Planning and Appeals Board Meeting Agenda
Tuesday, January 13, 2026, 5:30 PM
Public Safety Complex, Municipal Court Room
701 Queen City Parkway, Gainesville, GA 30501

CALL TO ORDER

MINUTES

A. Minutes of December 9, 2025

OLD BUSINESS

NEW BUSINESS

A. Rezoning

1) Request from **Gainesville Housing Authority** to rezone a 4.547± acres tract located on the northwest side of the intersection of Myrtle Street and Osborne Street and the northeast side of the intersection of Myrtle Street and Wall Street, south of Jesse Jewell Parkway (a/k/a **1197 and 1235 Myrtle Street, SE; 452, 474, 484, 492, 510 and 512 Osborne Street, SE; 465, 471 and 481 Wall Street, SE**) from Planned Unit Development (P-U-D) and Residential-II (R-II) to Planned Unit Development (P-U-D).

Ward Number:	Three
Tax Parcel Number(s):	01-035-001-005, 007, 008, 013, 013A, 015, 017, 019 and 020
Request:	Mixed-income housing

B. Zoning Amendment

1) Request from **Gainesville Construction LLC** to amend an existing Planned Unit Development (P-U-D) zoning on a 0.14± acre tract located on the southwest side of the intersection of Lanier Avenue and Juanita Avenue (a/k/a **946 Lanier Avenue, NE and 1387 Juanita Avenue, NE**).

Ward Number:	One
Tax Parcel Number(s):	01-087-003-008
Request:	Duplex apartment

2) Request from **Capstone Property Group** to amend an existing Planned Unit Development (P-U-D) zoning on a 38.531± acres tract located on the northeast side of Ivey Road at its terminus, having road frontage on Lost River Drive and Lost River Lane (a/k/a **3058 and 3070 Ivey Road, SW; 3002, 3005, 3006, 3010, 3011, 3014, 3015, 3018, 3021, 3022, 3025, 3029, 3032, 3035, 3036, 3040 and 3044 Lost River Drive, SW; 3003, 3008, 3012 and 3030 Lost River Lane, SW**).

Ward Number:	Four
Tax Parcel Number(s):	08-020-000-028, 038, 039, 040, 041, 042, 043, 044, 045, 046, 047, 048, 049, 050, 051, 052, 053, 054, 055, 056, 057, 058 and 059
Request:	Luxury hotel resort and residential

MISCELLANEOUS

ADJOURNMENT

CITY OF GAINESVILLE

Planning and Appeals Board
Agenda Request

Item Created:	December 12, 2025
Date Submitted:	December 23, 2025
Final Approval Date:	December 23, 2025
Presenter:	Matt Tate, Community & Economic Development Dept Deputy Director
Item of Business:	Minutes of December 9, 2025
Meeting Date:	January 13, 2026

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

Facts & Issues / History & Background:
The draft minutes were reviewed by the Office & Records Coordinator and the Community & Economic Development Deputy Director.

Department Recommendation:
Approval of the minutes as presented.

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. DRAFT Minutes

GAINESVILLE PLANNING AND APPEALS BOARD
DRAFT MINUTES OF MEETING
DECEMBER 9, 2025

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

Members Present: Chairman Doug Carter and Board Members Jane Fleming, Eddie Martin, Kelvin Simmons, Rick Young and Ellen DeFoor

Members Absent: None

Staff Present: Community & Economic Director Rusty Ligon, Community & Economic Deputy Director Matt Tate, Community & Economic Planning Manager Heather Deweese and Recording Secretary Gwen Fleming

Others Present: None

MINUTES OF NOVEMBER 10, 2025

There was a motion to approve the minutes as presented.

Motion made by Board Member Martin
Motion seconded by Board Member Simmons
Vote – 6 favor, 1 vacant

OLD BUSINESS

NEW BUSINESS

A. <u>Annexation Request</u>

1) Request from **Jesus Carrillo** to annex a 0.42± acre tract located on the north side of Dorothy Drive, east of Washington Avenue (a/k/a **1450 Dorothy Drive, SW**), with a zoning of Residential-II (R-II)**.**
Ward Number: Five
Tax Parcel Number(s): 01-118-004-014
Request: Duplex apartment

Staff Presentation: Planning Manager Heather Deweese gave the following staff presentation:

The applicant is proposing to annex the subject 0.42± -acre property with a zoning of R-II. The property is currently zoned H-B within unincorporated Hall County and R-II within the city of Gainesville. The intent is to annex a remnant tract that is located part of an unincorporated island to construct a residential duplex apartment on city sewer.

There are currently no structures on the property which is located within the Hall County Gateway District. The adjacent uses include a residential duplex, single-family home, used auto sales and a retail shopping center.

The proposed duplex units are 1,739 square feet of heated floor space, 4 bedrooms and 3 ½ bathrooms, and a one car garage. The duplex will be for rent. Access is proposed from Dorothy Drive, which is a city road.

The Gainesville Comprehensive Plan places the subject property within the Commercial land use category and the West Side Character Area which supports a mixture of land uses such as office, neighborhood retail, detached and attached residential uses such as higher density single-family residential and multi-family residential.

The Planning Division staff is recommending **conditional approval** of the annexation request with **Residential-II (R-II)** zoning, based on the Comprehensive Land Use Plan and the adjacent residential land uses.

Applicant Presentation: Dan Carrillo, 4606 Whiporwill Road, Gillsville, representing his brother Jesus Carrillo advised they were in agreement with the conditions and would answer any questions.

FAVOR: None

OPPOSE: None

There was a motion recommend conditional approval of the annexation request for two duplex apartments and establish zoning as Residential-II (R-II) with the following conditions:

Conditions

1. **The development standards within the applicant's narrative, site plans, and architectural renderings shall be made part of the zoning ordinance, and shall be subject to the Community and Economic Development Director approval. Any zoning conditions adopted as part of this zoning ordinance that conflict with the applicant's narrative, concept plan and architectural renderings shall take precedence over the applicant's development standards.**
2. **An updated as-built boundary survey/plat of the subject property, indicating new property boundaries, shall be recorded prior to obtaining a Certificate of Occupancy.**
3. **All access point design for the subject property shall be submitted for review and approval by the Gainesville Public Works Director, Hall County and/or the Georgia Department of Transportation.**
4. **The front yard of each lot shall be sodded and planted with at least one 3" caliper in size hardwood tree.**
5. **The front, rear, and sides of each townhome unit shall be constructed with a minimum 3-foot-high architectural watermark of brick or stone materials.**
6. **The individual garbage containers shall be stored behind each residential unit and screened by a privacy fence in a manner so as not to be visible from the proposed residential units, adjoining properties, roads and parking areas subject to the approval of the Community and Economic Development Director.**
7. **The property owner or a property manager shall be responsible for the regular maintenance of the entire property.**

Motion made by Board Member Martin

Motion seconded by Board Member Young
Vote – 6 favor, 1 vacant

B. <u>Rezoning Request</u>

1) Request from **Candler Development Services** to rezone an 8.33± acres tract located on the northeast side of Old Athens Road, between Harrison Square and Harrison Drive (a/k/a **815 Harrison Drive, SE**) from Residential-II (R-II) to Planned Unit Development (P-U-D).
Ward Number: Three
Tax Parcel Number(s): 01-142-003-001
Request: Multi-family, mixed-use

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

The applicant is proposing to rezone the subject 8.33± acres property from R-II to P-U-D for 145 multi-family mixed-use development. The adjacent uses include the Lakeside at Harrison Apartments, New Life Missionary Baptist Church, single-family homes, convenience store and a restaurant.

The property currently contains 75 public housing apartment units known as Harrison Square that will be demolished. The subject tract includes Phase 2 and Phase 3 of an overall Gainesville Housing Authority redevelopment known as "Lakeside at Harrison Village".

Phase 1 includes the neighboring property that contains the recently constructed 120-unit "Harrison Village" mixed-income apartment community which is not part of this request.

Phase 2 includes a total of 100 senior housing units on 4.53 acres, consisting of a four-story manor home style apartment building. Two driveways are proposed from Harrison Drive. -Amenities include fitness center, community spaces, outdoor pavilion with community garden, and a 10,000 square foot Commercial Maker's Space to include a commercial kitchen, classroom space, entrepreneurial lab, and neighborhood market/storefront. The anticipated completion date is March of 2028.

