum Community Rec Facility Parking Spaces: 5	Minimum Community Rec Facility Parking Spaces: 5
	Minimum Garage Size: 1 car	Minimum Garage Size: 2 cars

▪ **Adjacent Land Use and Zoning**

Location	Use	Zoning
North	Single-family homes	Residential- I (R-I) -City
South	Single-family homes	Residential-I (R-I) -City
East	Cielo At Thompson apartments, Chattahoochee shopping center, Brown Eyed Girl Upscale Resale, Pro Touch Landscapes, House Dressing Outdoors and Cabinetry By Collier / Custom Kitchens.	Residential-II (R-II) -City Neighborhood Business (N-B) -City Regional Business (R-B) -City
West	Single-family homes	Residential-I (R-I) -City Residential-I (R-I) -County

Other nearby uses include the Linwood Nature Preserve and the Linwood Water Treatment Plant which are located northwest of the property adjacent to Lake Lanier.

▪ **Traffic Summary**

A Traffic Impact Study was conducted for the proposed development on October 1, 2024. A brief summary of the findings is provided below.

Studied intersections:

1. Thompson Bridge Road/SR 60 at River Cliff Drive (unsignalized)
2. Thompson Bridge Road/SR 60 at Linwood Drive / Sandridge Court (signalized)
3. Thompson Bridge Road/SR 60 at Springview Drive (unsignalized)
4. Thompson Bridge Road/SR 60 at Mountain View Road (unsignalized)
5. Thompson Bridge Road/SR 60 at Virginia Avenue / Oakland Drive (unsignalized)
6. Thompson Bridge Road/SR 60 at Lanier Avenue (unsignalized)
7. Proposed Subdivision Road at Thompson Bridge Road/SR 60 (unsignalized)

An average annualized growth rate of 1.3% was calculated using historical traffic data from the GDOT traffic count data base. The below table represents the anticipated project trip generation upon the development being built out.

	Total Trips	Inbound Trips	Outbound Trips
Daily	1,228	614	614
AM	85	24	61
PM	107	64	43

Currently, the approach experiencing the most delay is eastbound at SR 60 and Oakland Drive / Virginia Ave. The intersection with the next highest delay overall is north and south bound at SR 60 at Linwood Drive / Sandridge Court. However, no new intersections fail as a result of adding peak hour development traffic from the development. A sight distance analysis was also conducted for the development which revealed the following.

Intersection	Estimated Intersection Sight Distance		
	Left-turn from Subdivision Road Stop	Right-turn from Subdivision Road Stop	Left-turn from Thompson Bridge Road
New Access at Thompson Bridge Road	>500'	>565'	>450'

Based on the findings in this study, a southbound right turn lane along Thompson Bridge Rd/SR 60 at the access to the development is recommended. There were no other improvements recommended.

▪ **Other Departmental Comments**

The Georgia Department of Transportation does not have any major objections to the proposal. However, coordination with GDOT is required and the development will be required to meet all requirements, provided in the Driveway and Encroachment Manual.

The following comments are from the Gainesville Public Works Department.

- Coordination with will be required for the proposed development access plan.
- The addition of a southbound right turn lane along Thompson Bridge Rd/SR 60 at access A shall be installed at the developer's expense.
- All streets within the development shall meet Gainesville Public Works requirements for acceptance. Any variances will need to be approved during plan review process.
- The intersection of street A and street B will need to be modified in order for the driveways not to create conflict.
- Alignment at street A and cul-de-sac need to be re-evaluated for efficient traffic flow.
- Amenity parking lot driveways will need to meet City of Gainesville distance standards from intersection.
- No parking to be allowed on the streets throughout the development (both single family and townhomes sections)
- Developer will be responsible for all signage (stop, street, no parking, etc.) throughout the development.

▪ **Zoning History**

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

2024 - A request by Outer Banks, LLC (Paul Brown) to rezone a 4.08+ acres tract located at 2590 and 2600 Old Thompson Bridge Road, NW from Residential-I (R-I) and General Business (G-B) to Residential-II (R-II) was conditionally approved for 42 residential townhomes.

2024 - A request by Constantino Gutierrez to rezone a 0.38+ acre tract located at 934 Etta Vesta Circle, NE from Neighborhood Business (N-B) to Residential-I (R-I) was approved for a single-family home.

2023 - A request by Eric Owens for site plan approval on a 0.34± acre tract zoned Residential and Office (R-O) located at 1714 Thompson Bridge Road was conditionally approved for an office building.

2022 - A request by Easto Construction to amend a 4.847± acres tract zoned Planned Unit Development (P-U-D) located at 2702 High Visa Point, NE was withdrawn to the City Council meeting for 50 residential townhomes.

2022 - A request by Mark D. Thebaut, D.D.S. to amend a 0.67± acre tract zoned Planned Unit Development (P-U-D) located at 1398 Thompson Bridge Road, NE was approved for a medical office or restaurant with drive-thru.

2020 - A request by Walker-Lanier, LLC to rezone a 0.50± acre tract located at 989 Lanier Avenue and 1437 Walker Street from Residential-I (R-I) to Residential-II (R-II) was approved with conditions for duplex homes.

2019 - A request by Fred Godbee to rezone a 0.5+ acre tract located at 1831 Thompson Bridge Road, NW from Residential-I (R-I) to Neighborhood Business (N-B) was conditionally approved for a security office.

2017 - A request by Adams & Copeland, LLC for a special use for a hair salon and office within the Office and Institutional (O-I) zoning district located at 1665 Thompson Bridge Road was approved with conditions.

2016 - A request by Jack Bailey to rezone a 0.61± acre tract located at 1665 Thompson Bridge Road, NW from Residential-I (R-I) to Office and Institutional (O-I) was approved with conditions for an insurance office.

2015 - A request by David P. Johnson to rezone a 1.458± acres tract located at 1537 and 1551 Thompson Bridge Road; and 135 Virginia Circle from Residential-I (R-I) to Neighborhood Business (N-B) with a special use for a restaurant with drive-thru and retail was denied.

2014 - A request by Polestar Development, LLC to rezone a 1.741± acres tract located at 1435 Thompson Bridge Road from Residential-II (R-II) to Regional Business (R-B) for a grocery store and fuel service station was approved with conditions.

▪ **Staff Analysis**

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

The proposed use includes single-family detached homes and single-family attached townhomes with a zoning of Planned Unit Development (P-U-D). The adjacent and nearby properties consist of mostly single-family homes built in the 1950's, 60's and 70's. There are also multi-family apartments and various commercial uses which front along Thompson Bridge Road. These properties are primarily zoned Residential-I (R-I) with the exception of the nearby multi-family and commercial properties zoned Residential-II (R-II), Neighborhood Business (N-B), Regional Business (R-B), General Business (G-B). The following are some of the residential developments within the nearby area.

Neighborhood / Development	Acres	Units / Lots	Density (Du/Ac)
Sapphire Springs (Proposed)	36.56±	141	3.86
Mountain View Drive / Honeysuckle Road / Harbor Cove	145.9±	133	0.9
Springview Drive / Pinecrest Road / Crystal Drive *	20.2±	33	1.6
Woodlawn Avenue / Virginia Circle / Oakland Drive	58.6±	76	1.3
Etta Vesta	13.2±	25	1.9

Sandridge Commons Townhomes	4.5±	55	12.2
North Pointe Apartments	9.7±	106	10.9
Cielo at Thompson Apartments	5.1±	81	15.9
Linwood Apartments	9.6±	100	10.4

* Acres and Unit calculation does not include subject property or City owned property.

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

Aside from the four existing single-family homes fronting Thompson Bridge Road and an existing sanitary sewer easement, the subject property has remained as undeveloped green space.

The proposed development will change the living conditions of the adjacent and nearby residential uses both aesthetically and by increasing traffic on Thompson Bridge Road. Vehicle turning movements, specifically left turns, at the intersections of Thompson Bridge Road/Springview Drive, Thompson Bridge Road/Mountain View Drive and Thompson Bridge Road/Virginia Avenue can be difficult given the speed of northbound and southbound traffic.

From an environmental perspective, particular care to protect the existing stream on the property is paramount as it flows directly to Lake Lanier. While the proposed development provides for adequate stormwater run-off, water quality and sedimentation control measures, additional actions may be necessary to negate any impacts to the stream, Lake Lanier and adjacent properties.

The proposal anticipates the development will include three phases and will be built-out over a period of 4 years which will help integrate the residential growth.

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

The Future Land Use Map for the City of Gainesville places most of the property within the *General Mixed-Use* land use category and the smaller unincorporated area within the *Single-Family Residential* land use category.

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

The *Single-Family Residential* land use category includes areas containing or planned for single-family detached or semi-detached housing at densities ranging from two to four dwelling units per acre. The proposed residential density is 3.86 dwelling units per acre.

According to the Character Area map for the City of Gainesville, most of the subject property is located within the *Lake District* and a smaller portion of the property is located within the *Traditional Neighborhoods* Character Area.

The main character area driver of the *Lake District* is the presence of Lake Lanier and its distinctive rolling landscape. New housing will be a major source of growth for the area and should feature a wide range of product, from townhouses to high-end single-family detached homes. The area should maintain and advance a residential focus on both sides of the Lake Lanier bridge, combining traditional neighborhood development walkability. The character area can accommodate limited mixed-use and commercial growth, but it must be carefully planned to avoid suburban sprawl. Land uses allowed in the Lake District are Parks and recreation, single-family residential, limited multi-family residential, limited general mixed-use, limited commercial (retail and office) and public and institutional uses.

The *Traditional Neighborhoods Character Area* includes Parks and recreation, single-family residential, multi-family residential, limited general mixed-use, commercial (retail and office), and public and institutional uses. Although the area is mostly built-out, opportunities for infill development should be promoted as they arise and neighborhood-serving businesses are encouraged.

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

The subject property is currently zoned Residential-I (R-I). As an infill residential development, a minimum lot size of 10,000 square feet is allowed and is restricted to single-family detached lots. Given there are 36.561 acres, the gross density would allow for up to 159 residential units. However, given the existing stream, sanitary sewer easement and required infrastructure, the actual number of lots would be lower.

The proposal includes a mixture of housing types, lot sizes and other development standards which are currently not approved within R-I zoning. Therefore, the applicant is proposing a zoning of Planned Unit Development (P-U-D) which is considered a site-specific zoning. A zoning of P-U-D is intended to provide for some flexibility of land uses that should include unique and innovative development of the land through a unified site design in order to meet the objectives of the comprehensive plan.

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

Since the land is mostly undeveloped, the proposal will increase the amount of traffic generated and turning movements from the proposed Thompson Bridge Road driveway location. The estimated trips include 1,228 daily trips, 85 AM Peak Hour trips and 107 PM Peak Hour trips. According to the traffic impact study, a southbound right turn lane along Thompson Bridge Road /SR60 at the access to the development is recommended and will be required by GDOT. Due to the number of residential units proposed, staff does not believe a traffic signal will be warranted by GDOT.

Water and sewer capacity are available to serve the development. Gainesville Fire and Police Departments currently respond to adjacent and nearby properties. Gainesville Fire Station #3 located off of Nancy Creek Road is approximately 2.65± miles from the subject property.

The applicant estimates there will be approximately 78 school age children within the development over a period of four years. The actual number of students who live in the proposed development may be more or less than this number, as the method of calculation uses the total number households citywide, with some households containing more than the average number of children and others comprised of zero children.

(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 proposal is supported by changing conditions in the surrounding area. In recent years, development along Thompson Bridge Road has been somewhat slower than other major corridors and has centered around existing neighborhood commercial nodes near the Enota Avenue and Linwood Drive intersections. This is in part due to topographical challenges, Lake Lanier and the difficulty of assembling smaller parcels that front Thompson Bridge Road. Redevelopment of aging commercial properties has occurred, some of which include the Wal-Mart Neighborhood Market, Starbucks, Zaxby's, Clipper Petroleum, and the Sandridge Court mixed-use development.

Depending on market conditions, it is anticipated that additional residential development would encourage commercial redevelopment opportunities along the corridor.

(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?

The proposed use is consistent with the Future Land Use Map and Character Area Map within the Comprehensive Plan. The proposal, *with the recommended conditions*, appears to promote a reasonable balance between the interests of the city, the property owner, and neighboring residents and property owners.

▪ **Staff Recommendation**

The Planning Division staff is recommending **conditional approval** of this annexation and rezoning request with **P-U-D zoning** based on the Comprehensive Plan, the existing approved use for the property and the adjacent mixture of uses.

Conditions

1. The development standards within the applicant's narrative, site plans, and architectural renderings shall be made part of the zoning ordinance, and shall be subject to the Community and Economic Development Director approval. Any zoning conditions adopted as part of this zoning ordinance that conflict with the applicant's narrative, concept plan and architectural renderings shall take precedence over the applicant's development standards.
2. The total number of residential units shall not exceed 141 units. The maximum number of single-family attached townhomes shall be 88. Apartments are not an approved use for the property.
3. A mandatory Homeowners Association (HOA) shall be required for the proposed development providing for the financial management, architectural controls, enforcement of community standards and management of all common areas. The Board will be established and operated by the developer until such time the powers are transferred to the HOA(s). A covenant shall be required to be recorded for the proposed development stating that no more than 20% of the total residential units may be rented.
4. Any proposed single-family detached lots and attached townhome lots encroaching within the State 25-foot undisturbed stream buffer must first receive approval from the Environmental Protection Division (EPD) prior to the issuance of a land development permit for those lots.
5. Prior to permits being issued for the residential uses, each contractor/developer shall provide architectural renderings of the proposed single-family detached homes and attached townhomes for the review and approval of the Community and Economic Development Department Director.
6. All exterior wall front, sides, and rear of the single-family detached homes, townhomes, and multi-family units shall consist of a variety of building materials consistent with architectural themes and styles determined by the applicant. Foundation water tables of matching brick or stone material, that also covers all

exposed foundation walls, will be used where architecturally compatible. Vinyl siding shall only be permitted on soffit areas.

Other architectural requirements will include:

- Carriage style garage doors with decorative hardware or other embellishments shall be used on all single-family detached homes and townhomes;
- The roofing material used on all single-family detached homes and townhomes shall be 3-tab architectural/dimensional style asphalt shingles or metal as appropriate to the architectural style of each home as determined by the builder.
- All roofs and gables shall be of a pitch no less than 8/12. This condition shall not apply to dormers, porches, bay windows, and third floor retreats;
- All overhangs including gables and side gables will have a minimum of a 12-inch overhang on all sides;
- If dormers are included, they will not be taller than the main roof;
- All roof vents, pipes, and other roof equipment (except chimneys) shall be located on the rear elevations and shall be painted to match the color of the roof;
- The developer shall use a variety of techniques to avoid the monotonous appearance of identical single-family detached homes and attached townhome buildings. Such techniques may employ among others the use of differing front elevations, architectural styles, building exteriors, and other similar techniques so that no single-family detached house or townhome building is the same as any house or townhome building directly in front or on either adjacent side of the structure;
- The exterior materials for all homes shall consist of a mixture of brick, stone, fiber cement siding, cedar shake or wood siding to include at minimum a 3 foot architectural water table of brick or stone materials on the front and sides of the single-family detached homes and townhome buildings;
- No above-ground swimming pools shall be permitted;
- No window air conditioning unit may be installed;
- No exterior blank, windowless walls will be constructed;
- All single-family detached house plans will have front or side loaded two-car garages;
- All townhomes will have front or rear entry and a mixture of one and two garages;
- Street lighting will be provided throughout the development;
- All front porches of single-family detached homes shall have a minimum depth of 5';
- Windows are restricted to single hung or double hung windows.

These requirements shall be included in the Covenants to be recorded against the property.

7. All trash receptacles shall be screened from view from the road and adjacent properties.
8. Outdoor lighting used in this development shall be of non-spill design and placed in a manner so as to minimize direct visibility by the adjacent properties per Unified Land Development Code standards.
9. The proposed erosion control and water quality measures for the development shall at minimum meet the Georgia Storm Water Management Manual requirements. The developer shall also construct additional bioretention facilities within the development

to help further remove contaminants and sedimentation from Lake Lanier, per the approval of the Gainesville Department of Water Resources.

10. A Uniform Sign Plan as identified within the Gainesville Unified Land Development Code shall be required from the developer and is subject to approval by the Gainesville Community and Economic Development Director. All signs shall be limited to indirect lighting. All signs shall be located outside of utility areas and shall not block visibility of vehicular traffic.
11. The development shall include a minimum fifty foot (50') wide perimeter buffer fronting Thompson Bridge Road consisting of 25' natural/undisturbed buffer and a 25' wide planted buffer. In addition, a minimum forty foot (40') wide perimeter buffer consisting of a 20' natural/undisturbed buffer and a 20' wide planted buffer shall be required adjacent to all of the existing single-family communities and Crystal Drive. The planted portion of the buffers shall include at minimum a staggered row of evergreen trees consisting of a mixture of Cryptomeria, Arborvitae and Eastern Red Cedar trees at a minimum height of 10 feet. The location, spacing, size and type of trees planted shall be subject to the approval of the Community and Economic Development Department Director.
12. The front yard of each lot shall be sodded and planted with at least one 3" caliper in size hardwood tree.
13. All proposed detention ponds shall be fenced and landscaped in order to mitigate the view from all roads and adjacent properties. All fencing and landscaping materials shall be approved by the Community and Economic Development Department Director.
14. Access to the development shall be limited to Thompson Bridge Road except for a gated, emergency-only access road off of Crystal Drive. The proposed Thompson Bridge Road access shall be located more central to the development frontage upon Georgia Department of Transportation (GDOT) approving the intersection sight distance standards. All access point design for the subject property shall be submitted for review and approval by the Gainesville Public Works Director and GDOT.
15. Other than the development of the emergency-only access road at Crystal Drive, construction access shall be limited to Thompson Bridge Road.
16. All new streets shall meet the standards within the current Gainesville Unified Land Development Code, unless varied herein and approved by the Gainesville Public Works Department. All costs associated with the improvements shall be at the full expense of the developer.
17. Covenants shall be put in place by the developer restricting against the parking of boats, trailers, and campers within driveways or streets. In addition, no on street parking shall be permitted for vehicles.

Excerpts from the November 12, 2024 PAB Meeting Minutes

Applicant Presentation: Attorney Ethan Underwood with Miles Hansford, LLC, 202 Tribble Gap Road, Cumming, representing the applicant stated the development is the least dense/impactful project from previous proposed projects and complies with the Comprehensive Plan. Mr. Underwood presented a power point presentation and stated a secondary access is required which would be gated on Crystal Drive for city emergency personnel only. He mentioned concerns from neighbors at a community meeting were the change in zoning from R-I to P-U-D but said the city's vision for the area is for a general mixed-use development which will allow for more dense development, significant green space being

preserved, privacy with the stream in the middle of the property and providing an undisturbed area separating the townhomes and single-family detached areas. He stated the price point was another question from neighbors and advised the detached homes will range from 1,700 to 3,000 sq ft starting in the low 400,000's and townhomes ranging from 1,500 to 1,800 sq ft starting in the 300,000's and reviewed renderings of the architectural styles on the power point. Mr. Underwood stated erosion control was a concern and the development will protect downstream property owners by following both city regulations and Georgia EPD, along with obtaining a Corp or Engineers permit regulated by the Federal Game and Fish and the plan will be designed and controlled regarding water being diverted onto neighbor's property. Light spillage was a concern from neighbors which Mr. Underwood stated will not be a burden due to the buffer and the City code currently has lighting requirements. He stated the neighbors concern regarding the access design being too close to Mountain View Drive and was advised by land planners for the development that the proposed location works but stated GDOT will have final approval for it. He cited the staff condition that stated the access be more centralized which would create more traffic driving through the neighborhood. Access on the western portion of the property as shown would be better from an aesthetic standpoint allowing access either to the townhome section or detached section. Mr. Underwood stated the proposed density will be under four units per acre which is a medium density and is in between the current uses of surrounding properties. He stated R.S. Webb & Associates conducted a record search of the property with no findings of historic preservation list of properties, no known archeological sites or cemeteries on the property. A physical inspection of the property will be done and confirmed before the City Council meeting.

FAVOR: None

OPPOSE: Scotty Ball, 2713 High Vista Point, stated Mr. Underwood did an excellent job reaching out to the neighborhood regarding the proposed plan which is not a bad concept but there are too many lots which are small lots with basically no setbacks. He spoke about the acreage and lots, green space and stated he has an issue with the density. Mr. Ball was concerned about the traffic on Thompson Bridge Road along with the one access and agrees with the city of shifting it to allow more site distance. The other concern was the traffic study report and whether the annual growth rate of 1.3 percent being a valid growth rate for Gainesville and Hall County. He spoke about the building and new developments and the streets have not been expanded with more people coming into the area. He asked the board to think about those things but does not want to prohibit the use of someone's property, as the proposal is not a bad concept but the density is too much. Mr. Ball stated he believes the project could be completed without changing the zoning.

Matt Boedy, 234 Mountain View Drive, spoke about his neighborhood being residential housing and preferred for it not to change. He stated there was no history of the city approving a move from R-I to P-U-D zoning and is the basis for the project. The other concern he mentioned was the traffic and making a left turn at the curve being dangerous. Mr. Boedy stated he suggested at the neighborhood meeting the entrance be moved back into the middle of property allowing the possibility of a traffic light at the shopping center. He mentioned there being a dedicated righthand turn lane but it's impossible to turn left with the curve of the street.

John Rogers, 3711 Happy Valley Drive, stated he has a family connection to property and the previous owner of it, W.A. Roper actually was involved in a fatal vehicle accident on Thompson Bridge Road. He stated the concern for the project that it needs a traffic light or two with the amount of traffic being a very populated area. He stated he was not against the project but must give the developer some marching orders in order to know what needs to be done.

Rebuttal: Attorney Underwood, appreciated comments and concerns from neighbors but believes traffic on State Route 60 will not warrant a traffic signal for a single subdivision. In

response to Mr. Ball's concern, he stated there will be a total of a 40 foot buffer with 20 feet being undisturbed with an additional 20 feet graded/planted buffer. Mr. Underwood asked to modify conditions six, nine and fourteen. The request for condition 6 be modified with 1) a minimum roof pitch of 6/12 instead of 8/12 to avoid some houses not being able to be constructed; 2) a water table only be required on the front facade where the sides are not visible from the right-of-way; and 3) clarification that the front porch depth of 5 feet will not apply to stoops or prohibit them. The last sentence of condition 9 be deleted so as to not require additional bioretention facilities above what is already required; and lastly remove the second sentence of condition 14 which requires the road access on Thompson Bridge Road to be shifted more central to the development.

Board Comments: Board Member Fleming stated the suggested entrance is a very dangerous and busy location and wanted to know who would have the final decision for the entrance location and if there would be an additional traffic study. Mr. Underwood stated a land disturbance permit will be required by GDOT for design and approval. No additional traffic count or study would be required. He understood the concerns but GDOT would have final decision.

Board Member Young asked for clarification from Mr. Tate regarding the final decision for traffic signal would be from GDOT and he said it would.

Chairman Carter asked Mr. Tate for clarification regarding the R-I zoning and the requested P-U-D zoning would be for the opportunity of a mixture of townhouse and single-family homes. Mr. Tate stated the current R-I zoning does not allow the attached townhomes and reduced lot sizes for the detached homes.

Vice Chair Thompson stated he would not modify any of the conditions and would like to see the entrance moved further north on Thompson Bridge Road if the project goes forward and possibly GDOT might agree with the current proposed location and approve it. He stated all that have lived on those roads agree that it would potentially cause more problems than help. He also reminded Mr. Underwood the board is a recommending board and hopefully could have it figured out before the City Council meeting. **Board Member Young** was in agreement with the comments from Vice Chair Thompson.

There was a motion to recommend conditional approval of the annexation request for 53 single-family detached homes and 88 single-family attached townhomes and establish zoning as Planned Unit Development (P-U-D) with the following conditions:

Conditions

- 1. The development standards within the applicant's narrative, site plans, and architectural renderings shall be made part of the zoning ordinance, and shall be subject to the Community and Economic Development Director approval. Any zoning conditions adopted as part of this zoning ordinance that conflict with the applicant's narrative, concept plan and architectural renderings shall take precedence over the applicant's development standards.**
- 2. The total number of residential units shall not exceed 141 units. The maximum number of single-family attached townhomes shall be 88. Apartments are not an approved use for the property.**
- 3. A mandatory Homeowners Association (HOA) shall be required for the proposed development providing for the financial management, architectural controls, enforcement of community standards and management of all common areas. The Board will be established and operated by the developer until such time the powers are transferred to the HOA(s). A covenant shall be required to be recorded for the**

proposed development stating that no more than 20% of the total residential units may be rented.

4. Any proposed single-family detached lots and attached townhome lots encroaching within the State 25-foot undisturbed stream buffer must first receive approval from the Environmental Protection Division (EPD) prior to the issuance of a land development permit for those lots.
5. Prior to permits being issued for the residential uses, each contractor/developer shall provide architectural renderings of the proposed single-family detached homes and attached townhomes for the review and approval of the Community and Economic Development Department Director.
6. All exterior wall front, sides, and rear of the single-family detached homes, townhomes, and multi-family units shall consist of a variety of building materials consistent with architectural themes and styles determined by the applicant. Foundation water tables of matching brick or stone material, that also covers all exposed foundation walls, will be used where architecturally compatible. Vinyl siding shall only be permitted on soffit areas.

Other architectural requirements will include:

- Carriage style garage doors with decorative hardware or other embellishments shall be used on all single-family detached homes and townhomes;
- The roofing material used on all single-family detached homes and townhomes shall be 3-tab architectural/dimensional style asphalt shingles or metal as appropriate to the architectural style of each home as determined by the builder.
- All roofs and gables shall be of a pitch no less than 8/12. This condition shall not apply to dormers, porches, bay windows, and third floor retreats;
- All overhangs including gables and side gables will have a minimum of a 12-inch overhang on all sides;
- If dormers are included, they will not be taller than the main roof;
- All roof vents, pipes, and other roof equipment (except chimneys) shall be located on the rear elevations and shall be painted to match the color of the roof;
- The developer shall use a variety of techniques to avoid the monotonous appearance of identical single-family detached homes and attached townhome buildings. Such techniques may employ among others the use of differing front elevations, architectural styles, building exteriors, and other similar techniques so that no single-family detached house or townhome building is the same as any house or townhome building directly in front or on either adjacent side of the structure;
- The exterior materials for all homes shall consist of a mixture of brick, stone, fiber cement siding, cedar shake or wood siding to include at minimum a 3 foot architectural water table of brick or stone materials on the front and sides of the single-family detached homes and townhome buildings;
- No above-ground swimming pools shall be permitted;
- No window air conditioning unit may be installed;
- No exterior blank, windowless walls will be constructed;
- All single-family detached house plans will have front or side loaded two-car garages;
- All townhomes will have front or rear entry and a mixture of one and two garages;
- Street lighting will be provided throughout the development;

- All front porches of single-family detached homes shall have a minimum depth of 5’;
- Windows are restricted to single hung or double hung windows.

These requirements shall be included in the Covenants to be recorded against the property.

7. All trash receptacles shall be screened from view from the road and adjacent properties.
8. Outdoor lighting used in this development shall be of non-spill design and placed in a manner so as to minimize direct visibility by the adjacent properties per Unified Land Development Code standards.
9. The proposed erosion control and water quality measures for the development shall at minimum meet the Georgia Storm Water Management Manual requirements. The developer shall also construct additional bioretention facilities within the development to help further remove contaminants and sedimentation from Lake Lanier, per the approval of the Gainesville Department of Water Resources.
10. A Uniform Sign Plan as identified within the Gainesville Unified Land Development Code shall be required from the developer and is subject to approval by the Gainesville Community and Economic Development Director. All signs shall be limited to indirect lighting. All signs shall be located outside of utility areas and shall not block visibility of vehicular traffic.
11. The development shall include a minimum fifty foot (50’) wide perimeter buffer fronting Thompson Bridge Road consisting of 25’ natural/undisturbed buffer and a 25’ wide planted buffer. In addition, a minimum forty foot (40’) wide perimeter buffer consisting of a 20’ natural/undisturbed buffer and a 20’ wide planted buffer shall be required adjacent to all of the existing single-family communities and Crystal Drive. The planted portion of the buffers shall include at minimum a staggered row of evergreen trees consisting of a mixture of Cryptomeria, Arborvitae and Eastern Red Cedar trees at a minimum height of 10 feet. The location, spacing, size and type of trees planted shall be subject to the approval of the Community and Economic Development Department Director.
12. *The front yard of each lot shall be sodded and planted with at least one 3” caliper in size hardwood tree.*
13. All proposed detention ponds shall be fenced and landscaped in order to mitigate the view from all roads and adjacent properties. All fencing and landscaping materials shall be approved by the Community and Economic Development Department Director.
14. Access to the development shall be limited to Thompson Bridge Road except for a gated, emergency-only access road off of Crystal Drive. The proposed Thompson Bridge Road access shall be located more central to the development frontage upon Georgia Department of Transportation (GDOT) approving the intersection sight distance standards. All access point design for the subject property shall be submitted for review and approval by the Gainesville Public Works Director and GDOT.
15. Other than the development of the emergency-only access road at Crystal Drive, construction access shall be limited to Thompson Bridge Road.
16. All new streets shall meet the standards within the current Gainesville Unified Land Development Code, unless varied herein and approved by the Gainesville Public

Works Department. All costs associated with the improvements shall be at the full expense of the developer.

- 17. Covenants shall be put in place by the developer restricting against the parking of boats, trailers, and campers within driveways or streets. In addition, no on street parking shall be permitted for vehicles.**

Motion made by Board Member Martin

Motion seconded by Board Member Simmons

Vote – 6 favor, 1 vacant

There was a motion to recommend conditional approval to rezone the subject property for 53 single-family detached homes and 88 single-family attached townhomes from Residential-I (R-I) to Planned Unit Development (P-U-D) with the following conditions:

Conditions

- 1. The development standards within the applicant's narrative, site plans, and architectural renderings shall be made part of the zoning ordinance, and shall be subject to the Community and Economic Development Director approval. Any zoning conditions adopted as part of this zoning ordinance that conflict with the applicant's narrative, concept plan and architectural renderings shall take precedence over the applicant's development standards.**
- 2. The total number of residential units shall not exceed 141 units. The maximum number of single-family attached townhomes shall be 88. Apartments are not an approved use for the property.**
- 3. A mandatory Homeowners Association (HOA) shall be required for the proposed development providing for the financial management, architectural controls, enforcement of community standards and management of all common areas. The Board will be established and operated by the developer until such time the powers are transferred to the HOA(s). A covenant shall be required to be recorded for the proposed development stating that no more than 20% of the total residential units may be rented.**
- 4. Any proposed single-family detached lots and attached townhome lots encroaching within the State 25-foot undisturbed stream buffer must first receive approval from the Environmental Protection Division (EPD) prior to the issuance of a land development permit for those lots.**
- 5. Prior to permits being issued for the residential uses, each contractor/developer shall provide architectural renderings of the proposed single-family detached homes and attached townhomes for the review and approval of the Community and Economic Development Department Director.**
- 6. All exterior wall front, sides, and rear of the single-family detached homes, townhomes, and multi-family units shall consist of a variety of building materials consistent with architectural themes and styles determined by the applicant. Foundation water tables of matching brick or stone material, that also covers all exposed foundation walls, will be used where architecturally compatible. Vinyl siding shall only be permitted on soffit areas.**

Other architectural requirements will include:

- Carriage style garage doors with decorative hardware or other embellishments shall be used on all single-family detached homes and townhomes;**

- The roofing material used on all single-family detached homes and townhomes shall be 3-tab architectural/dimensional style asphalt shingles or metal as appropriate to the architectural style of each home as determined by the builder.
- All roofs and gables shall be of a pitch no less than 8/12. This condition shall not apply to dormers, porches, bay windows, and third floor retreats;
- All overhangs including gables and side gables will have a minimum of a 12-inch overhang on all sides;
- If dormers are included, they will not be taller than the main roof;
- All roof vents, pipes, and other roof equipment (except chimneys) shall be located on the rear elevations and shall be painted to match the color of the roof;
- The developer shall use a variety of techniques to avoid the monotonous appearance of identical single-family detached homes and attached townhome buildings. Such techniques may employ among others the use of differing front elevations, architectural styles, building exteriors, and other similar techniques so that no single-family detached house or townhome building is the same as any house or townhome building directly in front or on either adjacent side of the structure;
- The exterior materials for all homes shall consist of a mixture of brick, stone, fiber cement siding, cedar shake or wood siding to include at minimum a 3 foot architectural water table of brick or stone materials on the front and sides of the single-family detached homes and townhome buildings;
- No above-ground swimming pools shall be permitted;
- No window air conditioning unit may be installed;
- No exterior blank, windowless walls will be constructed;
- All single-family detached house plans will have front or side loaded two-car garages;
- All townhomes will have front or rear entry and a mixture of one and two garages;
- Street lighting will be provided throughout the development;
- All front porches of single-family detached homes shall have a minimum depth of 5';
- Windows are restricted to single hung or double hung windows.

These requirements shall be included in the Covenants to be recorded against the property.

7. All trash receptacles shall be screened from view from the road and adjacent properties.
8. Outdoor lighting used in this development shall be of non-spill design and placed in a manner so as to minimize direct visibility by the adjacent properties per Unified Land Development Code standards.
9. The proposed erosion control and water quality measures for the development shall at minimum meet the Georgia Storm Water Management Manual requirements. The developer shall also construct additional bioretention facilities within the development to help further remove contaminants and sedimentation from Lake Lanier, per the approval of the Gainesville Department of Water Resources.
10. A Uniform Sign Plan as identified within the Gainesville Unified Land Development Code shall be required from the developer and is subject to approval by the Gainesville Community and Economic Development Director. All signs shall be

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

11. The development shall include a minimum fifty foot (50') wide perimeter buffer fronting Thompson Bridge Road consisting of 25' natural/undisturbed buffer and a 25' wide planted buffer. In addition, a minimum forty foot (40') wide perimeter buffer consisting of a 20' natural/undisturbed buffer and a 20' wide planted buffer shall be required adjacent to all of the existing single-family communities and Crystal Drive. The planted portion of the buffers shall include at minimum a staggered row of evergreen trees consisting of a mixture of Cryptomeria, Arborvitae and Eastern Red Cedar trees at a minimum height of 10 feet. The location, spacing, size and type of trees planted shall be subject to the approval of the Community and Economic Development Department Director.
12. The front yard of each lot shall be sodded and planted with at least one 3" caliper in size hardwood tree.
13. All proposed detention ponds shall be fenced and landscaped in order to mitigate the view from all roads and adjacent properties. All fencing and landscaping materials shall be approved by the Community and Economic Development Department Director.
14. Access to the development shall be limited to Thompson Bridge Road except for a gated, emergency-only access road off of Crystal Drive. The proposed Thompson Bridge Road access shall be located more central to the development frontage upon Georgia Department of Transportation (GDOT) approving the intersection sight distance standards. All access point design for the subject property shall be submitted for review and approval by the Gainesville Public Works Director and GDOT.
15. Other than the development of the emergency-only access road at Crystal Drive, construction access shall be limited to Thompson Bridge Road.
16. All new streets shall meet the standards within the current Gainesville Unified Land Development Code, unless varied herein and approved by the Gainesville Public Works Department. All costs associated with the improvements shall be at the full expense of the developer.
17. Covenants shall be put in place by the developer restricting against the parking of boats, trailers, and campers within driveways or streets. In addition, no on street parking shall be permitted for vehicles.

Motion made by Board Member Young
Motion seconded by Board Member Martin
Vote – 6 favor, 1 vacant

Passed: _____

AN ORDINANCE

No. 2024-35

AN ORDINANCE AMENDING THE ZONING MAP OF THE CITY OF GAINESVILLE, GEORGIA, BY CHANGING THE ZONING ON A 33.82± ACRES TRACT LOCATED ON THE WEST SIDE OF THOMPSON BRIDGE ROAD, BETWEEN MOUNTAIN VIEW DRIVE AND SPRINGVIEW DRIVE (A/K/A 0, 1799, 1805, 1825, 1829 AND 1981 THOMPSON BRIDGE ROAD, NW) FROM RESIDENTIAL-I (R-I) TO PLANNED UNIT DEVELOPMENT, WITH CONDITIONS (P-U-D-c); TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE FOR SEVERABILITY; TO PROVIDE FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

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

SECTION I

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

Conditions

- 1. The development standards within the applicant's narrative, site plans, and architectural renderings shall be made part of the zoning ordinance, and shall be subject to the Community and Economic Development Director approval. Any zoning conditions adopted as part of this zoning ordinance that conflict with the applicant's narrative, concept plan and architectural renderings shall take precedence over the applicant's development standards.**
- 2. The total number of residential units shall not exceed 141 units. The maximum number of single-family attached townhomes shall be 88. Apartments are not an approved use for the property.**
- 3. A mandatory Homeowners Association (HOA) shall be required for the proposed development providing for the financial management, architectural controls, enforcement of community standards and management of all common areas. The Board will be established and operated by the developer until such time the powers are transferred to the HOA(s). A covenant shall be required to be recorded for the proposed development stating that no more than 20% of the total residential units may be rented.**
- 4. Any proposed single-family detached lots and attached townhome lots encroaching within the State 25-foot undisturbed stream buffer must first receive approval from the Environmental Protection Division (EPD) prior to the issuance of a land development permit for those lots.**

5. Prior to permits being issued for the residential uses, each contractor/developer shall provide architectural renderings of the proposed single-family detached homes and attached townhomes for the review and approval of the Community and Economic Development Department Director.
6. All exterior wall front, sides, and rear of the single-family detached homes, townhomes, and multi-family units shall consist of a variety of building materials consistent with architectural themes and styles determined by the applicant. Foundation water tables of matching brick or stone material, that also covers all exposed foundation walls, will be used where architecturally compatible. Vinyl siding shall only be permitted on soffit areas.

Other architectural requirements will include:

- Carriage style garage doors with decorative hardware or other embellishments shall be used on all single-family detached homes and townhomes;
- The roofing material used on all single-family detached homes and townhomes shall be 3-tab architectural/dimensional style asphalt shingles or metal as appropriate to the architectural style of each home as determined by the builder.
- **Roofs and gables on at least 60% of the homes in the development shall be of a pitch no less than 8/12 (exclusive of dormers, porches, bay windows, and third floor retreats). In no event shall any roofs or gables on homes in the development be of a pitch less than 6/12 (exclusive of dormers, porches, bay windows, and third floor retreats);**
- If dormers are included, they will not be taller than the main roof;
- All roof vents, pipes, and other roof equipment (except chimneys) shall be located on the rear elevations and shall be painted to match the color of the roof;
- The developer shall use a variety of techniques to avoid the monotonous appearance of identical single-family detached homes and attached townhome buildings. Such techniques may employ among others the use of differing front elevations, architectural styles, building exteriors, and other similar techniques so that no single-family detached house or townhome building is the same as any house or townhome building directly in front or on either adjacent side of the structure;
- The exterior materials for all homes shall consist of a mixture of brick, stone, fiber cement siding, cedar shake or wood siding to include at minimum a 3 foot architectural water table of brick or stone materials on the front and sides of the single-family detached homes and townhome buildings;
- No above-ground swimming pools shall be permitted;
- No window air conditioning unit may be installed;
- No exterior blank, windowless walls will be constructed;
- All single-family detached house plans will have front or side loaded two-car garages;
- All townhomes will have front or rear entry and a mixture of one and two garages;
- Street lighting will be provided throughout the development;
- All front porches of single-family detached homes shall have a minimum depth of 5';

ORDINANCE NO. 2024-35

- Windows are restricted to single hung or double hung windows.

These requirements shall be included in the Covenants to be recorded against the property.

7. All trash receptacles shall be screened from view from the road and adjacent properties.
8. Outdoor lighting used in this development shall be of non-spill design and placed in a manner so as to minimize direct visibility by the adjacent properties per Unified Land Development Code standards.
9. The proposed erosion control and water quality measures for the development shall at minimum meet the Georgia Storm Water Management Manual requirements. The developer shall also construct additional bioretention facilities within the development to help further remove contaminants and sedimentation from Lake Lanier, per the approval of the Gainesville Department of Water Resources.
10. A Uniform Sign Plan as identified within the Gainesville Unified Land Development Code shall be required from the developer and is subject to approval by the Gainesville Community and Economic Development Director. All signs shall be limited to indirect lighting. All signs shall be located outside of utility areas and shall not block visibility of vehicular traffic.
11. The development shall include a minimum fifty foot (50') wide perimeter buffer fronting Thompson Bridge Road consisting of 25' natural/undisturbed buffer and a 25' wide planted buffer. In addition, a minimum forty foot (40') wide perimeter buffer consisting of a 20' natural/undisturbed buffer and a 20' wide planted buffer shall be required adjacent to all of the existing single-family communities and Crystal Drive. The planted portion of the buffers shall include at minimum a staggered row of evergreen trees consisting of a mixture of Cryptomeria, Arborvitae and Eastern Red Cedar trees at a minimum height of 10 feet. The location, spacing, size and type of trees planted shall be subject to the approval of the Community and Economic Development Department Director.
12. The front yard of each lot shall be sodded and planted with at least one 3" caliper in size hardwood tree.
13. All proposed detention ponds shall be fenced and landscaped in order to mitigate the view from all roads and adjacent properties. All fencing and landscaping materials shall be approved by the Community and Economic Development Department Director.
14. Access to the development shall be limited to Thompson Bridge Road except for a gated, emergency-only access road off of Crystal Drive. The proposed Thompson Bridge Road access shall be located more central to the development frontage upon Georgia Department of Transportation (GDOT) approving the intersection sight distance standards **as shown on the revised site plan dated 12-04-24 submitted with this application**. All access point design for the subject property shall be submitted for review and approval by the Gainesville Public Works Director and GDOT.
15. Other than the development of the emergency-only access road at Crystal Drive, construction access shall be limited to Thompson Bridge Road.
16. All new streets shall meet the standards within the current Gainesville Unified Land Development Code, unless varied herein and approved by the Gainesville Public

ORDINANCE NO. 2024-35

Works Department. All costs associated with the improvements shall be at the full expense of the developer.

- 17. Covenants shall be put in place by the developer restricting against the parking of boats, trailers, and campers within driveways or streets. In addition, no on street parking shall be permitted for vehicles.**

Legal Description

All that tract or parcel of land lying and being in Land Lot 145, of the 9th District, Hall County, Georgia, said parcel containing 1,584,585 Square Feet (36.377 Acres), and being more particularly described as follows:

Commencing at a point lying at the Land Lot corner common to Land Lots 140, 141, 144, and 145 of the 9th District, Hall County, Georgia; THENCE leaving said common Land Lot corner proceed along the northern line of Land Lot 145 (said line also being the southern line of Land Lot 144) South 59°25'51" West, 658.63 to a point lying on the westerly right-of-way line of Thompson Bridge Road (State Route #60), said point being the POINT OF BEGINNING.