Phase 3 includes a total of 45 workforce housing units on 3.8 acres consisting of a mixture of two, three and four-unit buildings, cottages, townhomes, and flats not to exceed two-story in height. One driveway is proposed from Harrison Drive. -Amenities include a 3,000± square foot community center and other amenities serving the residents. The anticipated completion date is July of 2028.

The Gainesville Comprehensive Plan places the subject property within the *<u>Multi-family Residential</u>* land use category and the *<u>Economic Development Gateways Character Area</u>* which supports a mixture of housing types including multi-family at a maximum density of 12 du/ac. The proposed residential density for all three phases is approximately 8.8 du/ac.

The Planning Division staff is recommending conditional approval of this rezoning request with **P-U-D zoning**, based on the Comprehensive Plan and the adjacent and nearby mixture of residential uses.

Applicant Presentation: David Griffin, 1304 Springdale Road, Candler Development Services representing Gainesville Housing Authority stated the new development will replace the original Harrison Square units built in 1978. He mentioned the 1st phase will be senior

housing for 55 and older, 2nd phase for workforce housing and future homeownership. He advised the development will be an improvement along with the overall density not increasing, even with all three phases at 8.8 units per acre. He stated the project fits with the neighborhood and overall plan.

Beth Brown, 128 Lake Ridge Trail, Baldwin, Gainesville Housing Authority Executive Director advised she appreciates the board for considering the rezoning application and will answer any questions regarding the project.

FAVOR: None

OPPOSE: Kenneth Brown, 3049 Gaines Mill Road, advised he was not against the project but wanted additional information and reason for rezoning. Mr. Brown stated he has rental property in the area and curious how it might affect the surrounding properties.

Chair Carter advised the property is currently zoned R-II (multi-family apartments) and if rezoned to P-U-D would be site specific and explained the final product would be basically as seen on the site plan. He spoke about it being a long-term strategy of the Housing Authority for older public housing with major upgrades, additional housing for 55 & older including amenities and a commercial kitchen. Chair Carter advised him to speak with Beth Brown or Mr. Griffin after the meeting for more details regarding the plans.

Board Comments: Board Member Young asked about the process for moving the current tenants, number of people involved, monthly rent of the new units and being a much nicer upgrade. Mrs. Brown agreed it was an upgrade compared to Harrison units previously with all families already moved into Phase 1. She advised of the 120 units that 75 are income based which pay 30 percent of their adjusted income with the remaining units being affordable/workforce being mixed at 30 percent, 60 percent and 80 percent which would range from $450 to $1,600 per month for a 4 bedroom with all being rental units.

There was a motion to recommend conditional approval to rezone the subject property for multi-family, mixed-use development from Residential-II (R-II) to Planned Unit Development (P-U-D) with the following conditions:

<u>Conditions</u>

1. **The development standards within the narrative, site plan, architectural renderings and pictures submitted with the applicant's rezoning application shall be made part of the zoning ordinance and shall be subject to the approval of the Director of the Community and Economic Development Department.**
2. **Any proposed dumpster shall be enclosed and screened from view from the adjoining properties, roads and parking areas.**
3. **Any individual garbage containers shall be stored behind each residential unit and screened by a privacy fence in a manner so as not to be visible from the proposed residential units, adjoining properties, roads and parking areas subject to the approval of the Community and Economic Development Director.**
4. **All access point design for the subject property shall require review and approval by the Gainesville Public Works Department Director. All required access/traffic/sidewalk improvements associated with the proposed development shall be at the full expense of the developer/property owner.**

5. **An updated as-built survey/plat of the subject property, indicating all improvements shall be recorded prior to obtaining a Certificate of Occupancy for the use.**

   Motion made by Board Member Martin
   Motion seconded by Board Member DeFoor
   Vote – 6 favor, 1 vacant

Chair Carter expressed appreciation to the planning staff and board members for their hard work throughout the year. He also invited everyone to a reception for outgoing Mayor Sam Couvillon at The Vault on Tuesday, December 16th.

ADJOURNMENT

There was a motion to adjourn the meeting at 5:51 p.m.

Motion made by Board Member Simmons
Motion seconded by Board Member Young
Vote – 6 favor, 1 vacant

Respectfully submitted,

Doug Carter, Chairman

Gwen Fleming, Recording Secretary

CITY OF GAINESVILLE

Planning and Appeals Board
Agenda Request

Item Created:	December 12, 2025
Date Submitted:	December 22, 2025
Final Approval Date:	December 23, 2025
Presenter:	Matt Tate, Community & Economic Development Dept Deputy Director
Item of Business:	Request from **Gainesville Housing Authority** to rezone a 4.547± acres tract located on the northwest side of the intersection of Myrtle Street and Osborne Street and the northeast side of the intersection of Myrtle Street and Wall Street, south of Jesse Jewell Parkway (a/k/a **1197 and 1235 Myrtle Street, SE; 452, 474, 484, 492, 510 and 512 Osborne Street, SE; 465, 471 and 481 Wall Street, SE**) from Planned Unit Development (P-U-D) and Residential-II (R-II) to Planned Unit Development (P-U-D).
Meeting Date:	January 13, 2026

Purpose of Request:

The applicant is proposing to rezone the subject property from Planned Unit Development (P-U-D) and Residential-II (R-II) to Planned Unit Development (P-U-D) for a total of 129 residential units. Phase 1 was previously approved in 2025 for 64 multi-family housing units consisting of market rate housing and affordable housing units for families. Phase 2 proposes an additional 65 units reserved for seniors (55+). The master planned community will serve a variety of income levels, but primarily those with an income of around 60% of the area median income. The project will use public and private financing, relying heavily on the Low Income Housing Tax Credit (LIHTC) program through the Department of Community Affairs.

The proposed development will consist of two, 3/4-story apartment buildings with 1, 2 and 3 bedroom units. The entire development will be fenced/gated and a single access driveway is proposed from Wall Street with 161 onsite parking spaces. It is anticipated the community will include a 4,000± square foot leasing office, community center, fitness center, wellness center and on-site laundry, outdoor gathering space consisting of a covered porch with green space attached.

The subject property consists of nine parcels and contains no structures. The adjacent and nearby properties include the Guilford Medical Clinic, Pleasant Union Church, Lanier Wee Willy's retail/gas station, triplex and single-family homes.

Facts & Issues / History & Background:

Department Recommendation:

Planning staff recommended approval with seven conditions. See the Staff Recommendation report for details.

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. Staff Recommendation Report
2. Location maps
3. Narrative
4. Site plan
5. Architectural renderings

GAINESVILLE PLANNING and APPEALS BOARD
STAFF RECOMMENDATION

Applicant ..... Gainesville Housing Authority

Property Owners ..... Northeast Georgia Health System, Inc.; LJN Associates, LP, Nixon Family LTD Partnership

Location ..... 1197 and 1235 Myrtle Street, SE; 452, 474, 484, 492, 510 and 512 Osborne Street, SE; 465, 471 and 481 Wall Street, SE

Request ..... Rezone from P-U-D and R-II to P-U-D

Total Acres ..... 4.54± acres

Ward ..... Three

Proposed Use ..... Mixed income housing (129 units)

Planning Division Staff Recommendation ..... **Approval, with conditions**

Date ..... January 13, 2026

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

The applicant is proposing to rezone the subject property from Planned Unit Development (P-U-D) and Residential-II (R-II) to Planned Unit Development (P-U-D) for a total of 129 residential units. Phase 1 was previously approved in 2025 for 64 multi-family housing units consisting of market rate housing and affordable housing units for families. Phase 2 proposes an additional 65 units reserved for seniors (55+). The master planned community will serve a variety of income levels, but primarily those with an income of around 60% of the area median income. The project will use public and private financing, relying heavily on the Low-Income Housing Tax Credit (LIHTC) program through the Department of Community Affairs.

The proposed development will consist of two, 3/4-story apartment buildings with 1-, 2- and 3-bedroom units. The entire development will be fenced/gated and a single access driveway is proposed from Wall Street with 161 on-site parking spaces. It is anticipated the community will include a 4,000± square foot leasing office, community center, fitness center, wellness center and on-site laundry, outdoor gathering space consisting of a covered porch with green space attached.