THENCE proceed in a southeasterly direction along said right-of-way the following courses and distances:

Along the arc of a curve turning to the left, said curve having an arc distance of 545.96 feet, a radius of 11514.16 feet, a chord bearing of South 42°59'49" East, 545.91 feet to a point; South 43°55'32" East, 267.48 feet to a point; South 48°24'11" East, 68.28 feet to a point; South 46°43'28" East, 50.00 feet to a point; South 43°16'32" West, 7.00 feet to a point; South 46°43'28" East, 96.10 feet to a point; Along the arc of a curve turning to the left, said curve having an arc distance of 63.48 feet, a radius of 3150.55 feet, a chord bearing of South 47°48'19" East, 63.48 feet to a point; With a reverse curve turning to the right, said curve having an arc distance of 5.61 feet, a radius of 3150.55 feet, a chord bearing of South 43°00'53" East, 5.61 feet to a point; South 48°07'29" East, 78.25 feet to a point; South 41 °52'31" West, 10.00 feet to a point; South 48°07'29" East, 20.00 feet to a point; North 41 °52'31" East, 5.00 feet to a point; South 48°07'29" East, 116.10 feet to a point; Along the arc of a curve turning to the right, said curve having an arc distance of 43.30 feet, a radius of 821.00 feet, a chord bearing of South 46°36'49" East, 43.30 feet to a point; With a compound curve turning to the right, said curve having an arc distance of 19.37 feet, a radius of 821.00 feet, a chord bearing of South 44°25'36" East, 19.37 feet to a point; THENCE leaving said right-of-way line, proceed South 60°14'56" West, 1054.33 feet to a point; THENCE North 30°09'19" West, 207.61 feet to a point; THENCE North 30°09'19" West, 53.87 feet to a point; THENCE South 59°42'38" West, 299.41 feet to a 1" iron rod found; THENCE North 30°19'32" West, 87.20 feet to a 5/8" rebar found; THENCE North 29°49'20" West, 180.50 feet to a 1/2" rebar found; THENCE North 29°48'21" West, 19.22 feet to a 1/2" rebar found; THENCE South 63°27'20" West, 197.71 feet to a point lying on the westerly right-of-way line of Crystal Drive; THENCE proceed in a northwesterly direction along said right-of-way line North 33°40'27" West, 487.44 feet to a point; THENCE leaving said right-of-way line, proceed North 46°09'00" East, 237.00 feet to a 1/2" rebar found; THENCE North 29°43'22" West, 213.47 feet to a point; THENCE North 58°45'34" East, 310.62 feet to a point; THENCE North 59°23'30" East, 489.37 feet to a point; THENCE North 60°37'15" East, 208.03 feet to the POINT OF BEGINNING.

SECTION II

ORDINANCE NO. 2024-35

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

REVISED SITE PLAN
12-04-24

VICINITY MAP - NOT TO SCALE

HALL COUNTY

LANE LANIER

CITY OF GAINESVILLE

SITE

[illegible]

LJA ENGINEERING
299 S. MAIN STREET
ALPHARETTA, GA 30009
770-225-4730

3940 OLYMPIC BLVD.
SUITE 400
ERLANGER, KY 41018
OFFICE: 859.344.7261

**SITE ZONING PLAN FOR
SAPPHIRE SPRINGS**

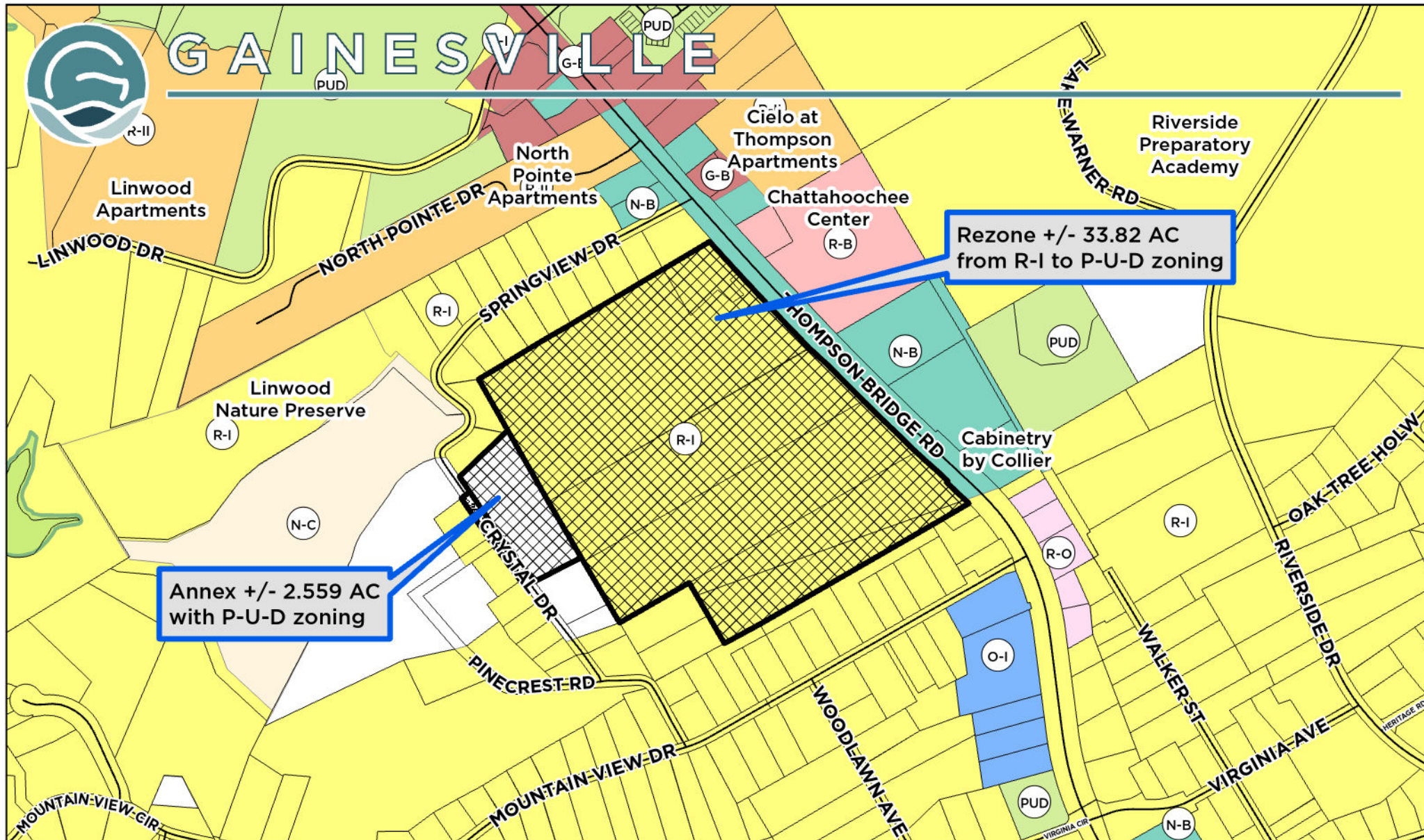


ZONING PLAN

C-100



GAINESVILLE



Rezone +/- 33.82 AC
from R-I to P-U-D zoning

Annex +/- 2.559 AC
with P-U-D zoning

Applicant:

GRAND COMMUNITIES, LLC

ANNEXATION & REZONING REQUEST

Subject Property Address:

O, 1799, 1805, 1825, 1829, 1981
Thompson Bridge Rd.;
1936 Crystal Dr.

Tax Parcel:

00-090-002-024, 01-090-002-021,
00-090-002-021, 00-090-002-022,
00-090-002-023, 00-090-002-032;
00-090-002-001

Request:

Annex +/- 2.559 AC and establish zoning as Planned Unit Development (P-U-D). Rezone +/- 33.82 AC from Residential I (R-I) to Planned Unit Development (P-U-D) for a residential development.



Subject Property

Right-of-way to be annexed

Meeting Date: 11/12/2024

Map Prepared: 10/01/2024

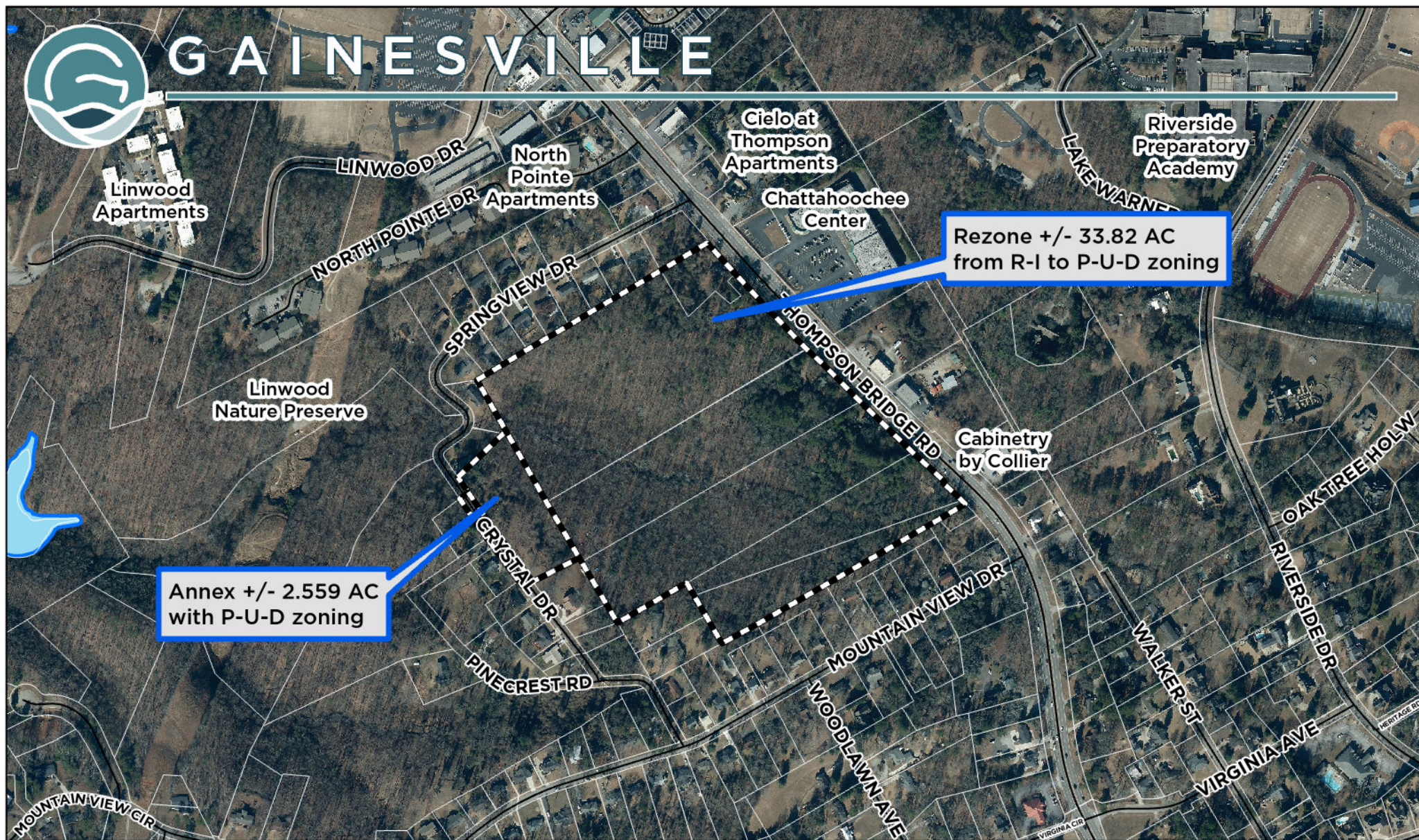
0 300 600 900 1,200 Feet

SCALE: 1:6,000





GAINESVILLE



Annex +/- 2.559 AC
with P-U-D zoning

Rezone +/- 33.82 AC
from R-I to P-U-D zoning

Applicant:

GRAND COMMUNITIES, LLC

ANNEXATION & REZONING REQUEST

Subject Property Address:

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Thompson Bridge Rd.;
1936 Crystal Dr.

Tax Parcel:

00-090-002-024, 01-090-002-021,
00-090-002-021, 00-090-002-022,
00-090-002-023, 00-090-002-032;
00-090-002-001

Request:

Annex +/- 2.559 AC and establish zoning as Planned Unit Development (P-U-D). Rezone +/- 33.82 AC from Residential I (R-I) to Planned Unit Development (P-U-D) for a residential development.



Subject Property & Right-of-way to be annexed

Aerial from 2023

SCALE: 1:6,000

Meeting Date: 11/12/2024

Map Prepared: 10/01/2024

0 300 600 900 1,200 Feet





J. Ethan Underwood
eunderwood@MilesHansford.com

**NARRATIVE REPORT, LAND USES AND DEVELOPMENT SUMMARY, IMPROVEMENT REQUIREMENTS
COMPARISON, AND COMMUNITY BENEFIT STATEMENT FOR ZONING APPLICATION**

Applicant:	Grand Communities, LLC
Subject Property:	36.561 Acres Designated as Hall County Tax Parcel(s): 00090 002032, 00090 002024, 00090 002023, 00090 002022, 00090 002021, 01090 002021, 00090 002001
Current Zoning:	R-I – Residential District (City of Gainesville) & R-I – Residential District (Hall County)
Proposed Zoning:	PUD – Planned Unit Development
Proposed Use:	53 Dwellings, Single-Family Detached; plus 88 Dwellings, Single-Family Attached;
Application:	Rezoning & Annexation
ROW Access:	Thomson Bridge Road (SR 60) and Crystal Drive
Governing Jurisdiction:	City of Gainesville

This statement is intended to comply with the application procedures established by The City of Gainesville, GA for submittal of applications for annexation as required by the City of Gainesville Unified Land Development Code (the “ULDC”), City of Gainesville Public Hearing Application Requirements, and other City of Gainesville Ordinances and Standards and is intended to serve as the Narrative Report required by the ULDC. As part of this Narrative Report, the Applicant asserts the statements contained in the Application for Zoning Actions package, submitted herewith incorporated herein by reference, and as may be amended (the “Application”), describing justification for the requested zoning and for any request of variances, in any, as if such were fully stated herein.

The Applicant proposes to zone a total of 36.378 acres located within the City of Gainesville.

I. Land Uses and Development Summary

Specifically, the Applicant requests the following:

- 1. The Annexation of parcel 00090 002001 into the City of Gainesville.**
- 2. Rezone the Subject Property from R-I – Residential District (City of Gainesville) & R-I – Residential District (Hall County) to PUD – Planned Unit Development (City of Gainesville).**

The Applicant proposes to develop the Proposed Use on the Subject Property, consisting of the following:

- 53 Single-Family Detached Dwellings**

- **88 Single-Family Attached Dwellings**
- **Amenity Areas, clubhouse, playground, nature trail (mulch trail), pool**

The Subject Property is located between Thompson Bridge Road and Crystal Drive south of Lake Lanier. To the Subject Property's south is the Mountain View neighborhood zoned R-I and to the north is the Springview neighborhood also zoned R-I. To the east, nearby properties are zoned N-B and R-B and to the west, nearby property are zoned N-C and R-I.

The Proposed Use is consistent with the intent of the Comprehensive Plan. The Subject Property is located in the Lake District Character Area of the Gainesville 2040 Comprehensive Plan, which states, "New housing will be a major source of growth for the area and should feature a wide range of product, from townhouses to high-end single-family detached homes. The area should maintain and advance a residential focus on both sides of the Lake Lanier bridge, combining traditional neighborhood development (TND) walkability with the natural character of the Country Club." 2040 Comp. Plan, p. 168. Appropriate land uses and development types in this Character Area are:

- Single-family residential;
- Limited multi-family residential;
- Limited general mixed-use;
- Limited commercial (retail and office)

The PUD zoning district is listed as an appropriate zoning district under the 2040 Comprehensive Plan. *Id.* At 171. The Proposed Use will accomplish the goals of the 2040 Comprehensive Plan by providing a variety of housing types consisting of single-family detached and single-family attached housing.

The Subject Property is designated as "General Mixed Use" and "Single Family Residential" on the Future Land Use Map.

A. Zoning and Land Use.

The Applicant is proposing to rezone the Subject Property from R-I – Residential District (City of Gainesville) & R-I – Residential District (Hall County) to Planned Unit Development (PUD) (City of Gainesville). The Applicant proposes to subject the Subject Property to the land uses and performance standards stated below and as depicted on the Concept Plan and the Conceptual Master Plan, submitted concurrently with the Application and incorporated herein by reference.

	Single Family Attached (SFA) (Townhomes)	Single Family Detached (SFD)
Total Acreage	36.561 Acres	
Minimum Open Space	20% (7.31 acres)	
Total Density	±3.86 U/A	
Permitted Uses	Townhomes	Single Family Detached
Use Quantity	Up to 88 Units	Up to 53 Units



Maximum Lot Coverage	None	None
Minimum Lot Size	2,000 SF	7,000 sf
Minimum Lot Width	20 ft	60 ft
Minimum Setbacks	Front: 20 ft Rear: 20 ft Side: 0 ft Exterior: 20 ft Property line to Community Rec Facility: 20 ft	Front: 20 ft Rear: 20 ft Side: 5 ft, with 15 feet between detached structures Exterior: 20 ft Property line to Community Rec Facility: 20 ft
Minimum Exterior Buffers	Standard: 20 ft Buffer, natural undisturbed + additional 20 ft Buffer, graded and planted	Standard: 20 ft Buffer, natural undisturbed + additional 20 ft Buffer, graded and planted
	Adjacent to Thompson Bride Road: 25 ft Buffer, natural undisturbed + additional 25 ft Buffer, graded and planted	Adjacent to Thompson Bride Road: 25 ft Buffer, natural undisturbed + additional 25 ft Buffer, graded and planted
Minimum Building Separation	20 ft between townhouse buildings	15 ft between dwellings
Maximum Townhome per Building	6 units	N/A
Stream Buffers / Impervious Setbacks	50 ft / 75 ft from stream bank, except 0 ft / 0 ft from stream bank in areas depicted on site plan.	50 ft / 75 ft from stream bank, except 0 ft / 0 ft from stream bank in areas depicted on site plan.
Maximum Height	42 ft	42 ft
Maximum Building Coverage	No maximum	No maximum
Internal Access Drives	Emergency Access Drives, in areas depicted on site plan - 20 ft ROW, with minimum 20 ft wide pavement, No Curb Required	Emergency Access Drives, in areas depicted on site plan - 20 ft ROW, with minimum 20 ft wide pavement, No Curb Required
	Internal Local Streets - 50 ft ROW, with minimum 28 ft wide pavement Back of Curb to Back of Curb	Internal Local Streets - 50 ft ROW, with minimum 28 ft wide pavement Back of Curb to Back of Curb

Street Improvement Requirements	Streets shall be constructed to City of Gainesville Standards except as stated in these Performance Standards, the Conceptual Master Plan, or on site plan.	Streets shall be constructed to City of Gainesville Standards except as stated in these Performance Standards, the Conceptual Master Plan, or on site plan.
	Cul-de-sacs may be none standard as depicted on the site plan.	Cul-de-sacs may be none standard as depicted on the site plan.
	No Maximum Cul-De-Sac Length	No Maximum Cul-De-Sac Length
	175 ft Minimum Radius Curvature of Center Line	175 ft Minimum Radius Curvature of Center Line
	Minimum tangent length - 50 ft	Minimum tangent length - 50 ft
Parking Requirements	Minimum Community Rec Facility Parking Spaces: 5 spaces	Minimum Community Rec Facility Parking Spaces: 5 spaces
	Minimum Garage Size: 1 car	Minimum Garage Size: 2 cars

B. Proposed Construction Phasing Schedule.

Construction will occur over approximately 48 months. Upon issuance of Land Disturbance Permit, which is estimated to require up to 12 months, the Applicant anticipates the project will be developed within 12 months thereafter, and houses to be constructed over the following 36 months.

The Applicant estimates there will be on average **1.8 occupants per unit**. Assuming this to be the case, the Applicant expects the population of the new development to be as follows:

Projected Subdivision Population			
<u>Year</u>	<u>New Houses</u>	<u>Total New Households</u>	<u>Population of New Homes</u>
1	0	0	0
2	47	47	85
3	47	94	170
4	47	141	254

C. Traffic Impact Analysis.

The Applicant also submits with this Narrative Report, and incorporates herein, a Trip Generation Report and Traffic Study Network Determination.

Permanent access to the development will be from the ROW Access. All of the development's interior streets and driveways will be privately-owned and maintained. In addition, such interior streets may be gated, at the election of the property owner.

Traffic generated from the development will be minimal and the entrance will be at a location where sight distance is sufficient. All curb cuts shall be coordinated and approved by the City of Gainesville and GDOT and acceleration and deceleration lanes will be installed as required. All streets within the development will be constructed to conform to standard requirements. Parking will be provided onsite as required by the ULDC.

D. School System.

The Table below estimates the number of school children expected to be generated by the project, based upon the ratio of the estimated number of school children in the Governing Jurisdiction (8,022) to the estimated number of households in the Governing Jurisdiction (14,619), then multiplying the quotient by the number of residential units in the Proposed Use. This factor is calculated to be 0.55 students per household.

Projected Student Population Impact: After calculating the first year add that amount to each year thereafter	
Year	Total
1	0
2	26
3	52
4	78

The numbers above are a planning factor used to project total student population and plan the need for new school facilities. However, the actual number of students who live in the proposed development may be more or less than the factor above, because the method of calculation uses a total number households citywide, with some households containing more than the average number of children and others comprised of zero children.

E. Utilities.

With regard to public utilities, water, sanitary sewer, electricity, and cable are available to the site. The development's water and sewer needs will be served by the City of Gainesville. The Applicant will install underground utility lines within the development to serve the project on an as-needed basis.

F. Environmental Impact.

The project should also have a minimal impact on the environment. There should be no impact on air quality. Drainage, soil erosion, and sedimentation controls will be extensively utilized on the site after obtaining all required approvals from the Soil Conservation Service and the City of Gainesville. Best management practices will be utilized to protect natural resources. The Applicant will submit plans detailing the development for approval by all applicable and appropriate governmental agencies, based on conformity with subdivision and zoning requirements, as well as other applicable ordinances, statutes, and regulations.

II. Improvement Requirements Comparison

	<u>City Standards</u>	<u>Proposed Standards</u>
Local Street ROW Widths	50 feet	50 feet
Pavement Widths	24 feet	28 feet
Sidewalk Width	4 feet	5 feet
Sidewalk Location	At least 1 side of each residential road	Both sides of internal streets.

III. Community Benefit Statement.

The community will benefit from the Proposed Use, which will provide high quality housing and amenity areas to the residents. The Proposed Use will have little impact on school attendance.

The Proposed Use will provide quality architectural designs, and extend utility services to areas currently unserved by water and sewer. The access design will mitigate the potential traffic impact to Thompson Bridge Road and Crystal Drive.

CONCLUSION

Approval of the Application will be in the best interest of the City. The Applicant respectfully requests that the Application, as requested by the Applicant, be approved. The Applicant also reserves the right to amend this statement and the Application by supplementing further responses and documents.



J. Ethan Underwood
eunderwood@MilesHansford.com

RESERVATION OF CONSTITUTIONAL AND OTHER LEGAL RIGHTS

Applicant:	Grand Communities, LLC
Subject Property:	36.561 Acres Designated as Hall County Tax Parcel(s): 00090 002032, 00090 002024, 00090 002023, 00090 002022, 00090 002021, 01090 002021, 00090 002001
Current Zoning:	R-I – Residential District (City of Gainesville) & R-I – Residential District (Hall County)
Proposed Zoning:	PUD – Planned Unit Development
Proposed Use:	53 Dwellings, Single-Family Detached; plus 88 Dwellings, Single-Family Attached;
Application:	Rezoning & Annexation
ROW Access:	Thomson Bridge Road (SR 60) and Crystal Drive
Governing Jurisdiction:	City of Gainesville

This Reservation of Constitutional and Other Legal Rights (“the Reservation”) is intended to supplement and form a part of the land use application (including any request for zoning, conditional use permit, site plan approval, and variances) (collectively, the “Application”) of the Applicant and the owners of the Subject Property (collectively, the “Owner”) and to put the Governing Jurisdiction on notice of the Applicant’s assertion of its constitutional and legal rights.

The Applicant has filed a timely application, has provided all required information and has submitted the appropriate application fees. The Application meets all judicial and statutory requirements for approval.

The Applicant objects to the standing of any opponents who are not owners of land adjoining the Subject Property and to the consideration by the Governing Jurisdiction of testimony or evidence presented by any party without standing in making its decision regarding the Application. The Applicant also objects to the consideration of testimony or evidence that is hearsay, violates any applicable rules of procedure or evidence, or that is presented by any party who fails to comply with notice and campaign disclosure requirements.

The Current Zoning (and/or zoning conditions) of the Subject Property is unconstitutional and deprives the Subject Property and all viable economic use thereof. The Proposed Use is the only viable economic use of the Subject Property, and the Governing Jurisdiction has deemed this Application necessary to allow the Proposed Use. As such, the Applicant and Owner file this Application for the purpose of changing the Current Zoning (and/or zoning conditions and requesting variances) to facilitate the Proposed Use, and to exhaust administrative remedies in the event the Application is denied. As such, the filing of this application is not an admission of the need for any such approval of the Applicant’s right to develop the property. The Applicant and Owner reserve the right to challenge the Current Zoning and any zoning conditions and other restrictions affecting the Subject Property.

Denial of the Application or approval of the Application in any form that is different than as requested by the Applicant will impose a disproportionate hardship on the Applicant and Owner of the Subject Property without benefiting any surrounding property owners. There is no reasonable use of the Subject Property other than as proposed by the Application and no resulting benefit to the public from denial of or modification to the Application.

Any provisions in the applicable land use, subdivision, and /or zoning ordinances (collectively the “Zoning Ordinance”) that classify, or may classify, the Subject Property into any of the non-requested zoning or use classifications, including the Proposed Zoning District and Proposed Use at a density or intensity less than that requested by the Applicant, are unconstitutional in that they constitute a taking of the Applicant’s and Owner’s property rights without first paying fair, adequate, and just compensation for such rights in violation of Article I, Section III, Paragraph I of the Georgia Constitution of 1983, as amended and the Fifth and Fourteenth Amendments to the Constitution of the United States.

The Subject Property is suitable for development as proposed in the Application and it is not suitable for development under any other zoning classification, use, or at a density or intensity less than that requested by the Applicant. Failure to approve the Application as requested by the Applicant would be an unreasonable application of local land use authority, which bears no relationship to the public health, safety, morality or general welfare of the public and would constitute an arbitrary and capricious abuse of discretion in violation of Article I, Section I, Paragraph I of the Georgia Constitution of 1983, as amended and the Due Process Clause of the Fifth and Fourteenth Amendments to the Constitution of the United States.

A refusal by the Governing Jurisdiction to approve the Application as requested by the Applicant will prohibit the only viable economic use of the Subject Property, will be unconstitutional and will discriminate in an arbitrary, capricious and unreasonable manner between the Applicant and Owner and the owners of similarly situated properties in violation of Article I, Section I, Paragraph II of the Georgia Constitution of 1983, as amended, and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States.

A refusal by the Governing Jurisdiction to approve the Application as requested by the Applicant without the consent of persons elected to the governing body of the Governing Jurisdiction will amount to an unlawful delegation of the Governing Jurisdiction’s authority, in violation of Article IX, Section II, Paragraph IV of the Georgia Constitution of 1983, as amended.

Furthermore, the Governing Jurisdiction cannot lawfully impose more restrictive standards on the Subject Property’s development than are presently set forth in the Zoning Ordinance. Any conditions or other restrictions imposed on the Subject Property without the consent of the Applicant and Owner that do not serve to reasonably ameliorate the negative impacts of the development are invalid and void. The imposition of improvements or design requirements unnecessary to facilitate the proposed development constitute an illegal impact fee, an unconstitutional condemnation, or both. As such, the Applicant and Owner reserve the right to challenge any such conditions, restrictions, or design requirements.

The Applicant and Owner assert that each has expended substantial sums and significantly changed its economic position in reliance upon versions of the Zoning Ordinance that allow the development of the Subject Property as proposed by the Applicant. As such, the Applicant has acquired vested rights to develop the property and the filing of this Application shall not constitute a waiver of those vested rights.

Finally, the Applicant and Owner assert that the current Zoning Ordinance, Character Area Map, Future Development Map and Comprehensive Plan were not adopted in compliance with the laws or constitutions of the State of Georgia or of the United States, and a denial of the Applicant's request based upon provisions illegally adopted will deprive the Applicant and Owner of due process under the law.

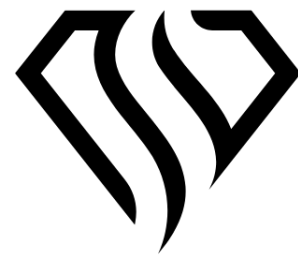
By filing this Reservation, the Applicant reserves all rights and remedies available to it under the United States Constitution, the Georgia Constitution, all applicable federal, state, and local laws and ordinances, and in equity.

The Applicant and Owner respectfully request that the Application be approved as requested by the Applicant and in the manner shown on the Application, which is incorporated herein by reference. This Reservation forms an integral part of the Application, and we ask that this Reservation be included with the Applicant's other Application materials. The Applicant and Owner reserve the right to amend and supplement this Reservation at any time.

Sincerely,



Ethan Underwood
Attorney for Applicant



SAPPHIRE SPRINGS

GAINESVILLE, GA

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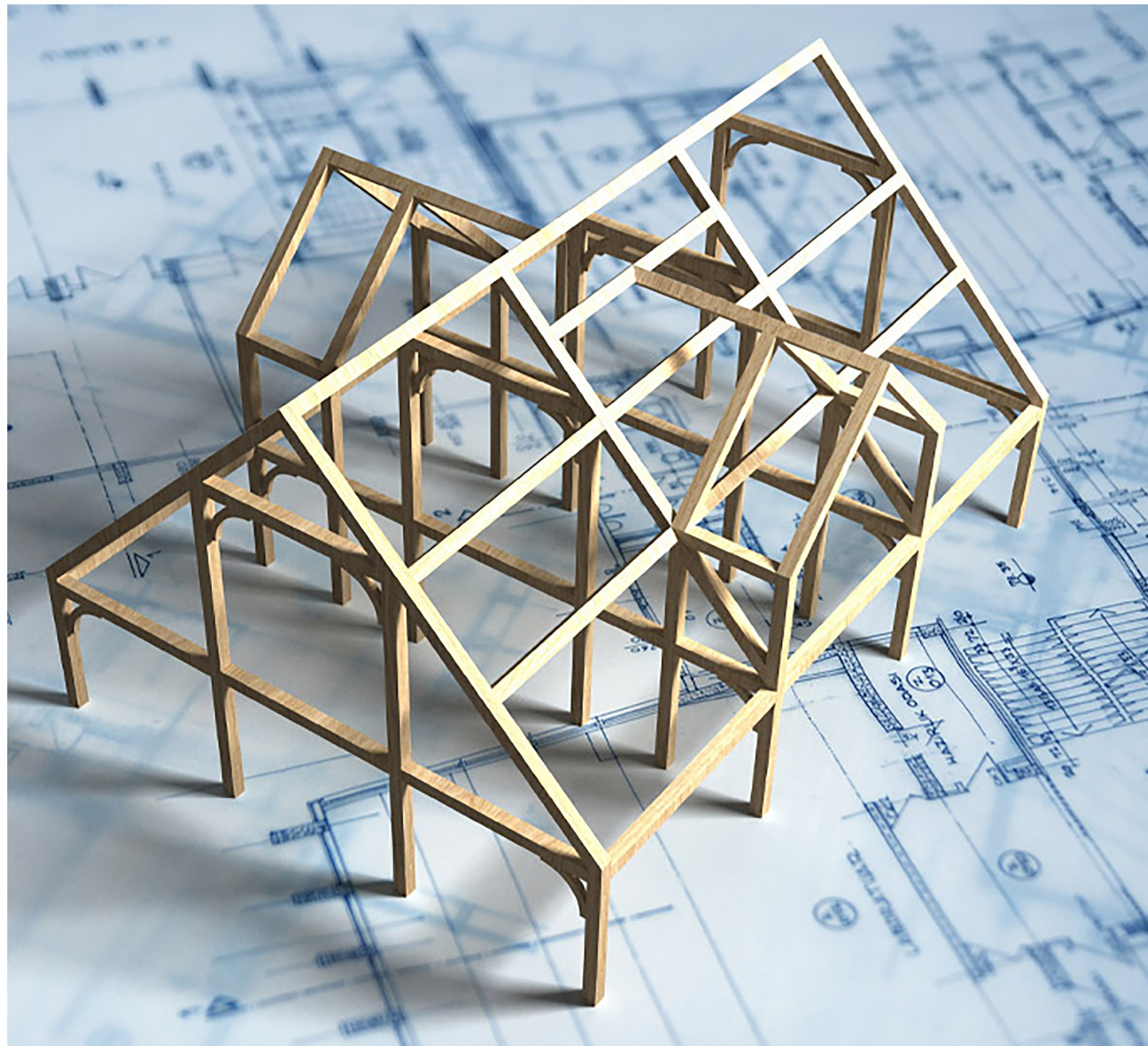
CONTACT INFORMATION

DEVELOPER:
FISCHER HOMES
KYLE TRELOAR (24 HOUR CONTACT)
3940 OLYMPIC BLVD, STE 400
ERLANGER, KY 41018
EMAIL: KTRELOAR@FISCHERHOMES.COM
T: 605-430-1783

ENGINEER, LAND PLANNER,
LANDSCAPE ARCHITECT
LJA ENGINEERING
299 SOUTH MAIN STREET, SUITE A
ALPHARETTA GA, 30005
WEBSITE: WWW.LJA.COM
T: 770-225-4730

DEVELOPER'S STORY

OF SAPPHIRE SPRINGS



FISCHER HOMES

HISTORY

Fischer Homes is a privately-owned home builder based in the Greater Cincinnati area. Fischer Homes was founded in 1980 as Henry Fischer Builder, Inc. on the belief that dreams were meant to become reality. Today, Fischer Homes is one of the largest builders in the nation; ranked 32nd (per the Home Builder Executive) of the Largest U.S. home builders. Fischer Homes is located in six other markets - Columbus, OH (2008), Indianapolis, IN (2009), Atlanta, GA (2013), Louisville, KY (2018), Dayton, OH (2020), St. Louis, MO (2021), and Northwest Florida (2023).

PHILOSOPHY

Create an Exceptional Customer Experience. From the company's beginning, the focus has been on our customers, and today the company is single-mindedly dedicated to this guiding principle. Through the years, Fischer Homes has been honored with many awards, but our high level of Customer Satisfaction is most important. Each homeowner has our commitment that building a home with us will be one of the most enjoyable experiences of their lives.

Thoughtful consideration is given to the communities which we choose to build, and we take special pride in the amount of forethought and planning that goes into each of our neighborhoods. We concentrate on creative and efficient communities that are easy for homeowners to enjoy and maintain. By providing residents with the proper tools and a solid community foundation, homeowners can enjoy life in a sustainable and beautiful setting to stand the test of time. Our legacy is important, and we set up our communities and homeowners to succeed over the long-term.

Our vision for our urban infill product is "to build exceptional urban homes in distinctive, walkable neighborhoods that appeal to a range of buyers and leverage our strengths in sales, construction, and operations."

MISSION

Our mission is to deliver the "best total new home solution."

- High-quality homes in highly desirable locations
- Thoughtful and caring approach to overall community design
- Believe the community is an extension - an integral part - of the home
- Continuous investment in home designs

LOCATION

OF SAPPHIRE SPRINGS

The future Sapphire Springs development is located approximately 3.5 miles north of I-985 at exit 22 and 2.5 miles north of downtown Gainesville. The site is situated along the southwest side of Thompson Bridge Road (Highway 60), between the intersections of Springview Drive and Mountain View Drive. The property is 0.3 miles from Lake Lanier. One unnamed stream exists on the property, which drains into an unnamed tributary that eventually flows into Lake Lanier.

The subject site includes seven tax parcels with Parcel IDs of 0090 002001, 00090 002021, 00090 002022, 00090 002023, 00090 002024, 00090 002032, and 01090 002021. Parcel 0090 002001 will be annexed into Gainesville city limits during the rezoning process for the project. The latitude and longitude coordinates for the site are 34.327675°N, -83.839448°W.

The property is surrounded by a variety of residential and commercial properties. Five existing home sites with houses are located within the northeastern property boundary along the southwest side of Thompson Bridge Road. Single-family residential properties are located along the northwestern, southern, and southeastern site boundaries. Multiple commercial properties are located on the northeast side of Thompson Bridge Road, within a shopping center. Many larger retail stores such as Walmart (just 0.4 miles south of the site) and Publix (0.7 miles south of the site) anchor Thompson Bridge Road. The Northeast Georgia Medical Center is located 2.7 miles south of the development via the Hwy 129 business route.

Additional Location Information

Proximity to Parks and Recreation: The site is close to several parks and recreational areas, including Holly Park, which is approximately 1.2 miles to the north and Laurel Park, which is approximately 1.5 miles northeast and offers amenities such as boat ramps, picnic areas, and sports facilities. Additionally, the Linwood Nature Preserve is less than 0.25 mile to the west and is conveniently located for an easy walk.

Educational Institutions: Nearby schools include Riverside Preparatory Academy, Enota Multiple Intelligences Academy and Gainesville High School, all within a 3-mile radius.

Transportation: The site is well-connected with major roads and highways, providing easy access to Atlanta (approximately 55 miles southwest via I-985 and I-85).

Economic Development: The area is experiencing growth of new residential developments, commercial developments and infrastructure improvements. The proximity to these existing locations enhances the overall appeal and accessibility for the future Sapphire Springs development.



EXIT 22

PROJECT OVERVIEW AND CHARACTER



Sapphire Springs is a master planned community consisting of 141 homes / units on 36.561 acres with an overall density of 3.86 units per acre. The development will be separated into two housing options of single family detached homes and single family attached townhomes, catering to diverse needs and preferences. This mix consists of (53) 60' wide (minimum) single-family detached lots along with (44) single-family attached units of 24' townhomes and (44) 20' (minimum) single family attached units of townhomes. The variety of product types is intended to encompass different price points and accommodate the varying lifestyles of the residents.

The community showcases a dedicated amenity area that greets residents and visitors upon entry and forms a gathering area for the two product pods. Social spaces like the clubhouse and mail kiosk area will foster a sense of community, encouraging interactions among residents. Additional opportunities for interaction include sidewalk connections and mulch walking trails.

The identity of Sapphire Springs would be deeply rooted in the area's natural beauty and recreational opportunities associated with Lake Lanier and the City of Gainesville. Lake Lanier, known for its expansive waters and scenic surroundings, would play a central role in shaping the development's identity with adjacent amenities such as boating, fishing, and hiking, creating a lifestyle that celebrates the lake's serene environment. Additionally, the proximity to Gainesville, with its rich history and vibrant downtown, would infuse the development with a sense of cultural heritage and local charm. The identity of this new area would be a blend of lakeside tranquillity and small-town warmth, offering residents a unique and appealing living experience.

The character of this new development would be one of inclusivity, relaxation, and a strong connection to nature, making it an inviting place to call home.

STREET SYSTEM OF SAPPHIRE SPRINGS

Primary access to the future development will be limited to Thompson Bridge Road, also known as Highway 60. The proposed Thompson Bridge entrance shall be located central to the development frontage upon Georgia Department of Transportation (GDOT) approving the intersection sight distance standards. Thompson Bridge Road is a four-lane road with a center turn lane, facilitating traffic flow and access to adjacent properties. Secondary access shall be provided through a gated emergency-only access road off of Crystal Drive. This gated access is located opposite of the main entrance on the west side of the development.

Streets will typically be constructed to the City of Gainesville standards and will include 5' sidewalks on both sides of the streets, street lights and cross walks where indicated. Multi-use paths or walking trails may be constructed of concrete, asphalt, gravel or mulch.

Some variations to street design standards are anticipated due to the existing stream buffer, which creates two pods within the site. These variations promote the slowing of vehicular traffic and provide a more creative approach to street design. Variations to the street standards include 1: cul-de-sacs may be non-standard as depicted on the site plan, 2: a reduction in the horizontal centerline radius from 275'R to 175'R, 3: no maximum cul-de-sac length, 4. minimum



CONCEPTUAL RENDERING



SITE DEVELOPMENT

OF SAPPHIRE SPRINGS

MONUMENTATION AND SIGNAGE

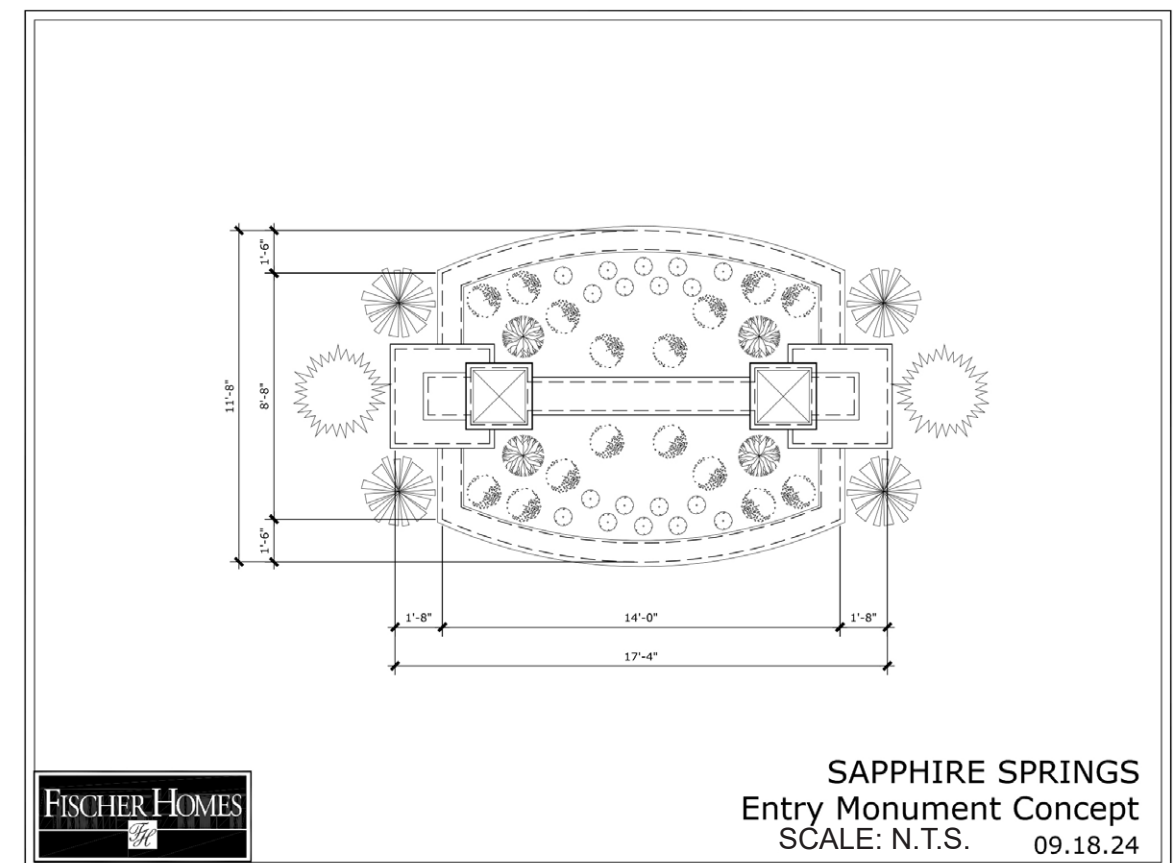
The primary entrance to Sapphire Springs is located central to the development frontage on Thompson Bridge Road. This entrance serves as the main visual access point to the project, heralding the development. Given its importance in forming Sapphire Springs' first impression, the entrance will feature landscaping, signage, monumentation, and lighting to create a sense of place and a welcoming arrival point. The design of the monument sign will mirror the architectural and landscape style of the development. Additional signage within the development will identify amenities and residential streets.

SECONDARY IDENTIFICATION

Signage and monumentation elements may be distributed throughout the development, maintaining a style consistent with the major project identification signs but on a smaller scale. Secondary identification may be placed on the interior streets of Sapphire Springs, indicating residential street names. Minor informational signs may also be used to guide visitors to various amenities and points of interest within Sapphire Springs. These signs might include event listings and other relevant community information.

LANDSCAPING

Alongside the infrastructure design, the thoughtful planning and design of outdoor spaces is critical in cultivating the desired atmosphere of Sapphire Springs. The overall landscape concept for this area plays a vital role in unifying the community, ensuring that residences and related improvements blend seamlessly with the existing scenic beauty and natural conditions. The development will respect the area's natural setting by preserving existing canopy and providing new plantings that harmonize with the existing environment and the landscape character of the region. The developer will establish a consistent landscape that responds to aesthetic concerns and helps establish a positive image within the development for years to come.



LANDSCAPING



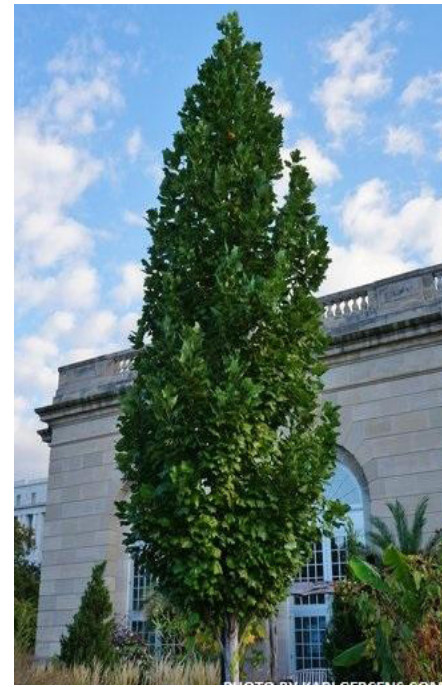
DOGWOOD



FLOWERING CHERRY



ELM



ARNOLD TULIP POPLAR



LEYLAND CYPRESS



CRAPE MYRTLE



OAK



REDBUD



RED MAPLE

Plant material may include, but is not limited to this palette

COMMUNITY STANDARDS

OF SAPPHIRE SPRINGS

MAINTENANCE AND OWNERSHIP OF STREETS AND OPENS SPACES

All the streets and sidewalks, including those within individual phases, are intended to be built as publicly maintained streets and turned over to the City for ownership. All interior open spaces and common elements (including structural slopes, walls, etc.) will be deeded to the master homeowners association for maintenance and operation.

The hoa(s) will maintain and manage all of the common areas of the development, including financial management and enforcement of community standards. Any modifications or new construction within the community must be approved by an architectural review board. The board will be established and operated by the developer until such time as the powers are transferred to the hoa(s).

WATER AND SEWER UTILITIES

Water and sewer utilities will be provided by City of Gainesville. There is an existing 8" waterline that runs along Thompson Bridge Road that Sapphire Springs will tie into. The site also has existing sewer that enters from the southeastern adjacent property and runs parallel to the existing stream before exiting. The existing sewer pipes are planned to be rerouted for development.

FENCES AND WALLS

Fences and walls should be designed and maintained in relationship with the character of the surrounding land uses and structures. Retaining walls will be constructed of concrete, architectural modular block, gabion material, or match the architectural character of the surroundings and site.

HOMEOWNERS ASSOCIATION

A mandatory Homeowners Association (HOA) or multiple associations will be formed for Sapphire Springs or portions thereof. The HOA(s) will maintain and manage all common areas of the development, including financial management, architectural controls, and enforcement of community standards. Any modifications or new construction within the community must be approved by an Architectural Review Board. The Board will be established and operated by the Developer until such time as the powers are transferred to the HOA(s).

DRAINAGE AND STORMWATER MANAGEMENT

Highest elevations are in the northern and southern corners of the property, with gently sloping topography towards the intermittent stream in the central portion of the site, an overall drainage direction of west-northwest. The site drains into an unnamed tributary that eventually flows into Lake Lanier. Stormwater management facilities are planned at suitable stormwater pond management areas adjacent to the central drainage channel of the site, which reduces the amount of direct discharge into Lake Lanier.

USES

Land development for residential housing is dynamic because of the need to concurrently predict and respond to the local real estate market and national economic and demographic trends. Approval of the Sapphire Springs Master Plan is intended to approve approximately 141 homes / units as the maximum number of units for the development. Housing products may be moved, combined, or reconfigured without limit within the development, provided the maximum number of units is not exceeded and the overall change will not increase impact to the roadway system at peak hours or increase the points of connection. Uses of a traditional, single-family residence for owner occupancy in this development are detached and attached forms of housing. Uses and standards described in the plan anticipate and describe single family residential construction. If the use and/or form of housing for a particular phase is not specifically described or detailed in the plan, such a use or form may be approved administratively by staff based on the existing approved standards of the City of Gainesville for such a form of construction on similar sites elsewhere in the incorporated areas of the city.

PHASING

The developer intends to construct Sapphire Springs in 3 separate phases. Phasing is generally sequential but may overlap. Lots of various sizes and ownership types may be under development concurrently in multiple portions of the overall site.

Phase 100: 31 Maple Street SFD residential units will be built (lots 1-26, 48-53)

Phase 110: 28 Single family attached townhomes will be built (units 54-65, 126-141)

Phase 200: 22 The amenity area and Maple Street SFD residential units will be built (lots 27-53)

Phase 210: 32 Single family attached townhomes will be built (units 66-81, 110-125)

Phase 310: 28 Single family attached townhomes will be built (units 82-109)



OPEN SPACE

OF SAPPHIRE SPRINGS



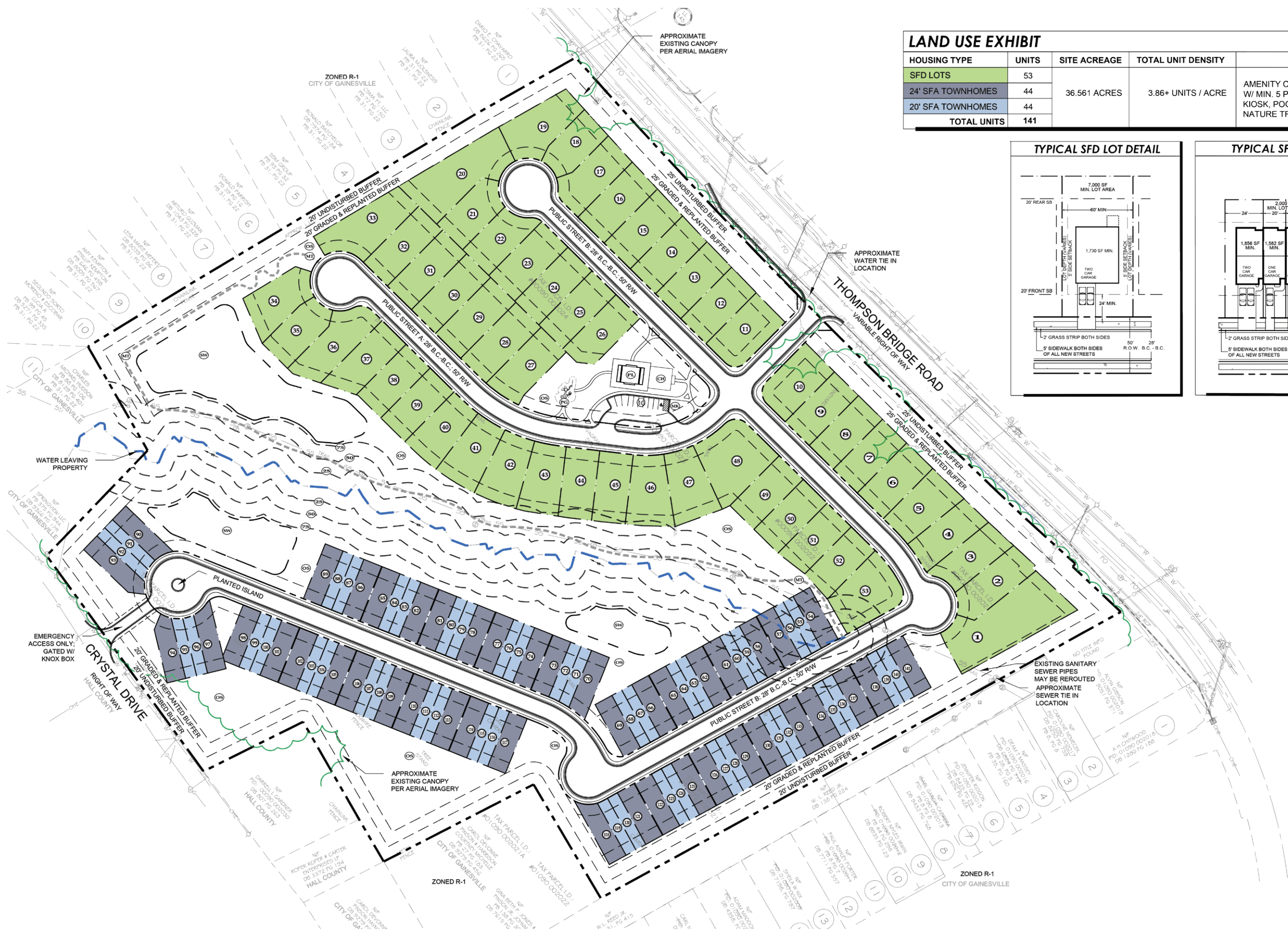
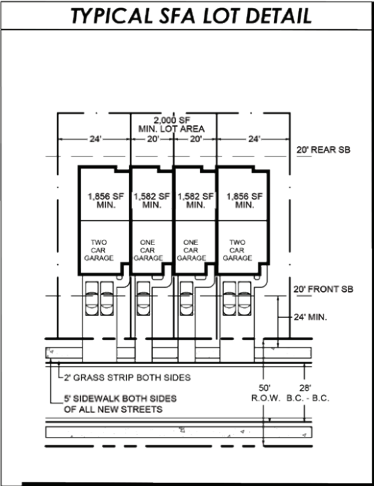
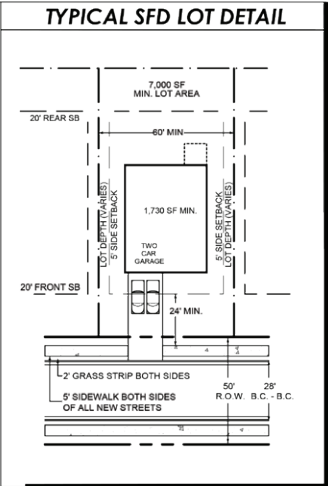
Sapphire Springs will have a minimum 20% (or 7.31 acres of the total acreage) of open space. The open space will surround the perimeter of the property, and will double as a natural and graded/replanted buffer. The open space will also include the preserved portion of the riparian corridor running through the middle of the site. Open spaces will provide areas for amenities including a clubhouse, pool, playground, and mulch walking trail running within the existing sanitary sewer easement. The undisturbed portion of open space will protect the natural beauty of the site as well as the environmentally sensitive areas.

Sapphire Springs is being developed with healthy lifestyle experiences in mind: lots of open spaces for passive recreation, a network of sidewalks, a mulch trail, and an active recreation area. This area will serve as the focal point when arriving from the main vehicular entrance, which will further foster a community central gathering area around open spaces.

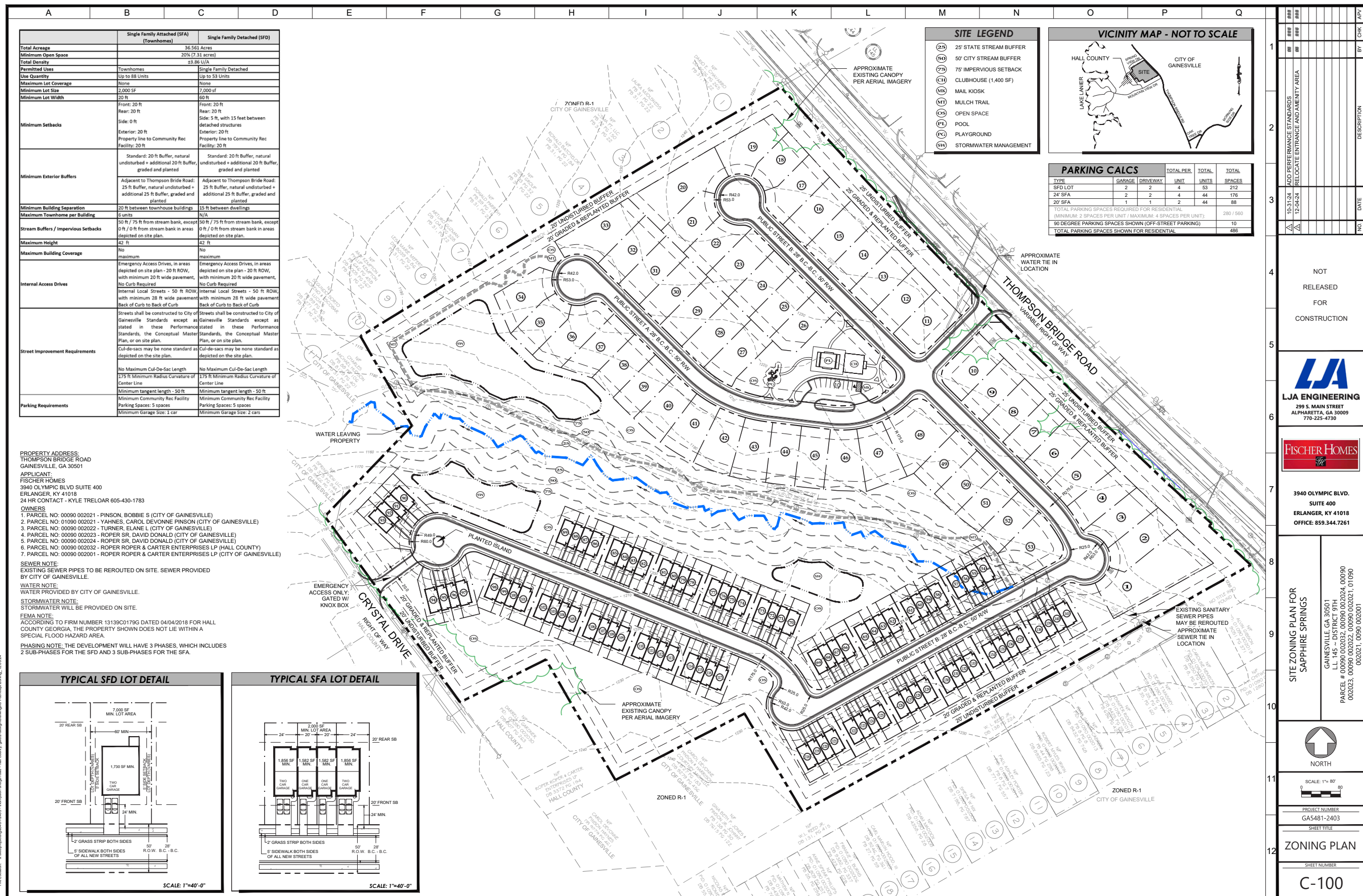


LAND USE PLAN

LAND USE EXHIBIT				
HOUSING TYPE	UNITS	SITE ACREAGE	TOTAL UNIT DENSITY	FEATURES
SFD LOTS	53	36.561 ACRES	3.86+ UNITS / ACRE	AMENITY CLUBHOUSE (+/- 1,400 SF) W/ MIN. 5 PARKING SPACES, MAIL KIOSK, POOL, PLAYGROUND, & NATURE TRAIL
24' SFA TOWNHOMES	44			
20' SFA TOWNHOMES	44			
TOTAL UNITS	141			



CONCEPTUAL SITE PLAN



AMENITIES

OF SAPPHIRE SPRINGS

Sapphire Springs will have a minimum 20% (or 7.31 acres of the total acreage) of open space. The open space will surround the perimeter of the property, and will double as a natural and graded/replanted buffer. The open space will also include the preserved portion of the riparian corridor running through the middle of the site. Open spaces will provide areas for amenities including a clubhouse, pool, playground, and mulch walking trail running within the existing sanitary sewer easement. The undisturbed portion of open space will protect the natural beauty of the site as well as the environmentally sensitive areas.

Sapphire Springs is being developed with healthy lifestyle experiences in mind: lots of open spaces, a network of sidewalks, a mulch trail, and an active recreation area. The main amenity clubhouse area will include the mail kiosk and may include benches for passive observation. This area will serve as the focal point when arriving from the main vehicular entrance, which will further foster a community central gathering area around open spaces.

There is an existing sanitary sewer easement that has contributed to some clearing of the existing canopy running along the center portion of the site with an east/west orientation, along the existing stream's flow. This area provides the best opportunity to meander a mulch trail with minimal impact to existing vegetation, while also allowing for enhanced maintenance of the trail system.



SINGLE FAMILY DETACHED RESIDENTIAL PRODUCTS

Maple Street Product

The Maple Street Collection offers single-family homes that make the dream of becoming a homeowner affordable! Whether a customer is looking for more space or is a first-time homebuyer, this collection provides a variety of floorplan options and design choices. Floorplans range from 1,200 to over 3,100 square feet of finished space. Customers have the flexibility to choose structural options such as additional bedrooms, private office space, or larger windows. At our Lifestyle Design Center, customers can explore a Maple Street-crafted room with numerous options, including exterior colors, countertops, cabinets, flooring, and more, to personalize their new home.





GREENBRIAR

Maple Street Collection

welcome home.

Approximately 1983 sq ft



URBAN MODERN
(WITH OPTIONAL BRICK)

designed by: *FH*



YOSEMITE

Maple Street Collection

welcome home.

Approximately 2258 sq ft



MODERN FARMHOUSE

designed by: *FH*



HYDE PARK COTTAGE
(WITH OPTIONAL BRICK)

designed by: *FH*



COASTAL CLASSIC
(WITH OPTIONAL PORCH)

designed by: *FH*



URBAN MODERN

designed by: *FH*



AMERICAN CLASSIC

designed by: *FH*



MODERN FARMHOUSE
(WITH OPTIONAL BRICK)

designed by: *FH*



WESTERN CRAFTSMAN
(WITH OPTIONAL BRICK)

designed by: *FH*

Images & Options Available at [fischerhomes.com](https://www.fischerhomes.com)

Our Plans Include You

Images & Options Available at [fischerhomes.com](https://www.fischerhomes.com)



WESLEY

Maple Street Collection

welcome home.

Approximately 1842 sq ft



URBAN MODERN
(WITH OPTIONAL BRICK)

designed by: *FH*



WESTERN CRAFTSMAN
(WITH OPTIONAL BRICK)

designed by: *FH*



MODERN FARMHOUSE

designed by: *FH*



WESTERN CRAFTSMAN
(WITH OPTIONAL PORCH)

designed by: *FH*

Images & Options Available at [fischerhomes.com](https://www.fischerhomes.com)

Our Plans Include You



THE BRECKENRIDGE

MAPLE STREET COLLECTION

3,135-3,156 SQFT

2 Story

4-5 Bedrooms

2.5-3.5 Baths



Modern Farmhouse



Photos, Options,
Virtual Tours
& More



Western Craftsman



Urban Modern



Coastal Classic



VIEW FLOORPLANS ON [FISCHERHOMES.COM](https://www.fischerhomes.com)
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RVSD
12/23



JENSEN

Maple Street Collection

welcome home.

Approximately 2794 sq ft



WESTERN CRAFTSMAN
(WITH OPTIONAL BRICK)

designed by: *FH*



MODERN RETREAT
(WITH OPTIONAL BRICK)

designed by: *FH*



AMERICAN CLASSIC
(WITH OPTIONAL BRICK & PORCH)

designed by: *FH*



COASTAL CLASSIC
(WITH OPTIONAL BRICK)

designed by: *FH*



MODERN FARMHOUSE
(WITH OPTIONAL BRICK)

designed by: *FH*

Images & Options Available at [fischerhomes.com](https://www.fischerhomes.com)

Our Plans Include You



THE DAVINCI

MAPLE STREET COLLECTION

1,730-1,752 SQFT

1 Story

3 Bedrooms

2 Baths



Urban Modern



Photos, Options,
Virtual Tours
& More



Western Craftsman



Coastal Classic



Modern Farmhouse



[VIEW FLOORPLANS ON FISCHERHOMES.COM](https://www.fischerhomes.com)

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SINGLE FAMILY TOWNHOME RESIDENTIAL PRODUCTS

FISCHER HOMES

Wilder + Atlas Townhome Product

The Townhome Collection offers single-family, attached homes for first-time homebuyers, young professionals, or anyone looking for maintenance-free living. Residents will own their fee simple lots while enjoying the maintenance package established by the community HOA, freeing their time to be active participants in all of the shopping, dining, and other amenities Buckstone has to offer. Floorplans range from 1,550 to 1,850 square feet of finished space.

- Included 9ft first floor ceiling height
- Included 6ft privacy fence on rear of buildings between patios
- One and two car front entry



Wilder Townhome Floorplan

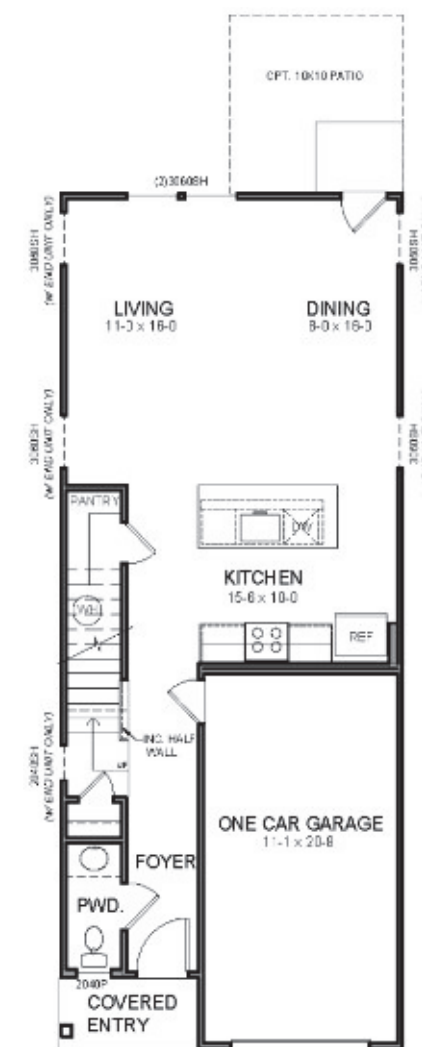


First Floor

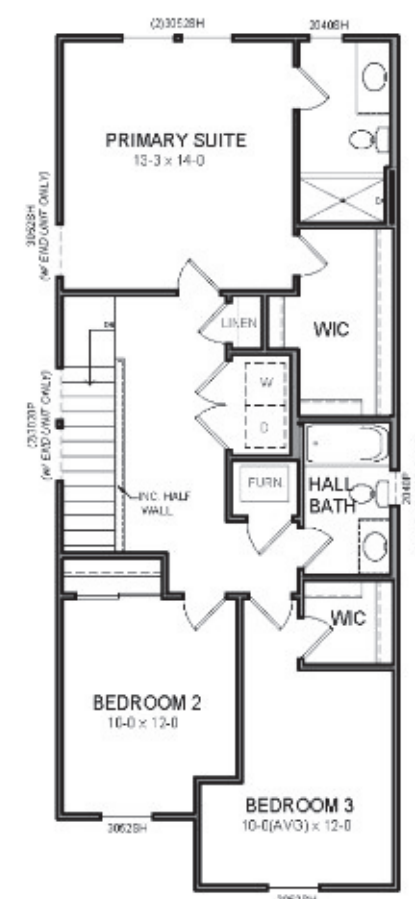


Second Floor

Atlas Townhome Floorplan



First Floor



Second Floor







GREENBRIAR

Maple Street Collection

welcome home.

Approximately 1983 sq ft



URBAN MODERN
(WITH OPTIONAL BRICK)

designed by: *FH*



HYDE PARK COTTAGE
(WITH OPTIONAL BRICK)

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MODERN FARMHOUSE

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WESTERN CRAFTSMAN

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MAPLE STREET COLLECTION

3,135-3,156 SQFT

2 Story

4-5 Bedrooms

2.5-3.5 Baths



Photos, Options,
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Modern Farmhouse



Western Craftsman



Urban Modern



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RVSD
12/23



JENSEN

Maple Street Collection

welcome home.

Approximately 2794 sq ft



WESTERN CRAFTSMAN
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MODERN RETREAT
(WITH OPTIONAL BRICK)

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AMERICAN CLASSIC
(WITH OPTIONAL BRICK & PORCH)

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THE DAVINCI

MAPLE STREET COLLECTION

1,730-1,752 SQFT

1 Story

3 Bedrooms

2 Baths



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Modern Farmhouse

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RVSD
12/23



DATE

October 1, 2024

Zachary Vermillion, P.E.

SAPPHIRE SPRINGS TRAFFIC IMPACT STUDY

Gainesville, GA

LJA PN: 4221-2301

PREPARED BY:

LJA ENGINEERING, INC.

299 South Main Street Suite A
Alpharetta, GA 30009
770.225.4730
GA License PEF007392

PREPARED FOR:

Miles Hansford, LLC

178 South Main Street Suite 310
Alpharetta, GA 30009



SAPPHIRE SPRINGS TRAFFIC IMPACT STUDY

Zachary S. Vermillion



A handwritten signature in blue ink, reading "Zachary S. Vermillion".

October 1, 2024



299 South Main Street Suite A
Alpharetta, Georgia 30009
Phone: 770.225.4730
www.ljaengineering.com
GA License PEF007392

EXECUTIVE SUMMARY

This report presents the summary of findings for the Traffic Impact Study (TIS) prepared by LJA Engineering, Inc. (LJA) for the proposed Sapphire Springs development in Gainesville, GA.

This development will consist of 53 single-family homes and 94 townhomes. Construction for this development is expected to be completed in 2029. The objective of this study is to analyze the impacts of the traffic generated by the proposed development on the performance of the surrounding roadway network and to determine if mitigation measures to address any resulting deficiencies are recommended.

The study area for this TIS includes the street network located within a mile from the proposed development's access points and includes the following intersections:

1. Thompson Bridge Rd/Hwy 60 at River Cliff Dr
2. Thompson Bridge Rd/Hwy 60 at Linwood Dr/Sandridge Ct
3. Thompson Bridge Rd/Hwy 60 at Springview Dr
4. Thompson Bridge Rd/Hwy 60 at Mountainview Rd NW
5. Thompson Bridge Rd/Hwy 60 at Virginia Ave/Oakland Dr NW
6. Thompson Bridge Rd/Hwy 60 at Lanier Ave

Future development access points include:

7. Access A at Thompson Bridge Rd/Hwy 60

For this study, the AM and PM peak hours were analyzed for each of the following scenarios:

1. Existing conditions (2024)
2. Build-out year (2029) – background traffic only
3. Build-out year (2029) – combined traffic
4. Horizon year (2034) - background traffic only
5. Horizon year (2034) - background traffic

Peak hour traffic and 24-hour link data were collected on September 4, 2024. An average annualized growth rate of 1.3 percent was calculated using historical traffic data from the GDOT traffic count database. This growth rate was applied to the existing traffic volumes in order to determine the future background traffic volumes for the year 2029.

The overall proposed development is expected to add 1228 daily vehicle trips with 85 vehicle trips (24 in 61 out) during the AM peak hour and 107 vehicle trips (64 in 43 out) during the PM peak hour. These traffic volumes were distributed to the surrounding roadway network according to the existing travel patterns within the study area.

All analyses in this study were completed using standard traffic engineering practices based on the methodology outlined in the *Highway Capacity Manual - 6th Edition* (HCM6). Level of Service analyses for intersections were completed using Synchro 12 traffic analysis software.

Improvements Not Related to the Development

There are no planned improvements not related to the development according to the Georgia Department of Transportation project list, and no improvements are recommended in this study.

Development-Related Improvements

To comply with GDOT guidelines, the study recommends the following:

- Add southbound right turn lane along Thompson Bridge Rd/Hwy 60 at Access A.

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I. Introduction

This report presents the summary of findings for the Traffic Impact Study (TIS) prepared by LJA Engineering, Inc. (LJA) for the proposed Sapphire Springs development in Gainesville, GA. The objective of this study is to analyze the impacts of the traffic generated by the proposed development on the performance of the surrounding roadway network and to determine the recommended mitigation measures to address any resulting deficiencies.

This development will consist of 53 single-family homes and 94 proposed townhomes. A copy of the proposed site concept plan is in **Appendix A**.

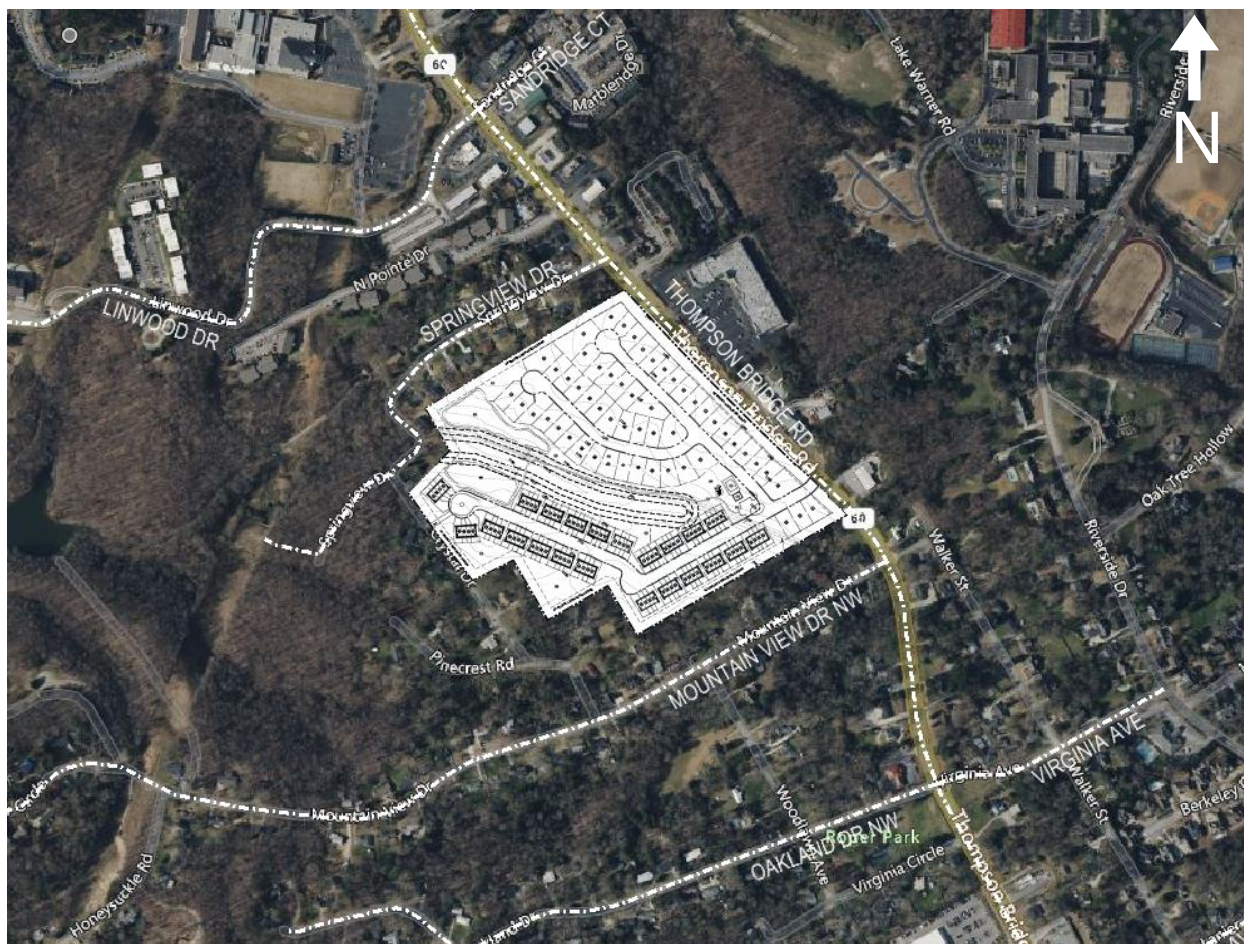


Figure 1 – Proposed Site Location

Construction build-out for this development is estimated to be completed in 2029. It should be noted that build-out of the residential development is based on market conditions.

1.1 Existing Area Conditions

1.1.1 Existing Roadway Configuration and Access

The proposed development is located along Thompson Bridge Road/Highway 60 south of Lake Lanier and north of Downtown Gainesville.

Thompson Bridge Rd/Hwy 60 is a 4-lane undivided roadway with a two-way left turn lane. It is 60 feet wide with a posted speed limit of 45 miles per hour. To the south of the development is Mountain View Dr NW, a 2-lane, 24-foot wide residential roadway with a posted speed limit of 30 miles per hour. To the north of the development is Springview Dr, which is also a 2-lane, 24-foot wide residential roadway with a posted speed limit of 30 miles per hour.

1.1.2 Study Area

The study area for this TIS includes the street network located within 0.5 miles from the proposed development's access points. Major intersections within the study area include:

1. Thompson Bridge Rd/Hwy 60 at River Cliff Dr
2. Thompson Bridge Rd/Hwy 60 at Linwood Dr/Sandridge Ct
3. Thompson Bridge Rd/Hwy 60 at Springview Dr
4. Thompson Bridge Rd/Hwy 60 at Mountainview Rd NW
5. Thompson Bridge Rd/Hwy 60 at Virginia Ave/Oakland Dr NW
6. Thompson Bridge Rd/Hwy 60 at Lanier Ave

1.2 Proposed Area Conditions

The proposed development will have access through two (2) different driveways: one is located along Thompson Bridge/Hwy 60, and the other one will be on the southern end of the development and will be used for emergencies only. The current existing land use at the project site is classified as Agriculture/Forestry. The proposed development will be a high-density residential area once construction is completed. Per Gainesville-Hall County's Comprehensive Transportation Plan (CTP), there are no adjacent transportation projects or improvements in the vicinity of the Sapphire Springs development.

The proposed development will have one public access point:

1. Access A at Thompson Bridge Rd

II. Methodology

In order to evaluate the traffic impacts of the proposed development on the surrounding roadway network, future traffic conditions were analyzed with (combined traffic) and without (background only) the development's generated traffic. After the future traffic conditions were analyzed, mitigation measures were developed to address any resulting deficiencies in the performance of the surrounding street network due to the development related traffic. For this study, the AM and PM peak hours were analyzed for each of the following scenarios:

1. Existing conditions (2024)
2. Build-out year (2029) – background traffic only
3. Build-out year (2029) – combined traffic
4. Horizon year (2034) – background traffic only
5. Horizon year (2034) – combined traffic

For the build-out year, it was assumed that all residential development is in place.

2.1 Traffic Data and Existing Conditions

Peak hour traffic and 24-hour link data were collected on September 4th, 2024, and copies of the raw traffic count data are located in **Appendix B**.

Exhibit 1 in **Appendix C** shows the existing lane configurations at the study intersections and the existing traffic control is listed below.

1. Thompson Bridge Rd/Hwy 60 at River Cliff Dr – Two-Way Stop Control
2. Thompson Bridge Rd/Hwy 60 at Linwood Dr/Sandridge Ct – Signalized
3. Thompson Bridge Rd/Hwy 60 at Springview Dr – Two-Way Stop Control
4. Thompson Bridge Rd/Hwy 60 at Mountainview Rd NW – Two-Way Stop Control
5. Thompson Bridge Rd/Hwy 60 at Virginia Ave/Oakland Dr NW – Two-Way Stop Control
6. Thompson Bridge Rd/Hwy 60 at Lanier Ave – Two-Way Stop Control

Exhibit 2 in **Appendix C** shows existing peak hour traffic volumes at the study intersections.

2.1.1 Traffic Operation Analysis Requirements

For a Level 2 TIS, the existing condition operations have to be analyzed. An Intersection Control Evaluation (ICE) is required since the proposed driveway is along at least one roadway designated as a state route (state highway system) or as part of the National Highway System.

2.1.2 Background Traffic Growth

An average annualized growth rate of 1.3 percent was calculated using historical traffic data from the GDOT traffic count database. This growth rate was applied to the existing traffic volumes in order to determine the future background traffic volumes for the year 2029.

Table 1 - Background Growth Rate Calculation

Location	AADT Volume/Year		Volume Growth	Percentage Growth	Annual Growth
	2012	2022			
Thompson Bridge Rd N of Development	29010	33200	4190	14%	1.4%
	2012	2022			
Thompson Bridge Rd S of Development	24310	27900	3590	15%	1.4%
	2012	2022			
Oak Tree Dr E of Thompson Bridge Rd	3620	4690	1070	30%	2.6%
	2012	2022			
Riverside Dr E of Thompson Bridge Rd	15210	14800	-410	-3%	-0.3%
Average Annual Growth					1.3%

Exhibit 3 in **Appendix C** shows the background traffic volumes for the year 2029 (build-out year) and **Exhibit 4** in **Appendix C** shows the background traffic volumes for the year 2034 (horizon year).

2.2 Trip Generation and Distribution

The amount of traffic a proposed development will generate depends on several factors including the nature, size, and location of the proposed development. Vehicle trips related to the proposed development are generated based on information contained in the *Trip Generation Manual – 11th Edition* which is published by the Institute of Transportation Engineers (ITE).

2.2.1 Trip Generation

Table 2 below shows the estimated amount of vehicle trips which will be generated by the proposed development using the fitted equations from the manual.

Table 2 - Vehicle Trip Generation Totals for Proposed Development

Land Use (ITE Code)	Units	AM Peak Trips (vph)			PM Peak Trips (vph)			Weekday 24-hour Trips
		In	Out	Total	In	Out	Total	
Single-Family Detached Housing (210)	53	11	31	42	34	20	55	563
Single-Family Attached Housing (215)	94	13	30	43	30	23	52	666
Total		24	61	85	64	43	107	1228

The overall proposed development is expected to add 1228 daily vehicle trips with 85 vehicle trips (24 in 61 out) during the AM peak hour period and 107 vehicle trips (64 in 43 out) during the PM peak hour period. These traffic volumes were distributed to the surrounding roadway network according to the existing travel patterns within the study area.

2.2.2 Trip Distribution and Assignment

Generated traffic volumes were assigned to the study street network according to the routes that provide the shortest travel distance to their corresponding origins/destinations. Vehicle trip distribution percentages and development related vehicle trips are presented in **Exhibit 5** and **Exhibit 6** in **Appendix C**, respectively.

2.2.3 Internal Trip Capture

Internal trip capture (trips that stay within a development) occurs within developments that include complementary and interacting land uses. Examples include developments with office, retail, restaurants, entertainment, hotels and/or residential. Internal trip capture can be calculated using tables and information from the *ITE Trip Generation Manual – 11th Edition*. For this development, no internal trip capture was assumed.

2.2.4 Pass-by Trip Reduction

The total external trips of the generated traffic may be reduced by a Pass-By Reduction factor to account for the projected traffic that is already traveling along the roadways adjacent to the proposed development. Pass-by reduction methodologies are established by the Institute of Transportation Engineers (ITE) and only apply to certain types of development. Pass-by reduction was not considered in this analysis for this development.

2.2.5 Background plus Development Traffic Volumes.

The distributed development traffic volumes were then added to the background traffic volumes for the various scenarios. **Exhibit 7** and **Exhibit 8** in **Appendix C** show the combined background and development traffic volumes projected within the study area for 2029 (build-out year) and the horizon background and development traffic volumes for 2034, respectively.

III. Intersection Capacity Analysis

All analyses in this study were completed using standard traffic engineering practices based on the methodology outlined in the *Highway Capacity Manual - 6th Edition* (HCM6), which provides procedures used to evaluate the operations of all types of transportation facilities, including both signalized and unsignalized intersections. Level of Service analyses for intersections were completed using Synchro 12 traffic analysis software.

Levels of Service is represented by a letter grade between A and F. Generally, a LOS ranking of D or better is considered acceptable. A LOS ranking of E represents conditions where the traffic demand volume is approaching the maximum capacity for a movement or the overall intersection. A LOS ranking of F represents a condition where the traffic demand volume exceeds the capacity.

For signalized intersections and all-way stop controlled intersections, a LOS is calculated for each of the lane groups/approaches at the intersection and an overall LOS for the intersection is calculated by averaging the delays (weighted by traffic volume). For one-way and two-way stop-controlled intersections a LOS is calculated for each of the lane groups/approaches at the intersection. An overall LOS is calculated, but with some movements being free flow, it may not be representative of actual operations at stop or yield controlled approaches.

Table 3 shows the criteria for each of the levels of service as listed in the HCM for intersections and intersection lane groups for both unsignalized and signalized intersections. Complete Synchro analyses output files are presented in **Appendix D**.

Table 3 – Level of Service Criteria for Intersections and Intersection Lane Groups

Level of Service	Average Amount of Control Delay (sec/veh)	
	Unsignalized Intersections	Signalized Intersections
A	0 – 10	0 – 10
B	10 – 15	10 – 20
C	15 – 25	20 – 35
D	25 – 35	35 – 55
E	35 – 50	55 – 80
F	> 50	> 80

In the following tables, the level of service and average delay per vehicle for signalized and all-way stop intersections is shown as an overall measure for the intersection. For intersections that are two-way stop controlled, the LOS and average delay is given for the movements that are stop controlled.

3.1 Existing Conditions

Table 4 below summarizes the level of service for the existing conditions with existing traffic volumes for the AM and PM peak hours.

Table 4 – LOS Summary – Existing Conditions

Study Intersection	Control Type	Movement	AM Peak		PM Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Highway 60 & Mall Entrance/River Cliff Dr	TWSC	All	0.1	A	0.3	A
		WB	23.64	C	72.64	F
Highway 60 & Linwood Dr/Sandridge Ct	Signal	All	117.2	F	140.1	F
		NB	14.4	B	203.7	F
		SB	169.7	F	34.1	C
		WB	21.7	C	17.3	B
		EB	11.4	B	13.1	B
Highway 60 & Springview Dr	TWSC	All	0	A	0.1	A
		EB	20.69	C	18.69	C
Highway 60 & Mountainview Rd	TWSC	All	0.5	A	0.4	A
		EB	36.59	E	24.8	C
Highway 60 & Oakland Dr/Virginia Ave	TWSC	All	1.7	A	16.7	C
		WB	25.54	D	81.16	F
		EB	80.75	F	>500	F
Highway 60 & Lanier Ave	TWSC	All	0.1	A	0.7	A
		WB	13.88	B	36.34	E

Currently, the approach experiencing the most delay is eastbound at Highway 60 and Oakland Dr/Virginia Ave. The intersection with the highest delay overall is Highway 60 at Linwood Dr/Sandridge Ct.

3.2 Background and Background plus Development Scenarios

As discussed in the report, an annual growth rate was applied to the existing traffic volumes to generate background traffic volumes for the year 2029. Development trips were then generated, distributed on the study network, and combined with the background traffic volumes for both scenarios.