Phase 1	Bedrooms	Number of Units (64)
	1 Bedroom	32
	2 Bedroom	24
	3 Bedroom	8
Phase 2	**Bedrooms**	**Number of Units (65)**
	1 Bedroom	39
	2 Bedroom	26

The subject property consists of nine parcels and contains no structures with road frontage on Osborne Street, Wall Street and Myrtle Street. The adjacent and nearby properties include the Guilford Medical Clinic, Pleasant Union Church, Lanier Wee Willy's retail/gas station, triplex and single-family homes.

- ***Adjacent Land Use and Zoning***

Location	Use	Zoning
North	Vacant Land (Northeast Georgia Health System Inc.)	Residential-II (R-II)
South	Single-Family Home; Duplex; Myrtle Place Townhomes (Apartments); Georgia Power Sub Station	Residential-II (R-II)
East	Guilford Medical Clinic	Light Industrial (L-I)
West	Single-Family Homes; Triplex; Pleasant Union Baptist Church	Residential-II (R-II)

- ***Other Departmental Comments***

There were no departmental comments at this time.

- ***Zoning History***

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

2025 – A request by Gainesville Housing Authority to rezone 4.13± acres located at 1197 and 1235 Myrtle Street, SE; 452, 474 and 492 Osborne Street, SE; 465, 471 and 481 Wall Street, from Residential-II (R-II) to Planned Unit Development (P-U-D) for a Multi-Family development was approved with conditions.

2024- A request by the City of Gainesville to annex a 2.81± acres tract located at 3 and 4 Carolina Street; 0 Spring Street; 10 Myrtle Drive; 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 19 and 20 Victory Street with a zoning of Residential and Office (R-O) for existing uses was approved.

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

2021- A request by Northeast Georgia Medical Center to rezone 48.997± acres tract located at 743 Spring Street, NE; 1227 Sherwood Park Drive, NE; 200 Wisteria Drive, NE and 1075 Jesse Jewell Parkway, SW from Planned Unit Development (P-U-D) and Office and Institutional (O-I) to Planned Unit Development (P-U-D) to expand the hospital campus was approved with conditions.

2020- A request by Jennifer Walter to rezone 0.48± acre tract located at 522 South Enota Drive from Office and Institutional (O-I) to Neighborhood Business (N-B) for a retail store was approved with conditions.

2018 – A request by Atlus Development, LLC to rezone a 1.13± acres tract located at 1351 Park Hill Drive from Residential-II (R-II) to Office and Institutional (O-I) for a medical office was approved with conditions.

2017 – A request by JH Homes, Inc. to rezone a 21.87± acres tract located at 1024, 1030 and 1037 Pearce Way NE; and 0 South Enota Drive NE from Office and Institutional (O-I) to Residential-II (R-II) for 65 residential townhomes was approved with conditions.

2017 – A request by Hanh My Thi Doan for a special use within Office and Institutional (O-I) on a 0.52± acre tract located at 502 South Enota Drive for a nail salon was denied.

2017 – A request by the City of Gainesville to rezone a 53.177± acres tract located at 1514, 1515, 1545, 1560 and 1581 Community Way, NE from Residential-II (R-II) to Office and Institutional (O-I) for existing uses was approved.

Staff Analysis

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

The subject property is undeveloped but previously contained single-family homes that were demolished over the past 10+ years. The adjacent properties consist of a mixture of single-family, multi-family, Gilford Clinic and Pleasant Union Baptist Church zoned R-II and L-I. Nonresidential uses are located nearby along Jesse Jewell Parkway including various medical offices and the Wee Willy's Retail/Gas Station. The proposed multi-family use could be considered somewhat of a transitional use even though nearby multi-family development is currently present along Myrtle Street such as the Myrtle Place Apartments and the Myrtle Terrace apartments.

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

The adjacent and nearby property will function similarly to the nearby Myrtle Terrace Apartments located east of the property. Additional vehicular traffic is expected given the previous residential homes have been removed. The property is currently zoned R-II which allows for multi-family housing at a slightly lower density.

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

The Future Development Map for the City of Gainesville places the property within the *Single-Family Residential* land use category which includes areas containing or planned for single-family detached or semi-detached housing at densities ranging from two to four dwelling units per acre. The proposed residential density is 28.4 du/ac.

According to the Character Area map for the City of Gainesville, most of the subject property is located within the *Traditional Neighborhoods* Character Area which 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 property is currently zoned R-II which allows for a residential density of up to 12 dwelling units per acre (54 units). The applicant desires to rezone the property to a Planned Unit Development (P-U-D) to allow for a mixture of housing for market rate and affordable housing units for families and seniors at a residential density of 28.4 du/ac. Of comparison, the adjacent 24-unit Myrtle Terrace Apartments have a residential density of 15.4 du/ac. Also, the nearby 160-unit Myrtle Terrace Senior Living community has a residential density of 15.0 du/ac.

(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?

Surrounding properties currently utilize City water and sewer services and there is sufficient capacity to serve the development.

Existing public safety services respond to the adjacent and nearby properties. Gainesville Fire Station #1 located off Queen City Parkway is approximately 1.8 miles away. Gainesville Fire Station #2 is located off Cleveland Highway and is approximately 3.1 miles away. Gainesville Police currently patrol the Athens Street area.

According to the Institute of Transportation Engineers (ITE) Trip Generation Handbook (9th Edition), the proposed 129-unit apartment development could generate 650± new trips per weekday and 60± A.M. and 66± P.M. peak hour trips during the weekday. The existing road network appears sufficient to accommodate the proposal, and it is anticipated that most of the turning movements will occur at Osborne Street and Jesse Jewell Parkway which is unsignalized and right in/right out only. Left turn or U-turn movements are required at the signalized intersection of Jesse Jewell Parkway and Barn Street.

It is unknown at this time how many children will be living within the development to know what the impact will be on the school system. Of the proposed 129 units, there are 65 that are restricted to 55+.

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

The subject property is zoned for multi-family purposes but was historically developed as single-family. The Comprehensive Plan anticipates the subject properties to be developed for single-family purposes but is located within a Traditional Neighborhood Character Area that supports a mixture of housing types including multi-family attached and detached housing. Given the subject property is zoned R-II and is vacant of structures, it is anticipated the property will be developed for multi-family purposes.

(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 proposal is consistent with the Traditional Neighborhoods Character Area and will bring needed quality and affordable residential development to Gainesville-Hall County. The proposed use appears to promote a reasonable balance between the promotion of the public health, safety, morality, or general welfare and the right to unrestricted use of property.

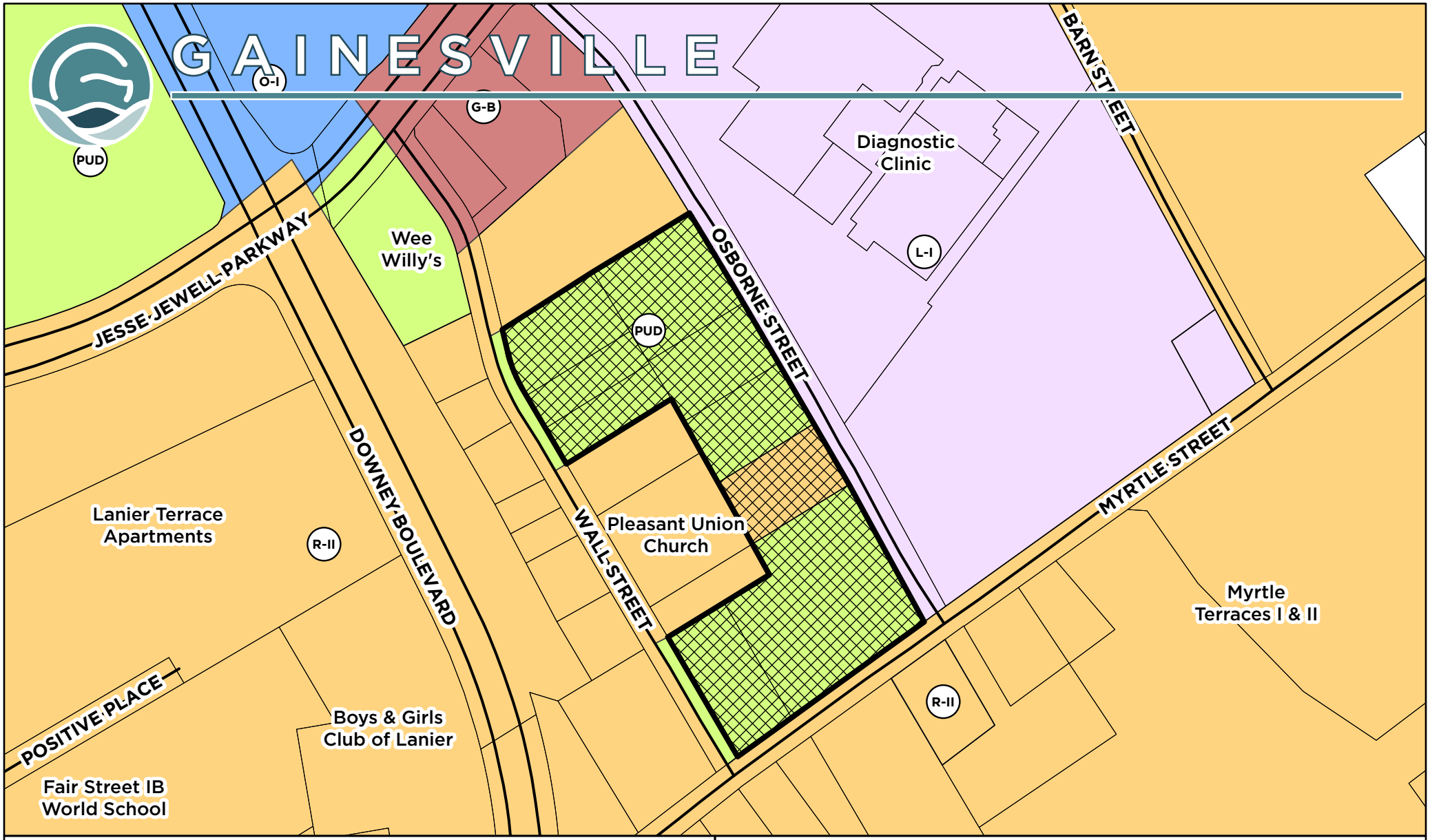
- ***Staff Recommendation***

The Planning Division staff is recommending **conditional approval** of this rezoning request with **P-U-D zoning**, based on the Comprehensive Plan and the adjacent and nearby mixture of residential uses.

Conditions

1. **The development standards within the narrative, site plan and architectural rendering submitted with the applicant's rezoning application shall be made part of the zoning ordinance and shall be subject to the approval of the Director of the Community and Economic Development Department.**
2. **The owner/developer shall plant a minimum 10-foot-wide evergreen buffer adjacent to the single-family home and church property that front Wall Street. The location, spacing, size and type of trees planted shall be subject to the approval of the Director of the Community and Economic Development Department.**

3. **The owner/developer shall construct a minimum 5-foot-wide sidewalk on the western side of Osborne Street and the northern side of Myrtle Street, to connect to the existing sidewalk network.**
4. **Any proposed dumpster shall be enclosed and screened from view from the adjoining properties, roads and parking areas.**
5. **All access point design for the subject property shall require review and approval by the Gainesville Public Works Department Director. All required access/traffic/sidewalk improvements associated with the proposed development shall be at the full expense of the developer/property owner. The vehicular access shall be limited to Wall Street and Myrtle Street.**
6. **An updated as-built survey/plat of the subject property, indicating all improvements shall be recorded prior to obtaining a Certificate of Occupancy for the use.**
7. **The entire property shall be fenced and gated.**



Applicant:

GAINESVILLE HOUSING AUTHORITY

REZONING REQUEST

Request:
Rezone +/- 4.547 AC from Planned Unit Development (P-U-D) and Residential-II (R-II) to Planned Unit Development (P-U-D) for mixed income housing.

Subject Property Address:
1197 & 1235 Myrtle Street, SE
452, 474, 484, 492, 510 &
512 Osborne Street, SE
465, 471 & 481 Wall Street, SE

Tax Parcel:
01-035-001-005, 007, 008, 013, 013A,
015, 017, 019 and 020

Meeting Date: 01/13/2026
Map Prepared: 12/15/2025

Subject Property

0 100 200 300 400 Feet

Scale: 1" = 200'

N W E S

Applicant:

GAINESVILLE HOUSING AUTHORITY

REZONING REQUEST

Request:
Rezone +/- 4.547 AC from Planned Unit Development (P-U-D) and Residential-II (R-II) to Planned Unit Development (P-U-D) for mixed income housing.

Subject Property Address:
1197 & 1235 Myrtle Street, SE
452, 474, 484, 492, 510 &
512 Osborne Street, SE
465, 471 & 481 Wall Street, SE

Tax Parcel:
01-035-001-005, 007, 008, 013, 013A,
015, 017, 019 and 020

Meeting Date: 01/13/2026
Map Prepared: 12/15/2025

Subject Property

Aerial from 2025

0 100 200 300 400 Feet

Scale: 1" = 200'

N W E S

Wall Street Apartments

A Planned Unit Development

Terms of Zoning

Applicant:
Gainesville Housing Authority
Contact: Beth Brown
750 Pearl Nix Parkway
Gainesville, GA 30501
770-536-1294

Property Owner #1:
Northeast Georgia Health System, Inc.
Contact: NGHS Real Estate
743 Spring Street NE
Gainesville, GA 30501
770-219-8404

Property Owner #2:
LJN Associates, LP
Nixon Family LTD Partnership
Contact:
P.O. Box 2917
Gainesville, GA 30503

Submitted:
November 28, 2025

I. Existing Site Description:

The subject property consists of 9 parcels across 4.547 acres between SE Wall Street, SE Osborne Street and SE Myrtle Street. The address of each parcel is as follows:

Parcel	Acreage	Address	Current Zoning	Current Owner
01035 001005	0.265	465 SE Wall St	PUD	Northeast Georgia Health System, Inc.
01035 001007	0.237	471 SE Wall St	PUD	Northeast Georgia Health System, Inc.
01035 001008	0.43	481 SE Wall St	PUD	Northeast Georgia Health System, Inc.
01035 001020	0.62	452 SE Osborne St	PUD	Northeast Georgia Health System, Inc.
01035 001019	0.41	474 SE Osborne St	PUD	Northeast Georgia Health System, Inc.
01035 001017	0.409	492 SE Osborne St	PUD	Northeast Georgia Health System, Inc.
01035 001015	0.413	510 SE Osborne St	R-II	LJM Associates, LP
01035 001013A	1.298	1197 SE Myrtle St.	PUD	Northeast Georgia Health System, Inc.
01035 001013	0.465	1235 SE Myrtle St.	PUD	Northeast Georgia Health System, Inc.
	4.547			

Currently, the subject property consists of vacant land. Each parcel is currently zoned Residential-II District or is a PUD.

II. Community Benefit:

The proposed development will:

- Construct a new, mixed-income multifamily community consisting of market rate housing, workforce housing and affordable housing rental units.
- Provide a mixture of family and senior apartments across two phases.
- Assist the growing need for quality workforce and affordable housing in the Gainesville community.

The goal of the community is to increase the number and quality of affordable housing units within Gainesville which has been identified as a need by the Comprehensive Plan. Residents living within the community will be able to take advantage of the proximity of one of Gainesville's largest employers, the Northeast Georgia Medical Center.

The new development will not displace any existing residents or structures as the land is currently unoccupied today.

III. Plan Revisions:

The staff of the Gainesville Community Development Department has the authority to grant administrative variances and permits necessary to allow Applicant to develop the property and to interpret the intent and implementation of this Agreement.

IV. **Proposed Development:**

The applicant is proposing a zoning change from R-II and PUD to PUD. The Applicant plans to develop these parcels through the use of public and private financing relying heavily on the Low-Income Tax Credit (LIHTC) program as the primary financial vehicle for the residential development. The community will be built across 2 phases (2 different allocations of tax credits). The first phase will be a maximum of 64 units, and the second phase will be a maximum of 65 units. There will be 129 units total, and 161 parking spaces in total across both phases.