3.2.1 Year 2029 Analysis

Table 5 – LOS Summary – Year 2029 Background

Study Intersection	Control Type	Movement	AM Peak		PM Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Highway 60 & Mall Entrance/River Cliff Dr	TWSC	All	0.2	A	0.3	A
		WB	25.9	D	93.11	F
Highway 60 & Linwood Dr/Sandridge Ct	Signal	All	142.4	F	167.6	F
		NB	15	B	243	F
		SB	207.5	F	42.3	D
		WB	21.7	C	17.2	B
		EB	11.3	B	13.1	B
Highway 60 & Springview Dr	TWSC	All	0	A	0.1	A
		EB	22.46	C	20.01	C
Highway 60 & Mountainview Rd	TWSC	All	0.6	A	0.5	A
		EB	43.19	E	27.99	D
Highway 60 & Oakland Dr/Virginia Ave	TWSC	All	2.2	A	8.9	A
		WB	32.53	D	129.5	F
		EB	122.02	F	228.27	F
Highway 60 & Lanier Ave	TWSC	All	0.1	A	0.9	A
		WB	14.39	B	43.81	E

and Table 7 below summarize the level of service for the study intersections for the AM and PM peak for the year 2029 (build-out year).

Table 5 – LOS Summary – Year 2029 Background

Study Intersection	Control Type	Movement	AM Peak		PM Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Highway 60 & Mall Entrance/River Cliff Dr	TWSC	All	0.2	A	0.3	A
		WB	25.9	D	93.11	F
Highway 60 & Linwood Dr/Sandridge Ct	Signal	All	142.4	F	167.6	F
		NB	15	B	243	F
		SB	207.5	F	42.3	D
		WB	21.7	C	17.2	B
		EB	11.3	B	13.1	B
Highway 60 & Springview Dr	TWSC	All	0	A	0.1	A
		EB	22.46	C	20.01	C
Highway 60 & Mountainview Rd	TWSC	All	0.6	A	0.5	A
		EB	43.19	E	27.99	D

Highway 60 & Oakland Dr/Virginia Ave	TWSC	All	2.2	A	8.9	A
		WB	32.53	D	129.5	F
		EB	122.02	F	228.27	F
Highway 60 & Lanier Ave	TWSC	All	0.1	A	0.9	A
		WB	14.39	B	43.81	E

As background traffic is scaled up according to the growth rate, delays increase to the point of failing during the PM peak. Compared to peak background traffic, there was a slight increase in delay for the intersections that already had a LOS of F.

Table 6 – LOS Summary – Year 2029 Background Plus Development

Study Intersection	Control Type	Movement	AM Peak		PM Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Highway 60 & Mall Entrance/River Cliff Dr	TWSC	All	0.2	A	0.3	A
		WB	26.03	D	93.75	F
Highway 60 & Linwood Dr/Sandridge Ct	Signal	All	143	F	168.9	F
		NB	15.1	B	244.7	F
		SB	208.6	F	43.3	D
		WB	21.7	C	17.2	B
		EB	11.3	B	13.1	B
Highway 60 & Springview Dr	TWSC	All	0	A	0.1	A
		EB	22.49	C	20.11	C
Highway 60 & Mountainview Rd	TWSC	All	0.7	A	0.5	A
		EB	46.6	E	29.33	D
Highway 60 & Oakland Dr/Virginia Ave	TWSC	All	2.4	A	10.6	B
		WB	36.01	E	154.77	F
		EB	148.09	F	310.11	F
Highway 60 & Lanier Ave	TWSC	All	0.1	A	1	A
		WB	14.53	B	47.84	E
Access A & Thompson Bridge/Hwy 60	TWSC	All	1	A	0.4	A
		EB	45.69	E	19.22	C

No new intersections fail as a result of adding peak hour development traffic.

3.2.2 Year 2029 Analysis

Table 5 – LOS Summary – Year 2029 Background

Study Intersection	Control Type	Movement	AM Peak		PM Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Highway 60 & Mall Entrance/River Cliff Dr	TWSC	All	0.2	A	0.3	A
		WB	25.9	D	93.11	F
Highway 60 & Linwood Dr/Sandridge Ct	Signal	All	142.4	F	167.6	F
		NB	15	B	243	F
		SB	207.5	F	42.3	D
		WB	21.7	C	17.2	B
		EB	11.3	B	13.1	B
Highway 60 & Springview Dr	TWSC	All	0	A	0.1	A
		EB	22.46	C	20.01	C
Highway 60 & Mountainview Rd	TWSC	All	0.6	A	0.5	A

		EB	43.19	E	27.99	D
Highway 60 & Oakland Dr/Virginia Ave	TWSC	All	2.2	A	8.9	A
		WB	32.53	D	129.5	F
		EB	122.02	F	228.27	F
Highway 60 & Lanier Ave	TWSC	All	0.1	A	0.9	A
		WB	14.39	B	43.81	E

and Table 9 below summarize the level of service for the study intersections for the AM and PM peak for the year 2029 (horizon year).

Table 7 – LOS Summary – Year 2029 Horizon Background

Study Intersection	Control Type	Movement	AM Peak		PM Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Highway 60 & Mall Entrance/River Cliff Dr	TWSC	All	0.2	A	0.4	A
		WB	28.63	D	119.04	F
Highway 60 & Linwood Dr/Sandridge Ct	Signal	All	170	F	199.8	F
		NB	15.8	B	286.5	F
		SB	248.7	F	57	E
		WB	21.9	C	17.3	B
		EB	11.2	B	13	B
Highway 60 & Springview Dr	TWSC	All	0.1	A	0.1	A
		EB	24.7	C	24.7	C
Highway 60 & Mountainview Rd	TWSC	All	0.8	A	0.5	A
		EB	56.87	F	32.18	D
Highway 60 & Oakland Dr/Virginia Ave	TWSC	All	3	A	15	B
		WB	46.12	E	210.75	F
		EB	209.01	F	>500	F
Highway 60 & Lanier Ave	TWSC	All	0.1	A	1.3	A
		WB	14.97	B	59.97	F

As the background traffic is scaled up according to the growth rate, delays increase along approaches that are projected to fail in 2029 and two additional approaches: eastbound Mountainview Rd during the AM peak and westbound Lanier Ave during PM peak.

Table 8 – LOS Summary – Year 2029 Horizon Background Plus Development

Study Intersection	Control Type	Movement	AM Peak		PM Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Highway 60 & Mall Entrance/River Cliff Dr	TWSC	All	0.1	A	0.4	A
		WB	23.64	C	119.9	F
Highway 60 & Linwood Dr/Sandridge Ct	Signal	All	117.2	F	201	F
		NB	14.4	B	287.9	F
		SB	169.7	F	58.3	E
		WB	21.7	C	17.3	B
		EB	11.4	B	13	B
Highway 60 & Springview Dr	TWSC	All	0	A	0.1	A
		EB	20.69	C	21.66	C
Highway 60 & Mountainview Rd	TWSC	All	0.5	A	0.5	A
		EB	36.59	E	33.86	D
Highway 60 & Oakland Dr/Virginia Ave	TWSC	All	1.7	A	17.8	B
		WB	25.54	D	243.39	F
		EB	80.75	F	>500	F
Highway 60 & Lanier Ave	TWSC	All	0.1	A	1.3	A
		WB	13.88	B	66.84	F
Access A & Thompson Bridge/Hwy 60	TWSC	All	0	A	0.4	A
		EB	0	A	20.76	C

No new intersections fail as a result of adding peak hour development traffic.

3.3 Right and Left Turn Lane Analyses

Evaluations for right and left-turn lanes at the proposed development driveways were performed in accordance with the *City of Gainesville* guidelines.

3.3.1 Left-Turn Lanes

A two-way left turn lane is already in place along Thompson Bridge Rd/Hwy 60. Sufficient storage is available to accommodate the left turns into the development.

3.3.2 Right-turn Lanes

Based on Table 4-6 from the GDOT's Driveway Design Guidelines, a right turn deceleration lane is required for this development. The forecasted daily right turn volumes exceed 75 vehicles per day on a roadway with more than two lanes and an AADT greater than 10,000 vehicles per day.

3.4 Access Spacing

Based on the proposed development plan, the nearest driveway from Access A is Mountain View Dr, which is approximately 450 feet south of Access A. Approximately 1300 feet to the north of Access A is Springview Dr. The minimum driveway spacing along a roadway with a posted speed limit of 45 MPH is 230 feet.

3.5 Turning Radii

The turning radius for southbound right turns from Thompson Bridge Rd/Hwy 60 was analyzed using AutoTURN software. AutoTURN is a MicroStation program that is specifically designed for vehicle path analysis, allowing engineers and planners to simulate and analyze the movements of several types of vehicles (like trucks, buses, or cars) to ensure that roads, intersections, parking lots, and other infrastructure can accommodate them. Access A at Thompson Bridge Rd/Hwy 60 is a new driveway for the proposed Sapphire Springs development. Access A is designed to have a curb radius of 35 degrees, and a driveway throat width of 28 feet. While the proposed curb radius cannot accommodate right turns for the WB-67 design vehicle, it can accommodate a standard fire engine. Heavy truck restrictions are recommended for southbound turns into Access A.

3.6 Sight Distance Analysis

For new proposed driveway/roadways, the City of Gainesville requests the intersection sight distance (ISD) for the following three conditions be considered at the proposed connections. The horizontal and vertical curvature of Thompson Bridge Rd/Hwy 60 is relatively gentle and there are few obstructions to sight distance. Adequate ISD exists for all 3 conditions listed below.

- Left-turn from Stop (Case B1)
- Right-turn from Stop (Case B2)
- Left-turn from Major Road (Case F)

Table 9 – Estimated Intersection Sight Distance

Intersection	Estimated Intersection Sight Distance		
	Case B1	Case B2	Case F
Access A at Thompson Bridge/Hwy 60	>500'	>565'	>450'

3.7 HCM Vehicle Queues Analysis

HCM peak hour queues in the 95th percentile for the Background plus Development scenario during year 2029 (build-out) are summarized in the tables below. Approaches and movements with a LOS of C or better and values below 1.0 are not shown. The queuing along Thompson Bridge/Hwy 60 is not expected to exceed 1 vehicle during the PM peak hour.

Table 10 – LOS Summary – HCM Queue Summary - Build-out Year 2029 Background Plus Development

Study Intersection	Lane	AM	PM
		HCM 95 th %tile Q(veh)	HCM 95 th %tile Q(veh)
Access A at Thompson Bridge/Hwy 60	EBL	2	-
	EBT	-	-
	EBR	-	-
	WBL	-	-
	WBT	-	-
	NBL	-	-
	NBR	-	-

HCM peak hour queues in the 95th percentile for the Background plus Development scenario during year 2029 (horizon) are summarized in the tables below. Approaches and movements with a LOS of C or better and values below 1.0 are not shown. The queuing along Thompson Bridge/Hwy 60 is not expected to exceed 1 vehicle during the AM and PM peak hour.

Table 11 – LOS Summary – HCM Queue Summary – Horizon Build-out Year 2034 Background Plus Development

Study Intersection	Lane	AM	PM
		HCM 95 th %tile Q(veh)	HCM 95 th %tile Q(veh)
Access A at Thompson Bridge/Hwy 60	EBL	-	-
	EBT	-	-
	EBR	-	-
	WBL	-	-
	WBT	-	-
	NBL	-	-
	NBR	-	-

IV. Mitigation Measures

Mitigation measures can be broken down into two general categories. One is a physical capacity increase, such as additional lanes. The second is a change in traffic control that provides additional capacity.

The addition of development traffic does not cause the adjacent roadway network to fail at locations which are not already projected to fail in future years without the development. Therefore, no mitigation measures are recommended or required at this time.

V. Recommendations

Improvements Not Related to the Development

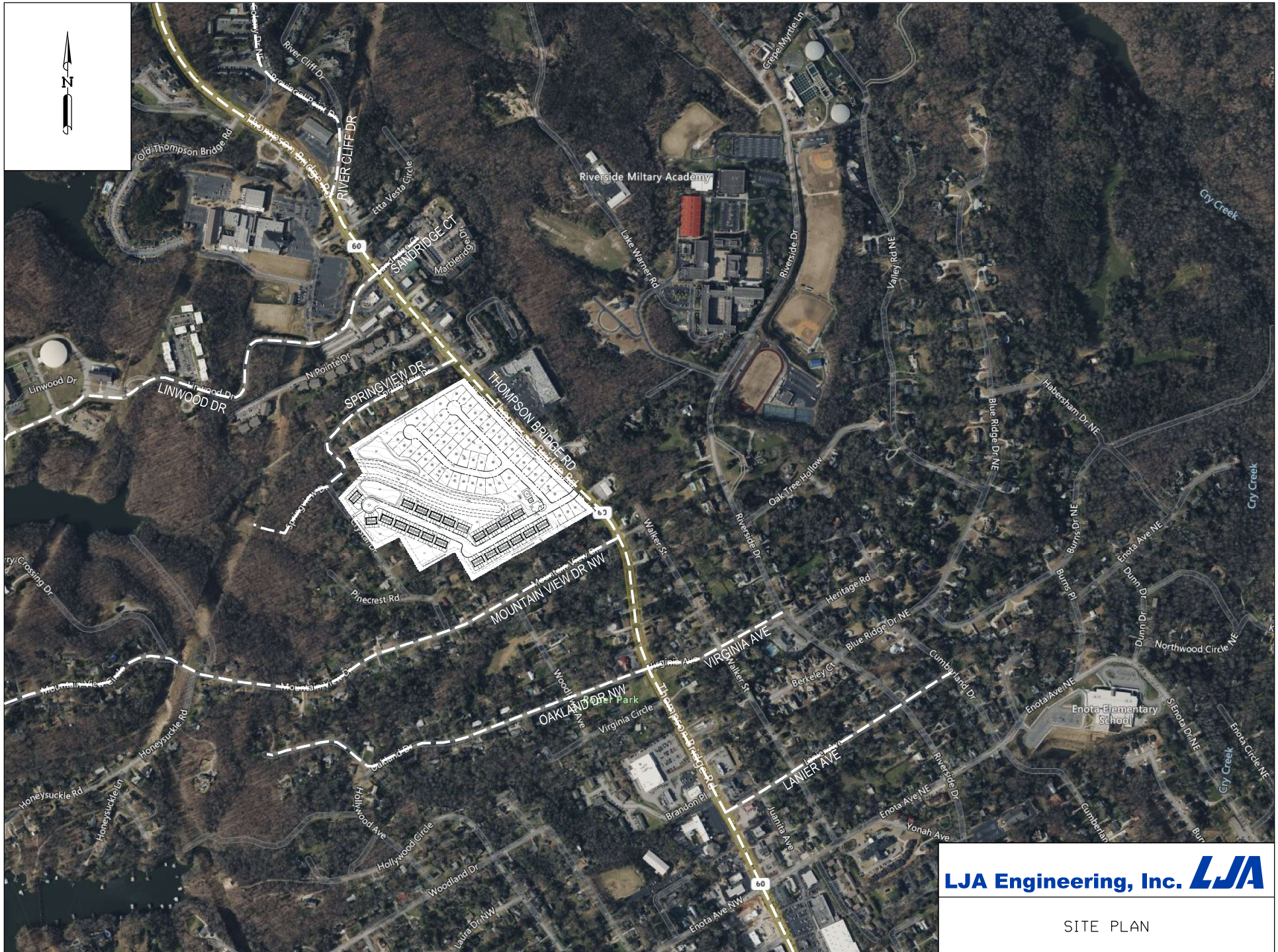
There are no planned improvements not related to the development according to the Georgia Department of Transportation project list, and no improvements are recommended in this study.

Development-Related Improvements

To comply with GDOT guidelines, the study recommends the following:

- Add southbound right turn lane along Thompson Bridge Rd/Hwy 60 at Access A.

Appendix A – Proposed Development Site Plan



LJA Engineering, Inc. 

SITE PLAN

Appendix B – Traffic Count Data

SR 60/Thompson Bridge Rd & Springview Dr

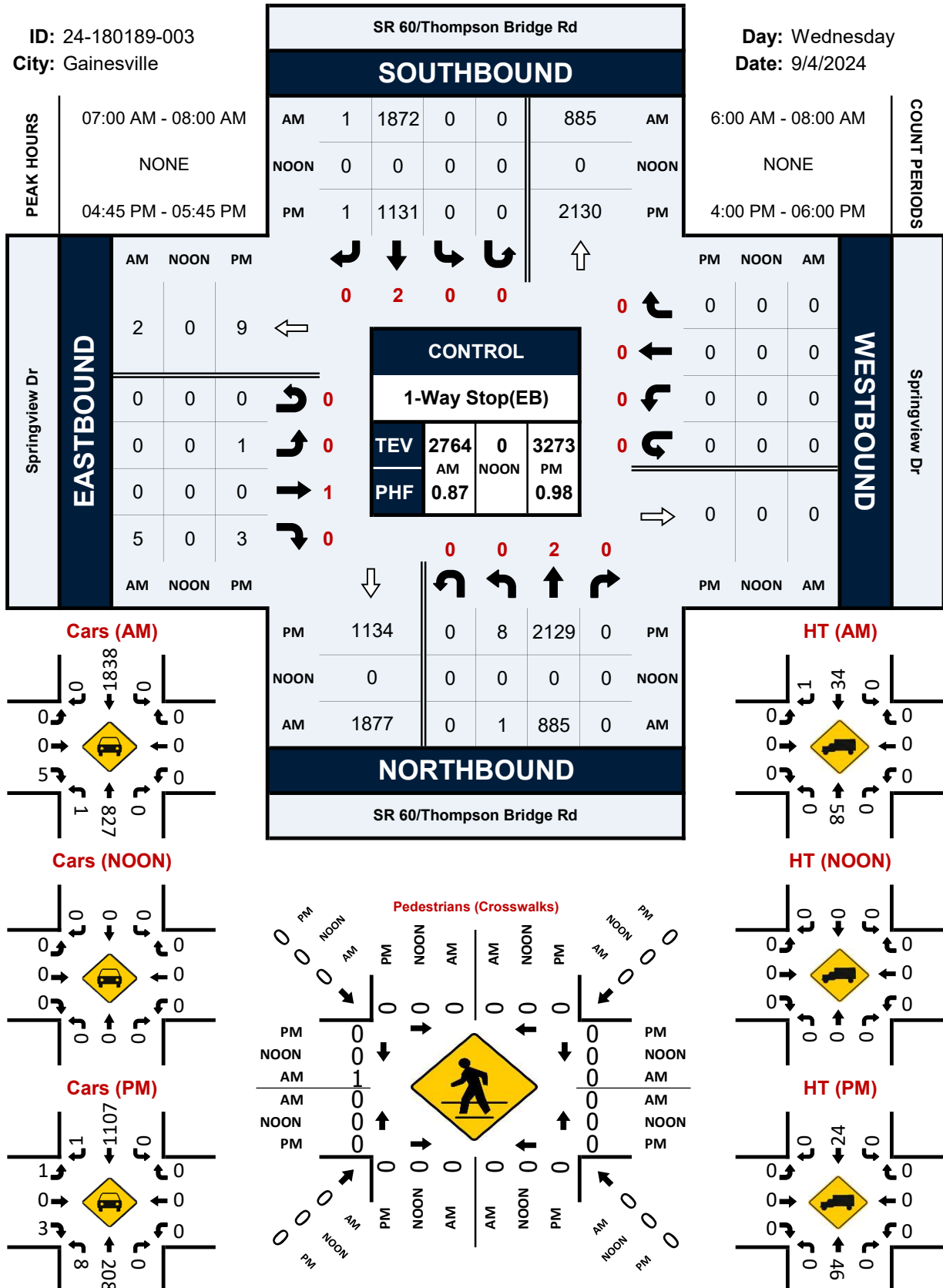
Peak Hour Turning Movement Count

ID: 24-180189-003

City: Gainesville

Day: Wednesday

Date: 9/4/2024



SR 60/Thompson Bridge Rd & Linwood Dr/Sandridge Ct

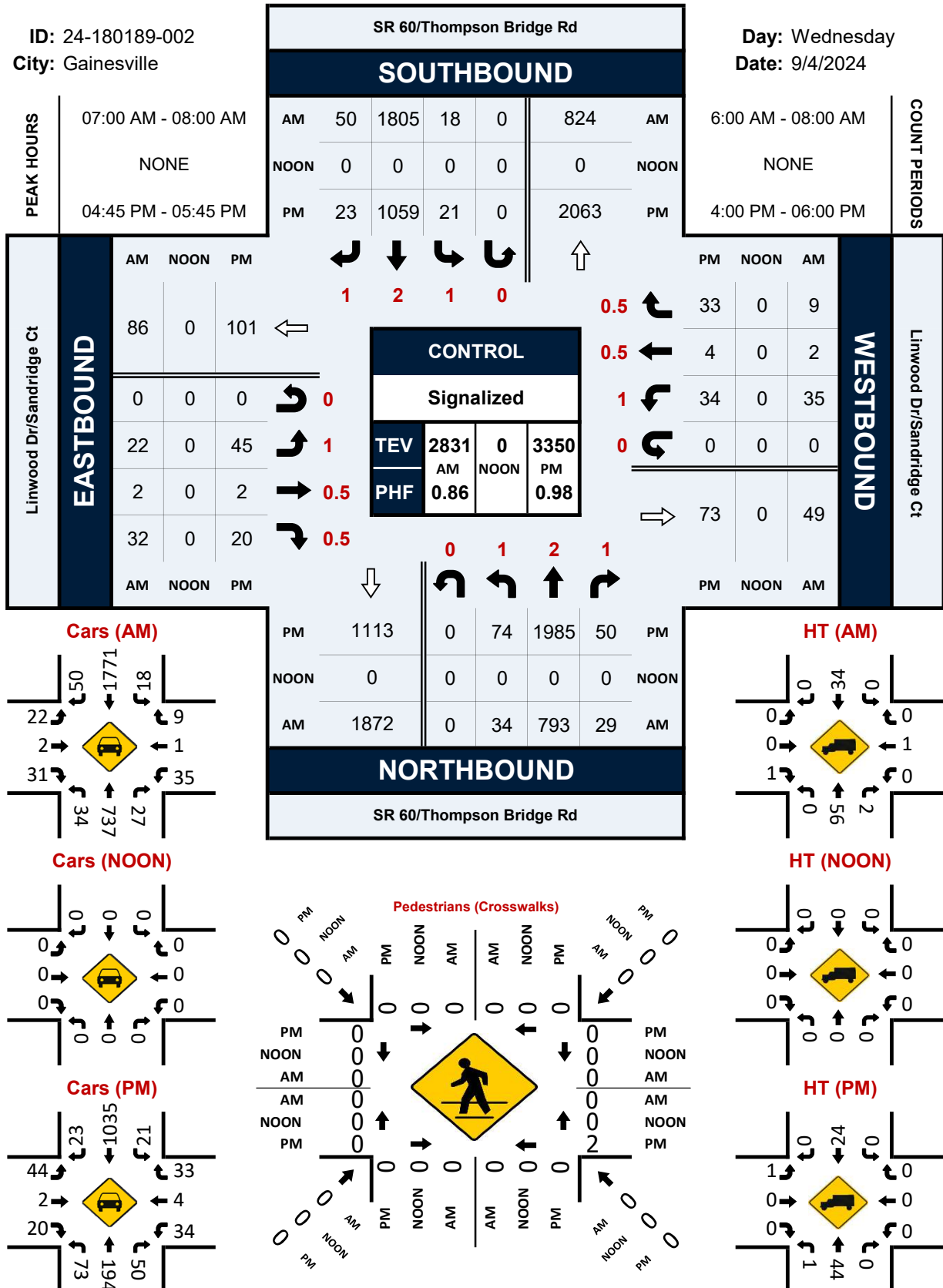
Peak Hour Turning Movement Count

ID: 24-180189-002

City: Gainesville

Day: Wednesday

Date: 9/4/2024

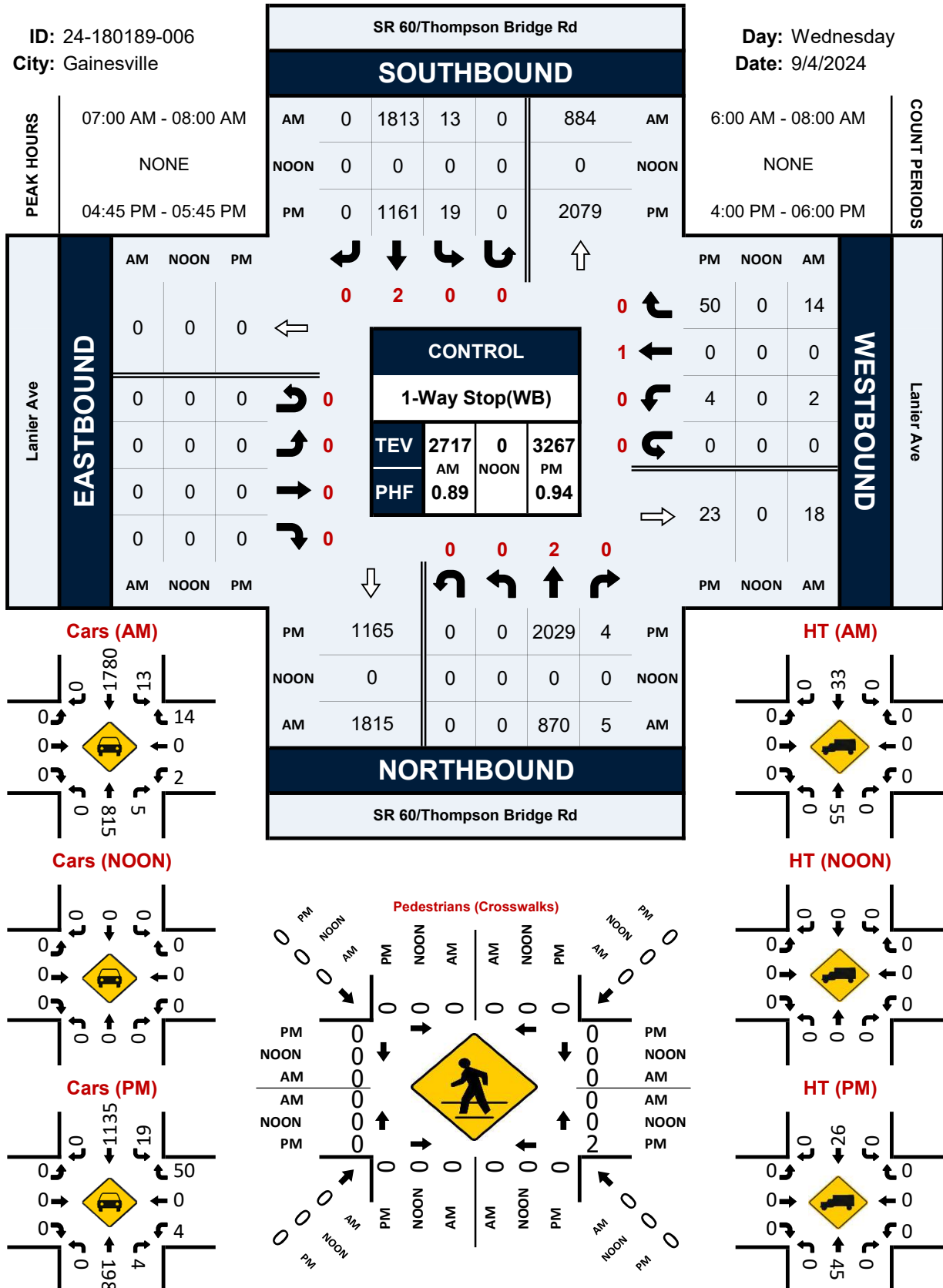


SR 60/Thompson Bridge Rd & Lanier Ave

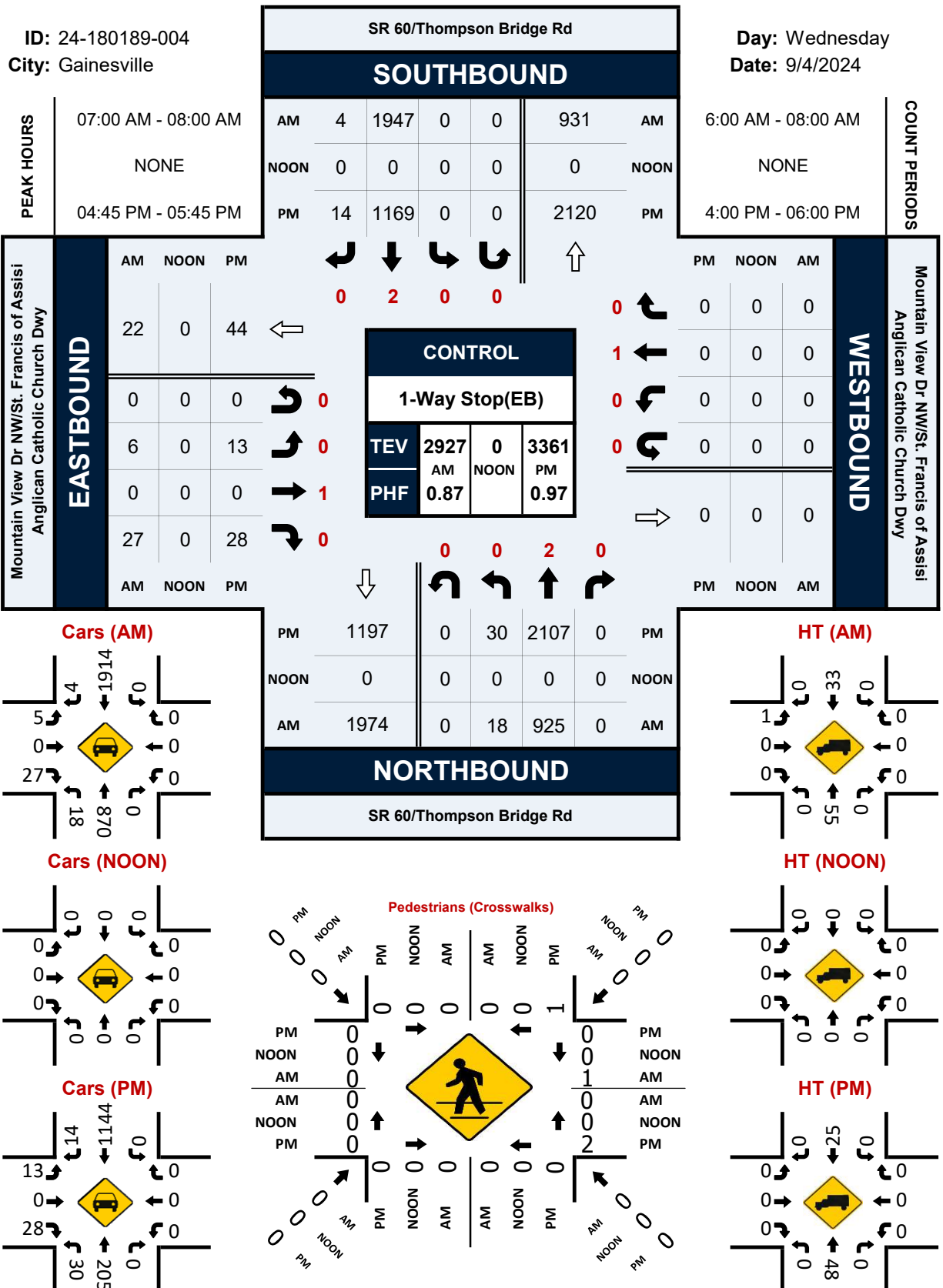
Peak Hour Turning Movement Count

ID: 24-180189-006
City: Gainesville

Day: Wednesday
Date: 9/4/2024

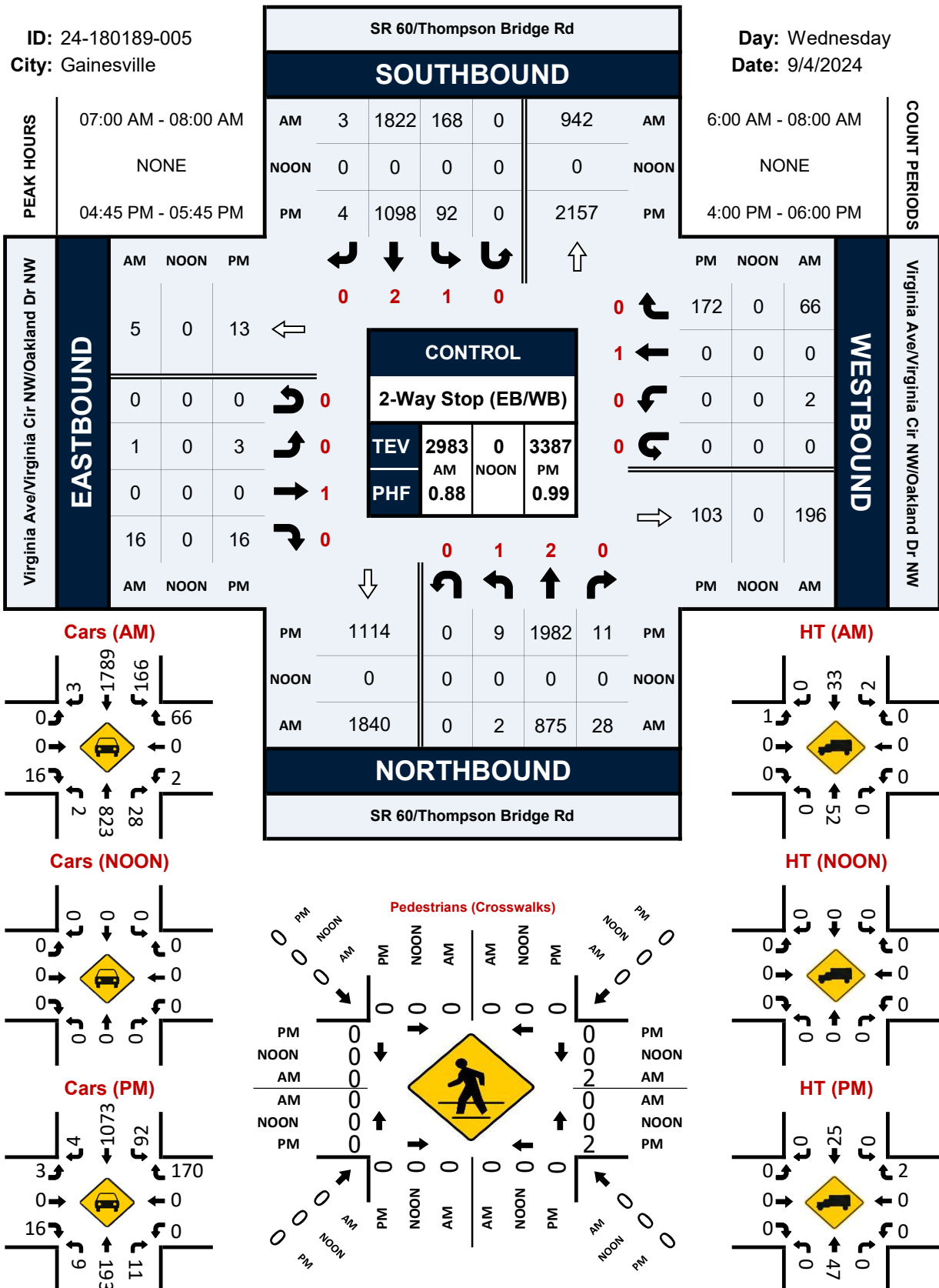


Peak Hour Turning Movement Count



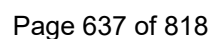
SR 60/Thompson Bridge Rd & Virginia Ave/Virginia Cir NW/Oakland Dr NW

Peak Hour Turning Movement Count

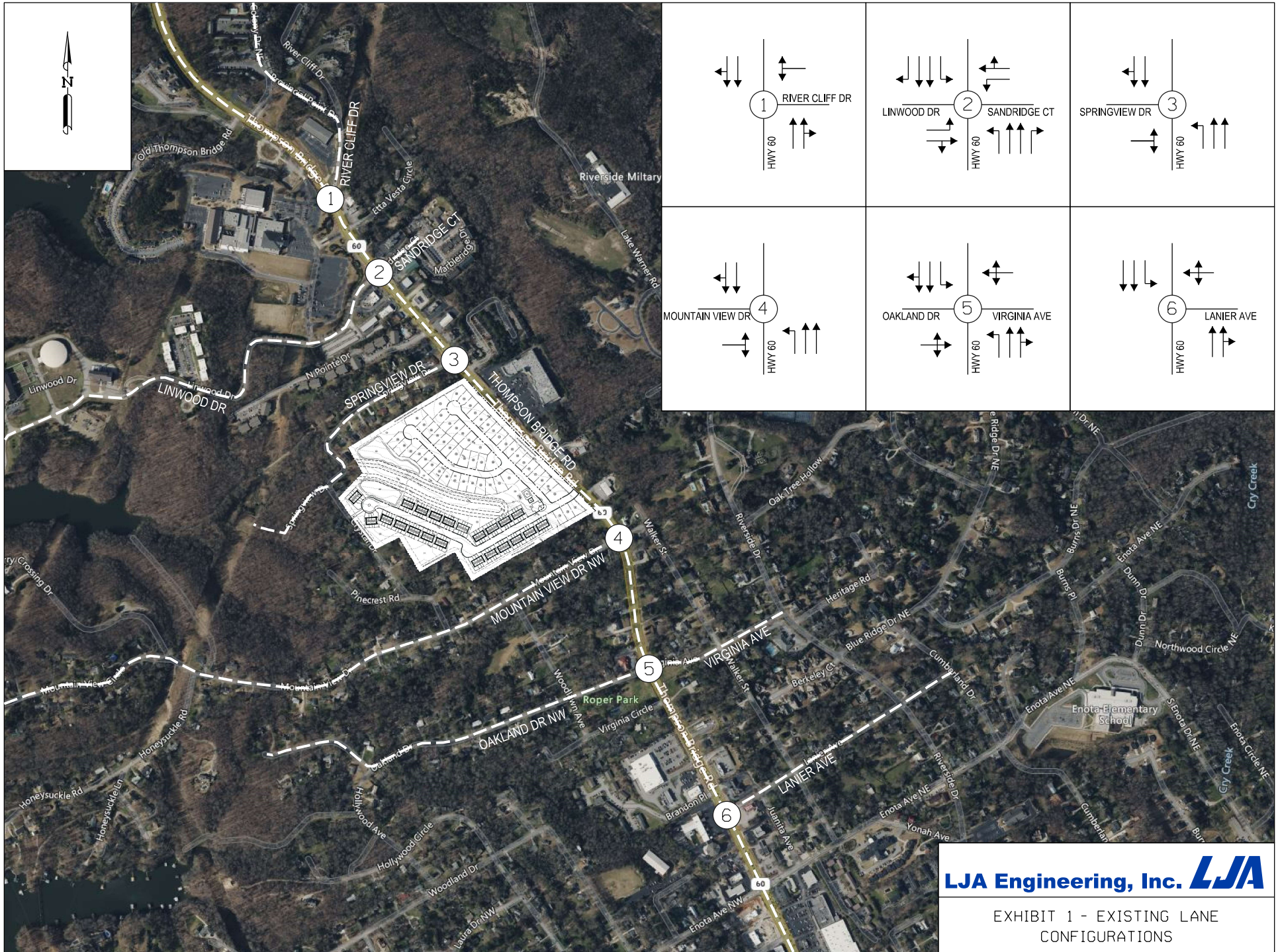


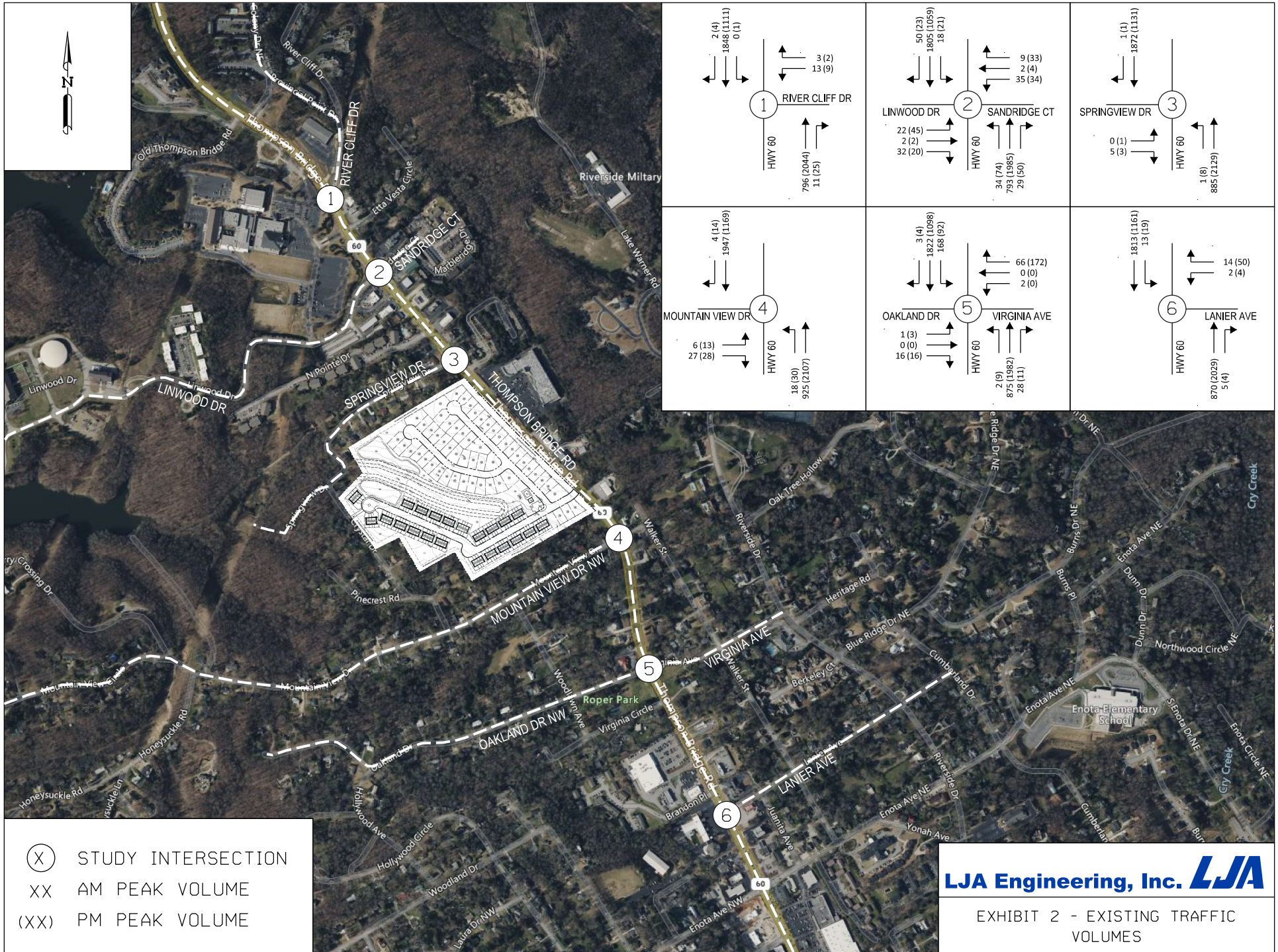
ID: 24-180189-001
City: Gainesville

Day: Wednesday
Date: 9/4/2024



Appendix C – Turning Volume and Lane Configuration Exhibits





LJA Engineering, Inc. LJA

EXHIBIT 2 - EXISTING TRAFFIC VOLUMES



LJA Engineering, Inc.

EXHIBIT 3 - BUILDOUT YEAR
TRAFFIC VOLUMES



LJA Engineering, Inc.