The anticipated timing for each phase is as follows:

- May 2026 – Phase I Financial Closing and Sitework Commencement (Phase I and Phase II site area), Phase I Construction Commencement
- May 2026 - Phase II Tax Credit Application Submission
- October 2026 – Phase II 9% Tax Credit Award Received
- May 2027 – Phase II Financial Closing and Construction Commencement
- September 2027 – Phase I Construction Completion
- December 2027 – Phase I Stabilization
- September 2028 – Phase II Construction Completion
- December 2028 – Phase II Stabilization

The proposed community will consist of two, three/four-story residential buildings with amenities. The community will consist of two phases with approximately 64 units consisting of 1-, 2-, and 3-bedroom apartment homes in Phase 1 (non-age restricted) and 65 units with 1- and 2-bedroom homes in Phase 2 reserved for seniors (55+). This master-planned community will serve a variety of income levels, but primarily those with an income of around 60% of the area's median income.

Anticipated amenities for the first phase of the community will be tailored for families. It is anticipated that the community will include a leasing office, community center, fitness center, wellness center and on-site laundry for interior amenities. For exterior amenities, it is anticipated that the community will enjoy an outdoor gathering space consisting of a covered porch with green

space attached. The community will be designed in an "urban" look with pitched roofs and a variety of architectural features. The primary entrance to the community will be off Wall Street. The anticipated amenities for the second phase will be tailored to seniors, and will likely include dedicated community space, on-site laundry, an arts and crafts room and a covered porch with adjacent, shared green space with Phase 1. The collective, interior amenity space is anticipated to be around ~4,000 square feet.

The exterior elevations will include attractive materials such as brick, Hardie plank siding, decorative metal railing, standing seam roofs over breezeway entries, and storefront windows at amenity areas along Osborne Street. Interior features will include spacious kitchens with large islands, walk-in closets, decorative lighting and a mix of hard surface and carpet flooring.

Along Wall Street, Osborne Street and Myrtle Street, there will be a 30-foot setback. The setbacks will improve the overall streetscape of the neighborhood and provide privacy and enhanced walkability for our residents.

V. **Architectural Rendering:**

The attached elevation is a close representation and may be modified upon the approval of the Gainesville Community and Economic Development Director.

VI. **Boundary Survey and Plat:**

The attached survey and plat of the Property was prepared by Travis Pruitt & Associates, Inc., Georgia Registered land surveyor on 03/31/2025 and contains 4.547 acres.

VII. **Signage:**

Primary signage will be located on Wall Street and will include attractive landscaping. All signage will adhere to the Residential-II (R-II) zoning standards as stated within the Gainesville Unified Land Development Code.

CONCEPTUAL SITE PLAN
ACREAGE: ~4.54 AC

ZONING: R-II

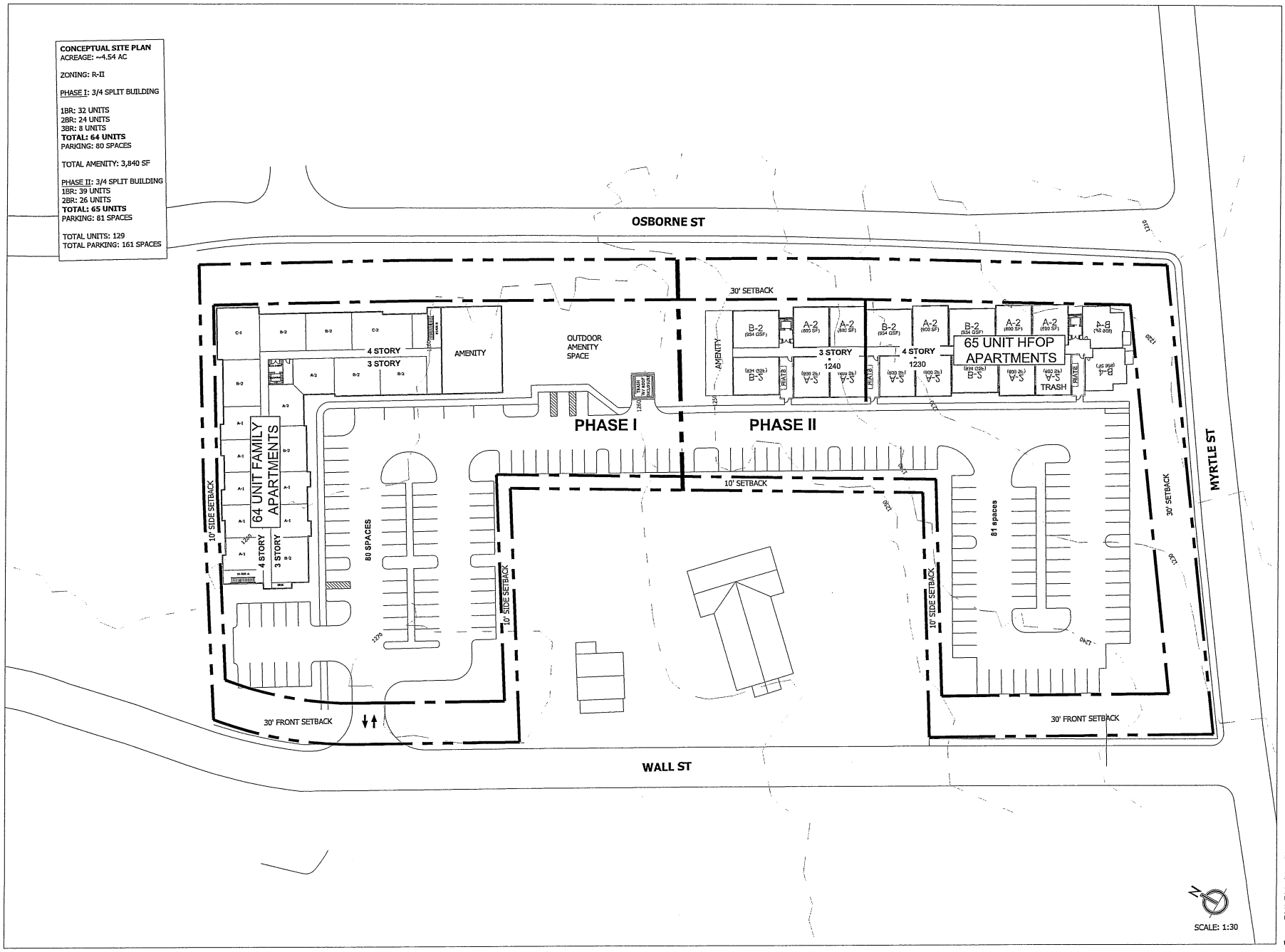
PHASE I: 3/4 SPLIT BUILDING

1BR: 32 UNITS
2BR: 24 UNITS
3BR: 8 UNITS
TOTAL: 64 UNITS
PARKING: 80 SPACES

TOTAL AMENITY: 3,840 SF

PHASE II: 3/4 SPLIT BUILDING
1BR: 39 UNITS
2BR: 26 UNITS
TOTAL: 65 UNITS
PARKING: 81 SPACES

TOTAL UNITS: 129
TOTAL PARKING: 161 SPACES



GEHEBER LEWIS ARCHITECTS

1235 LUCAS CREEK NW, ATLANTA, GA 30318
T: 404.228.1458 | F: 404.228.9230
WWW.GLAARC.COM

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RELEASE DATES:

REV	# DATE	DESCRIPTION

STAMP:

CLIENT:

REGENT PARTNERS, LLC

3340 PEACHTREE ROAD
SUITE 1400
ATLANTA, GA 30326

PROJECT:

GAINESVILLE APARTMENTS
465 SE WALL ST
GAINESVILLE, GA 30501

DRAWING TITLE:

DENSITY STUDY

DRAWN BY:	CHECKED BY:
MF	PP
SCALE:	DATE:
AS NOTED	11/24/25

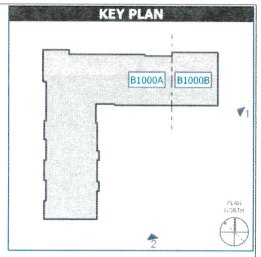
PROJECT NUMBER:
25021

DRAWING NUMBER:
SK-9

NOT ISSUED FOR CONSTRUCTION

2 A6-01.1 PERSPECTIVE @ SITE ENTRY
1:132.93

1 A6-01.1 PERSPECTIVE @ AMENITY



GEHEBER LEWIS ARCHITECTS

GLAATL.COM

REVISION

REGENT PARTNERS

EDMUND GAINESVILLE
457 Osborne Avenue
Gainesville, GA
30501 Hall County

25021

JCB, MH | JCB

BLDG 1000A/B - PERSPECTIVE

A6-01.1

NOT ISSUED FOR CONSTRUCTION

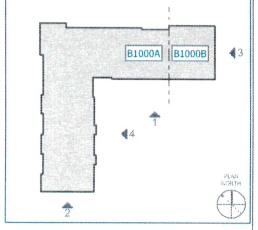
4 A6-01.2 EAST ELEVATION 02
3/32" = 1'-0"

3 A6-01.2 EAST ELEVATION 01
3/32" = 1'-0"

2 A6-01.2 SOUTH ELEVATION 02
3/32" = 1'-0"

1 A6-01.2 SOUTH ELEVATION 01
3/32" = 1'-0"

KEY PLAN



GEHEBER LEWIS ARCHITECTS
GLAATL.COM

REVISION

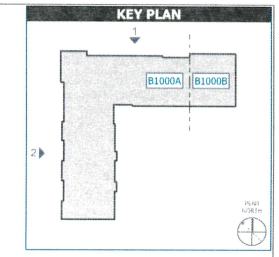
REGENT PARTNERS

EDMUND GAINESVILLE
457 Osborne Avenue
Gainesville, GA
30501 Hall County

25021
JCB, MH | JCB

BLDG 1000A/B - ELEVATIONS

A6-01.2
NOT ISSUED FOR CONSTRUCTION



4 A6-01.3 WEST ELEVATION
3/32" = 1'-0"

3 A6-01.3 NORTH ELEVATION
3/32" = 1'-0"

GEHEBER LEWIS ARCHITECTS

GLAATL.COM

REVISION

REGENT PARTNERS

EDMUND GAINESVILLE
452 Osborne Avenue
Gainsville, GA
30501 Hall County

25021

JCB, MH | JCB

BLDG 1000A/B - ELEVATIONS

A6-01.3

NOT ISSUED FOR CONSTRUCTION

CITY OF GAINESVILLE

Planning and Appeals Board
Agenda Request

Item Created:	December 12, 2025
Date Submitted:	December 22, 2025
Final Approval Date:	December 23, 2025
Presenter:	Matt Tate, Community & Economic Development Dept Deputy Director
Item of Business:	Request from **Gainesville Construction LLC** to amend an existing Planned Unit Development (P-U-D) zoning on a 0.14± acre tract located on the southwest side of the intersection of Lanier Avenue and Juanita Avenue (a/k/a **946 Lanier Avenue, NE and 1387 Juanita Avenue, NE**).
Meeting Date:	January 13, 2026

Purpose of Request:
The applicant is proposing to amend an existing property zoned Planned Unit Development (P-U-D) to convert an existing office into a residential duplex for rent. The property contains a 2,019± square foot office building that was originally constructed in the late 60's and was later enlarged for office space in 2004. The exterior of the existing structure has the appearance of a residential duplex including one entrance facing Lanier Avenue and one entrance facing Juanita Avenue. Vehicular access will remain from Juanita Avenue and there are a minimum of 4 onsite parking spaces provided. Minimal interior renovations will be required to convert the space into two - 1 bedroom / 1 bathroom units. The building footprint will not encroach any closer to the existing property boundary. Individual trash receptacles will be stored behind an enclosed fence so as not to be visible from the road.

The adjacent uses include Puzzle Piece Pastries, Coleman, Chambers & Rogers, LLP, Lanier Federal Credit Union, Right at Home health care office, single-family homes and a residential duplex.

Facts & Issues / History & Background:

Department Recommendation:
Planning staff recommended approval with two conditions. See the Staff Recommendation report for details.

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. Staff Recommendation Report
2. Location maps
3. Narrative

4. Site plan
5. Floor plan
6. Photo - existing office

GAINESVILLE PLANNING and APPEALS BOARD
STAFF RECOMMENDATION

Applicant ..... Gainesville Construction, LLC

Property Owner ..... 1706 MLK Jr. Blvd. LLC

Location ..... 946 Lanier Avenue, NE and 1387 Juanita Avenue, NE

Request ..... Amend P-U-D zoning

Total Acres ..... 0.14± acre

Ward ..... One

Proposed Use ..... Duplex apartment

Planning Division Staff Recommendation ..... **Approval, with conditions**

Date ..... January 13, 2026

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

The applicant is proposing to amend an existing property zoned Planned Unit Development (P-U-D) to convert an existing office into a residential duplex for rent. The property contains a 2,019± square foot office building that was originally constructed in the late 60's and was later enlarged for office space in 2004. The exterior of the existing structure has the appearance of a residential duplex including one entrance facing Lanier Avenue and one entrance facing Juanita Avenue. Vehicular access will remain from Juanita Avenue with a minimum of 4 onsite parking spaces provided. Minimal interior renovations will be required to convert the space into two - 2 bedroom / 2 bathroom units. The building footprint will not encroach any closer to the existing property boundary. Individual trash receptacles will be stored behind an enclosed fence so as not to be visible from the road. These units will both be for rent.

- ***Adjacent Land Use and Zoning***

Location	Use	Zoning
North	Lanier Federal Credit Union Single-Family homes	Neighborhood Business (N-B) Residential and Office (R-O) Residential II (R-II)
South	Law Offices	Neighborhood Business (N-B)
East	Single-family homes	Residential-II (R-II)
West	Right at Home health care service	Plan Unit Development (PUD)

- ***Other Departmental Comments***

There were no departmental comments for this request.

- ***Zoning History***

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

2021 - A request by Mark Thebaut DDS to rezone a 0.67± acre tract located at 1398 Thompson Bridge to amend existing PUD for a medical/dental office/ restaurant with drive-thru was approved.

2020 - A request by Walker-Lanier, LLC to rezone a 0.5± acre tract located at 989 Lanier Avenue, NE and 1437 Walker Street, NE from Residential-I (R-I) to Residential II (R-II) was approved with conditions for two duplexes.

2017 - A request by The 5 MCS, LLC to rezone a 5.24± acres tract located at 1012 Enota Avenue from Residential-I (R-I) and Planned Unit Development (P-U-D) to Planned Unit Development (P-U-D) was approved with conditions for an assisted living facility, townhome cottages and a single-family home.

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.

2017 - A request by Montecito Development for a special use for a convenience store with fuel pumps within the Neighborhood Business (N-B) zoning district located at 1281 Thompson Bridge Road was denied.

2017 - A request by Montecito Development to rezone a 0.48± acre tract located at 149 Enota Avenue from Office and Institutional (O-I) to Neighborhood Business (N-B) zoning district with a special use was denied.

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.

2016 - A request by Teresa Vickers for a special use for a hair salon within the Office and Institutional (O-I) zoning district located at 977 and 983 Enota Avenue was approved with conditions.

Analysis

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

The surrounding properties contain a mixture of land uses which include single-family homes, duplex homes, offices, bank and restaurant uses. These properties are zoned Residential and Office (R-O), Residential-II (R-II), Planned Unit Development (P-U-D), and Neighborhood Business (N-B). It appears that the proposed duplex homes are suitable in view of the zoning and development of adjacent and nearby properties as it would serve as a transition between the adjacent nonresidential property.

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

Given the small scale of the proposal, the use would not appear to adversely affect the existing use or usability of the adjacent or nearby property. The property would function in a similar manner to the homes in the surrounding area.

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

The Future Development Map for the City of Gainesville places the property within the commercial land use category, which includes areas with focused retail, office, or other commercial service

activities such as grocery stores, banks, restaurants, theaters, hotels, and automotive-related businesses.

According to the Character Area map for the City of Gainesville, the subject property is located within the *Traditional Neighborhoods* Character Area specifically within the *Northern Neighborhoods subarea*. The vision for this area anticipates minimal change guarding against incompatible infill development and the threat of encroaching urban sprawl. Commercial encroachment should be minimized and should respect and mirror the small scale of the surrounding neighborhoods, while preserving the purity of the landscape and quality of housing. The area is not a primary destination for business; however, neighborhood serving business development is encouraged. Land uses allowed in the *Northern Neighborhoods subarea* include low-density/medium-density residential, and mixed-use / commercial.

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

The property is zoned Planned Unit Development (P-U-D) which allows for an office. The applicant intends to renovate the existing office building to construct two duplex units. Using the existing building keeps the design consistent with what is already in this area and minimizes disruption to the neighborhood.

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

The proposed use will have minimal impacts to public facilities. Water and sewer capacity is adequate to serve the proposed use. The Gainesville Fire and Police Departments currently respond to the property and nearest City of Gainesville Fire Station #2 is approximately 2.2 miles from the subject property off Cleveland Highway. Impacts to the City school system are expected to be minimal depending on the number of school aged children living within the duplexes. There are currently no school aged children living within the property; however, the duplex will be marketed for all demographics.

(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 appears suitable in light of the mixture of uses located along Lanier Avenue and Juanita Avenue. In addition, the existing structure can accommodate the proposed duplex and will remain in conformity with the nearby neighborhood.

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

Based on the surrounding mixture of uses, the proposal with the zoning conditions recommended by staff appears to promote a reasonable balance between the promotion of the public health, safety, morality, or general welfare, and the right to unrestricted use of property.

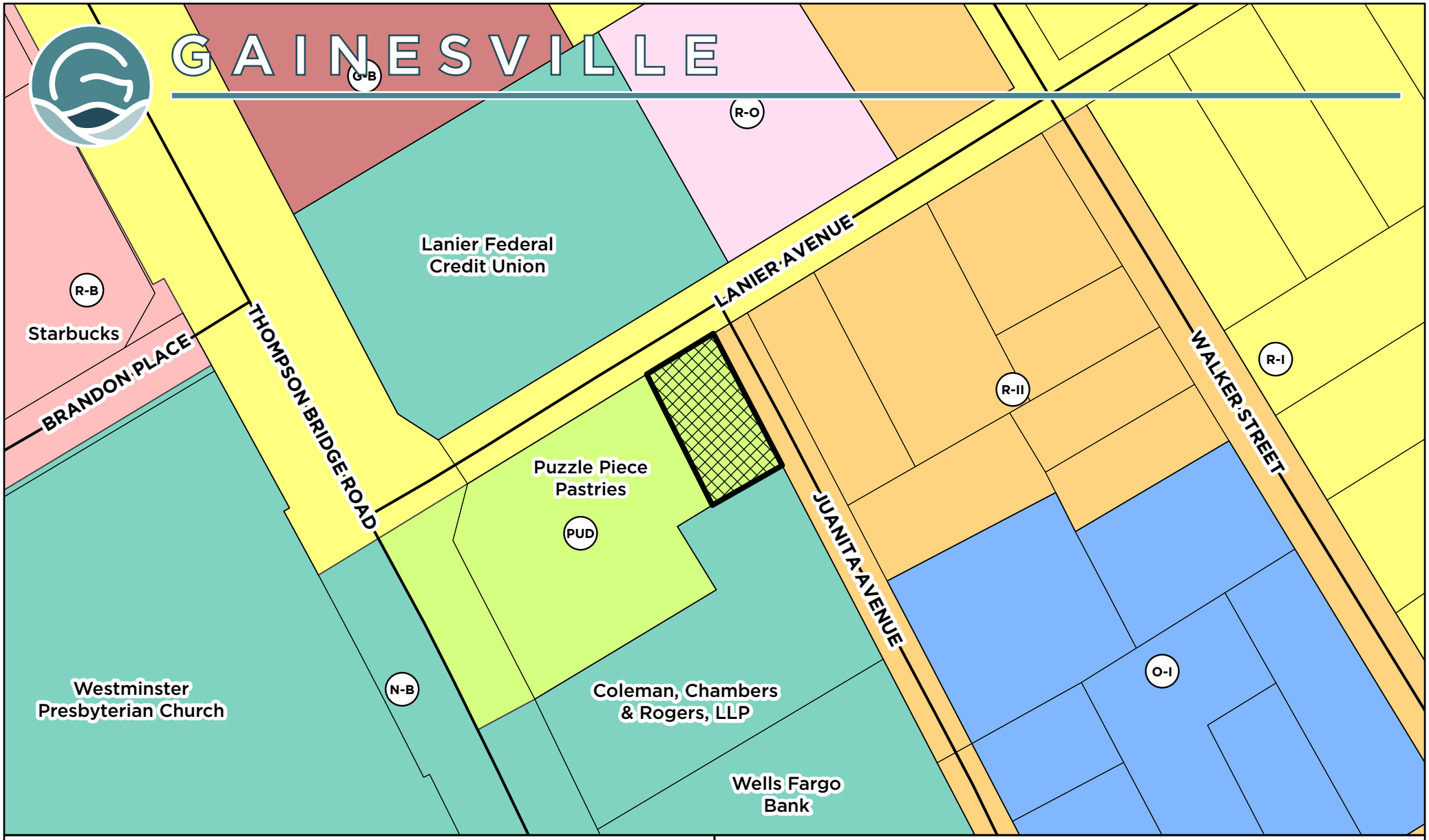
- ***Staff Recommendation***

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

Conditions

1. **The property owner or a property manager shall be responsible for the regular maintenance of the entire property.**

2. **The individual garbage containers shall be stored behind each residential unit and screened by a privacy fence in a manner so as not to be visible from the proposed residential units, adjoining properties, roads and parking areas subject to the approval of the Community and Economic Development Director.**



Applicant:
GAINESVILLE CONSTRUCTION, LLC

ZONING AMENDMENT REQUEST

Request:
Amend existing Planned Unit Development (P-U-D) on +/- 0.14 AC for a duplex apartment.

Subject Property Address:
946 Lanier Avenue, NE and
1387 Juanita Avenue, NE

Tax Parcel:
01-087-003-008

Meeting Date: 01/13/2026
Map Prepared: 12/15/2025

Subject Property

0 50 100 200 200 Feet

Scale: 1" = 100'

N W E S

Applicant:
GAINESVILLE CONSTRUCTION, LLC

ZONING AMENDMENT REQUEST

Request:
Amend existing Planned Unit Development (P-U-D) on +/- 0.14 AC for a duplex apartment.

Subject Property Address:
946 Lanier Avenue, NE and
1387 Juanita Avenue, NE

Tax Parcel:
01-087-003-008

Meeting Date: 01/13/2026
Map Prepared: 12/15/2025

Subject Property

Aerial from 2025

0 30 60 90 120 Feet

Scale: 1" = 60'