EXHIBIT 4 - HORIZON YEAR
TRAFFIC VOLUMES

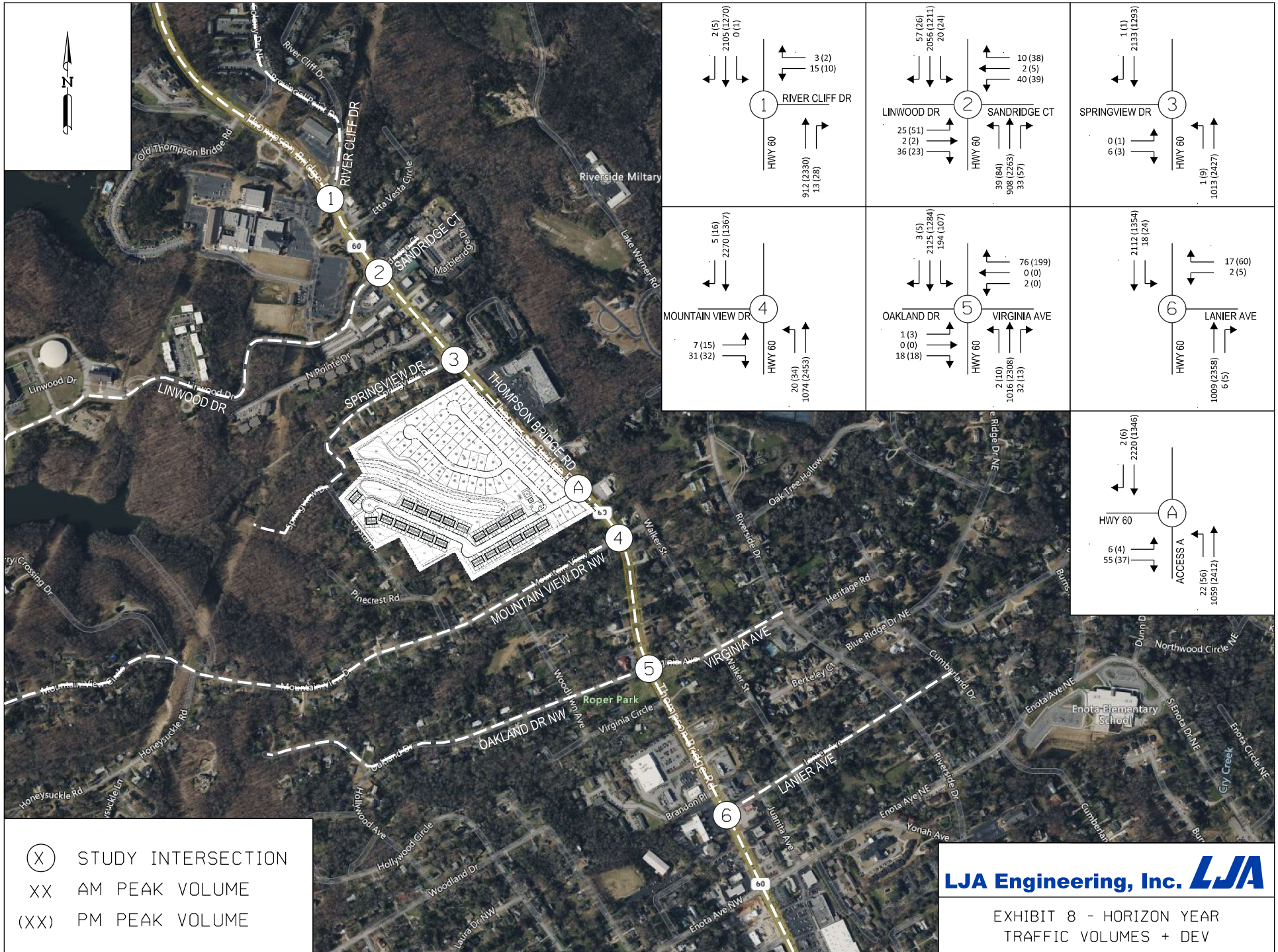






LJA Engineering, Inc. LJA

EXHIBIT 7 - BUILDOUT YEAR
TRAFFIC VOLUMES + DEV



Appendix D – Synchro Reports

AM and PM Peak Hour

Existing Volumes

1: Highway 60 & Mall Entrance/River Cliff Dr

AM Existing Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	13	0	3	0	796	11	0	1848	2
Future Volume (vph)	0	0	0	13	0	3	0	796	11	0	1848	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	14	12	12
Storage Length (ft)	0		0	0		0	0		0	250		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt					0.976			0.998				
Flt Protected					0.960							
Satd. Flow (prot)	0	0	0	0	1745	0	0	3532	0	1987	3539	0
Flt Permitted					0.960							
Satd. Flow (perm)	0	0	0	0	1745	0	0	3532	0	1987	3539	0
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		250			507			697			500	
Travel Time (s)		5.7			13.8			10.6			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	14	0	3	0	865	12	0	2009	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	17	0	0	877	0	0	2011	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 61.1%												
ICU Level of Service B												
Analysis Period (min) 15												

Lanes, Volumes, Timings

1: Highway 60 & Mall Entrance/River Cliff Dr

AM Existing Traffic

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	13	0	3	0	796	11	0	1848	2
Future Vol, veh/h	0	0	0	13	0	3	0	796	11	0	1848	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	-	-	-	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	14	0	3	0	865	12	0	2009	2

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1876	2882	439
Stage 1	871	871	-
Stage 2	1004	2011	-
Critical Hdwy	6.84	6.54	6.94
Critical Hdwy Stg 1	5.84	5.54	-
Critical Hdwy Stg 2	5.84	5.54	-
Follow-up Hdwy	3.52	4.02	3.32
Pot Cap-1 Maneuver	63	16	566
Stage 1	370	367	-
Stage 2	315	102	-
Platoon blocked, %			
Mov Cap-1 Maneuver	63	0	566
Mov Cap-2 Maneuver	184	0	-
Stage 1	370	0	-
Stage 2	315	0	-

Approach	WB	NB	SB
HCM Control Delay, s/v	23.64	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	211	766	-
HCM Lane V/C Ratio	-	-	0.083	-	-
HCM Control Delay (s/veh)	-	-	23.6	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

HCM 7th TWSC

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Existing Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	2	32	35	2	9	34	793	29	18	1805	50
Future Volume (vph)	22	2	32	35	2	9	34	793	29	18	1805	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.858			0.875				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1598	0	1770	1630	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.714						0.146			0.229		
Satd. Flow (perm)	1330	1598	0	1863	1630	0	290	3539	1583	455	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			10				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	2	35	38	2	10	37	862	32	20	1962	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	37	0	38	12	0	37	862	32	20	1962	54
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	22.3	18.3		7.6	5.9		28.5	27.4	27.4	27.4	25.2	25.2
Actuated g/C Ratio	0.37	0.30		0.13	0.10		0.47	0.45	0.45	0.45	0.42	0.42
v/c Ratio	0.04	0.07		0.17	0.07		0.12	0.54	0.04	0.06	1.33	0.07
Control Delay (s/veh)	14.0	9.7		22.3	19.7		9.9	15.1	0.1	9.6	176.0	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.0	9.7		22.3	19.7		9.9	15.1	0.1	9.6	176.0	0.2
LOS	B	A		C	B		A	B	A	A	F	A
Approach Delay (s/veh)		11.4			21.7			14.4			169.7	
Approach LOS		B			C			B			F	
Queue Length 50th (ft)	5	0		11	1		6	96	0	3	~418	0
Queue Length 95th (ft)	20	22		28	16		24	256	0	16	#874	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200
Base Capacity (vph)	638	905		244	558		327	1597	814	379	1471	764
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.04		0.16	0.02		0.11	0.54	0.04	0.05	1.33	0.07
Intersection Summary												
Area Type:	Other											

Lanes, Volumes, Timings

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Existing Traffic

Cycle Length: 90

Actuated Cycle Length: 60.6

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.33

Intersection Signal Delay (s/veh): 117.2

Intersection LOS: F

Intersection Capacity Utilization 66.0%

ICU Level of Service C

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

Lanes, Volumes, Timings

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Existing Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	2	32	35	2	9	34	793	29	18	1805	50
Future Volume (vph)	22	2	32	35	2	9	34	793	29	18	1805	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.858			0.875				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1598	0	1770	1630	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.714						0.146			0.229		
Satd. Flow (perm)	1330	1598	0	1863	1630	0	290	3539	1583	455	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			10				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	2	35	38	2	10	37	862	32	20	1962	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	37	0	38	12	0	37	862	32	20	1962	54
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			14			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	0.92	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	22.3	18.3		7.6	5.9		28.5	27.4	27.4	27.4	25.2	25.2
Actuated g/C Ratio	0.37	0.30		0.13	0.10		0.47	0.45	0.45	0.45	0.42	0.42
v/c Ratio	0.04	0.07		0.17	0.07		0.12	0.54	0.04	0.06	1.33	0.07
Control Delay (s/veh)	14.0	9.7		22.3	19.7		9.9	15.1	0.1	9.6	176.0	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.0	9.7		22.3	19.7		9.9	15.1	0.1	9.6	176.0	0.2
LOS	B	A		C	B		A	B	A	A	F	A
Approach Delay (s/veh)		11.4			21.7			14.4			169.7	
Approach LOS		B			C			B			F	
Queue Length 50th (ft)	5	0		11	1		6	96	0	3	~418	0
Queue Length 95th (ft)	20	22		28	16		24	256	0	16	#874	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200

Queues

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Existing Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	638	905		244	558		327	1597	814	379	1471	764
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.04		0.16	0.02		0.11	0.54	0.04	0.05	1.33	0.07

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 60.6

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.33

Intersection Signal Delay (s/veh): 117.2

Intersection LOS: F

Intersection Capacity Utilization 66.0%

ICU Level of Service C

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

Queues

3: Highway 60 & Springview Dr

AM Existing Traffic

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	5	1	885	1872	1
Future Volume (vph)	0	5	1	885	1872	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1611	0	1888	3539	3539	0
Flt Permitted			0.950			
Satd. Flow (perm)	1611	0	1888	3539	3539	0
Link Speed (mph)	25			45	45	
Link Distance (ft)	505			1846	866	
Travel Time (s)	13.8			28.0	13.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	5	1	962	2035	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	1	962	2036	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	61.8%			ICU Level of Service B		
Analysis Period (min)	15					

Lanes, Volumes, Timings

3: Highway 60 & Springview Dr

AM Existing Traffic

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	1	885	1872	1
Future Vol, veh/h	0	5	1	885	1872	1
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	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	1	962	2035	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2518	1018	2036	0	-	0
Stage 1	2035	-	-	-	-	-
Stage 2	483	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	23	235	274	-	-	-
Stage 1	87	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	23	235	274	-	-	-
Mov Cap-2 Maneuver	73	-	-	-	-	-
Stage 1	86	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v20.69		0.02		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	274	-	235	-	-	
HCM Lane V/C Ratio	0.004	-	0.023	-	-	
HCM Control Delay (s/veh)	18.2	-	20.7	-	-	
HCM Lane LOS	C	-	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM 7th TWSC

4: Highway 60 & Mountainview Rd

AM Existing Traffic

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	27	18	925	1947	4
Future Volume (vph)	6	27	18	925	1947	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.891					
Flt Protected	0.990		0.950			
Satd. Flow (prot)	1643	0	1888	3539	3539	0
Flt Permitted	0.990		0.950			
Satd. Flow (perm)	1643	0	1888	3539	3539	0
Link Speed (mph)	25			45	45	
Link Distance (ft)	513			1024	1846	
Travel Time (s)	14.0			15.5	28.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	29	20	1005	2116	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	0	20	1005	2120	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	63.9%			ICU Level of Service B		
Analysis Period (min)	15					

Lanes, Volumes, Timings

4: Highway 60 & Mountainview Rd

AM Existing Traffic

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	27	18	925	1947	4
Future Vol, veh/h	6	27	18	925	1947	4
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	-	250	-	-	-
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	7	29	20	1005	2116	4
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2660	1060	2121	0	-	0
Stage 1	2118	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	18	220	254	-	-	-
Stage 1	78	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	17	220	254	-	-	-
Mov Cap-2 Maneuver	61	-	-	-	-	-
Stage 1	72	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v36.59		0.39		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	254	-	149	-	-	
HCM Lane V/C Ratio	0.077	-	0.24	-	-	
HCM Control Delay (s/veh)	20.4	-	36.6	-	-	
HCM Lane LOS	C	-	E	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.9	-	-	

HCM 7th TWSC

5: Highway 60 & Oakland Dr/Virginia Ave

AM Existing Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	16	2	0	66	2	875	28	168	1822	3
Future Volume (vph)	1	0	16	2	0	66	2	875	28	168	1822	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.872			0.869			0.995				
Flt Protected		0.997			0.999		0.950			0.950		
Satd. Flow (prot)	0	1619	0	0	1617	0	1888	3522	0	1888	3539	0
Flt Permitted		0.997			0.999		0.950			0.950		
Satd. Flow (perm)	0	1619	0	0	1617	0	1888	3522	0	1888	3539	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		500			510			1241			1024	
Travel Time (s)		13.6			13.9			18.8			15.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	0	17	2	0	72	2	951	30	183	1980	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	0	74	0	2	981	0	183	1983	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	68.6%						ICU Level of Service C					
Analysis Period (min)	15											

Lanes, Volumes, Timings

5: Highway 60 & Oakland Dr/Virginia Ave

AM Existing Traffic

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	1	0	16	2	0	66	2	875	28	168	1822	3
Future Vol, veh/h	1	0	16	2	0	66	2	875	28	168	1822	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	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	17	2	0	72	2	951	30	183	1980	3
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2827	3333	992	2326	3320	491	1984	0	0	982	0	0
Stage 1	2347	2347	-	971	971	-	-	-	-	-	-	-
Stage 2	480	986	-	1355	2349	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	8	8	245	20	8	523	287	-	-	699	-	-
Stage 1	37	68	-	272	329	-	-	-	-	-	-	-
Stage 2	536	324	-	157	68	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	5	6	245	14	6	523	287	-	-	699	-	-
Mov Cap-2 Maneuver	5	6	-	14	6	-	-	-	-	-	-	-
Stage 1	27	50	-	269	327	-	-	-	-	-	-	-
Stage 2	459	322	-	108	50	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v80.75			25.54		0.04		1.01					
HCM LOS	F		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	287	-	-	65	248	699	-	-				
HCM Lane V/C Ratio	0.008	-	-	0.283	0.298	0.261	-	-				
HCM Control Delay (s/veh)	17.6	-	-	80.8	25.5	12	-	-				
HCM Lane LOS	C	-	-	F	D	B	-	-				
HCM 95th %tile Q(veh)	0	-	-	1	1.2	1	-	-				

HCM 7th TWSC

6: Highway 60 & Lanier Ave

AM Existing Traffic

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	14	870	5	13	1813
Future Volume (vph)	2	14	870	5	13	1813
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	12
Storage Length (ft)	0	0		0	250	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.881		0.999			
Flt Protected	0.994				0.950	
Satd. Flow (prot)	1631	0	3536	0	1888	3539
Flt Permitted	0.994				0.950	
Satd. Flow (perm)	1631	0	3536	0	1888	3539
Link Speed (mph)	25		45			45
Link Distance (ft)	499		507			1241
Travel Time (s)	13.6		7.7			18.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	15	946	5	14	1971
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	951	0	14	1971
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	60.1%			ICU Level of Service B		
Analysis Period (min)	15					

Lanes, Volumes, Timings

6: Highway 60 & Lanier Ave

AM Existing Traffic

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		W		W	W
Traffic Vol, veh/h	2	14	870	5	13	1813
Future Vol, veh/h	2	14	870	5	13	1813
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	-	-	-	250	-
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	2	15	946	5	14	1971
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1962	476	0	0	951	0
Stage 1	948	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	55	536	-	-	718	-
Stage 1	337	-	-	-	-	-
Stage 2	311	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	54	536	-	-	718	-
Mov Cap-2 Maneuver	171	-	-	-	-	-
Stage 1	337	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v13.88		0	0.07			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	423	718	-	
HCM Lane V/C Ratio	-	-	0.041	0.02	-	
HCM Control Delay (s/veh)	-	-	13.9	10.1	-	
HCM Lane LOS	-	-	B	B	-	
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-	

HCM 7th TWSC

1: Highway 60 & Mall Entrance/River Cliff Dr

PM Existing Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	9	0	2	0	2044	25	1	1111	4
Future Volume (vph)	0	0	0	9	0	2	0	2044	25	1	1111	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	14	12	12
Storage Length (ft)	0		0	0		0	0		0	250		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt					0.977			0.998				
Flt Protected					0.960					0.950		
Satd. Flow (prot)	0	0	0	0	1747	0	0	3532	0	1888	3539	0
Flt Permitted					0.960					0.950		
Satd. Flow (perm)	0	0	0	0	1747	0	0	3532	0	1888	3539	0
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		250			507			697			500	
Travel Time (s)		5.7			13.8			10.6			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	10	0	2	0	2222	27	1	1208	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	12	0	0	2249	0	1	1212	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 67.3% ICU Level of Service C

Analysis Period (min) 15

Lanes, Volumes, Timings

1: Highway 60 & Mall Entrance/River Cliff Dr

PM Existing Traffic

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	9	0	2	0	2044	25	1	1111	4
Future Vol, veh/h	0	0	0	9	0	2	0	2044	25	1	1111	4
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	-	-	-	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	10	0	2	0	2222	27	1	1208	4

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2841	3449	1124	-	0	0
Stage 1	2235	2235	-	-	-	-
Stage 2	606	1214	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	-	-	2.22
Pot Cap-1 Maneuver	14	7	199	0	-	226
Stage 1	67	78	-	0	-	-
Stage 2	507	253	-	0	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	14	0	199	-	-	226
Mov Cap-2 Maneuver	56	0	-	-	-	-
Stage 1	67	0	-	-	-	-
Stage 2	505	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	72.64	0	0.02
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	65	226	-
HCM Lane V/C Ratio	-	-	0.184	0.005	-
HCM Control Delay (s/veh)	-	-	72.6	21	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	0.6	0	-

HCM 7th TWSC

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Existing Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	2	20	34	4	33	74	1985	50	21	1059	23
Future Volume (vph)	45	2	20	34	4	33	74	1985	50	21	1059	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.862			0.865				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1606	0	1770	1611	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.444			0.889			0.134			0.148		
Satd. Flow (perm)	827	1606	0	1656	1611	0	266	3539	1583	294	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			36				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	2	22	37	4	36	80	2158	54	23	1151	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	24	0	37	40	0	80	2158	54	23	1151	25
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	26.6	22.5		10.1	6.3		32.5	29.9	29.9	29.9	25.2	25.2
Actuated g/C Ratio	0.38	0.32		0.14	0.09		0.47	0.43	0.43	0.43	0.36	0.36
v/c Ratio	0.08	0.05		0.15	0.22		0.29	1.42	0.07	0.09	0.90	0.04
Control Delay (s/veh)	14.4	10.4		17.9	16.6		13.7	215.9	0.2	11.8	35.3	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.4	10.4		17.9	16.6		13.7	215.9	0.2	11.8	35.3	0.1
LOS	B	B		B	B		B	F	A	B	D	A
Approach Delay (s/veh)		13.1			17.3			203.7			34.1	
Approach LOS		B			B			F			C	
Queue Length 50th (ft)	14	1		10	2		19	~683	0	5	279	0
Queue Length 95th (ft)	33	18		27	30		44	#998	0	18	#442	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200
Base Capacity (vph)	593	788		271	498		292	1517	782	294	1278	688
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.03		0.14	0.08		0.27	1.42	0.07	0.08	0.90	0.04
Intersection Summary												
Area Type:	Other											

Lanes, Volumes, Timings

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Existing Traffic

Cycle Length: 90

Actuated Cycle Length: 69.7

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.42

Intersection Signal Delay (s/veh): 140.1

Intersection LOS: F

Intersection Capacity Utilization 78.2%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

Lanes, Volumes, Timings

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Existing Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	2	20	34	4	33	74	1985	50	21	1059	23
Future Volume (vph)	45	2	20	34	4	33	74	1985	50	21	1059	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.862			0.865				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1606	0	1770	1611	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.444			0.889			0.134			0.148		
Satd. Flow (perm)	827	1606	0	1656	1611	0	266	3539	1583	294	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			36				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	2	22	37	4	36	80	2158	54	23	1151	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	24	0	37	40	0	80	2158	54	23	1151	25
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			14			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	0.92	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	26.6	22.5		10.1	6.3		32.5	29.9	29.9	29.9	25.2	25.2
Actuated g/C Ratio	0.38	0.32		0.14	0.09		0.47	0.43	0.43	0.43	0.36	0.36
v/c Ratio	0.08	0.05		0.15	0.22		0.29	1.42	0.07	0.09	0.90	0.04
Control Delay (s/veh)	14.4	10.4		17.9	16.6		13.7	215.9	0.2	11.8	35.3	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.4	10.4		17.9	16.6		13.7	215.9	0.2	11.8	35.3	0.1
LOS	B	B		B	B		B	F	A	B	D	A
Approach Delay (s/veh)		13.1			17.3			203.7			34.1	
Approach LOS		B			B			F			C	
Queue Length 50th (ft)	14	1		10	2		19	~683	0	5	279	0
Queue Length 95th (ft)	33	18		27	30		44	#998	0	18	#442	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200

Queues

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Existing Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	593	788		271	498		292	1517	782	294	1278	688
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.03		0.14	0.08		0.27	1.42	0.07	0.08	0.90	0.04

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 69.7

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.42

Intersection Signal Delay (s/veh): 140.1

Intersection LOS: F

Intersection Capacity Utilization 78.2%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

Queues

3: Highway 60 & Springview Dr

PM Existing Traffic

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	3	8	2129	1131	1
Future Volume (vph)	1	3	8	2129	1131	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.899					
Flt Protected	0.988		0.950			
Satd. Flow (prot)	1655	0	1888	3539	3539	0
Flt Permitted	0.988		0.950			
Satd. Flow (perm)	1655	0	1888	3539	3539	0
Link Speed (mph)	25			45	45	
Link Distance (ft)	505			1846	866	
Travel Time (s)	13.8			28.0	13.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	3	9	2314	1229	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	9	2314	1230	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	68.9%			ICU Level of Service C		
Analysis Period (min)	15					

Lanes, Volumes, Timings

3: Highway 60 & Springview Dr

PM Existing Traffic

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	8	2129	1131	1
Future Vol, veh/h	1	3	8	2129	1131	1
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	-	250	-	-	-
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	1	3	9	2314	1229	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2404	615	1230	0	-	0
Stage 1	1230	-	-	-	-	-
Stage 2	1174	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	28	434	562	-	-	-
Stage 1	239	-	-	-	-	-
Stage 2	256	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	27	434	562	-	-	-
Mov Cap-2 Maneuver	124	-	-	-	-	-
Stage 1	235	-	-	-	-	-
Stage 2	256	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	18.69	0.04		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	562	-	267	-	-	
HCM Lane V/C Ratio	0.015	-	0.016	-	-	
HCM Control Delay (s/veh)	11.5	-	18.7	-	-	
HCM Lane LOS	B	-	C	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 7th TWSC

4: Highway 60 & Mountainview Rd

PM Existing Traffic

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	13	28	30	2107	1169	14
Future Volume (vph)	13	28	30	2107	1169	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.908				0.998	
Flt Protected	0.984		0.950			
Satd. Flow (prot)	1664	0	1888	3539	3532	0
Flt Permitted	0.984		0.950			
Satd. Flow (perm)	1664	0	1888	3539	3532	0
Link Speed (mph)	25			45	45	
Link Distance (ft)	513			1024	1846	
Travel Time (s)	14.0			15.5	28.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	30	33	2290	1271	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	0	33	2290	1286	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	68.2%			ICU Level of Service C		
Analysis Period (min)	15					

Lanes, Volumes, Timings

4: Highway 60 & Mountainview Rd

PM Existing Traffic

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	28	30	2107	1169	14
Future Vol, veh/h	13	28	30	2107	1169	14
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	-	250	-	-	-
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	14	30	33	2290	1271	15
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2489	643	1286	0	-	0
Stage 1	1278	-	-	-	-	-
Stage 2	1210	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	24	416	535	-	-	-
Stage 1	225	-	-	-	-	-
Stage 2	245	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	23	416	535	-	-	-
Mov Cap-2 Maneuver	114	-	-	-	-	-
Stage 1	212	-	-	-	-	-
Stage 2	245	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	24.8	0.17		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	535	-	226	-	-	
HCM Lane V/C Ratio	0.061	-	0.197	-	-	
HCM Control Delay (s/veh)	12.2	-	24.8	-	-	
HCM Lane LOS	B	-	C	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.7	-	-	

HCM 7th TWSC

5: Highway 60 & Oakland Dr/Virginia Ave

PM Existing Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	0	16	0	0	172	9	1982	11	92	1098	4
Future Volume (vph)	3	0	16	0	0	172	9	1982	11	92	1098	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.885			0.865			0.999			0.999	
Flt Protected		0.993					0.950			0.950		
Satd. Flow (prot)	0	1637	0	0	1611	0	1888	3536	0	1888	3536	0
Flt Permitted		0.993					0.950			0.950		
Satd. Flow (perm)	0	1637	0	0	1611	0	1888	3536	0	1888	3536	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		500			510			1241			1024	
Travel Time (s)		13.6			13.9			18.8			15.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	0	17	0	0	187	10	2154	12	100	1193	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	187	0	10	2166	0	100	1197	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 80.9% ICU Level of Service D

Analysis Period (min) 15

Lanes, Volumes, Timings

5: Highway 60 & Oakland Dr/Virginia Ave

PM Existing Traffic

Intersection												
Int Delay, s/veh	16.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	3	0	16	0	0	172	9	1982	11	92	1098	4
Future Vol, veh/h	3	0	16	0	0	172	9	1982	11	92	1098	4
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	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	17	0	0	187	10	2154	12	100	1193	4
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2492	3582	599	2977	3578	1083	1198	0	0	2166	0	0
Stage 1	1396	1396	-	2180	2180	-	-	-	-	-	-	-
Stage 2	1097	2186	-	797	1398	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	15	5	445	6	5	212	578	-	-	243	-	-
Stage 1	149	206	-	47	83	-	-	-	-	-	-	-
Stage 2	227	83	-	346	206	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 1	3	445	3	3	212	578	-	-	243	-	-
Mov Cap-2 Maneuver	~ 1	3	-	3	3	-	-	-	-	-	-	-
Stage 1	87	122	-	46	82	-	-	-	-	-	-	-
Stage 2	27	81	-	196	121	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/veh	\$ 2091.57		81.16		0.05		2.29					
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	578	-	-	6	212	243	-	-				
HCM Lane V/C Ratio	0.017	-	-	3.213	0.88	0.411	-	-				
HCM Control Delay (s/veh)	11.3	-	-	\$ 2091.6	81.2	29.7	-	-				
HCM Lane LOS	B	-	-	F	F	D	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	3.8	6.9	1.9	-	-				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

HCM 7th TWSC

6: Highway 60 & Lanier Ave

PM Existing Traffic

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	50	2029	4	19	1161
Future Volume (vph)	4	50	2029	4	19	1161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	12
Storage Length (ft)	0	0		0	250	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.874					
Flt Protected	0.997				0.950	
Satd. Flow (prot)	1623	0	3539	0	1888	3539
Flt Permitted	0.997				0.950	
Satd. Flow (perm)	1623	0	3539	0	1888	3539
Link Speed (mph)	25		45			45
Link Distance (ft)	499		507			1241
Travel Time (s)	13.6		7.7			18.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	54	2205	4	21	1262
Shared Lane Traffic (%)						
Lane Group Flow (vph)	58	0	2209	0	21	1262
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	66.2%			ICU Level of Service C		
Analysis Period (min)	15					

Lanes, Volumes, Timings

6: Highway 60 & Lanier Ave

PM Existing Traffic

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	50	2029	4	19	1161
Future Vol, veh/h	4	50	2029	4	19	1161
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	-	-	-	250	-
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	4	54	2205	4	21	1262
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2880	1105	0	0	2210	0
Stage 1	2208	-	-	-	-	-
Stage 2	672	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	13	205	-	-	234	-
Stage 1	69	-	-	-	-	-
Stage 2	469	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	12	205	-	-	234	-
Mov Cap-2 Maneuver	57	-	-	-	-	-
Stage 1	69	-	-	-	-	-
Stage 2	427	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v36.34		0		0.35		
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	172	234	-	
HCM Lane V/C Ratio	-	-	0.341	0.088	-	
HCM Control Delay (s/veh)	-	-	36.3	21.9	-	
HCM Lane LOS	-	-	E	C	-	
HCM 95th %tile Q(veh)	-	-	1.4	0.3	-	

HCM 7th TWSC

AM and PM Peak Hour
Year 2029 Background Volumes Only

1: Highway 60 & Mall Entrance/River Cliff Dr

AM Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	14	0	3	0	849	12	0	1971	2
Future Volume (vph)	0	0	0	14	0	3	0	849	12	0	1971	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	14	12	12
Storage Length (ft)	0		0	0		0	0		0	250		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt					0.977			0.998				
Flt Protected					0.960							
Satd. Flow (prot)	0	0	0	0	1747	0	0	3532	0	1987	3539	0
Flt Permitted					0.960							
Satd. Flow (perm)	0	0	0	0	1747	0	0	3532	0	1987	3539	0
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		250			507			697			500	
Travel Time (s)		5.7			13.8			10.6			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	15	0	3	0	923	13	0	2142	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	18	0	0	936	0	0	2144	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	64.5%											
Analysis Period (min)	15											
	ICU Level of Service C											

Lanes, Volumes, Timings

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	14	0	3	0	849	12	0	1971	2
Future Vol, veh/h	0	0	0	14	0	3	0	849	12	0	1971	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	-	-	-	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	15	0	3	0	923	13	0	2142	2

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2001 3074 468	- 0 0	936 0 0
Stage 1	929 929	- - -	- - -
Stage 2	1071 2145	- - -	- - -
Critical Hdwy	6.84 6.54 6.94	- - -	4.14 - -
Critical Hdwy Stg 1	5.84 5.54	- - -	- - -
Critical Hdwy Stg 2	5.84 5.54	- - -	- - -
Follow-up Hdwy	3.52 4.02 3.32	- - -	2.22 - -
Pot Cap-1 Maneuver	52 12 542	0 - -	728 - -
Stage 1	345 344	- 0 -	- - -
Stage 2	290 87	- 0 -	- - -
Platoon blocked, %		- - -	- - -
Mov Cap-1 Maneuver	52 0 542	- - -	728 - -
Mov Cap-2 Maneuver	167 0	- - -	- - -
Stage 1	345 0	- - -	- - -
Stage 2	290 0	- - -	- - -

Approach	WB	NB	SB
HCM Control Delay, s/v	25.9	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	- 191	728	-	-
HCM Lane V/C Ratio	-	- 0.097	-	-	-
HCM Control Delay (s/veh)	-	- 25.9	0	-	-
HCM Lane LOS	-	- D	A	-	-
HCM 95th %tile Q(veh)	-	- 0.3	0	-	-

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	2	34	37	2	10	36	846	31	19	1925	53
Future Volume (vph)	23	2	34	37	2	10	36	846	31	19	1925	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.858			0.873				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1598	0	1770	1626	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.714						0.146			0.201		
Satd. Flow (perm)	1330	1598	0	1863	1626	0	290	3539	1583	399	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			11				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	2	37	40	2	11	39	920	34	21	2092	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	39	0	40	13	0	39	920	34	21	2092	58
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	22.3	18.3		7.6	5.9		28.5	27.4	27.4	27.4	25.2	25.2
Actuated g/C Ratio	0.37	0.30		0.13	0.10		0.47	0.45	0.45	0.45	0.42	0.42
v/c Ratio	0.04	0.08		0.18	0.08		0.13	0.58	0.04	0.06	1.42	0.08
Control Delay (s/veh)	14.0	9.5		22.4	19.5		10.0	15.8	0.1	9.6	215.2	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.0	9.5		22.4	19.5		10.0	15.8	0.1	9.6	215.2	0.2
LOS	B	A		C	B		B	B	A	A	F	A
Approach Delay (s/veh)		11.3			21.7			15.0			207.5	
Approach LOS		B			C			B			F	
Queue Length 50th (ft)	5	0		12	1		6	105	0	3	~466	0
Queue Length 95th (ft)	21	22		29	17		25	279	0	16	#946	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200
Base Capacity (vph)	638	906		245	557		327	1597	814	359	1470	764
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.04		0.16	0.02		0.12	0.58	0.04	0.06	1.42	0.08
Intersection Summary												
Area Type:	Other											

Lanes, Volumes, Timings

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Buildout Background

Cycle Length: 90

Actuated Cycle Length: 60.7

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.42

Intersection Signal Delay (s/veh): 142.4

Intersection LOS: F

Intersection Capacity Utilization 69.4%

ICU Level of Service C

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

Lanes, Volumes, Timings

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	2	34	37	2	10	36	846	31	19	1925	53
Future Volume (vph)	23	2	34	37	2	10	36	846	31	19	1925	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.858			0.873				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1598	0	1770	1626	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.714						0.146			0.201		
Satd. Flow (perm)	1330	1598	0	1863	1626	0	290	3539	1583	399	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			11				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	2	37	40	2	11	39	920	34	21	2092	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	39	0	40	13	0	39	920	34	21	2092	58
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			14			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	0.92	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	22.3	18.3		7.6	5.9		28.5	27.4	27.4	27.4	25.2	25.2
Actuated g/C Ratio	0.37	0.30		0.13	0.10		0.47	0.45	0.45	0.45	0.42	0.42
v/c Ratio	0.04	0.08		0.18	0.08		0.13	0.58	0.04	0.06	1.42	0.08
Control Delay (s/veh)	14.0	9.5		22.4	19.5		10.0	15.8	0.1	9.6	215.2	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.0	9.5		22.4	19.5		10.0	15.8	0.1	9.6	215.2	0.2
LOS	B	A		C	B		B	B	A	A	F	A
Approach Delay (s/veh)		11.3			21.7			15.0			207.5	
Approach LOS		B			C			B			F	
Queue Length 50th (ft)	5	0		12	1		6	105	0	3	~466	0
Queue Length 95th (ft)	21	22		29	17		25	279	0	16	#946	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200

Queues

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	638	906		245	557		327	1597	814	359	1470	764
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.04		0.16	0.02		0.12	0.58	0.04	0.06	1.42	0.08

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 60.7

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.42

Intersection Signal Delay (s/veh): 142.4

Intersection LOS: F

Intersection Capacity Utilization 69.4%

ICU Level of Service C

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

Queues

3: Highway 60 & Springview Dr

AM Buildout Background

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	5	1	944	1997	1
Future Volume (vph)	0	5	1	944	1997	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1611	0	1888	3539	3539	0
Flt Permitted			0.950			
Satd. Flow (perm)	1611	0	1888	3539	3539	0
Link Speed (mph)	25			45	45	
Link Distance (ft)	505			1846	866	
Travel Time (s)	13.8			28.0	13.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	5	1	1026	2171	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	1	1026	2172	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	65.2%			ICU Level of Service C		
Analysis Period (min)	15					

Lanes, Volumes, Timings

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	1	944	1997	1
Future Vol, veh/h	0	5	1	944	1997	1
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	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	1	1026	2171	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2686	1086	2172	0	-	0
Stage 1	2171	-	-	-	-	-
Stage 2	515	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	18	212	242	-	-	-
Stage 1	73	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	18	212	242	-	-	-
Mov Cap-2 Maneuver	62	-	-	-	-	-
Stage 1	73	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v22.46		0.02		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	242	-	212	-	-	
HCM Lane V/C Ratio	0.004	-	0.026	-	-	
HCM Control Delay (s/veh)	19.9	-	22.5	-	-	
HCM Lane LOS	C	-	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

4: Highway 60 & Mountainview Rd

AM Buildout Background

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	29	19	987	2077	4
Future Volume (vph)	6	29	19	987	2077	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.889					
Flt Protected	0.991		0.950			
Satd. Flow (prot)	1641	0	1888	3539	3539	0
Flt Permitted	0.991		0.950			
Satd. Flow (perm)	1641	0	1888	3539	3539	0
Link Speed (mph)	25			45	45	
Link Distance (ft)	513			1024	1846	
Travel Time (s)	14.0			15.5	28.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	32	21	1073	2258	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	21	1073	2262	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	67.5%			ICU Level of Service C		
Analysis Period (min)	15					

Lanes, Volumes, Timings

4: Highway 60 & Mountainview Rd

AM Buildout Background

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	29	19	987	2077	4
Future Vol, veh/h	6	29	19	987	2077	4
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	-	250	-	-	-
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	7	32	21	1073	2258	4
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2838	1131	2262	0	-	0
Stage 1	2260	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	14	197	223	-	-	-
Stage 1	65	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	13	197	223	-	-	-
Mov Cap-2 Maneuver	50	-	-	-	-	-
Stage 1	59	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	43.19	0.43		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	223	-	131	-	-	
HCM Lane V/C Ratio	0.093	-	0.289	-	-	
HCM Control Delay (s/veh)	22.8	-	43.2	-	-	
HCM Lane LOS	C	-	E	-	-	
HCM 95th %tile Q(veh)	0.3	-	1.1	-	-	

HCM 7th TWSC

5: Highway 60 & Oakland Dr/Virginia Ave

AM Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	17	2	0	70	2	933	30	179	1944	3
Future Volume (vph)	1	0	17	2	0	70	2	933	30	179	1944	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.872			0.868			0.995				
Flt Protected		0.997			0.999		0.950			0.950		
Satd. Flow (prot)	0	1619	0	0	1615	0	1888	3522	0	1888	3539	0
Flt Permitted		0.997			0.999		0.950			0.950		
Satd. Flow (perm)	0	1619	0	0	1615	0	1888	3522	0	1888	3539	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		500			510			1241			1024	
Travel Time (s)		13.6			13.9			18.8			15.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	0	18	2	0	76	2	1014	33	195	2113	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	0	78	0	2	1047	0	195	2116	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	72.2%						ICU Level of Service C					
Analysis Period (min)	15											

Lanes, Volumes, Timings

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↕↵		↵	↕↵	
Traffic Vol, veh/h	1	0	17	2	0	70	2	933	30	179	1944	3
Future Vol, veh/h	1	0	17	2	0	70	2	933	30	179	1944	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	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	18	2	0	76	2	1014	33	195	2113	3
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3015	3555	1058	2480	3540	523	2116	0	0	1047	0	0
Stage 1	2504	2504	-	1035	1035	-	-	-	-	-	-	-
Stage 2	511	1051	-	1446	2505	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	6	6	221	15	6	498	255	-	-	660	-	-
Stage 1	29	57	-	248	307	-	-	-	-	-	-	-
Stage 2	513	302	-	138	56	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	3	4	221	10	4	498	255	-	-	660	-	-
Mov Cap-2 Maneuver	3	4	-	10	4	-	-	-	-	-	-	-
Stage 1	20	40	-	246	305	-	-	-	-	-	-	-
Stage 2	431	299	-	89	40	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/veh	22.02		32.53		0.04		1.07					
HCM LOS	F		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	255	-	-	49	207	660	-	-				
HCM Lane V/C Ratio	0.009	-	-	0.402	0.378	0.295	-	-				
HCM Control Delay (s/veh)	19.3	-	-	122	32.5	12.7	-	-				
HCM Lane LOS	C	-	-	F	D	B	-	-				
HCM 95th %tile Q(veh)	0	-	-	1.4	1.7	1.2	-	-				

6: Highway 60 & Lanier Ave

AM Buildout Background

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	15	928	5	14	1934
Future Volume (vph)	2	15	928	5	14	1934
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	12
Storage Length (ft)	0	0		0	250	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.880		0.999			
Flt Protected	0.994				0.950	
Satd. Flow (prot)	1629	0	3536	0	1888	3539
Flt Permitted	0.994				0.950	
Satd. Flow (perm)	1629	0	3536	0	1888	3539
Link Speed (mph)	25		45			45
Link Distance (ft)	499		507			1241
Travel Time (s)	13.6		7.7			18.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	16	1009	5	15	2102
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	1014	0	15	2102
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	63.5%			ICU Level of Service B		
Analysis Period (min)	15					

Lanes, Volumes, Timings

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	15	928	5	14	1934
Future Vol, veh/h	2	15	928	5	14	1934
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	-	-	-	250	-
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	2	16	1009	5	15	2102
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2093	507	0	0	1014	0
Stage 1	1011	-	-	-	-	-
Stage 2	1082	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	45	511	-	-	680	-
Stage 1	312	-	-	-	-	-
Stage 2	287	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	44	511	-	-	680	-
Mov Cap-2 Maneuver	155	-	-	-	-	-
Stage 1	312	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v14.39		0		0.07		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	402	680	-	
HCM Lane V/C Ratio	-	-	0.046	0.022	-	
HCM Control Delay (s/veh)	-	-	14.4	10.4	-	
HCM Lane LOS	-	-	B	B	-	
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-	

1: Highway 60 & Mall Entrance/River Cliff Dr

PM Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	10	0	2	0	2180	27	1	1185	4
Future Volume (vph)	0	0	0	10	0	2	0	2180	27	1	1185	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	14	12	12
Storage Length (ft)	0		0	0		0	0		0	250		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt					0.979			0.998				
Flt Protected					0.959					0.950		
Satd. Flow (prot)	0	0	0	0	1749	0	0	3532	0	1888	3539	0
Flt Permitted					0.959					0.950		
Satd. Flow (perm)	0	0	0	0	1749	0	0	3532	0	1888	3539	0
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		250			507			697			500	
Travel Time (s)		5.7			13.8			10.6			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	11	0	2	0	2370	29	1	1288	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	13	0	0	2399	0	1	1292	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 71.1% ICU Level of Service C

Analysis Period (min) 15

Lanes, Volumes, Timings

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	10	0	2	0	2180	27	1	1185	4
Future Vol, veh/h	0	0	0	10	0	2	0	2180	27	1	1185	4
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	-	-	-	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	11	0	2	0	2370	29	1	1288	4

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	3030	3679	1199
Stage 1	2384	2384	-
Stage 2	646	1295	-
Critical Hdwy	6.84	6.54	6.94
Critical Hdwy Stg 1	5.84	5.54	-
Critical Hdwy Stg 2	5.84	5.54	-
Follow-up Hdwy	3.52	4.02	3.32
Pot Cap-1 Maneuver	~ 10	5	178
Stage 1	55	65	-
Stage 2	484	231	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	~ 10	0	178
Mov Cap-2 Maneuver	47	0	-
Stage 1	55	0	-
Stage 2	481	0	-

Approach	WB	NB	SB
HCM Control Delay, s/v	93.11	0	0.02
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	53	197	-
HCM Lane V/C Ratio	-	-	0.245	0.006	-
HCM Control Delay (s/veh)	-	-	93.1	23.4	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	0.8	0	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	2	21	36	4	35	79	2117	53	22	1130	25
Future Volume (vph)	48	2	21	36	4	35	79	2117	53	22	1130	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.862			0.864				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1606	0	1770	1609	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.444			0.889			0.134			0.148		
Satd. Flow (perm)	827	1606	0	1656	1609	0	266	3539	1583	294	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			38				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	2	23	39	4	38	86	2301	58	24	1228	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	25	0	39	42	0	86	2301	58	24	1228	27
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	26.7	22.5		10.2	6.3		32.5	29.9	29.9	29.9	25.2	25.2
Actuated g/C Ratio	0.38	0.32		0.15	0.09		0.47	0.43	0.43	0.43	0.36	0.36
v/c Ratio	0.09	0.05		0.15	0.23		0.31	1.52	0.07	0.09	0.96	0.04
Control Delay (s/veh)	14.5	10.3		18.1	16.3		14.0	257.6	0.2	11.8	43.8	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.5	10.3		18.1	16.3		14.0	257.6	0.2	11.8	43.8	0.1
LOS	B	B		B	B		B	F	A	B	D	A
Approach Delay (s/veh)		13.1			17.2			243.0			42.3	
Approach LOS		B			B			F			D	
Queue Length 50th (ft)	15	1		11	2		21	~758	0	6	~339	0
Queue Length 95th (ft)	35	18		28	30		47	#1077	0	18	#486	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200
Base Capacity (vph)	593	788		271	499		292	1517	782	294	1277	687
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.03		0.14	0.08		0.29	1.52	0.07	0.08	0.96	0.04
Intersection Summary												
Area Type:	Other											

Lanes, Volumes, Timings

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Buildout Background

Cycle Length: 90

Actuated Cycle Length: 69.8

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.52

Intersection Signal Delay (s/veh): 167.6

Intersection LOS: F

Intersection Capacity Utilization 82.5%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

Lanes, Volumes, Timings

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	2	21	36	4	35	79	2117	53	22	1130	25
Future Volume (vph)	48	2	21	36	4	35	79	2117	53	22	1130	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.862			0.864				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1606	0	1770	1609	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.444			0.889			0.134			0.148		
Satd. Flow (perm)	827	1606	0	1656	1609	0	266	3539	1583	294	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			38				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	2	23	39	4	38	86	2301	58	24	1228	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	25	0	39	42	0	86	2301	58	24	1228	27
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			14			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	0.92	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	26.7	22.5		10.2	6.3		32.5	29.9	29.9	29.9	25.2	25.2
Actuated g/C Ratio	0.38	0.32		0.15	0.09		0.47	0.43	0.43	0.43	0.36	0.36
v/c Ratio	0.09	0.05		0.15	0.23		0.31	1.52	0.07	0.09	0.96	0.04
Control Delay (s/veh)	14.5	10.3		18.1	16.3		14.0	257.6	0.2	11.8	43.8	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.5	10.3		18.1	16.3		14.0	257.6	0.2	11.8	43.8	0.1
LOS	B	B		B	B		B	F	A	B	D	A
Approach Delay (s/veh)		13.1			17.2			243.0			42.3	
Approach LOS		B			B			F			D	
Queue Length 50th (ft)	15	1		11	2		21	~758	0	6	~339	0
Queue Length 95th (ft)	35	18		28	30		47	#1077	0	18	#486	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200

Queues

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	593	788		271	499		292	1517	782	294	1277	687
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.03		0.14	0.08		0.29	1.52	0.07	0.08	0.96	0.04

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 69.8

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.52

Intersection Signal Delay (s/veh): 167.6

Intersection LOS: F

Intersection Capacity Utilization 82.5%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

Queues

3: Highway 60 & Springview Dr

PM Buildout Background

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	3	9	2271	1206	1
Future Volume (vph)	1	3	9	2271	1206	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.899					
Flt Protected	0.988		0.950			
Satd. Flow (prot)	1655	0	1888	3539	3539	0
Flt Permitted	0.988		0.950			
Satd. Flow (perm)	1655	0	1888	3539	3539	0
Link Speed (mph)	25			45	45	
Link Distance (ft)	505			1846	866	
Travel Time (s)	13.8			28.0	13.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	3	10	2468	1311	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	10	2468	1312	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	72.8%			ICU Level of Service C		
Analysis Period (min)	15					

Lanes, Volumes, Timings

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	9	2271	1206	1
Future Vol, veh/h	1	3	9	2271	1206	1
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	-	250	-	-	-
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	1	3	10	2468	1311	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2565	656	1312	0	-	0
Stage 1	1311	-	-	-	-	-
Stage 2	1254	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	21	408	523	-	-	-
Stage 1	216	-	-	-	-	-
Stage 2	232	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	21	408	523	-	-	-
Mov Cap-2 Maneuver	111	-	-	-	-	-
Stage 1	212	-	-	-	-	-
Stage 2	232	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v20.01		0.05		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	523	-	244	-	-	
HCM Lane V/C Ratio	0.019	-	0.018	-	-	
HCM Control Delay (s/veh)	12	-	20	-	-	
HCM Lane LOS	B	-	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-	

4: Highway 60 & Mountainview Rd

PM Buildout Background

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	14	30	32	2248	1247	15
Future Volume (vph)	14	30	32	2248	1247	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.907				0.998	
Flt Protected	0.985		0.950			
Satd. Flow (prot)	1664	0	1888	3539	3532	0
Flt Permitted	0.985		0.950			
Satd. Flow (perm)	1664	0	1888	3539	3532	0
Link Speed (mph)	25			45	45	
Link Distance (ft)	513			1024	1846	
Travel Time (s)	14.0			15.5	28.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	33	35	2443	1355	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	0	35	2443	1371	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	72.1%			ICU Level of Service C		
Analysis Period (min)	15					

Lanes, Volumes, Timings

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	30	32	2248	1247	15
Future Vol, veh/h	14	30	32	2248	1247	15
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	-	250	-	-	-
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	15	33	35	2443	1355	16
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2655	686	1372	0	-	0
Stage 1	1364	-	-	-	-	-
Stage 2	1291	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	18	390	496	-	-	-
Stage 1	203	-	-	-	-	-
Stage 2	222	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	17	390	496	-	-	-
Mov Cap-2 Maneuver	101	-	-	-	-	-
Stage 1	189	-	-	-	-	-
Stage 2	222	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v27.99		0.18		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	496	-	204	-	-	
HCM Lane V/C Ratio	0.07	-	0.235	-	-	
HCM Control Delay (s/veh)	12.8	-	28	-	-	
HCM Lane LOS	B	-	D	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.9	-	-	

5: Highway 60 & Oakland Dr/Virginia Ave

PM Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	0	17	0	0	183	10	2114	12	98	1171	4
Future Volume (vph)	3	0	17	0	0	183	10	2114	12	98	1171	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.884			0.865			0.999				
Flt Protected		0.993					0.950			0.950		
Satd. Flow (prot)	0	1635	0	0	1611	0	1888	3536	0	1888	3539	0
Flt Permitted		0.993					0.950			0.950		
Satd. Flow (perm)	0	1635	0	0	1611	0	1888	3536	0	1888	3539	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		500			510			1241			1024	
Travel Time (s)		13.6			13.9			18.8			15.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	0	18	0	0	199	11	2298	13	107	1273	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	21	0	0	199	0	11	2311	0	107	1277	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	85.6%											
Analysis Period (min)	15											
	ICU Level of Service E											

Lanes, Volumes, Timings

5: Highway 60 & Oakland Dr/Virginia Ave

PM Buildout Background

Intersection												
Int Delay, s/veh	8.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↕↕		↵	↕↕	
Traffic Vol, veh/h	3	0	17	0	0	183	10	2114	12	98	1171	4
Future Vol, veh/h	3	0	17	0	0	183	10	2114	12	98	1171	4
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	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	18	0	0	199	11	2298	13	107	1273	4
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2659	3821	639	3176	3816	1155	1277	0	0	2311	0	0
Stage 1	1488	1488	-	2326	2326	-	-	-	-	-	-	-
Stage 2	1171	2333	-	849	1490	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	11	4	419	4	4	~ 190	539	-	-	213	-	-
Stage 1	130	186	-	38	70	-	-	-	-	-	-	-
Stage 2	205	70	-	322	186	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	5	2	419	2	2	~ 190	539	-	-	213	-	-
Mov Cap-2 Maneuver	5	2	-	2	2	-	-	-	-	-	-	-
Stage 1	65	93	-	37	69	-	-	-	-	-	-	-
Stage 2	-	68	-	154	93	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/228.27			129.5		0.06		2.89					
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	539	-	-	33	190	213	-	-				
HCM Lane V/C Ratio	0.02	-	-	0.65	1.047	0.499	-	-				
HCM Control Delay (s/veh)	11.8	-	-	228.3	129.5	37.6	-	-				
HCM Lane LOS	B	-	-	F	F	E	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	2.2	9.2	2.5	-	-				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

HCM 7th TWSC

6: Highway 60 & Lanier Ave

PM Buildout Background

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	53	2164	4	20	1238
Future Volume (vph)	4	53	2164	4	20	1238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	12
Storage Length (ft)	0	0		0	250	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.874					
Flt Protected	0.997				0.950	
Satd. Flow (prot)	1623	0	3539	0	1888	3539
Flt Permitted	0.997				0.950	
Satd. Flow (perm)	1623	0	3539	0	1888	3539
Link Speed (mph)	25		45			45
Link Distance (ft)	499		507			1241
Travel Time (s)	13.6		7.7			18.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	58	2352	4	22	1346
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	0	2356	0	22	1346
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	70.1%			ICU Level of Service C		
Analysis Period (min)	15					

Lanes, Volumes, Timings

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	53	2164	4	20	1238
Future Vol, veh/h	4	53	2164	4	20	1238
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	-	-	-	250	-
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	4	58	2352	4	22	1346
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	3071	1178	0	0	2357	0
Stage 1	2354	-	-	-	-	-
Stage 2	716	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	9	183	-	-	205	-
Stage 1	57	-	-	-	-	-
Stage 2	445	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	8	183	-	-	205	-
Mov Cap-2 Maneuver	47	-	-	-	-	-
Stage 1	57	-	-	-	-	-
Stage 2	398	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v	43.81	0		0.39		
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	153	205	-	
HCM Lane V/C Ratio	-	-	0.406	0.106	-	
HCM Control Delay (s/veh)	-	-	43.8	24.7	-	
HCM Lane LOS	-	-	E	C	-	
HCM 95th %tile Q(veh)	-	-	1.8	0.4	-	

AM and PM Peak Hour

Year 2029 Background plus Development Volumes

1: Highway 60 & Mall Entrance/River Cliff Dr

AM Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	14	0	3	0	855	12	0	1974	2
Future Volume (vph)	0	0	0	14	0	3	0	855	12	0	1974	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	14	12	12
Storage Length (ft)	0		0	0		0	0		0	250		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt					0.977			0.998				
Flt Protected					0.960							
Satd. Flow (prot)	0	0	0	0	1747	0	0	3532	0	1987	3539	0
Flt Permitted					0.960							
Satd. Flow (perm)	0	0	0	0	1747	0	0	3532	0	1987	3539	0
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		250			507			697			500	
Travel Time (s)		5.7			13.8			10.6			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	15	0	3	0	929	13	0	2146	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	18	0	0	942	0	0	2148	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	64.6%											
Analysis Period (min)	15											
	ICU Level of Service C											

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	14	0	3	0	855	12	0	1974	2
Future Vol, veh/h	0	0	0	14	0	3	0	855	12	0	1974	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	-	-	-	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	15	0	3	0	929	13	0	2146	2

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2009	3084	471	-	0	0
Stage 1	936	936	-	-	-	-
Stage 2	1073	2148	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	-	-	2.22
Pot Cap-1 Maneuver	51	12	539	0	-	723
Stage 1	342	342	-	0	-	-
Stage 2	290	87	-	0	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	51	0	539	-	-	723
Mov Cap-2 Maneuver	166	0	-	-	-	-
Stage 1	342	0	-	-	-	-
Stage 2	290	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	26.03	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	190	723	-
HCM Lane V/C Ratio	-	-	0.097	-	-
HCM Control Delay (s/veh)	-	-	26	0	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Buildout Background + Development

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	2	34	37	2	10	36	852	31	19	1928	53
Future Volume (vph)	23	2	34	37	2	10	36	852	31	19	1928	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.858			0.873				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1598	0	1770	1626	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.714						0.146			0.198		
Satd. Flow (perm)	1330	1598	0	1863	1626	0	290	3539	1583	393	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			11				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	2	37	40	2	11	39	926	34	21	2096	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	39	0	40	13	0	39	926	34	21	2096	58
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	22.3	18.3		7.6	5.9		28.5	27.4	27.4	27.4	25.2	25.2
Actuated g/C Ratio	0.37	0.30		0.13	0.10		0.47	0.45	0.45	0.45	0.42	0.42
v/c Ratio	0.04	0.08		0.18	0.08		0.13	0.58	0.04	0.06	1.43	0.08
Control Delay (s/veh)	14.0	9.5		22.4	19.5		10.0	15.9	0.1	9.6	216.4	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.0	9.5		22.4	19.5		10.0	15.9	0.1	9.6	216.4	0.2
LOS	B	A		C	B		B	B	A	A	F	A
Approach Delay (s/veh)		11.3			21.7			15.1			208.6	
Approach LOS		B			C			B			F	
Queue Length 50th (ft)	5	0		12	1		6	106	0	3	~467	0
Queue Length 95th (ft)	21	22		29	17		25	282	0	16	#948	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200
Base Capacity (vph)	638	906		245	557		327	1597	814	357	1470	764
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.04		0.16	0.02		0.12	0.58	0.04	0.06	1.43	0.08
Intersection Summary												
Area Type:	Other											

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Buildout Background + Development

Cycle Length: 90	
Actuated Cycle Length: 60.7	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.43	
Intersection Signal Delay (s/veh): 143.0	Intersection LOS: F
Intersection Capacity Utilization 69.5%	ICU Level of Service C
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	2	34	37	2	10	36	852	31	19	1928	53
Future Volume (vph)	23	2	34	37	2	10	36	852	31	19	1928	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.858			0.873				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1598	0	1770	1626	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.714						0.146			0.198		
Satd. Flow (perm)	1330	1598	0	1863	1626	0	290	3539	1583	393	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			11				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	2	37	40	2	11	39	926	34	21	2096	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	39	0	40	13	0	39	926	34	21	2096	58
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			14			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	0.92	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	22.3	18.3		7.6	5.9		28.5	27.4	27.4	27.4	25.2	25.2
Actuated g/C Ratio	0.37	0.30		0.13	0.10		0.47	0.45	0.45	0.45	0.42	0.42
v/c Ratio	0.04	0.08		0.18	0.08		0.13	0.58	0.04	0.06	1.43	0.08
Control Delay (s/veh)	14.0	9.5		22.4	19.5		10.0	15.9	0.1	9.6	216.4	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.0	9.5		22.4	19.5		10.0	15.9	0.1	9.6	216.4	0.2
LOS	B	A		C	B		B	B	A	A	F	A
Approach Delay (s/veh)		11.3			21.7			15.1			208.6	
Approach LOS		B			C			B			F	
Queue Length 50th (ft)	5	0		12	1		6	106	0	3	~467	0
Queue Length 95th (ft)	21	22		29	17		25	282	0	16	#948	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200

LJA Engineering, Inc.

Queues

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	638	906		245	557		327	1597	814	357	1470	764
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.04		0.16	0.02		0.12	0.58	0.04	0.06	1.43	0.08

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 60.7

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.43

Intersection Signal Delay (s/veh): 143.0

Intersection LOS: F

Intersection Capacity Utilization 69.5%

ICU Level of Service C

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

3: Highway 60 & Springview Dr

AM Buildout Background + Development

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	5	1	950	1999	1
Future Volume (vph)	0	5	1	950	1999	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1611	0	1888	3539	3539	0
Flt Permitted			0.950			
Satd. Flow (perm)	1611	0	1888	3539	3539	0
Link Speed (mph)	25			45	45	
Link Distance (ft)	505			1352	866	
Travel Time (s)	13.8			20.5	13.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	5	1	1033	2173	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	1	1033	2174	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	65.3%			ICU Level of Service C		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	1	950	1999	1
Future Vol, veh/h	0	5	1	950	1999	1
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	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	1	1033	2173	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2692	1087	2174	0	-	0
Stage 1	2173	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	17	211	242	-	-	-
Stage 1	73	-	-	-	-	-
Stage 2	562	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	17	211	242	-	-	-
Mov Cap-2 Maneuver	61	-	-	-	-	-
Stage 1	72	-	-	-	-	-
Stage 2	562	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v22.49		0.02		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	242	-	211	-	-	
HCM Lane V/C Ratio	0.004	-	0.026	-	-	
HCM Control Delay (s/veh)	20	-	22.5	-	-	
HCM Lane LOS	C	-	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

4: Highway 60 & Mountainview Rd

AM Buildout Background + Development

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	29	19	1009	2132	4
Future Volume (vph)	6	29	19	1009	2132	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.889					
Flt Protected	0.991		0.950			
Satd. Flow (prot)	1641	0	1888	3539	3539	0
Flt Permitted	0.991		0.950			
Satd. Flow (perm)	1641	0	1888	3539	3539	0
Link Speed (mph)	25			45	30	
Link Distance (ft)	513			1024	501	
Travel Time (s)	14.0			15.5	11.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	32	21	1097	2317	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	21	1097	2321	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	69.1%			ICU Level of Service C		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	29	19	1009	2132	4
Future Vol, veh/h	6	29	19	1009	2132	4
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	-	250	-	-	-
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	7	32	21	1097	2317	4
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2909	1161	2322	0	-	0
Stage 1	2320	-	-	-	-	-
Stage 2	590	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	12	188	211	-	-	-
Stage 1	60	-	-	-	-	-
Stage 2	517	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	11	188	211	-	-	-
Mov Cap-2 Maneuver	46	-	-	-	-	-
Stage 1	54	-	-	-	-	-
Stage 2	517	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	46.6	0.44		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	211	-	124	-	-	
HCM Lane V/C Ratio	0.098	-	0.308	-	-	
HCM Control Delay (s/veh)	23.9	-	46.6	-	-	
HCM Lane LOS	C	-	E	-	-	
HCM 95th %tile Q(veh)	0.3	-	1.2	-	-	

5: Highway 60 & Oakland Dr/Virginia Ave

AM Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	17	2	0	72	2	954	30	182	1995	3
Future Volume (vph)	1	0	17	2	0	72	2	954	30	182	1995	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.872			0.868			0.995				
Flt Protected		0.997			0.999		0.950			0.950		
Satd. Flow (prot)	0	1619	0	0	1615	0	1888	3522	0	1888	3539	0
Flt Permitted		0.997			0.999		0.950			0.950		
Satd. Flow (perm)	0	1619	0	0	1615	0	1888	3522	0	1888	3539	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		500			510			1241			1024	
Travel Time (s)		13.6			13.9			18.8			15.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	0	18	2	0	78	2	1037	33	198	2168	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	0	80	0	2	1070	0	198	2171	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	73.7%						ICU Level of Service D					
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	1	0	17	2	0	72	2	954	30	182	1995	3
Future Vol, veh/h	1	0	17	2	0	72	2	954	30	182	1995	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	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	18	2	0	78	2	1037	33	198	2168	3
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3089	3640	1086	2538	3625	535	2172	0	0	1070	0	0
Stage 1	2566	2566	-	1058	1058	-	-	-	-	-	-	-
Stage 2	523	1074	-	1480	2567	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	5	5	212	14	5	490	242	-	-	647	-	-
Stage 1	26	52	-	240	300	-	-	-	-	-	-	-
Stage 2	505	294	-	132	52	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	3	3	212	9	4	490	242	-	-	647	-	-
Mov Cap-2 Maneuver	3	3	-	9	4	-	-	-	-	-	-	-
Stage 1	18	36	-	238	297	-	-	-	-	-	-	-
Stage 2	421	292	-	83	36	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/veh	48.09		36.01		0.04		1.08					
HCM LOS	F		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	242	-	-	42	194	647	-	-				
HCM Lane V/C Ratio	0.009	-	-	0.461	0.414	0.306	-	-				
HCM Control Delay (s/veh)	20	-	-	148.1	36	13	-	-				
HCM Lane LOS	C	-	-	F	E	B	-	-				
HCM 95th %tile Q(veh)	0	-	-	1.6	1.9	1.3	-	-				

6: Highway 60 & Lanier Ave

AM Buildout Background + Development

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	16	947	5	17	1983
Future Volume (vph)	2	16	947	5	17	1983
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	12
Storage Length (ft)	0	0		0	250	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.879		0.999			
Flt Protected	0.995				0.950	
Satd. Flow (prot)	1629	0	3536	0	1888	3539
Flt Permitted	0.995				0.950	
Satd. Flow (perm)	1629	0	3536	0	1888	3539
Link Speed (mph)	25		45			45
Link Distance (ft)	499		507			1241
Travel Time (s)	13.6		7.7			18.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	17	1029	5	18	2155
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	1034	0	18	2155
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization 64.8%			ICU Level of Service C			
Analysis Period (min) 15						

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	16	947	5	17	1983
Future Vol, veh/h	2	16	947	5	17	1983
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	-	-	-	250	-
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	2	17	1029	5	18	2155
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2147	517	0	0	1035	0
Stage 1	1032	-	-	-	-	-
Stage 2	1115	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	41	503	-	-	667	-
Stage 1	304	-	-	-	-	-
Stage 2	275	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	40	503	-	-	667	-
Mov Cap-2 Maneuver	148	-	-	-	-	-
Stage 1	304	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v14.53		0		0.09		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	397	667	-	
HCM Lane V/C Ratio	-	-	0.049	0.028	-	
HCM Control Delay (s/veh)	-	-	14.5	10.5	-	
HCM Lane LOS	-	-	B	B	-	
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-	

7: Access A & Highway 60

AM Buildout Background + Development

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	55	22	993	2081	2
Future Volume (vph)	6	55	22	993	2081	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			250
Storage Lanes	1	0	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	0.879					0.850
Flt Protected	0.995		0.950			
Satd. Flow (prot)	1629	0	1888	3539	3539	1583
Flt Permitted	0.995		0.950			
Satd. Flow (perm)	1629	0	1888	3539	3539	1583
Link Speed (mph)	25			30	45	
Link Distance (ft)	255			501	1352	
Travel Time (s)	7.0			11.4	20.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	60	24	1079	2262	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	67	0	24	1079	2262	2
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	67.9%			ICU Level of Service C		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	55	22	993	2081	2
Future Vol, veh/h	6	55	22	993	2081	2
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	-	250	-	-	250
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	7	60	24	1079	2262	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2849	1131	2264	0	-	0
Stage 1	2262	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	14	197	223	-	-	-
Stage 1	65	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	12	197	223	-	-	-
Mov Cap-2 Maneuver	49	-	-	-	-	-
Stage 1	58	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v45.69		0.5		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	223	-	152	-	-	
HCM Lane V/C Ratio	0.107	-	0.435	-	-	
HCM Control Delay (s/veh)	23.1	-	45.7	-	-	
HCM Lane LOS	C	-	E	-	-	
HCM 95th %tile Q(veh)	0.4	-	2	-	-	

1: Highway 60 & Mall Entrance/River Cliff Dr

PM Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	10	0	2	0	2184	27	1	1191	4
Future Volume (vph)	0	0	0	10	0	2	0	2184	27	1	1191	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	14	12	12
Storage Length (ft)	0		0	0		0	0		0	250		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00		1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt					0.979			0.998				
Flt Protected					0.959					0.950		
Satd. Flow (prot)	0	0	0	0	1749	0	0	3532	0	1888	3539	0
Flt Permitted					0.959					0.950		
Satd. Flow (perm)	0	0	0	0	1749	0	0	3532	0	1888	3539	0
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		250			507			697			500	
Travel Time (s)		5.7			13.8			10.6			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	11	0	2	0	2374	29	1	1295	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	13	0	0	2403	0	1	1299	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 71.2%												
ICU Level of Service C												
Analysis Period (min) 15												

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	10	0	2	0	2184	27	1	1191	4
Future Vol, veh/h	0	0	0	10	0	2	0	2184	27	1	1191	4
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	-	-	-	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	11	0	2	0	2374	29	1	1295	4

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3038	3690	1202	-	0	0
Stage 1	2389	2389	-	-	-	-
Stage 2	649	1301	-	-	-	-
Critical Hdwy	6.84	6.54	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	5.54	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	-	-	2.22
Pot Cap-1 Maneuver	~ 10	5	177	0	-	196
Stage 1	55	65	-	0	-	-
Stage 2	482	229	-	0	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 10	0	177	-	-	196
Mov Cap-2 Maneuver	47	0	-	-	-	-
Stage 1	55	0	-	-	-	-
Stage 2	479	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	93.75	0	0.02
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	53	196	-
HCM Lane V/C Ratio	-	-	0.246	0.006	-
HCM Control Delay (s/veh)	-	-	93.7	23.5	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	0.8	0	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	2	21	36	4	35	79	2122	53	22	1136	25
Future Volume (vph)	48	2	21	36	4	35	79	2122	53	22	1136	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.862			0.864				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1606	0	1770	1609	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.444			0.889			0.134			0.148		
Satd. Flow (perm)	827	1606	0	1656	1609	0	266	3539	1583	294	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			38				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	2	23	39	4	38	86	2307	58	24	1235	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	25	0	39	42	0	86	2307	58	24	1235	27
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effct Green (s)	26.7	22.5		10.2	6.3		32.5	29.9	29.9	29.9	25.2	25.2
Actuated g/C Ratio	0.38	0.32		0.15	0.09		0.47	0.43	0.43	0.43	0.36	0.36
v/c Ratio	0.09	0.05		0.15	0.23		0.31	1.52	0.07	0.09	0.97	0.04
Control Delay (s/veh)	14.5	10.3		18.1	16.3		14.0	259.4	0.2	11.8	44.8	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.5	10.3		18.1	16.3		14.0	259.4	0.2	11.8	44.8	0.1
LOS	B	B		B	B		B	F	A	B	D	A
Approach Delay (s/veh)		13.1			17.2			244.7			43.3	
Approach LOS		B			B			F			D	
Queue Length 50th (ft)	15	1		11	2		21	~761	0	6	~343	0
Queue Length 95th (ft)	35	18		28	30		47	#1081	0	18	#490	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200
Base Capacity (vph)	593	788		271	499		292	1517	782	294	1277	687
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.03		0.14	0.08		0.29	1.52	0.07	0.08	0.97	0.04
Intersection Summary												
Area Type:	Other											

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Buildout Background + Development

Cycle Length: 90

Actuated Cycle Length: 69.8

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.52

Intersection Signal Delay (s/veh): 168.9

Intersection LOS: F

Intersection Capacity Utilization 82.5%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	2	21	36	4	35	79	2122	53	22	1136	25
Future Volume (vph)	48	2	21	36	4	35	79	2122	53	22	1136	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.862			0.864				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1606	0	1770	1609	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.444			0.889			0.134			0.148		
Satd. Flow (perm)	827	1606	0	1656	1609	0	266	3539	1583	294	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			38				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	2	23	39	4	38	86	2307	58	24	1235	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	25	0	39	42	0	86	2307	58	24	1235	27
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			14			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	0.92	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	26.7	22.5		10.2	6.3		32.5	29.9	29.9	29.9	25.2	25.2
Actuated g/C Ratio	0.38	0.32		0.15	0.09		0.47	0.43	0.43	0.43	0.36	0.36
v/c Ratio	0.09	0.05		0.15	0.23		0.31	1.52	0.07	0.09	0.97	0.04
Control Delay (s/veh)	14.5	10.3		18.1	16.3		14.0	259.4	0.2	11.8	44.8	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.5	10.3		18.1	16.3		14.0	259.4	0.2	11.8	44.8	0.1
LOS	B	B		B	B		B	F	A	B	D	A
Approach Delay (s/veh)		13.1			17.2			244.7			43.3	
Approach LOS		B			B			F			D	
Queue Length 50th (ft)	15	1		11	2		21	~761	0	6	~343	0
Queue Length 95th (ft)	35	18		28	30		47	#1081	0	18	#490	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200

LJA Engineering, Inc.

Queues

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	593	788		271	499		292	1517	782	294	1277	687
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.03		0.14	0.08		0.29	1.52	0.07	0.08	0.97	0.04

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 69.8

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.52

Intersection Signal Delay (s/veh): 168.9

Intersection LOS: F

Intersection Capacity Utilization 82.5%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

3: Highway 60 & Springview Dr

PM Buildout Background + Development

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	3	9	2275	1213	1
Future Volume (vph)	1	3	9	2275	1213	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.899					
Flt Protected	0.988		0.950			
Satd. Flow (prot)	1655	0	1888	3539	3539	0
Flt Permitted	0.988		0.950			
Satd. Flow (perm)	1655	0	1888	3539	3539	0
Link Speed (mph)	25			45	45	
Link Distance (ft)	505			1352	866	
Travel Time (s)	13.8			20.5	13.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	3	10	2473	1318	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	10	2473	1319	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	72.9%			ICU Level of Service C		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	9	2275	1213	1
Future Vol, veh/h	1	3	9	2275	1213	1
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	-	250	-	-	-
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	1	3	10	2473	1318	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2575	660	1320	0	-	0
Stage 1	1319	-	-	-	-	-
Stage 2	1256	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	21	406	520	-	-	-
Stage 1	214	-	-	-	-	-
Stage 2	232	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	21	406	520	-	-	-
Mov Cap-2 Maneuver	110	-	-	-	-	-
Stage 1	210	-	-	-	-	-
Stage 2	232	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v20.11		0.05		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	520	-	243	-	-	
HCM Lane V/C Ratio	0.019	-	0.018	-	-	
HCM Control Delay (s/veh)	12.1	-	20.1	-	-	
HCM Lane LOS	B	-	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-	

4: Highway 60 & Mountainview Rd

PM Buildout Background + Development

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	14	30	32	2303	1284	15
Future Volume (vph)	14	30	32	2303	1284	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.907				0.998	
Flt Protected	0.985		0.950			
Satd. Flow (prot)	1664	0	1888	3539	3532	0
Flt Permitted	0.985		0.950			
Satd. Flow (perm)	1664	0	1888	3539	3532	0
Link Speed (mph)	25			45	30	
Link Distance (ft)	513			1024	501	
Travel Time (s)	14.0			15.5	11.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	33	35	2503	1396	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	0	35	2503	1412	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	73.7%			ICU Level of Service D		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	30	32	2303	1284	15
Future Vol, veh/h	14	30	32	2303	1284	15
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	-	250	-	-	-
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	15	33	35	2503	1396	16
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2725	706	1412	0	-	0
Stage 1	1404	-	-	-	-	-
Stage 2	1321	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	17	378	479	-	-	-
Stage 1	193	-	-	-	-	-
Stage 2	214	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	15	378	479	-	-	-
Mov Cap-2 Maneuver	96	-	-	-	-	-
Stage 1	179	-	-	-	-	-
Stage 2	214	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v29.33		0.18		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	479	-	195	-	-	
HCM Lane V/C Ratio	0.073	-	0.245	-	-	
HCM Control Delay (s/veh)	13.1	-	29.3	-	-	
HCM Lane LOS	B	-	D	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.9	-	-	

5: Highway 60 & Oakland Dr/Virginia Ave

PM Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	0	17	0	0	187	10	2167	12	100	1206	4
Future Volume (vph)	3	0	17	0	0	187	10	2167	12	100	1206	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.884			0.865			0.999				
Flt Protected		0.993					0.950			0.950		
Satd. Flow (prot)	0	1635	0	0	1611	0	1888	3536	0	1888	3539	0
Flt Permitted		0.993					0.950			0.950		
Satd. Flow (perm)	0	1635	0	0	1611	0	1888	3536	0	1888	3539	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		500			510			1241			1024	
Travel Time (s)		13.6			13.9			18.8			15.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	0	18	0	0	203	11	2355	13	109	1311	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	21	0	0	203	0	11	2368	0	109	1315	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	87.4%					ICU Level of Service E						
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	10.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Vol, veh/h	3	0	17	0	0	187	10	2167	12	100	1206	4
Future Vol, veh/h	3	0	17	0	0	187	10	2167	12	100	1206	4
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	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	18	0	0	203	11	2355	13	109	1311	4
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2730	3921	658	3257	3916	1184	1315	0	0	2368	0	0
Stage 1	1530	1530	-	2384	2384	-	-	-	-	-	-	-
Stage 2	1199	2390	-	873	1533	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	10	3	407	4	3	~ 182	522	-	-	202	-	-
Stage 1	122	177	-	35	65	-	-	-	-	-	-	-
Stage 2	197	65	-	311	177	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	4	1	407	2	1	~ 182	522	-	-	202	-	-
Mov Cap-2 Maneuver	4	1	-	2	1	-	-	-	-	-	-	-
Stage 1	57	82	-	34	64	-	-	-	-	-	-	-
Stage 2	-	64	-	138	82	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/veh	10.11		154.77		0.06		3.18					
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	522	-	-	27	182	202	-	-				
HCM Lane V/C Ratio	0.021	-	-	0.791	1.118	0.537	-	-				
HCM Control Delay (s/veh)	12	-	-	\$ 310.1	154.8	41.7	-	-				
HCM Lane LOS	B	-	-	F	F	E	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	2.5	10.2	2.8	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

6: Highway 60 & Lanier Ave

PM Buildout Background + Development

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 		 	 
Traffic Volume (vph)	4	56	2214	4	22	1271
Future Volume (vph)	4	56	2214	4	22	1271
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	12
Storage Length (ft)	0	0		0	250	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.873					
Flt Protected	0.997				0.950	
Satd. Flow (prot)	1621	0	3539	0	1888	3539
Flt Permitted	0.997				0.950	
Satd. Flow (perm)	1621	0	3539	0	1888	3539
Link Speed (mph)	25		45			45
Link Distance (ft)	499		507			1241
Travel Time (s)	13.6		7.7			18.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	61	2407	4	24	1382
Shared Lane Traffic (%)						
Lane Group Flow (vph)	65	0	2411	0	24	1382
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	71.7%			ICU Level of Service C		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	56	2214	4	22	1271
Future Vol, veh/h	4	56	2214	4	22	1271
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	-	-	-	250	-
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	4	61	2407	4	24	1382
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	3147	1205	0	0	2411	0
Stage 1	2409	-	-	-	-	-
Stage 2	739	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	8	176	-	-	195	-
Stage 1	53	-	-	-	-	-
Stage 2	433	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	7	176	-	-	195	-
Mov Cap-2 Maneuver	44	-	-	-	-	-
Stage 1	53	-	-	-	-	-
Stage 2	380	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v	47.84	0		0.44		
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	147	195	-	
HCM Lane V/C Ratio	-	-	0.445	0.123	-	
HCM Control Delay (s/veh)	-	-	47.8	26.1	-	
HCM Lane LOS	-	-	E	D	-	
HCM 95th %tile Q(veh)	-	-	2	0.4	-	

7: Access A & Highway 60

PM Buildout Background + Development

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	4	37	56	2261	1262	6
Future Volume (vph)	4	37	56	2261	1262	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			250
Storage Lanes	1	0	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	0.877					0.850
Flt Protected	0.995		0.950			
Satd. Flow (prot)	1625	0	1888	3539	3539	1583
Flt Permitted	0.995		0.950			
Satd. Flow (perm)	1625	0	1888	3539	3539	1583
Link Speed (mph)	25			30	45	
Link Distance (ft)	255			501	1352	
Travel Time (s)	7.0			11.4	20.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	40	61	2458	1372	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	0	61	2458	1372	7
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	72.5%			ICU Level of Service C		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	37	56	2261	1262	6
Future Vol, veh/h	4	37	56	2261	1262	6
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	-	250	-	-	250
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	4	40	61	2458	1372	7
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2722	686	1378	0	-	0
Stage 1	1372	-	-	-	-	-
Stage 2	1351	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	17	390	493	-	-	-
Stage 1	201	-	-	-	-	-
Stage 2	206	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	15	390	493	-	-	-
Mov Cap-2 Maneuver	93	-	-	-	-	-
Stage 1	176	-	-	-	-	-
Stage 2	206	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v19.22		0.32		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	493	-	298	-	-	
HCM Lane V/C Ratio	0.123	-	0.15	-	-	
HCM Control Delay (s/veh)	13.3	-	19.2	-	-	
HCM Lane LOS	B	-	C	-	-	
HCM 95th %tile Q(veh)	0.4	-	0.5	-	-	

AM and PM Peak Hour
Year 2034 Background Volumes Only

1: Highway 60 & Mall Entrance/River Cliff Dr

AM Horizon Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	15	0	3	0	906	13	0	2103	2
Future Volume (vph)	0	0	0	15	0	3	0	906	13	0	2103	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	14	12	12
Storage Length (ft)	0		0	0		0	0		0	250		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt					0.979			0.998				
Flt Protected					0.960							
Satd. Flow (prot)	0	0	0	0	1751	0	0	3532	0	1987	3539	0
Flt Permitted					0.960							
Satd. Flow (perm)	0	0	0	0	1751	0	0	3532	0	1987	3539	0
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		250			507			697			500	
Travel Time (s)		5.7			13.8			10.6			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	16	0	3	0	985	14	0	2286	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	19	0	0	999	0	0	2288	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 68.2%												
ICU Level of Service C												
Analysis Period (min) 15												

Lanes, Volumes, Timings

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	15	0	3	0	906	13	0	2103	2
Future Vol, veh/h	0	0	0	15	0	3	0	906	13	0	2103	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	-	-	-	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	16	0	3	0	985	14	0	2286	2

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2135 3280 499	- 0 0	999 0 0
Stage 1	992 992	- - -	- - -
Stage 2	1143 2288	- - -	- - -
Critical Hdwy	6.84 6.54 6.94	- - -	4.14 - -
Critical Hdwy Stg 1	5.84 5.54	- - -	- - -
Critical Hdwy Stg 2	5.84 5.54	- - -	- - -
Follow-up Hdwy	3.52 4.02 3.32	- - -	2.22 - -
Pot Cap-1 Maneuver	42 9 517	0 - -	689 - -
Stage 1	320 322	0 - -	- - -
Stage 2	266 73	0 - -	- - -
Platoon blocked, %		- - -	- - -
Mov Cap-1 Maneuver	42 0 517	- - -	689 - -
Mov Cap-2 Maneuver	152 0	- - -	- - -
Stage 1	320 0	- - -	- - -
Stage 2	266 0	- - -	- - -

Approach	WB	NB	SB
HCM Control Delay, s/v	28.63	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	- 172	689	-	-
HCM Lane V/C Ratio	-	- 0.114	-	-	-
HCM Control Delay (s/veh)	-	- 28.6	0	-	-
HCM Lane LOS	-	- D	A	-	-
HCM 95th %tile Q(veh)	-	- 0.4	0	-	-

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Horizon Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	2	36	40	2	10	39	902	33	20	2054	57
Future Volume (vph)	25	2	36	40	2	10	39	902	33	20	2054	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.857			0.873				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1596	0	1770	1626	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.714						0.146			0.174		
Satd. Flow (perm)	1330	1596	0	1863	1626	0	290	3539	1583	346	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		39			11				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	2	39	43	2	11	42	980	36	22	2233	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	41	0	43	13	0	42	980	36	22	2233	62
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	22.3	18.3		7.6	5.9		28.5	27.4	27.4	27.4	25.2	25.2
Actuated g/C Ratio	0.37	0.30		0.13	0.10		0.47	0.45	0.45	0.45	0.42	0.42
v/c Ratio	0.04	0.08		0.19	0.08		0.14	0.61	0.04	0.07	1.52	0.08
Control Delay (s/veh)	14.0	9.3		22.7	19.5		10.1	16.7	0.1	9.7	257.9	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.0	9.3		22.7	19.5		10.1	16.7	0.1	9.7	257.9	0.2
LOS	B	A		C	B		B	B	A	A	F	A
Approach Delay (s/veh)		11.2			21.9			15.8			248.7	
Approach LOS		B			C			B			F	
Queue Length 50th (ft)	5	0		13	1		7	114	0	4	~517	0
Queue Length 95th (ft)	22	23		30	17		26	#332	0	17	#1022	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200
Base Capacity (vph)	638	905		244	557		327	1597	814	341	1470	764
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.05		0.18	0.02		0.13	0.61	0.04	0.06	1.52	0.08
Intersection Summary												
Area Type:	Other											

Lanes, Volumes, Timings

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Horizon Buildout Background

Cycle Length: 90

Actuated Cycle Length: 60.7

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.52

Intersection Signal Delay (s/veh): 170.0

Intersection LOS: F

Intersection Capacity Utilization 73.2%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

Lanes, Volumes, Timings

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Horizon Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	2	36	40	2	10	39	902	33	20	2054	57
Future Volume (vph)	25	2	36	40	2	10	39	902	33	20	2054	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.857			0.873				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1596	0	1770	1626	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.714						0.146			0.174		
Satd. Flow (perm)	1330	1596	0	1863	1626	0	290	3539	1583	346	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		39			11				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	2	39	43	2	11	42	980	36	22	2233	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	41	0	43	13	0	42	980	36	22	2233	62
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			14			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	0.92	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	22.3	18.3		7.6	5.9		28.5	27.4	27.4	27.4	25.2	25.2
Actuated g/C Ratio	0.37	0.30		0.13	0.10		0.47	0.45	0.45	0.45	0.42	0.42
v/c Ratio	0.04	0.08		0.19	0.08		0.14	0.61	0.04	0.07	1.52	0.08
Control Delay (s/veh)	14.0	9.3		22.7	19.5		10.1	16.7	0.1	9.7	257.9	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.0	9.3		22.7	19.5		10.1	16.7	0.1	9.7	257.9	0.2
LOS	B	A		C	B		B	B	A	A	F	A
Approach Delay (s/veh)		11.2			21.9			15.8			248.7	
Approach LOS		B			C			B			F	
Queue Length 50th (ft)	5	0		13	1		7	114	0	4	~517	0
Queue Length 95th (ft)	22	23		30	17		26	#332	0	17	#1022	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200

Queues

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Horizon Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	638	905		244	557		327	1597	814	341	1470	764
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.05		0.18	0.02		0.13	0.61	0.04	0.06	1.52	0.08

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 60.7

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.52

Intersection Signal Delay (s/veh): 170.0

Intersection LOS: F

Intersection Capacity Utilization 73.2%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

Queues

3: Highway 60 & Springview Dr

AM Horizon Buildout Background

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	6	1	1007	2130	1
Future Volume (vph)	0	6	1	1007	2130	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1611	0	1888	3539	3539	0
Flt Permitted			0.950			
Satd. Flow (perm)	1611	0	1888	3539	3539	0
Link Speed (mph)	25			45	45	
Link Distance (ft)	505			1846	866	
Travel Time (s)	13.8			28.0	13.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	7	1	1095	2315	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	1	1095	2316	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	68.9%			ICU Level of Service C		
Analysis Period (min)	15					

Lanes, Volumes, Timings

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	1	1007	2130	1
Future Vol, veh/h	0	6	1	1007	2130	1
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	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	1	1095	2315	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2865	1158	2316	0	-	0
Stage 1	2316	-	-	-	-	-
Stage 2	549	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	13	189	212	-	-	-
Stage 1	60	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	13	189	212	-	-	-
Mov Cap-2 Maneuver	51	-	-	-	-	-
Stage 1	60	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	24.7	0.02		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	212	-	189	-	-	
HCM Lane V/C Ratio	0.005	-	0.034	-	-	
HCM Control Delay (s/veh)	22	-	24.7	-	-	
HCM Lane LOS	C	-	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

4: Highway 60 & Mountainview Rd

AM Horizon Buildout Background

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	7	31	20	1053	2215	5
Future Volume (vph)	7	31	20	1053	2215	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.891					
Flt Protected	0.991		0.950			
Satd. Flow (prot)	1645	0	1888	3539	3539	0
Flt Permitted	0.991		0.950			
Satd. Flow (perm)	1645	0	1888	3539	3539	0
Link Speed (mph)	25			45	45	
Link Distance (ft)	513			1024	1846	
Travel Time (s)	14.0			15.5	28.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	34	22	1145	2408	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	42	0	22	1145	2413	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	71.4%			ICU Level of Service C		
Analysis Period (min)	15					

Lanes, Volumes, Timings

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	31	20	1053	2215	5
Future Vol, veh/h	7	31	20	1053	2215	5
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	-	250	-	-	-
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	8	34	22	1145	2408	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	3026	1207	2413	0	-	0
Stage 1	2410	-	-	-	-	-
Stage 2	616	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	10	176	194	-	-	-
Stage 1	53	-	-	-	-	-
Stage 2	501	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	9	176	194	-	-	-
Mov Cap-2 Maneuver	41	-	-	-	-	-
Stage 1	47	-	-	-	-	-
Stage 2	501	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	56.87	0.48		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	194	-	109	-	-	
HCM Lane V/C Ratio	0.112	-	0.379	-	-	
HCM Control Delay (s/veh)	25.8	-	56.9	-	-	
HCM Lane LOS	D	-	F	-	-	
HCM 95th %tile Q(veh)	0.4	-	1.5	-	-	

5: Highway 60 & Oakland Dr/Virginia Ave

AM Horizon Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	18	2	0	75	2	996	32	191	2073	3
Future Volume (vph)	1	0	18	2	0	75	2	996	32	191	2073	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.871			0.868			0.995				
Flt Protected		0.998			0.999		0.950			0.950		
Satd. Flow (prot)	0	1619	0	0	1615	0	1888	3522	0	1888	3539	0
Flt Permitted		0.998			0.999		0.950			0.950		
Satd. Flow (perm)	0	1619	0	0	1615	0	1888	3522	0	1888	3539	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		500			510			1241			1024	
Travel Time (s)		13.6			13.9			18.8			15.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	0	20	2	0	82	2	1083	35	208	2253	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	21	0	0	84	0	2	1118	0	208	2256	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	76.1%					ICU Level of Service D						
Analysis Period (min)	15											

Lanes, Volumes, Timings

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	1	0	18	2	0	75	2	996	32	191	2073	3
Future Vol, veh/h	1	0	18	2	0	75	2	996	32	191	2073	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	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	20	2	0	82	2	1083	35	208	2253	3
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3216	3792	1128	2646	3776	559	2257	0	0	1117	0	0
Stage 1	2670	2670	-	1104	1104	-	-	-	-	-	-	-
Stage 2	546	1122	-	1542	2672	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	4	4	198	11	4	473	224	-	-	621	-	-
Stage 1	23	46	-	225	285	-	-	-	-	-	-	-
Stage 2	490	279	-	120	46	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	2	3	198	7	3	473	224	-	-	621	-	-
Mov Cap-2 Maneuver	2	3	-	7	3	-	-	-	-	-	-	-
Stage 1	15	31	-	223	282	-	-	-	-	-	-	-
Stage 2	401	277	-	72	31	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/209.01			46.12		0.04		1.15					
HCM LOS	F		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	224	-	-	35	168	621	-	-				
HCM Lane V/C Ratio	0.01	-	-	0.598	0.499	0.334	-	-				
HCM Control Delay (s/veh)	21.2	-	-	209	46.1	13.7	-	-				
HCM Lane LOS	C	-	-	F	E	B	-	-				
HCM 95th %tile Q(veh)	0	-	-	2	2.4	1.5	-	-				

6: Highway 60 & Lanier Ave

AM Horizon Buildout Background

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	16	990	6	15	2063
Future Volume (vph)	2	16	990	6	15	2063
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	12
Storage Length (ft)	0	0		0	250	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.879		0.999			
Flt Protected	0.995				0.950	
Satd. Flow (prot)	1629	0	3536	0	1888	3539
Flt Permitted	0.995				0.950	
Satd. Flow (perm)	1629	0	3536	0	1888	3539
Link Speed (mph)	25		45			45
Link Distance (ft)	499		507			1241
Travel Time (s)	13.6		7.7			18.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	17	1076	7	16	2242
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	1083	0	16	2242
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	67.0%			ICU Level of Service C		
Analysis Period (min)	15					

Lanes, Volumes, Timings

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	16	990	6	15	2063
Future Vol, veh/h	2	16	990	6	15	2063
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	-	-	-	250	-
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	2	17	1076	7	16	2242
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2233	541	0	0	1083	0
Stage 1	1079	-	-	-	-	-
Stage 2	1154	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	36	485	-	-	640	-
Stage 1	287	-	-	-	-	-
Stage 2	262	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	35	485	-	-	640	-
Mov Cap-2 Maneuver	140	-	-	-	-	-
Stage 1	287	-	-	-	-	-
Stage 2	256	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v14.97		0		0.08		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	380	640	-	
HCM Lane V/C Ratio	-	-	0.051	0.025	-	
HCM Control Delay (s/veh)	-	-	15	10.8	-	
HCM Lane LOS	-	-	B	B	-	
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-	

1: Highway 60 & Mall Entrance/River Cliff Dr

PM Horizon Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	10	0	2	0	2326	28	1	1264	5
Future Volume (vph)	0	0	0	10	0	2	0	2326	28	1	1264	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	14	12	12
Storage Length (ft)	0		0	0		0	0		0	250		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt					0.979			0.998			0.999	
Flt Protected					0.959					0.950		
Satd. Flow (prot)	0	0	0	0	1749	0	0	3532	0	1888	3536	0
Flt Permitted					0.959					0.950		
Satd. Flow (perm)	0	0	0	0	1749	0	0	3532	0	1888	3536	0
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		250			507			697			500	
Travel Time (s)		5.7			13.8			10.6			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	11	0	2	0	2528	30	1	1374	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	13	0	0	2558	0	1	1379	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 75.2%												
ICU Level of Service D												
Analysis Period (min) 15												

Lanes, Volumes, Timings

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	10	0	2	0	2326	28	1	1264	5
Future Vol, veh/h	0	0	0	10	0	2	0	2326	28	1	1264	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	11	0	2	0	2528	30	1	1374	5

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	3233 3925 1279	- 0 0	2559 0 0
Stage 1	2543 2543	- - -	- - -
Stage 2	689 1382	- - -	- - -
Critical Hdwy	6.84 6.54 6.94	- - -	4.14 - -
Critical Hdwy Stg 1	5.84 5.54	- - -	- - -
Critical Hdwy Stg 2	5.84 5.54	- - -	- - -
Follow-up Hdwy	3.52 4.02 3.32	- - -	2.22 - -
Pot Cap-1 Maneuver	~ 7 3 157	0 - -	170 - -
Stage 1	45 54	0 - -	- - -
Stage 2	460 210	0 - -	- - -
Platoon blocked, %		- -	- -
Mov Cap-1 Maneuver	~ 7 0 157	- - -	170 - -
Mov Cap-2 Maneuver	38 0	- - -	- - -
Stage 1	45 0	- - -	- - -
Stage 2	457 0	- - -	- - -

Approach	WB	NB	SB
HCM Control Delay, s/v	119.04	0	0.02
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	- 44	170	-	-
HCM Lane V/C Ratio	-	- 0.298	0.006	-	-
HCM Control Delay (s/veh)	-	- 119	26.3	-	-
HCM Lane LOS	-	- F	D	-	-
HCM 95th %tile Q(veh)	-	- 1	0	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Horizon Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	2	23	39	5	38	84	2259	57	24	1205	26
Future Volume (vph)	51	2	23	39	5	38	84	2259	57	24	1205	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.861			0.866				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1604	0	1770	1613	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.435			0.851			0.134			0.148		
Satd. Flow (perm)	810	1604	0	1585	1613	0	266	3539	1583	294	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			41				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	55	2	25	42	5	41	91	2455	62	26	1310	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	27	0	42	46	0	91	2455	62	26	1310	28
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	26.7	22.6		10.3	6.4		32.5	29.9	29.9	29.9	25.2	25.2
Actuated g/C Ratio	0.38	0.32		0.15	0.09		0.46	0.43	0.43	0.43	0.36	0.36
v/c Ratio	0.09	0.05		0.17	0.25		0.32	1.62	0.08	0.10	1.03	0.04
Control Delay (s/veh)	14.5	9.9		18.3	16.5		14.3	303.8	0.2	11.9	59.1	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.5	9.9		18.3	16.5		14.3	303.8	0.2	11.9	59.1	0.1
LOS	B	A		B	B		B	F	A	B	E	A
Approach Delay (s/veh)		13.0			17.3			286.5			57.0	
Approach LOS		B			B			F			E	
Queue Length 50th (ft)	16	1		12	2		22	~841	0	6	~383	0
Queue Length 95th (ft)	37	19		30	32		49	#1164	0	20	#534	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200
Base Capacity (vph)	591	788		269	502		291	1515	781	294	1276	687
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.03		0.16	0.09		0.31	1.62	0.08	0.09	1.03	0.04
Intersection Summary												
Area Type:	Other											

Lanes, Volumes, Timings

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Horizon Buildout Background

Cycle Length: 90

Actuated Cycle Length: 69.9

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.62

Intersection Signal Delay (s/veh): 199.8

Intersection LOS: F

Intersection Capacity Utilization 86.8%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

Lanes, Volumes, Timings

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Horizon Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	2	23	39	5	38	84	2259	57	24	1205	26
Future Volume (vph)	51	2	23	39	5	38	84	2259	57	24	1205	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.861			0.866				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1604	0	1770	1613	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.435			0.851			0.134			0.148		
Satd. Flow (perm)	810	1604	0	1585	1613	0	266	3539	1583	294	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			41				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	55	2	25	42	5	41	91	2455	62	26	1310	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	27	0	42	46	0	91	2455	62	26	1310	28
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			14			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	0.92	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	26.7	22.6		10.3	6.4		32.5	29.9	29.9	29.9	25.2	25.2
Actuated g/C Ratio	0.38	0.32		0.15	0.09		0.46	0.43	0.43	0.43	0.36	0.36
v/c Ratio	0.09	0.05		0.17	0.25		0.32	1.62	0.08	0.10	1.03	0.04
Control Delay (s/veh)	14.5	9.9		18.3	16.5		14.3	303.8	0.2	11.9	59.1	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.5	9.9		18.3	16.5		14.3	303.8	0.2	11.9	59.1	0.1
LOS	B	A		B	B		B	F	A	B	E	A
Approach Delay (s/veh)		13.0			17.3			286.5			57.0	
Approach LOS		B			B			F			E	
Queue Length 50th (ft)	16	1		12	2		22	~841	0	6	~383	0
Queue Length 95th (ft)	37	19		30	32		49	#1164	0	20	#534	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200

Queues

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Horizon Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	591	788		269	502		291	1515	781	294	1276	687
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.03		0.16	0.09		0.31	1.62	0.08	0.09	1.03	0.04

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 69.9

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.62

Intersection Signal Delay (s/veh): 199.8

Intersection LOS: F

Intersection Capacity Utilization 86.8%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

Queues

3: Highway 60 & Springview Dr

PM Horizon Buildout Background

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	3	9	2423	1287	1
Future Volume (vph)	1	3	9	2423	1287	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.899					
Flt Protected	0.988		0.950			
Satd. Flow (prot)	1655	0	1888	3539	3539	0
Flt Permitted	0.988		0.950			
Satd. Flow (perm)	1655	0	1888	3539	3539	0
Link Speed (mph)	25			45	45	
Link Distance (ft)	505			1846	866	
Travel Time (s)	13.8			28.0	13.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	3	10	2634	1399	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	10	2634	1400	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	77.0%			ICU Level of Service D		
Analysis Period (min)	15					

Lanes, Volumes, Timings

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	9	2423	1287	1
Future Vol, veh/h	1	3	9	2423	1287	1
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	-	250	-	-	-
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	1	3	10	2634	1399	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2736	700	1400	0	-	0
Stage 1	1399	-	-	-	-	-
Stage 2	1336	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	16	382	484	-	-	-
Stage 1	194	-	-	-	-	-
Stage 2	210	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	16	382	484	-	-	-
Mov Cap-2 Maneuver	98	-	-	-	-	-
Stage 1	190	-	-	-	-	-
Stage 2	210	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v21.56		0.05		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	484	-	222	-	-	
HCM Lane V/C Ratio	0.02	-	0.02	-	-	
HCM Control Delay (s/veh)	12.6	-	21.6	-	-	
HCM Lane LOS	B	-	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-	

4: Highway 60 & Mountainview Rd

PM Horizon Buildout Background

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	32	34	2398	1330	16
Future Volume (vph)	15	32	34	2398	1330	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.907				0.998	
Flt Protected	0.985		0.950			
Satd. Flow (prot)	1664	0	1888	3539	3532	0
Flt Permitted	0.985		0.950			
Satd. Flow (perm)	1664	0	1888	3539	3532	0
Link Speed (mph)	25			45	45	
Link Distance (ft)	513			1024	1846	
Travel Time (s)	14.0			15.5	28.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	35	37	2607	1446	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	51	0	37	2607	1463	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	76.3%			ICU Level of Service D		
Analysis Period (min)	15					

Lanes, Volumes, Timings

4: Highway 60 & Mountainview Rd

PM Horizon Buildout Background

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	32	34	2398	1330	16
Future Vol, veh/h	15	32	34	2398	1330	16
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	-	250	-	-	-
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	16	35	37	2607	1446	17
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2832	732	1463	0	-	0
Stage 1	1454	-	-	-	-	-
Stage 2	1377	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 14	364	458	-	-	-
Stage 1	181	-	-	-	-	-
Stage 2	199	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 13	364	458	-	-	-
Mov Cap-2 Maneuver	89	-	-	-	-	-
Stage 1	166	-	-	-	-	-
Stage 2	199	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v32.18		0.19		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	458	-	183	-	-	
HCM Lane V/C Ratio	0.081	-	0.28	-	-	
HCM Control Delay (s/veh)	13.6	-	32.2	-	-	
HCM Lane LOS	B	-	D	-	-	
HCM 95th %tile Q(veh)	0.3	-	1.1	-	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 7th TWSC

5: Highway 60 & Oakland Dr/Virginia Ave

PM Horizon Buildout Background

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	0	18	0	0	196	10	2255	13	105	1249	5
Future Volume (vph)	3	0	18	0	0	196	10	2255	13	105	1249	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.883			0.865			0.999			0.999	
Flt Protected		0.994					0.950			0.950		
Satd. Flow (prot)	0	1635	0	0	1611	0	1888	3536	0	1888	3536	0
Flt Permitted		0.994					0.950			0.950		
Satd. Flow (perm)	0	1635	0	0	1611	0	1888	3536	0	1888	3536	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		500			510			1241			1024	
Travel Time (s)		13.6			13.9			18.8			15.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	0	20	0	0	213	11	2451	14	114	1358	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	213	0	11	2465	0	114	1363	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	90.7%											
Analysis Period (min)	15											
	ICU Level of Service E											

Lanes, Volumes, Timings

Intersection												
Int Delay, s/veh	15											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↕↵		↵	↕↵	
Traffic Vol, veh/h	3	0	18	0	0	196	10	2255	13	105	1249	5
Future Vol, veh/h	3	0	18	0	0	196	10	2255	13	105	1249	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	20	0	0	213	11	2451	14	114	1358	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2836	4076	682	3387	4071	1233	1363	0	0	2465	0	0
Stage 1	1589	1589	-	2480	2480	-	-	-	-	-	-	-
Stage 2	1247	2487	-	907	1591	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	8	3	393	3	3	~ 169	500	-	-	185	-	-
Stage 1	112	166	-	30	58	-	-	-	-	-	-	-
Stage 2	184	58	-	297	165	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 3	1	393	1	1	~ 169	500	-	-	185	-	-
Mov Cap-2 Maneuver	~ 3	1	-	1	1	-	-	-	-	-	-	-
Stage 1	43	64	-	29	57	-	-	-	-	-	-	-
Stage 2	-	56	-	108	64	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/veh	521.48		210.75		0.05		3.97					
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	500	-	-	20	169	185	-	-				
HCM Lane V/C Ratio	0.022	-	-	1.14	1.263	0.616	-	-				
HCM Control Delay (s/veh)	12.4	-	-	\$ 521.5	210.7	51.4	-	-				
HCM Lane LOS	B	-	-	F	F	F	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	3.1	12.1	3.5	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

6: Highway 60 & Lanier Ave

PM Horizon Buildout Background

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	57	2309	5	22	1321
Future Volume (vph)	5	57	2309	5	22	1321
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	12
Storage Length (ft)	0	0		0	250	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.875					
Flt Protected	0.996				0.950	
Satd. Flow (prot)	1623	0	3539	0	1888	3539
Flt Permitted	0.996				0.950	
Satd. Flow (perm)	1623	0	3539	0	1888	3539
Link Speed (mph)	25		45			45
Link Distance (ft)	499		507			1241
Travel Time (s)	13.6		7.7			18.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	62	2510	5	24	1436
Shared Lane Traffic (%)						
Lane Group Flow (vph)	67	0	2515	0	24	1436
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	74.5%			ICU Level of Service D		
Analysis Period (min)	15					

Lanes, Volumes, Timings

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	57	2309	5	22	1321
Future Vol, veh/h	5	57	2309	5	22	1321
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	-	-	-	250	-
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	5	62	2510	5	24	1436
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	3278	1258	0	0	2515	0
Stage 1	2513	-	-	-	-	-
Stage 2	766	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	7	162	-	-	177	-
Stage 1	47	-	-	-	-	-
Stage 2	420	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	6	162	-	-	177	-
Mov Cap-2 Maneuver	39	-	-	-	-	-
Stage 1	47	-	-	-	-	-
Stage 2	363	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v59.97		0	0.47			
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	129	177	-	
HCM Lane V/C Ratio	-	-	0.522	0.135	-	
HCM Control Delay (s/veh)	-	-	60	28.5	-	
HCM Lane LOS	-	-	F	D	-	
HCM 95th %tile Q(veh)	-	-	2.5	0.5	-	

AM and PM Peak Hour

Year 2034 Background plus Development Volumes

1: Highway 60 & Mall Entrance/River Cliff Dr

AM Horizon Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	13	0	3	0	796	11	0	1848	2
Future Volume (vph)	0	0	0	13	0	3	0	796	11	0	1848	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	14	12	12
Storage Length (ft)	0		0	0		0	0		0	250		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt					0.976			0.998				
Flt Protected					0.960							
Satd. Flow (prot)	0	0	0	0	1745	0	0	3532	0	1987	3539	0
Flt Permitted					0.960							
Satd. Flow (perm)	0	0	0	0	1745	0	0	3532	0	1987	3539	0
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		250			507			697			500	
Travel Time (s)		5.7			13.8			10.6			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	14	0	3	0	865	12	0	2009	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	17	0	0	877	0	0	2011	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	61.1%						ICU Level of Service B					
Analysis Period (min)	15											

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	13	0	3	0	796	11	0	1848	2
Future Vol, veh/h	0	0	0	13	0	3	0	796	11	0	1848	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	-	-	-	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	14	0	3	0	865	12	0	2009	2

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1876	2882	439
Stage 1	871	871	-
Stage 2	1004	2011	-
Critical Hdwy	6.84	6.54	6.94
Critical Hdwy Stg 1	5.84	5.54	-
Critical Hdwy Stg 2	5.84	5.54	-
Follow-up Hdwy	3.52	4.02	3.32
Pot Cap-1 Maneuver	63	16	566
Stage 1	370	367	-
Stage 2	315	102	-
Platoon blocked, %			
Mov Cap-1 Maneuver	63	0	566
Mov Cap-2 Maneuver	184	0	-
Stage 1	370	0	-
Stage 2	315	0	-

Approach	WB	NB	SB
HCM Control Delay, s/v	23.64	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	211	766	-
HCM Lane V/C Ratio	-	-	0.083	-	-
HCM Control Delay (s/veh)	-	-	23.6	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Horizon Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	2	32	35	2	9	34	793	29	18	1805	50
Future Volume (vph)	22	2	32	35	2	9	34	793	29	18	1805	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.858			0.875				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1598	0	1770	1630	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.714						0.146			0.229		
Satd. Flow (perm)	1330	1598	0	1863	1630	0	290	3539	1583	455	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			10				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	2	35	38	2	10	37	862	32	20	1962	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	37	0	38	12	0	37	862	32	20	1962	54
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	22.3	18.3		7.6	5.9		28.5	27.4	27.4	27.4	25.2	25.2
Actuated g/C Ratio	0.37	0.30		0.13	0.10		0.47	0.45	0.45	0.45	0.42	0.42
v/c Ratio	0.04	0.07		0.17	0.07		0.12	0.54	0.04	0.06	1.33	0.07
Control Delay (s/veh)	14.0	9.7		22.3	19.7		9.9	15.1	0.1	9.6	176.0	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.0	9.7		22.3	19.7		9.9	15.1	0.1	9.6	176.0	0.2
LOS	B	A		C	B		A	B	A	A	F	A
Approach Delay (s/veh)		11.4			21.7			14.4			169.7	
Approach LOS		B			C			B			F	
Queue Length 50th (ft)	5	0		11	1		6	96	0	3	~418	0
Queue Length 95th (ft)	20	22		28	16		24	256	0	16	#874	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200
Base Capacity (vph)	638	905		244	558		327	1597	814	379	1471	764
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.04		0.16	0.02		0.11	0.54	0.04	0.05	1.33	0.07
Intersection Summary												
Area Type:	Other											

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Horizon Buildout Background + Development

Cycle Length: 90	
Actuated Cycle Length: 60.6	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.33	
Intersection Signal Delay (s/veh): 117.2	Intersection LOS: F
Intersection Capacity Utilization 66.0%	ICU Level of Service C
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Horizon Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	2	32	35	2	9	34	793	29	18	1805	50
Future Volume (vph)	22	2	32	35	2	9	34	793	29	18	1805	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.858			0.875				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1598	0	1770	1630	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.714						0.146			0.229		
Satd. Flow (perm)	1330	1598	0	1863	1630	0	290	3539	1583	455	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			10				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	2	35	38	2	10	37	862	32	20	1962	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	37	0	38	12	0	37	862	32	20	1962	54
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			14			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	0.92	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	22.3	18.3		7.6	5.9		28.5	27.4	27.4	27.4	25.2	25.2
Actuated g/C Ratio	0.37	0.30		0.13	0.10		0.47	0.45	0.45	0.45	0.42	0.42
v/c Ratio	0.04	0.07		0.17	0.07		0.12	0.54	0.04	0.06	1.33	0.07
Control Delay (s/veh)	14.0	9.7		22.3	19.7		9.9	15.1	0.1	9.6	176.0	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.0	9.7		22.3	19.7		9.9	15.1	0.1	9.6	176.0	0.2
LOS	B	A		C	B		A	B	A	A	F	A
Approach Delay (s/veh)		11.4			21.7			14.4			169.7	
Approach LOS		B			C			B			F	
Queue Length 50th (ft)	5	0		11	1		6	96	0	3	~418	0
Queue Length 95th (ft)	20	22		28	16		24	256	0	16	#874	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200

LJA Engineering, Inc.

Queues

2: Highway 60 & Linwood Dr/Sandridge Ct

AM Horizon Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	638	905		244	558		327	1597	814	379	1471	764
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.04		0.16	0.02		0.11	0.54	0.04	0.05	1.33	0.07

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 60.6

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.33

Intersection Signal Delay (s/veh): 117.2

Intersection LOS: F

Intersection Capacity Utilization 66.0%

ICU Level of Service C

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

3: Highway 60 & Springview Dr

AM Horizon Buildout Background + Development

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	5	1	885	1872	1
Future Volume (vph)	0	5	1	885	1872	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1611	0	1888	3539	3539	0
Flt Permitted			0.950			
Satd. Flow (perm)	1611	0	1888	3539	3539	0
Link Speed (mph)	25			45	45	
Link Distance (ft)	505			1352	866	
Travel Time (s)	13.8			20.5	13.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	5	1	962	2035	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	1	962	2036	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	61.8%			ICU Level of Service B		
Analysis Period (min)	15					

3: Highway 60 & Springview Dr

AM Horizon Buildout Background + Development

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	1	885	1872	1
Future Vol, veh/h	0	5	1	885	1872	1
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	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	1	962	2035	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2518	1018	2036	0	-	0
Stage 1	2035	-	-	-	-	-
Stage 2	483	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	23	235	274	-	-	-
Stage 1	87	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	23	235	274	-	-	-
Mov Cap-2 Maneuver	73	-	-	-	-	-
Stage 1	86	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v20.69		0.02		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	274	-	235	-	-	
HCM Lane V/C Ratio	0.004	-	0.023	-	-	
HCM Control Delay (s/veh)	18.2	-	20.7	-	-	
HCM Lane LOS	C	-	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

4: Highway 60 & Mountainview Rd

AM Horizon Buildout Background + Development

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	27	18	925	1947	4
Future Volume (vph)	6	27	18	925	1947	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.891					
Flt Protected	0.990		0.950			
Satd. Flow (prot)	1643	0	1888	3539	3539	0
Flt Permitted	0.990		0.950			
Satd. Flow (perm)	1643	0	1888	3539	3539	0
Link Speed (mph)	25			45	30	
Link Distance (ft)	513			1024	501	
Travel Time (s)	14.0			15.5	11.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	29	20	1005	2116	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	0	20	1005	2120	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	63.9%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	27	18	925	1947	4
Future Vol, veh/h	6	27	18	925	1947	4
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	-	250	-	-	-
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	7	29	20	1005	2116	4
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2660	1060	2121	0	-	0
Stage 1	2118	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	18	220	254	-	-	-
Stage 1	78	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	17	220	254	-	-	-
Mov Cap-2 Maneuver	61	-	-	-	-	-
Stage 1	72	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v36.59		0.39		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	254	-	149	-	-	
HCM Lane V/C Ratio	0.077	-	0.24	-	-	
HCM Control Delay (s/veh)	20.4	-	36.6	-	-	
HCM Lane LOS	C	-	E	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.9	-	-	

5: Highway 60 & Oakland Dr/Virginia Ave

AM Horizon Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	16	2	0	66	2	875	28	168	1822	3
Future Volume (vph)	1	0	16	2	0	66	2	875	28	168	1822	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.872			0.869			0.995				
Flt Protected		0.997			0.999		0.950			0.950		
Satd. Flow (prot)	0	1619	0	0	1617	0	1888	3522	0	1888	3539	0
Flt Permitted		0.997			0.999		0.950			0.950		
Satd. Flow (perm)	0	1619	0	0	1617	0	1888	3522	0	1888	3539	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		500			510			1241			1024	
Travel Time (s)		13.6			13.9			18.8			15.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	0	17	2	0	72	2	951	30	183	1980	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	0	74	0	2	981	0	183	1983	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	68.6%					ICU Level of Service C						
Analysis Period (min)	15											

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	1	0	16	2	0	66	2	875	28	168	1822	3
Future Vol, veh/h	1	0	16	2	0	66	2	875	28	168	1822	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	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	17	2	0	72	2	951	30	183	1980	3
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2827	3333	992	2326	3320	491	1984	0	0	982	0	0
Stage 1	2347	2347	-	971	971	-	-	-	-	-	-	-
Stage 2	480	986	-	1355	2349	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	8	8	245	20	8	523	287	-	-	699	-	-
Stage 1	37	68	-	272	329	-	-	-	-	-	-	-
Stage 2	536	324	-	157	68	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	5	6	245	14	6	523	287	-	-	699	-	-
Mov Cap-2 Maneuver	5	6	-	14	6	-	-	-	-	-	-	-
Stage 1	27	50	-	269	327	-	-	-	-	-	-	-
Stage 2	459	322	-	108	50	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v80.75			25.54		0.04		1.01					
HCM LOS	F		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	287	-	-	65	248	699	-	-				
HCM Lane V/C Ratio	0.008	-	-	0.283	0.298	0.261	-	-				
HCM Control Delay (s/veh)	17.6	-	-	80.8	25.5	12	-	-				
HCM Lane LOS	C	-	-	F	D	B	-	-				
HCM 95th %tile Q(veh)	0	-	-	1	1.2	1	-	-				

6: Highway 60 & Lanier Ave

AM Horizon Buildout Background + Development

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 		 	 
Traffic Volume (vph)	2	14	870	5	13	1813
Future Volume (vph)	2	14	870	5	13	1813
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	12
Storage Length (ft)	0	0		0	250	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.881		0.999			
Flt Protected	0.994				0.950	
Satd. Flow (prot)	1631	0	3536	0	1888	3539
Flt Permitted	0.994				0.950	
Satd. Flow (perm)	1631	0	3536	0	1888	3539
Link Speed (mph)	25		45			45
Link Distance (ft)	499		507			1241
Travel Time (s)	13.6		7.7			18.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	15	946	5	14	1971
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	951	0	14	1971
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	60.1%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	14	870	5	13	1813
Future Vol, veh/h	2	14	870	5	13	1813
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	-	-	-	250	-
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	2	15	946	5	14	1971
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1962	476	0	0	951	0
Stage 1	948	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	55	536	-	-	718	-
Stage 1	337	-	-	-	-	-
Stage 2	311	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	54	536	-	-	718	-
Mov Cap-2 Maneuver	171	-	-	-	-	-
Stage 1	337	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/v13.88		0	0.07			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	423	718	-	
HCM Lane V/C Ratio	-	-	0.041	0.02	-	
HCM Control Delay (s/veh)	-	-	13.9	10.1	-	
HCM Lane LOS	-	-	B	B	-	
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-	

7: Access A & Highway 60

AM Horizon Buildout Background + Development

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	931	1951	0
Future Volume (vph)	0	0	0	931	1951	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			250
Storage Lanes	1	0	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	1987	3539	3539	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	1987	3539	3539	1863
Link Speed (mph)	25			30	45	
Link Distance (ft)	255			501	1352	
Travel Time (s)	7.0			11.4	20.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	1012	2121	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1012	2121	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 57.3%				ICU Level of Service B		
Analysis Period (min) 15						

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	931	1951	0
Future Vol, veh/h	0	0	0	931	1951	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	250
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	1012	2121	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2627	1060	2121	0	-	0
Stage 1	2121	-	-	-	-	-
Stage 2	506	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	19	220	254	-	-	-
Stage 1	78	-	-	-	-	-
Stage 2	571	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	19	220	254	-	-	-
Mov Cap-2 Maneuver	66	-	-	-	-	-
Stage 1	78	-	-	-	-	-
Stage 2	571	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	254	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s/veh)	0	-	0	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-	

1: Highway 60 & Mall Entrance/River Cliff Dr

PM Horizon Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	10	0	2	0	2330	28	1	1270	5
Future Volume (vph)	0	0	0	10	0	2	0	2330	28	1	1270	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	14	12	12
Storage Length (ft)	0		0	0		0	0		0	250		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt					0.979			0.998			0.999	
Flt Protected					0.959					0.950		
Satd. Flow (prot)	0	0	0	0	1749	0	0	3532	0	1888	3536	0
Flt Permitted					0.959					0.950		
Satd. Flow (perm)	0	0	0	0	1749	0	0	3532	0	1888	3536	0
Link Speed (mph)		30			25			45			45	
Link Distance (ft)		250			507			697			500	
Travel Time (s)		5.7			13.8			10.6			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	11	0	2	0	2533	30	1	1380	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	13	0	0	2563	0	1	1385	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	75.3%											
Analysis Period (min)	15											
	ICU Level of Service D											

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕		↕	↕	
Traffic Vol, veh/h	0	0	0	10	0	2	0	2330	28	1	1270	5
Future Vol, veh/h	0	0	0	10	0	2	0	2330	28	1	1270	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	11	0	2	0	2533	30	1	1380	5

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	3240 3936 1282	- 0	0 2563 0 0
Stage 1	2548 2548	- -	- - - -
Stage 2	692 1388	- -	- - - -
Critical Hdwy	6.84 6.54 6.94	- -	- 4.14 - -
Critical Hdwy Stg 1	5.84 5.54	- -	- - - -
Critical Hdwy Stg 2	5.84 5.54	- -	- - - -
Follow-up Hdwy	3.52 4.02 3.32	- -	- 2.22 - -
Pot Cap-1 Maneuver	~ 7 3 156	0 -	- 169 - -
Stage 1	45 54	- 0	- - - -
Stage 2	458 208	- 0	- - - -
Platoon blocked, %		- -	- -
Mov Cap-1 Maneuver	~ 7 0 156	- -	- 169 - -
Mov Cap-2 Maneuver	38 0	- -	- - - -
Stage 1	45 0	- -	- - - -
Stage 2	455 0	- -	- - - -

Approach	WB	NB	SB
HCM Control Delay, s/v	119.9	0	0.02
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	- 44	169	-	-
HCM Lane V/C Ratio	-	- 0.3	0.006	-	-
HCM Control Delay (s/veh)	-	- 119.9	26.4	-	-
HCM Lane LOS	-	- F	D	-	-
HCM 95th %tile Q(veh)	-	- 1	0	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Horizon Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	2	23	39	5	38	84	2263	57	24	1211	26
Future Volume (vph)	51	2	23	39	5	38	84	2263	57	24	1211	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.861			0.866				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1604	0	1770	1613	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.435			0.851			0.134			0.148		
Satd. Flow (perm)	810	1604	0	1585	1613	0	266	3539	1583	294	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			41				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	55	2	25	42	5	41	91	2460	62	26	1316	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	27	0	42	46	0	91	2460	62	26	1316	28
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	26.7	22.6		10.3	6.4		32.5	29.9	29.9	29.9	25.2	25.2
Actuated g/C Ratio	0.38	0.32		0.15	0.09		0.46	0.43	0.43	0.43	0.36	0.36
v/c Ratio	0.09	0.05		0.17	0.25		0.32	1.62	0.08	0.10	1.03	0.04
Control Delay (s/veh)	14.5	9.9		18.3	16.5		14.3	305.3	0.2	11.9	60.5	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.5	9.9		18.3	16.5		14.3	305.3	0.2	11.9	60.5	0.1
LOS	B	A		B	B		B	F	A	B	E	A
Approach Delay (s/veh)		13.0			17.3			287.9			58.3	
Approach LOS		B			B			F			E	
Queue Length 50th (ft)	16	1		12	2		22	~843	0	6	~386	0
Queue Length 95th (ft)	37	19		30	32		49	#1167	0	20	#537	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200
Base Capacity (vph)	591	788		269	502		291	1515	781	294	1276	687
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.03		0.16	0.09		0.31	1.62	0.08	0.09	1.03	0.04
Intersection Summary												
Area Type:	Other											

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Horizon Buildout Background + Development

Cycle Length: 90

Actuated Cycle Length: 69.9

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.62

Intersection Signal Delay (s/veh): 201.0

Intersection LOS: F

Intersection Capacity Utilization 86.8%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Horizon Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	2	23	39	5	38	84	2263	57	24	1211	26
Future Volume (vph)	51	2	23	39	5	38	84	2263	57	24	1211	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		125	250		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.861			0.866				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1604	0	1770	1613	0	1888	3539	1583	1888	3539	1583
Flt Permitted	0.435			0.851			0.134			0.148		
Satd. Flow (perm)	810	1604	0	1585	1613	0	266	3539	1583	294	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			41				182			182
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		512			501			866			697	
Travel Time (s)		14.0			13.7			13.1			10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	55	2	25	42	5	41	91	2460	62	26	1316	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	55	27	0	42	46	0	91	2460	62	26	1316	28
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			14			14	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	0.92	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	24.6	37.6		11.6	24.6		11.6	29.2	29.2	11.6	29.2	29.2
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	26.7	22.6		10.3	6.4		32.5	29.9	29.9	29.9	25.2	25.2
Actuated g/C Ratio	0.38	0.32		0.15	0.09		0.46	0.43	0.43	0.43	0.36	0.36
v/c Ratio	0.09	0.05		0.17	0.25		0.32	1.62	0.08	0.10	1.03	0.04
Control Delay (s/veh)	14.5	9.9		18.3	16.5		14.3	305.3	0.2	11.9	60.5	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.5	9.9		18.3	16.5		14.3	305.3	0.2	11.9	60.5	0.1
LOS	B	A		B	B		B	F	A	B	E	A
Approach Delay (s/veh)		13.0			17.3			287.9			58.3	
Approach LOS		B			B			F			E	
Queue Length 50th (ft)	16	1		12	2		22	~843	0	6	~386	0
Queue Length 95th (ft)	37	19		30	32		49	#1167	0	20	#537	0
Internal Link Dist (ft)		432			421			786			617	
Turn Bay Length (ft)							250		125	250		200

LJA Engineering, Inc.

Queues

2: Highway 60 & Linwood Dr/Sandridge Ct

PM Horizon Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	591	788		269	502		291	1515	781	294	1276	687
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.03		0.16	0.09		0.31	1.62	0.08	0.09	1.03	0.04

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 69.9

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.62

Intersection Signal Delay (s/veh): 201.0

Intersection LOS: F

Intersection Capacity Utilization 86.8%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 2: Highway 60 & Linwood Dr/Sandridge Ct

 Ø1	 Ø2	 Ø3	 Ø4
11.6 s	29.2 s	11.6 s	37.6 s
 Ø5	 Ø6	 Ø7	 Ø8
11.6 s	29.2 s	24.6 s	24.6 s

3: Highway 60 & Springview Dr

PM Horizon Buildout Background + Development

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	3	9	2427	1293	1
Future Volume (vph)	1	3	9	2427	1293	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.899					
Flt Protected	0.988		0.950			
Satd. Flow (prot)	1655	0	1888	3539	3539	0
Flt Permitted	0.988		0.950			
Satd. Flow (perm)	1655	0	1888	3539	3539	0
Link Speed (mph)	25			45	45	
Link Distance (ft)	505			1352	866	
Travel Time (s)	13.8			20.5	13.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	3	10	2638	1405	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	10	2638	1406	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	77.1%			ICU Level of Service D		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	9	2427	1293	1
Future Vol, veh/h	1	3	9	2427	1293	1
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	-	250	-	-	-
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	1	3	10	2638	1405	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2745	703	1407	0	-	0
Stage 1	1406	-	-	-	-	-
Stage 2	1339	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	16	380	481	-	-	-
Stage 1	192	-	-	-	-	-
Stage 2	209	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	16	380	481	-	-	-
Mov Cap-2 Maneuver	98	-	-	-	-	-
Stage 1	188	-	-	-	-	-
Stage 2	209	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v21.66		0.05		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	481	-	220	-	-	
HCM Lane V/C Ratio	0.02	-	0.02	-	-	
HCM Control Delay (s/veh)	12.6	-	21.7	-	-	
HCM Lane LOS	B	-	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-	

4: Highway 60 & Mountainview Rd

PM Horizon Buildout Background + Development

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	32	34	2453	1367	16
Future Volume (vph)	15	32	34	2453	1367	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt	0.907				0.998	
Flt Protected	0.985		0.950			
Satd. Flow (prot)	1664	0	1888	3539	3532	0
Flt Permitted	0.985		0.950			
Satd. Flow (perm)	1664	0	1888	3539	3532	0
Link Speed (mph)	25			45	30	
Link Distance (ft)	513			1024	501	
Travel Time (s)	14.0			15.5	11.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	35	37	2666	1486	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	51	0	37	2666	1503	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	77.8%			ICU Level of Service D		
Analysis Period (min)	15					

4: Highway 60 & Mountainview Rd

PM Horizon Buildout Background + Development

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	32	34	2453	1367	16
Future Vol, veh/h	15	32	34	2453	1367	16
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	-	250	-	-	-
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	16	35	37	2666	1486	17
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2902	752	1503	0	-	0
Stage 1	1495	-	-	-	-	-
Stage 2	1407	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	~ 12	353	442	-	-	-
Stage 1	172	-	-	-	-	-
Stage 2	192	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 11	353	442	-	-	-
Mov Cap-2 Maneuver	84	-	-	-	-	-
Stage 1	158	-	-	-	-	-
Stage 2	192	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v33.86		0.19		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	442	-	175	-	-	
HCM Lane V/C Ratio	0.084	-	0.292	-	-	
HCM Control Delay (s/veh)	13.9	-	33.9	-	-	
HCM Lane LOS	B	-	D	-	-	
HCM 95th %tile Q(veh)	0.3	-	1.2	-	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

5: Highway 60 & Oakland Dr/Virginia Ave

PM Horizon Buildout Background + Development

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	0	18	0	0	199	10	2308	13	107	1284	5
Future Volume (vph)	3	0	18	0	0	199	10	2308	13	107	1284	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	12	12	14	12	12
Storage Length (ft)	0		0	0		0	250		0	250		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.883			0.865			0.999			0.999	
Flt Protected		0.994					0.950			0.950		
Satd. Flow (prot)	0	1635	0	0	1611	0	1888	3536	0	1888	3536	0
Flt Permitted		0.994					0.950			0.950		
Satd. Flow (perm)	0	1635	0	0	1611	0	1888	3536	0	1888	3536	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		500			510			1241			1024	
Travel Time (s)		13.6			13.9			18.8			15.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	0	20	0	0	216	11	2509	14	116	1396	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	216	0	11	2523	0	116	1401	0
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 92.5%												
ICU Level of Service F												
Analysis Period (min) 15												

5: Highway 60 & Oakland Dr/Virginia Ave

PM Horizon Buildout Background + Development

Intersection												
Int Delay, s/veh	17.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↵	↕↵		↵	↕↵	
Traffic Vol, veh/h	3	0	18	0	0	199	10	2308	13	107	1284	5
Future Vol, veh/h	3	0	18	0	0	199	10	2308	13	107	1284	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	20	0	0	216	11	2509	14	116	1396	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2907	4176	701	3468	4171	1261	1401	0	0	2523	0	0
Stage 1	1631	1631	-	2538	2538	-	-	-	-	-	-	-
Stage 2	1276	2545	-	930	1634	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	7	2	381	3	2	~ 161	483	-	-	176	-	-
Stage 1	106	158	-	28	54	-	-	-	-	-	-	-
Stage 2	176	54	-	287	158	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 2	1	381	1	1	~ 161	483	-	-	176	-	-
Mov Cap-2 Maneuver	~ 2	1	-	1	1	-	-	-	-	-	-	-
Stage 1	36	53	-	27	53	-	-	-	-	-	-	-
Stage 2	-	53	-	92	53	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, \$/veh	741.33		243.39		0.05		4.48					
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	483	-	-	16	161	176	-	-				
HCM Lane V/C Ratio	0.022	-	-	1.46	1.342	0.662	-	-				
HCM Control Delay (s/veh)	12.6	-	-	\$ 741.3	243.4	58.4	-	-				
HCM Lane LOS	B	-	-	F	F	F	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	3.4	13.1	3.9	-	-				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

6: Highway 60 & Lanier Ave

PM Horizon Buildout Background + Development

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	60	2358	5	24	1354
Future Volume (vph)	5	60	2358	5	24	1354
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	14	12
Storage Length (ft)	0	0		0	250	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.875					
Flt Protected	0.996				0.950	
Satd. Flow (prot)	1623	0	3539	0	1888	3539
Flt Permitted	0.996				0.950	
Satd. Flow (perm)	1623	0	3539	0	1888	3539
Link Speed (mph)	25		45			45
Link Distance (ft)	499		507			1241
Travel Time (s)	13.6		7.7			18.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	65	2563	5	26	1472
Shared Lane Traffic (%)						
Lane Group Flow (vph)	70	0	2568	0	26	1472
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	76.0%			ICU Level of Service D		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	60	2358	5	24	1354
Future Vol, veh/h	5	60	2358	5	24	1354
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	-	-	-	250	-
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	5	65	2563	5	26	1472
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	3354	1284	0	0	2568	0
Stage 1	2566	-	-	-	-	-
Stage 2	788	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	6	156	-	-	169	-
Stage 1	43	-	-	-	-	-
Stage 2	409	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 5	156	-	-	169	-
Mov Cap-2 Maneuver	36	-	-	-	-	-
Stage 1	43	-	-	-	-	-
Stage 2	345	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v66.84		0		0.53		
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	124	169	-	
HCM Lane V/C Ratio	-	-	0.569	0.155	-	
HCM Control Delay (s/veh)	-	-	66.8	30.2	-	
HCM Lane LOS	-	-	F	D	-	
HCM 95th %tile Q(veh)	-	-	2.8	0.5	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

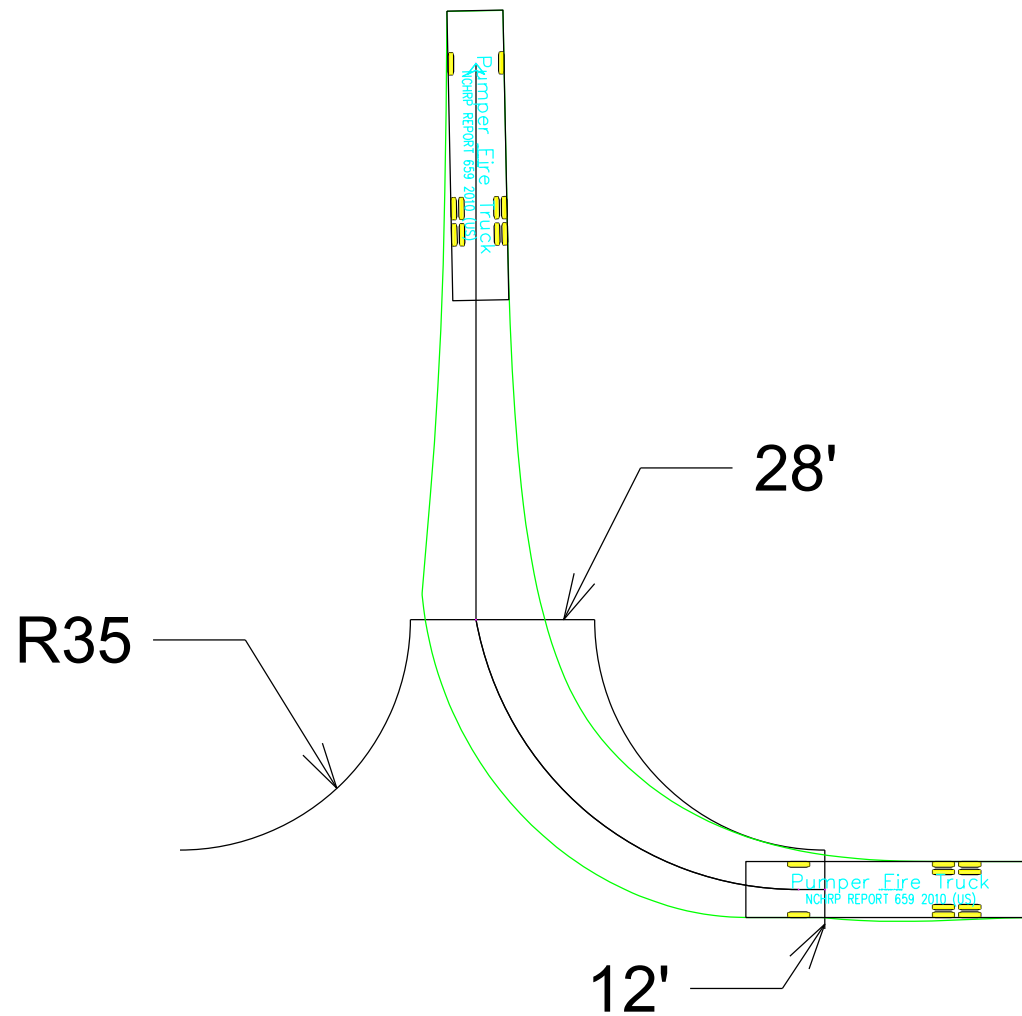
7: Access A & Highway 60

PM Horizon Buildout Background + Development

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	4	37	56	2412	1346	6
Future Volume (vph)	4	37	56	2412	1346	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	12	12	12
Storage Length (ft)	0	0	250			250
Storage Lanes	1	0	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	0.877					0.850
Flt Protected	0.995		0.950			
Satd. Flow (prot)	1625	0	1888	3539	3539	1583
Flt Permitted	0.995		0.950			
Satd. Flow (perm)	1625	0	1888	3539	3539	1583
Link Speed (mph)	25			30	45	
Link Distance (ft)	255			501	1352	
Travel Time (s)	7.0			11.4	20.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	40	61	2622	1463	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	0	61	2622	1463	7
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	76.7%			ICU Level of Service D		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	37	56	2412	1346	6
Future Vol, veh/h	4	37	56	2412	1346	6
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	-	250	-	-	250
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	4	40	61	2622	1463	7
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2896	732	1470	0	-	0
Stage 1	1463	-	-	-	-	-
Stage 2	1433	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	13	364	455	-	-	-
Stage 1	179	-	-	-	-	-
Stage 2	186	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	11	364	455	-	-	-
Mov Cap-2 Maneuver	82	-	-	-	-	-
Stage 1	155	-	-	-	-	-
Stage 2	186	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s/v20.76		0.32		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	455	-	273	-	-	
HCM Lane V/C Ratio	0.134	-	0.163	-	-	
HCM Control Delay (s/veh)	14.1	-	20.8	-	-	
HCM Lane LOS	B	-	C	-	-	
HCM 95th %tile Q(veh)	0.5	-	0.6	-	-	

Appendix E – AutoTURN Exhibit



Appendix F – Intersection Control Evaluation (ICE) Analysis

GDOT PI #		Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2 1. Does alternative address the project need in a balanced manner and in scale with the project? 2. Does alternative improve safety performance in terms of reducing severe crashes? 3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists? 4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)? 5. Does alternative appear feasible given the site characteristics, constraints & location context? 6. Does alternative appear feasible with respect to other project factors? 7. Overall feasible alternative (select alternative for further evaluation in Stage 2)? Screening Decision Justification:							
Project Location:									
Existing Control:									
Prepared by:									
Date:									
Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column									
Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)									
Unsignalized Intersections	Conventional (Minor Stop)	Yes	Yes	Yes	No	Yes	Yes	Yes	
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	Traffic will be congested and flow will be reduced.
	Mini Roundabout	No	No	No	No	No	No	No	Per GDOT, traffic on major road needs to be less than 90%. ~98% of traffic
	Single Lane Roundabout	No	No	No	No	No	No	No	Major road traffic is at ~98%, > GDOT's maximum 90%
	Multilane Roundabout	No	No	No	No	No	No	No	Major road traffic is at ~98%, > GDOT's maximum 90%
	RCUT (stop control)	No	No	No	No	No	No	No	There is no median that can be cut for a protected left-turn.
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	There is no median that can be cut for a protected left-turn.
	High-T (unsignalized)	No	No	No	No	No	No	No	Adjacent property owners would be affected with road widening.
	Offset-T Intersections	No	No	No	No	No	No	No	There is only one driveway of interest.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	For much larger volumes of traffic. Property owners would be affected.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	For much larger volumes of traffic. Property owners would be affected.
	No LT Lane Improvements	No	No	No	No	No	No	No	There is an existing two-way left turn lane (TWLTL).
	No RT Lane Improvements	No	No	No	No	No	No	No	
	Other unsignalized (provide description):	No	No	No	No	No	No	No	
Signalized Intersections	Traffic Signal	No	No	No	No	No	No	No	Signal would significantly increase delay along main road.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Signal would significantly increase delay along main road.
	RCUT (signalized)	No	No	No	No	No	No	No	Signal would significantly increase delay along main road.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Signal would significantly increase delay along main road.
	Continuous Green-T	No	No	No	No	No	No	No	Signal would significantly increase delay along main road.
	Jughandle	No	No	No	No	No	No	No	Signal would significantly increase delay along main road.
	Quadrant Roadway	No	No	No	No	No	No	No	Signal would significantly increase delay along main road.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Signal would significantly increase delay along main road.
	Diverging Diamond	No	No	No	No	No	No	No	Signal would significantly increase delay along main road.
	Single Point Interchange	No	No	No	No	No	No	No	Signal would significantly increase delay along main road.
	No LT Lane Improvements	No	No	No	No	No	No	No	
	No RT Lane Improvements	No	No	No	No	No	No	No	
	Other Signalized (provide description):	No	No	No	No	No	No	No	

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



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: December 12, 2024
Date Submitted: December 16, 2024
Final Approval Date: December 16, 2024
Presenter: Abb Hayes, City Attorney
Item of Business: Request from the **City of Gainesville** to amend Chapter 9-21-1, entitled "Planning and Appeals Board, to include amendments to Section 9-21-1-1 entitled "Establishment and Continuation" and Section 9-21-1-2 entitled "Appointments, Terms of Office and Vacancies" of the Unified Land Development Code for the City of Gainesville, Georgia.

- Proposed Amendment Ordinance 2024-36

Meeting Date: December 17, 2024

Purpose of Request:

To conduct a public hearing regarding the following code amendment request as presented at the November 12, 2024, Planning and Appeals Board Meeting.

Facts & Issues / History & Background:

The City of Gainesville is proposing to amend the Unified Land Development Code to establish staggered term limits for the Planning and Appeals Board members. The initial term limits for Seat One and Seat Two will be one year. Seat Three, Seat Four and Seat Five will serve two years. Seat Six and Seat Seven will serve three years. After the initial terms expire, all seats, including the chairperson and vice-chairperson, will be appointed by the Governing Body to three-year terms.

Department Recommendation:

Staff and PAB recommended approval of the request. See the PAB Recommendation Memo for details and excerpts from the meeting minutes.

SAMPLE MOTIONS:

Approval of Ordinance 2024-36:

I move to approve the ordinance to amend Chapter 9-21-1 as presented.

Denial of Ordinance 2024- :

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. Legal Ad
2. Gainesville ULDC Update Memo pab rec
3. Proposed Amendment Ordinance 2024-36

in this case and file objections within 30 days after the petition was filed.
Dated 11/8/2024
James Dean Petitioner, Pro se
Name: James Dean
Address: 4023 Cheval Ct
Gainesville, GA 30507
Phone (678)396-0454
Email: jodi.dorinda@gmail.com
140950 11/20, 27, 12/4, 11

INTHE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA
In re the Name Change of: Karen E. Tison, Petitioner.
Civil Action Case No. 2024CV002066CGB
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Petitioner filed a petition in Hall County Superior Court on November 13th, 2024, to change Petitioner's name from Karen Elizabeth Tison to Theo Tison.
Any interested party has the right to appear in this case and file objections within 30 days after the petition was filed.
Dated 11/13/2024
Karen E. Tison, Petitioner, Pro se
Name: Karen E. Tison
Address: 4036 Parks Rd Flowery Branch, GA 30542
Phone (904)616-4220
Email: subparsibling@gmail.com
141062 11/20, 27, 12/4, 11

IN THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA
In re the Name Change of: Margaret Ann Erwin , Petitioner.
Civil Action Case No. 2024CV002064KFG
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Petitioner filed a petition in Hall County Superior Court on November 13th, 2024, to change Petitioner's name from Margaret Ann Erwin to Mac Alexander Carlisle.
Any interested party has the right to appear in this case and file objections within 30 days after the petition was filed.
Dated 11/13/2024
Margaret Ann Erwin, Petitioner, Pro se
Name: Margaret Ann Erwin
Address: 6535 Yacht Club Road Flowery Branch, GA 30542
Phone (678)292-8587
Email: Maggserwin@gmail.com
141049 11/20, 27, 12/4, 11

IN THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA
In re the Name Change of: Wyatt Blake Powers, Petitioner.
Civil Action Case No. 2024CV001938JJD
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Petitioner filed a petition in Hall County Superior Court on October 25, 2024, to change Petitioner's name from: Wyatt Blake Powers to Wyatt Blake Whitelaw.
Any interested party has the right to appear in this and file objections within 30 days after the petition was filed.
Dated: 10/25/2024
Wyatt Blake Powers Petitioner, Pro se
Name: Wyatt Blake Powers
Address: 4922 Oak Meadow Lane Oakwood, GA 30566
Phone: 678-873-6667
Email: jeffwhitelaw@hotmail.com
140424 11/6, 13, 20, 27

IN THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA
In re the Name Change of: Ashton Claire Sanders, Petitioner.
Civil Action Case No. 2024CV001928
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Petitioner filed a petition in Hall County Superior Court on October 16, 2024, to change Petitioner's name from: Ashton Claire Sanders to Ashton Claire Seaver.
Any interested party has the right to appear in this and file objections within 30 days after the petition was filed.
Dated: 10/16/2024
Ashton Claire Sanders Petitioner, Pro se
Name: Ashton Claire Sanders
Address: 7232 Litany Court Flowery Branch, GA 30542
Phone: 678-314-4686
Email: ashton.sanders03@gmail.com
140429 11/6, 13, 20, 27

IN THE SUPERIOR COURT OF HALL COUNTY

STATE OF GEORGIA
In re the Name Change of: MELANIE ALYNE SCHELLMAN, Petitioner.
Civil Action Case No. 2024CV001925
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Petitioner filed a petition in Hall County Superior Court on October 16, 2024, to change Petitioner's name from: MELANIE ALYNE SCHELLMAN to MELANIE ALYNE SEAVER.
Any interested party has the right to appear in this and file objections within 30 days after the petition was filed.
Dated: 10/16/2024
MELANIE ALYNE SCHELLMAN Petitioner, Pro se
Name: MELANIE ALYNE SCHELLMAN
Address: 7232 Litany Court Flowery Branch, GA 30542
Phone: 770-841-3197
E m a i l : melanieschellman97@gmail.com
140430 11/6, 13, 20, 27
IN THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA
In re the Name Change of: Passionaite Shontece Malone, Petitioner.
Civil Action Case No. 2024CV002027LHB
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Petitioner file a petition in Hall County Superior Court on November sixth, 2024, to change Petitioner's name from: Passionaite Shontece Malone to: Elo' Hur Passion Shontece Malone.
Any interested party has the right to appear in this case and file objections within 30 days after the petition was filed.
Date: November 6, 2024
Petitioner, Pro se
Name: Passionaite Shontece Malone
Address: 4628 Quailwood Dr. Flowery Branch, GA 30542
Mail: 6385 Old National Hwy Ste 120-55, Atlanta, GA 30349
Phone: (470)259-7901
Email: PSM.ARR@REBORN.com
140825 11/13, 20, 27, 12/4

IN THE SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA
In Re: Lamarr Anthony Johnson Jr, Passionaite Shontece Malone vs. Lamarr Johnson, Minor Child(ren)
Civil Action Case No. 2024CV002028LHB
NOTICE OF PETITION TO CHANGE NAME
Georgia, Hall County Notice is hereby given that Passionaite Shontece Malone, the undersigned, filed this petition to the Superior Court of Hall County, Georgia on the 6th day of November, 2024, praying for a change in the name of minor child from Lamarr Anthony Johnson Jr to Elo' Lamarr Anthony Johnson Jr.
Notice is hereby given pursuant to law to any interested or affected party to appear in said Court and to file objections to such name change. Objections must be filed with said Court within 30 days of the filing of said petition. This 6th day of November, 2024
Petitioner Pro se
140824 11/13, 20, 27, 12/4

SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA
In re the Name Change: Brooke Barron Hicks, Petitioner.
vs.
Justin Cody Maney, Defendant.
Civil Action Case Number: 2024CV001542
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Brooke Barron Hicks filed a petition in the Superior Court of Hall County on August 19th, 2024, to change name from: Colby Danger Hicks to Colby Cadence Maney.
Any interested party has the right to appear in this case and file objections within 30 days after the Petition was filed.
Dated: 10-23-24
Brooke Barron Hicks Petitioner, Pro se
Name: Brooke Barron Hicks
Address: 838 Maple St. Gainesville, GA 30501
Email: dangerahog@gmail.com
Phone (day): 706-588-3932
140311 10/30, 11/6, 13, 20
SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA

In the re Name Change of Kathryn Teresa Elliott, Petitioner.
CivilActionCaseNumber: 2024CV002051LHB
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Kathryn Teresa Elliott filed a petition in the Superior Court of Hall County on , 2024, to change name from: Kathryn Teresa Elliott to Kathryn Teresa Steele.
Any interested party has the right to appear in this case and file objections within 30 days after the Petition was filed.
Dated: 11-10-2024
Kathryn Elliott, Petitioner, Pro se
Name: Kathryn Elliott
Address: 2321 Sportsman Club Road Gainesville, GA 30504
Email: kateyTE@gmail.com
Phone (day): 678-773-9670
140995 11/20, 27, 12/4, 11

SUPERIOR COURT OF HALL COUNTY STATE OF GEORGIA
In the re Name Change of Zachariah Matthew Robinson, Petitioner.
CivilActionCaseNumber: 2024CV002050LHB
NOTICE OF PETITION TO CHANGE NAME OF ADULT
Zachariah Matthew Robinson filed a petition in the Superior Court of Hall County on , 2024, to change name from: Zachariah Matthew Robinson to Zachariah Matthew Steele.
Any interested party has the right to appear in this case and file objections within 30 days after the Petition was filed.
Dated: 11-10-2024
Zachariah Robinson, Petitioner, Pro se
Name: Zachariah Robinson
Address: 2321 Sportsman Club Rd
Email: vexx3223@gmail.com
Phone (day): 678-315-9426
140998 11/20, 27, 12/4, 11

Public Hearings

City Initiated Change to Zoning Ordinance
A public hearing and ordinance first reading will be held on November 7, 2024 and a public hearing and ordinance second reading will be held on November 21, 2024 , at 6:00 PM at the City of Flowery Branch City Hall located at 5410 Pine Street Flowery Branch, Georgia 30542, to consider a change in the zoning ordinance that would create a Downtown Overlay District. The Flowery Branch Downtown Overlay District Boundary Map is available to review at the office of Planning and Community Development. Interested parties may contact Planning and Community Development at 770.967.6378.
140324 11/6, 13, 20

Conditional Use Permit – 5540 Atlanta Highway, Flowery Branch, GA 30542
A public hearingand Conditional Use first reading will be held on December 5, 2024 and a public hearing and Conditional Use second reading will be held on December 19, 2024 , at 6:00 PM at the City of Flowery Branch City Hall located at 5410 Pine Street Flowery Branch, Georgia 30542, to consider Conditional Use Permit for a Micro-Distillery located at 5540 Atlanta Highway, Tax Parcel 08117 005002. Interested parties may contact Planning and Community Development at 770.967.6378.
140323 11/6, 13, 20

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, December 17, 2024 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 **Grand Communities, LLC** to annex a 2.559± acres tract located on the east side of Crystal Drive, between Mountain View Drive and Springview Drive

(a/k/a **1936 Crystal Drive**) and to establish a zoning of Planned Unit Development (P-U-D).
Ward Number: One
Tax Parcel Number(s): 00-090-002-001
Request: 53 single-family detached homes and 88 single-family attached townhomes
2) Request from **Grand Communities, LLC** to rezone a 33.82± acres tract located on the west side of Thompson Bridge Road, between Mountain View Drive and Springview Drive (a/k/a **0, 1799, 1805, 1825, 1829 and 1981 Thompson Bridge Road, NW**) from Residential-I (R-I) to Planned Unit Development (P-U-D).
Ward Number: One
Tax Parcel Number(s): 00-090-002-021, 022, 023, 024 and 032; 01-090-002-021
Request: 53 single-family detached homes and 88 single-family attached townhomes
3) Request from the **City of Gainesville** to amend Chapter 9-21-1, entitled "Planning and Appeals Board, to include amendments to Section 9-21-1-1 entitled "Establishment and Continuation" and Section 9-21-1-2 entitled "Appointments, Terms of Office and Vacancies" of the Unified Land Development Code for the City of Gainesville, Georgia.
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 3 (c))
141046 11/20

NOTICE OF PUBLIC HEARING
The Council of the City of Lula shall proceed with a public hearing regarding an Ordinance Establishing a Planning Commission of Five Members during the regularly scheduled Council meeting on December 16, 2024 that begins at 7:00 PM at City Hall, 6055 Main Street, Lula.
The public is invited to attend and be heard.
141054 11/20

NOTICE OF PUBLIC HEARING UPON APPLICATION FOR ANNEXATION AND REZONING
Pursuant to O.C.G.A. § 36-36-1 et seq. and O.C.G.A. § 36-36-20 et seq., notice is hereby given that the City of Buford, a Georgia Municipal Corporation, will hold a public hearing to evaluate the applications of certain landowners, more fully set forth on Exhibit "A", to annex and zone property to the corporate limits of the City of Buford as provided in O.C.G.A. § 36-36-20 which is contiguous to the existing limits. The property proposed for annexation and rezoning is contiguous to the present corporate limits of the City of Buford and is more particularly described in Exhibit "A" attached hereto.
The City of Buford Planning Commission will hold a public hearing and make recommendations on such application for annexation and rezoning on Tuesday, November 12, 2024, at 7:00 pm, Buford City Hall, 2300 Buford Highway, Buford, Gwinnett County, Georgia 30518. The Buford City Commission will hold a public hearing to discuss and pass upon the proposed applications for annexation and rezoning on Monday, December 2, 2024 at 7:00pm, Buford City Hall, 2300 Buford Highway, Buford, Gwinnett County, Georgia 30518. This 15th day of October, 2024.
CHANDLER, BRITT & JAY,

LLC
City Attorneys
EXHIBIT "A"
OWNER: ADE 1014, LLC
CURRENTLY ZONED: PC D
PROPOSED ZONING: C-2
LOCATION: 5741 Holiday Rd
A parcel of land lying in Land Lot 329, of the 7th district, Hall County, Georgia, and being more particularly described as follows:
COMMENCE at the intersection formed by the southwesterly right-of-way of Lanier Islands Parkway (having a variable public right-of-way), and the easterly right-of-way of Holiday Road (having a 40' public right-of-way); Thence run South 61 Degrees 11 Minutes 17 Seconds East for a distance of 656.40 feet t a point on the aforementioned southwesterly right-of-way; Thence leaving said right-of-way run South 37 degrees 40 minutes 59 seconds East for a distance of 19.46 feet to the POINT OF BEGINNING, said point lying on a curve to the left, said curve having a radius of 3,259.73 feet, a central angle of 05 Degrees 12 Minutes 41 Seconds, a chord bearing of South 71 Degrees 20 Minutes 59 Seconds East, and chord distance of 296.38 feet; Thence run along the arc of said curve 296.49 feet to a point; Thence ru South 70 Degrees 20 Minutes 43 Seconds West for a distance of 178.04 feet to a point; Thence run South 33 Degrees 30 Minutes 14 Seconds West for a distance of 321.09 feet to a point lying on the aforementioned right-of-way of Holiday Road; said point lying on a curve to the right, said curve having a radius of 2,429.23 feet, a central angle of 06 Degrees 46 Minutes 09 Seconds, a chord bearing of Nort 42 Degrees 54 Minutes 40 Seconds West, and a chord distance of 286.84 feet; Thence run along the ar of said curve and said right-of-way for a distance of 287.00 feet to a point; thence leaving said right-of way run North 54 degrees 53 minutes 58 seconds East for a distance of 335.41 feet to a point; thence run North 37 degrees 40 minutes 59 seconds West for a distance of 24.59 feet to the POINT OF BEGINNING.
Said parcel containing 89,213 Square Feet or 2.048 Acres.
OWNER: PRIVATE EYE PROPERTIES, LLC
CURRENTLY ZONED: HB
PROPOSED ZONING: C-2
LOCATION: 5747 Holiday Rd
A parcel of land lying in Land Lot 329, of the 7th district, Hall County, Georgia, and being more particularly described as follows:
COMMENCE at the intersection formed by the southwesterly right-of-way of Lanier Islands Parkway (having a variable public right-of-way), and the easterly right-of-way of Holiday Road (having a 40' public right-of-way); Thence run South 54 Degrees 41 Minutes 40 Seconds West along said easterly right-of way for a distance of 28.17 feet to a point; Thence run South 54 Degrees 41 Minutes 42 Seconds West along said right-of-way for a distance of 11.28 feet to a point; Thence run South 32 Degrees 20 Minutes 19 Seconds East along said right-of-way for a distance of 290.59 feet to the POINT OF BEGINNING of the parcel herein described; thence leaving said right-of-way run North 64 degrees 17 minutes 27 seconds East for a distance of 167.56 feet to a point; Thence run South 62 Degrees 46 Minutes 32 Seconds East for a distance of 12.53 feet to a point; Thence run North 64 Degrees 17 Minutes 23 Seconds East for a distance of 14.03 feet to a point; said point lying on a curve to the left, said curve having a radius of 3,711.39 feet, a central angle of 00 Degrees 59 Minutes 41 Seconds, a chord bearing of South 64 Degrees 23 Minutes 10 Seconds East, and a chord distance of 64.43 feet; Thence run along the arc of said curve 64.43 feet to a point; Thence run South 24 Degrees 54 Minutes 25 Seconds West for a

distance of 10.07 feet to a point; Thence run South 65 Degrees 23 Minutes 42 Seconds East for a distance of 42.61 feet to a point; Thence run South 65 Degrees 43 Minutes 49 Seconds East for a distance of 13.20 feet to a point; said point lying on a curve to the left, said curve having a radius of 3,794.45 feet, a central angle of 02 Degrees 45 Minutes 43 Seconds, a chord bearing of South 67 Degrees 25 Minutes 11 Seconds East, and a chord distance of 182.89 feet; Thence run along the arc of said curve 182.90 feet to a point; said point lying on a curve to the left, said curve having a radius of 3,259.73 feet, a central angle of 00 Degrees 17 Minutes 36 Seconds, a chord bearing of South 68 Degrees 35 Minutes 50 Seconds East, and a chord distance of 16.69 feet; Thence run along the arc of said curve 16.69 feet to a point; Thence run South 37 Degrees 40 Minutes 59 Seconds East for a distance of 24.59 feet to a point; Thence run South 54 Degrees 53 Minutes 58 Seconds West for a distance of 335.41 feet to a point; Thence run South 54 Degrees 53 Minutes 58 Seconds West for a distance of 15.21 feet to a point; said point lying on a curve to the right, said curve having a radius of 3,420.65 feet, a central angle of 05 Degrees 45 Minutes 04 Seconds, a chord bearing of North 34 Degrees 00 Minutes 32 Seconds West, and a chord distance of 343.21 feet; Thence run along the arc of said curve 343.35 feet to the POINT OF BEGINNING.
Said parcel containing 86,707 Square Feet or 1.991 Acres.
OWNER: BSIDE OAKWOOD, LLC
CURRENTLY ZONED: AR-III
PROPOSED ZONING: O-1/C-2/P
LOCATION: Ridge Rd
AR-III to O-1 (+/- 10.125 ac)
A parcel of Land Lying in Land Lot 154 of the 8th District, Hall County, Georgia and being more particularly described as follows:
Commence at the centerline intersection of Friendship Road (variable right-of-way) and Ridge Road (variable right-of-way); thence Leaving said centerline intersection, run North 87 Degrees 18 Minutes 48 Seconds West for a distance of 729.62 feet to a point, said point being the POINT OF BEGINNING of the parcel herein described; thence run South 64 Degrees 23 Minutes 31 Seconds East for a distance of 134.47 feet to a point in the centerline of a creek; Thence run along the centerline of said creek the following courses and distances:
South 54 Degrees 33 Minutes 39 Seconds West for a distance of 41.55 feet to a point; South 19 Degrees 35 Minutes 49 Seconds West for a distance of 12.48 feet to a point; South 06 Degrees 35 Minutes 36 Seconds West for a distance of 31.51 feet to a point; South 30 Degrees 06 Minutes 20 Seconds West for a distance of 18.12 feet to a point; South 60 Degrees 19 Minutes 10 Seconds West for a distance of 22.89 feet to a point; South 20 Degrees 25 Minutes 20 Seconds East for a distance of 12.80 feet to a point; South 03 Degrees 39 Minutes 39 Seconds East for a distance of 13.02 feet to a point; South 10 Degrees 50 Minutes 53 Seconds East for a distance of 3.62 feet to a point; South 47 Degrees 08 Minutes 28 Seconds East for a distance of 5.78 feet to a point; South 06 Degrees 21 Minutes 44 Seconds West for a distance of 4.82 feet to a point; South 51 Degrees 14 Minutes 27 Seconds West for a distance of 26.58 feet to a point; South 13 Degrees 41 Minutes 22 Seconds West for a distance of 23.67 feet to a point; South 11 Degrees 49 Minutes 32 Seconds East for a distance of 24.74 feet to a point; South 06 Degrees 22 Minutes 19 Seconds East for a distance of 14.31 feet to a point; South 22 Degrees 43 Minutes 59 Seconds East for a distance of 37.39 feet to a point; South 39 Degrees

14 Minutes 24 Seconds West for a distance of 27.28 feet to a point; South 07 Degrees 10 Minutes 37 Seconds East for a distance of 30.88 feet to a point; South 45 Degrees 21 Minutes 43 Seconds West for a distance of 19.65 feet to a point; South 15 Degrees 03 Minutes 06 Seconds West for a distance of 104.94 feet to a point; South 08 Degrees 20 Minutes 56 Seconds West for a distance of 18.77 feet to a point; South 10 Degrees 14 Minutes 29 Seconds East for a distance of 28.44 feet to a point; South 06 Degrees 38 Minutes 23 Seconds West for a distance of 17.77 feet to a point; South 06 Degrees 38 Minutes 23 Seconds West for a distance of 14.20 feet to a point; South 15 Degrees 57 Minutes 22 Seconds East for a distance of 18.40 feet to a point; South 00 Degrees 21 Minutes 32 Seconds West for a distance of 30.95 feet to a point; South 34 Degrees 21 Minutes 17 Seconds West for a distance of 27.58 feet to a point; South 60 Degrees 19 Minutes 50 Seconds West for a distance of 32.26 feet to a point; South 29 Degrees 58 Minutes 15 Seconds West for a distance of 13.24 feet to a point; South 62 Degrees 04 Minutes 34 Seconds West for a distance of 25.46 feet to a point; South 41 Degrees 37 Minutes 08 Seconds West for a distance of 14.93 feet to a point; South 54 Degrees 22 Minutes 18 Seconds West for a distance of 25.49 feet to a point; South 16 Degrees 45 Minutes 17 Seconds West for a distance of 37.80 feet to a point; South 00 Degrees 24 Minutes 45 Seconds West for a distance of 27.80 feet to a point; South 02 Degrees 33 Minutes 28 Seconds East for a distance of 22.07 feet to a point; South 28 Degrees 05 Minutes 10 Seconds East for a distance of 29.34 feet to a point; South 14 Degrees 32 Minutes 39 Seconds West for a distance of 44.17 feet to a point; South 20 Degrees 38 Minutes 29 Seconds East for a distance of 90.82 feet to a point; South 06 Degrees 22 Minutes 12 Seconds West for a distance of 31.62 feet to a point; South 31 Degrees 14 Minutes 09 Seconds East for a distance of 35.05 feet to a point; South 19 Degrees 23 Minutes 35 Seconds East for a distance of 58.80 feet to a point; Thence leaving the centerline of said creek, run South 45 Degrees 57 Minutes 20 Seconds West for a distance of 176.39 feet to a point; Thence run North 35 Degrees 30 Minutes 52 Seconds West for a distance of 465.17 feet to a point; Thence run North 58 Degrees 39 Minutes 14 Seconds East for a distance of 814.10 feet to the POINT OF BEGINNING.
Said parcel containing 441,057 Square Feet, or 10.125 Acres
AR-III to C-2 (+/- 7.175 ac)
A parcel of land lying in Land Lot 154 of the 8th District, Hall County, Georgia and being more particularly described as follows:
Commence at the centerline intersection of Friendship Road (variable right-of-way) and Ridge Road (variable right-of-way); thence leaving said centerline intersection, run South 19 Degrees 14 Minutes 15 Seconds West for a distance of 516.51 feet to a point lying on the easterly right-of-way of the aforementioned Ridge Road, said point being the POINT OF BEGINNING of the parcel described; said point lying on a non-tangent curve to the left and having a radius of 720.00 feet, a central angle of 00 Degrees 54 Minutes 37 Seconds, a chord bearing of South 09 Degrees 10 Minutes 20 Seconds East and a chord distance of 11.44 feet; Thence run along the arc of said curve and said right-of-way for a distance of 11.44 feet to a point; Thence run South 09 Degrees 37 Minutes 37 Seconds East along said right-

Memo

TO: City Council
FROM: Planning and Appeals Board
SUBJECT: Unified Land Development Code update
DATE: November 12, 2024

The City of Gainesville is proposing to amend Section 9-21-1-1, entitled Establishment and Continuation and Section 9-21-1-2, entitled Appointments, Terms of Office and Vacancies of Unified Land Development Code to establish staggered term limits for the Planning and Appeals Board members. The initial term limits for Seats 1 and 2 will be one year. Seats 3, 4 and 5 will serve an initial term of two years. Seat 6 and 7 will serve an initial term of three years. After the initial terms expire, all seats, including the chairperson and vice-chairperson will be appointed by the Governing Body to three-year terms.

Excerpts from the November 12, 2024 PAB Meeting Minutes

FAVOR: None

OPPOSE: None

There was a motion to recommend approval of the code amendment as presented.

Motion made by Vice Chair Thompson
Motion seconded by Board Member Young
Vote – 6 favor, 1 vacant

AN ORDINANCE

No. 2024-36

AN ORDINANCE TO AMEND SECTIONS 9-21-1-1 AND 9-21-1-2 OF THE UNIFIED LAND DEVELOPMENT CODE OF THE CITY OF GAINESVILLE; TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE FOR SEVERABILITY; TO PROVIDE FOR CODIFICATION; 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

Section 9-21-1-1 of the Unified Land Development Code of the City of Gainesville is hereby amended by eliminating it in its entirety and amending it to read as follows:

Section 9-21-1-1. – Establishment and continuation.

The planning and appeals board, as it existed on the effective date of this Code, shall continue in its present form and function. The planning and appeals board shall consist of seven (7) members, all of whom shall be residents of the City. The seven (7) seats on the planning and appeals board shall be designated as Seats One through Seven.

SECTION II

Section 9-21-1-2 of the Unified Land Development Code of the City of Gainesville is hereby amended by eliminating it in its entirety and amending it to read as follows:

Section 9-21-1-2. – Appointments, Terms of Office and Vacancies.

Members, including the chairperson and vice-chairperson, shall be appointed by the Governing Body. The seats on the planning and appeals board shall be designated as Seats One, Two, Three, Four, Five, Six, and Seven, and the initial terms for said Seats shall be as set forth in this Section.

The initial term for Seat One shall extend through December 31, 2025.

The initial term for Seat Two shall extend through December 31, 2025.

The initial term for Seat Three shall extend through December 31, 2026.

The initial term for Seat Four shall extend through December 31, 2026.

The initial term for Seat Five shall extend through December 31, 2026.

The initial term for Seat Six shall extend through December 31, 2027.

The initial term for Seat Seven shall extend through December 31, 2027.

ORDINANCE NO. 2024-36

The Governing Body, upon approval of this Ordinance, shall appoint members, including the chairperson and vice-chairperson, to fill Seats One, Two, Three, Four, Five, Six, and Seven on the planning and appeals board. After the expiration of the initial terms set forth above, all subsequent members, including the chairperson and vice-chairperson, shall be appointed by the Governing Body to three-year terms, beginning on January 1st of the calendar year immediately following the expiration of the term or as otherwise appointed. When a position becomes vacant before the end of a term, the Governing Body shall appoint a new member for the duration of the remaining term. A member of the planning and appeals board may be appointed to successive terms and shall continue to serve if such member's time expires until a successor is appointed.

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 upon approval by the governing body of the City of Gainesville.

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



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: December 12, 2024
Date Submitted: December 16, 2024
Final Approval Date: December 16, 2024
Presenter: Abb Hayes, City Attorney
Item of Business: **Ordinance 2024-37**
Amend Chapter 1-5 As it Pertains to Planning and Appeals Board - Compensation
AN ORDINANCE TO AMEND ARTICLE 1 OF CHAPTER 1-5 OF THE CODE OF ORDINANCES OF THE CITY OF GAINESVILLE BY ADDING SECTION 1-5-7; TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE FOR SEVERABILITY; TO PROVIDE FOR CODIFICATION; TO PROVIDE FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.
Meeting Date: December 17, 2024

Purpose of Request:
To amend the code by adding Section 1-5-7 entitled Planning and Appeals Board-Compensation.

Facts & Issues / History & Background:

Department Recommendation:
Approve the ordinance.

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. 2024-37 Amend Chapter 1-5 As it Pertains to PAB Compensation

Passed: _____

AN ORDINANCE

No. 2024-37

AN ORDINANCE TO AMEND ARTICLE 1 OF CHAPTER 1-5 OF THE CODE OF ORDINANCES OF THE CITY OF GAINESVILLE BY ADDING SECTION 1-5-7; TO REPEAL CONFLICTING ORDINANCES; TO PROVIDE FOR SEVERABILITY; TO PROVIDE FOR CODIFICATION; 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

Article 1 of Chapter 1-5 of the Code of Ordinances of the City of Gainesville is hereby amended by adding Section 1-5-7 to read as follows:

Sec. 1-5-7. – Planning and Appeals Board--Compensation.

For attending each regular, special, called, or meeting officially representing the Planning and Appeals Board in matters relating to the City of Gainesville, the chairperson and each member of the Planning and Appeals Board shall receive compensation of one hundred fifty dollars (\$150.00) per diem, payable monthly, not to exceed five (5) meetings per month. Examples of said meetings shall include, but shall not be limited to: (a) regular, special, or called Board meetings; (b) visits to real property that is the subject of an application before the Board; (c) meetings with applicants, developers, landowners, neighbors, homeowners associations, and/or other concerned citizens relating to applications before the Board; and (d) attendance at training relating to service on the Board.

SECTION II

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

SECTION III

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

SECTION IV

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

ORDINANCE NO. 2024-37

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

4853-8448-5063, v. 4



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: December 12, 2024
Date Submitted: December 16, 2024
Final Approval Date: December 16, 2024
Presenter: Abb Hayes, City Attorney
Item of Business: Business Resolution 2024-55
Appointment of Members of the Gainesville Planning and Appeals Board
Meeting Date: December 17, 2024

Purpose of Request:

To authorize the appointment of the members of the Gainesville Planning & Appeals Board.

Facts & Issues / History & Background:

Department Recommendation:

Adopt the resolution.

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. BR-2024-55 Appointment of Members of the PAB

RESOLUTION BR-2024-55

APPOINTMENT OF MEMBERS OF THE GAINESVILLE PLANNING AND APPEALS BOARD

WHEREAS, the City has passed an amendment to Section 9-21-1-2 of the Unified Land Development Code, relating to the appointment and terms of office of members of the Planning and Appeals Board ("PAB"); and

WHEREAS, the City wishes to appoint the members of the PAB.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body of the City of Gainesville hereby appoints the following members of the PAB:

- Jane Fleming shall serve in Seat One, and her initial term shall extend through December 31, 2025;
- Eddie Martin, Sr. shall serve in Seat Two, and his initial term shall extend through December 31, 2025;
- Ellen DeFoor shall serve in Seat Three, and her initial term shall extend through December 31, 2026;
- Kelvin Simmons shall serve in Seat Four, and his initial term shall extend through December 31, 2026;
- Rick Young shall serve in Seat Five, and his initial term shall extend through December 31, 2026;
- Doug Carter shall serve in Seat Six, and his initial term shall extend through December 31, 2027, and he shall also serve as chairperson through December 31, 2027; and
- Ryan Thompson shall serve in Seat Seven, and his initial term shall extend through December 31, 2027, and he shall also serve as vice-chairperson through December 31, 2027.

Adopted this ____ day of _____, 2024.

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

4855-7915-4418, v. 3



CITY OF GAINESVILLE

Mayor/Council Agenda Request

Item Created: December 12, 2024
Date Submitted: December 13, 2024
Final Approval Date: December 17, 2024
Presenter: Abb Hayes, City Attorney
Item of Business: Business Resolution 2024-56
Authorization of Participation in Amicus Brief in Appeal of Chang V. City of Milton
Meeting Date: December 17, 2024

Purpose of Request:
For participation in an amicus brief to ask for reversal of the appellate ruling.

Facts & Issues / History & Background:
The case involves a liability claim for personal injuries obtained when a vehicle collided with a fixed obstruction located on a city-owned right-of-way where the obstruction was outside the motoring lanes of travel.

Department Recommendation:
Adopt the resolution.

Department Director:
Abb Hayes

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

Amount Requested: **Sources of Funds:**

Finance Comments:

Administrative Comments:

Attachments:
1. BR-2024-56 Authorization of Participation in Amicus Brief in Appeal of Chang V. City of Milton

RESOLUTION BR-2024-56

AUTHORIZATION OF PARTICIPATION IN AMICUS BRIEF IN APPEAL OF CHANG V. CITY OF MILTON

WHEREAS, there is presently pending before the Court of Appeals and Supreme Court of Georgia an appeal of a civil lawsuit that, at the trial court level, was referred to as Chang, et. al. v. City of Milton, State Court of Fulton County, Case No. 18EV004442; and

WHEREAS, the case involves a claim of liability against the City of Milton for personal injuries due to a 2016 vehicle collision with a fixed obstruction (a masonry planter) located on City-owned right of way where the obstruction was outside the motoring lanes of travel; and

WHEREAS, the masonry planter had been at the same location since 1992 and had never been the subject of a complaint or prior accident; and

WHEREAS, at the trial court, the City of Milton was found to be partially at fault and a jury awarded money damages against the City of Milton in the amount of \$35,000,000; and

WHEREAS, the Court of Appeals affirmed the findings of the trial court, City of Milton v. Chang, et. al., 2024 WL 4195584 (Chang appellate ruling); and

WHEREAS, the Court of Appeals ruled that the “*planter...was a hazard for vehicles leaving the travel lanes*” and that its presence “*renders the use of these thoroughfares more hazardous;*” and

WHEREAS, the City of Gainesville is concerned by the Court of Appeals decision finding that a municipality may be liable for fixed obstructions located outside the motoring lanes of travel where the obstruction had never been the subject of a prior collision or complaint; and

WHEREAS, the City believes the Court of Appeals decision is inconsistent with existing legal precedent and should be overturned; and

WHEREAS, the City believes the financial implications of the Court of Appeals decision could be devastating for Georgia municipalities.

NOW, THEREFORE, BE IT RESOLVED THAT the governing body for the City of Gainesville hereby authorizes participation in an amicus brief before the Georgia Supreme Court asking that the appellate ruling be reversed and hereby authorizes the Mayor, City Manager, and City Attorney to sign such amicus brief including the City of Gainesville as a participating party and such other documents as necessary to effectuate the provisions set forth in this Resolution.

Adopted this ____ day of _____, 2024.

W. Samuel Couvillon, Mayor

RESOLUTION BR-2024-56

**AUTHORIZATION OF PARTICIPATION IN AMICUS BRIEF IN APPEAL OF CHANG V. CITY
OF MILTON**

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

4937-2261-3510, v. 3