N W E S

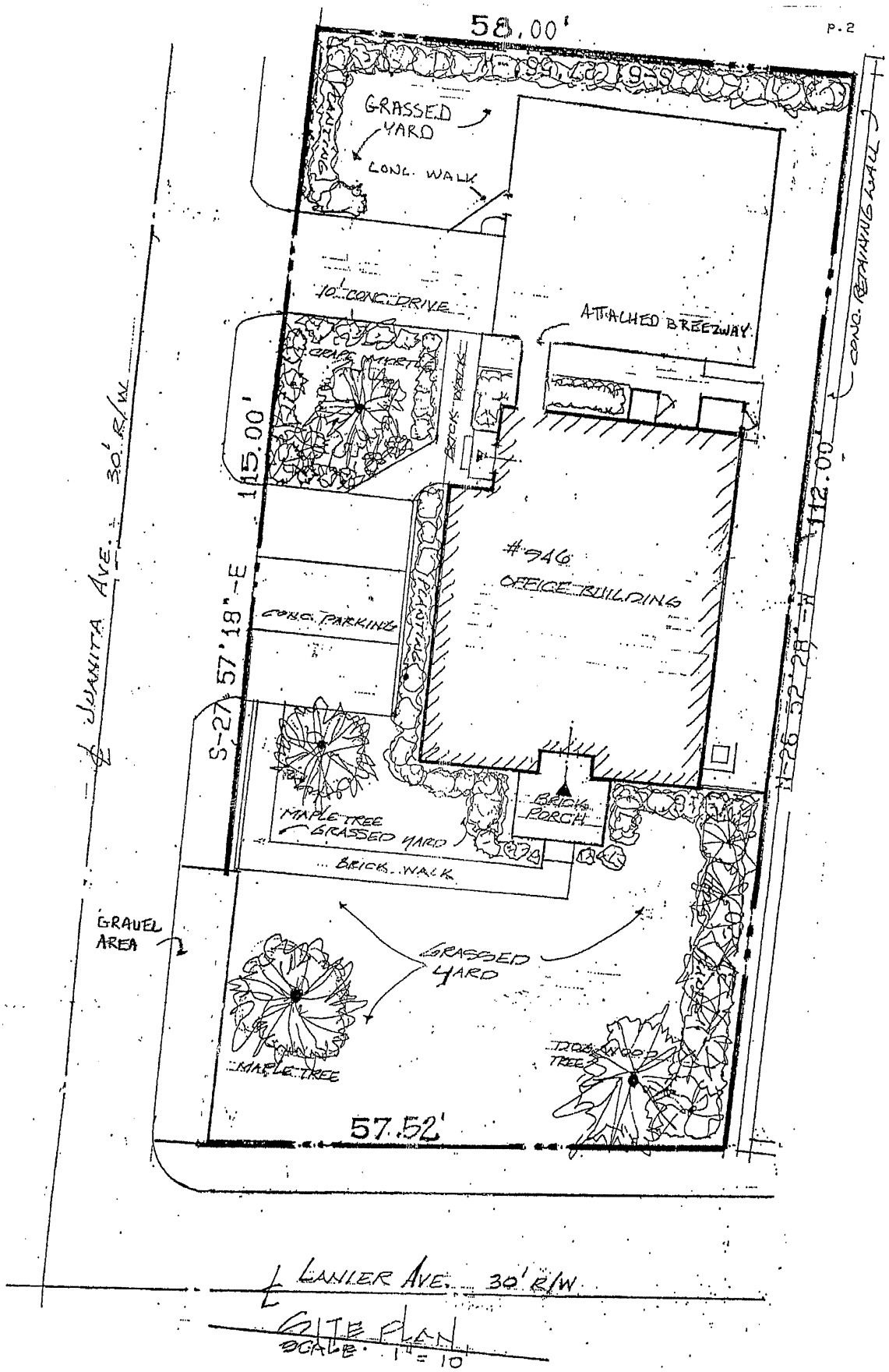
Mike Martin – owner
946+ Lanier Avenue
Gainesville, Ga 30501

This narrative concerns a property, 946 Lanier Avenue, which is located at the corner of Lanier Avenue and Juanita Avenue. The single family home was built in the late 60's and has since been zoned for office space. In 2004 additional office space was added. The existing structure is currently 2,019± square feet in size. The zoning assigned at that time was PUD.

It is our desire to amend the PUD to convert the existing office use to a duplex dwelling. The exterior of the existing structure has the appearance of a residential duplex including one entrance facing Lanier Avenue and one entrance facing Juanita Avenue and a minimum of 4 onsite parking spaces provided. The building footprint will not encroach any closer to the existing property boundary. Minimal interior renovations will be required to convert the space into two - 1 bedroom / 1 bathroom units. Individual trash receptacles will be stored behind an enclosed fence so as not to be visible from the road.

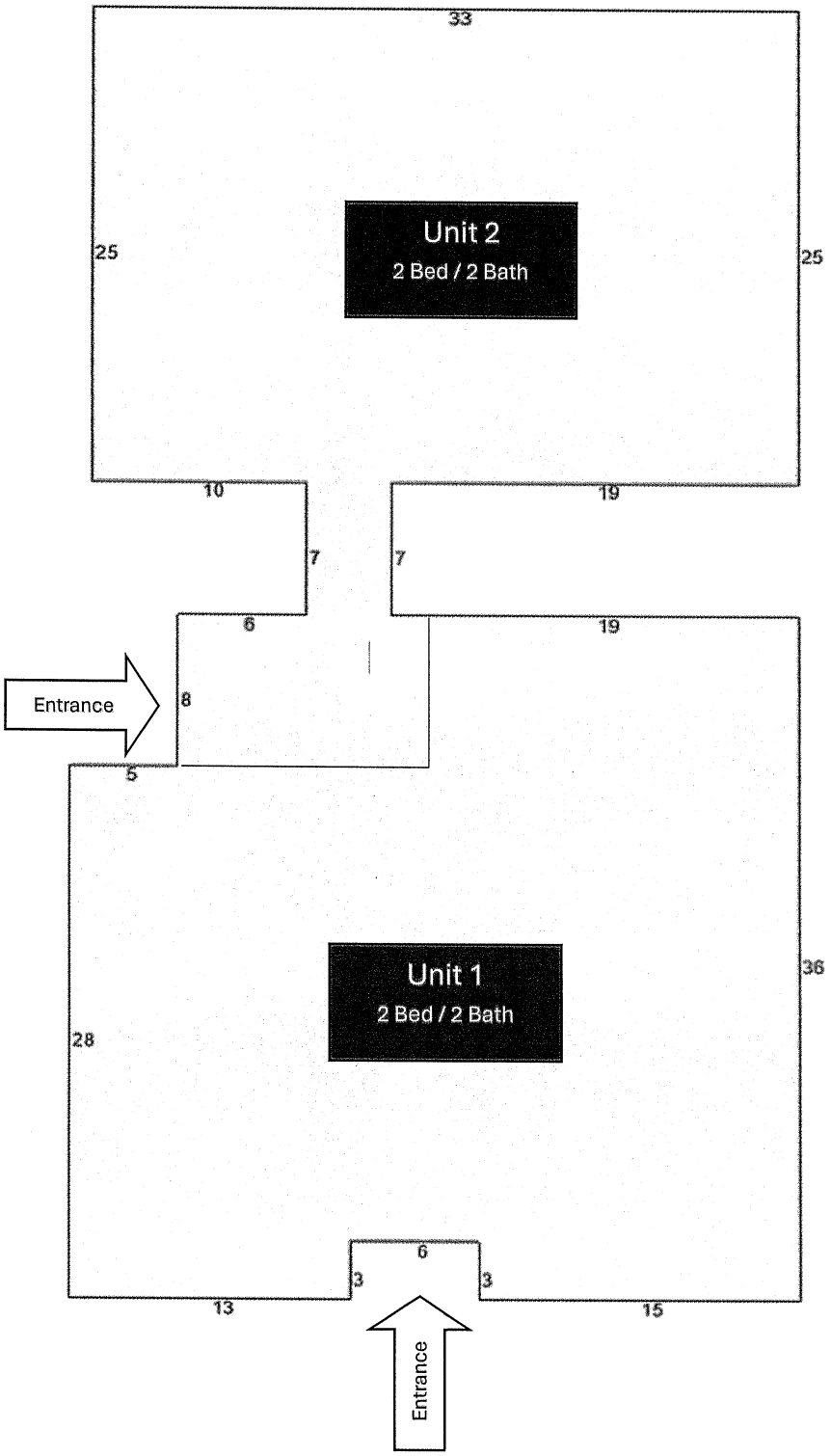
The neighborhood is currently residential in nature excluding properties that face Thompson Bridge Road which are zoned for commercial use. The proposed duplex will better match current neighborhood zoning and preserve existing usage.

Thank you,
Mike Martin



SITE PLAN
SCALE: 1" = 10'

946 LANIER AVE
GAINESVILLE GA


33
Unit 2
2 Bed / 2 Bath
25
25
10
19
7
7
6
19
Entrance
8
5
Unit 1
2 Bed / 2 Bath
36
28
6
3
3
13
15
Entrance

Floor Plan

Existing Office

CITY OF GAINESVILLE

Planning and Appeals Board
Agenda Request

Item Created:	December 12, 2025
Date Submitted:	December 23, 2025
Final Approval Date:	December 23, 2025
Presenter:	Matt Tate, Community & Economic Development Dept Deputy Director
Item of Business:	Request from **Capstone Property Group** to amend an existing Planned Unit Development (P-U-D) zoning on a 38.531± acres tract located on the northeast side of Ivey Road at its terminus, having road frontage on Lost River Drive and Lost River Lane (a/k/a **3058 and 3070 Ivey Road, SW; 3002, 3005, 3006, 3010, 3011, 3014, 3015, 3018, 3021, 3022, 3025, 3029, 3032, 3035, 3036, 3040 and 3044 Lost River Drive, SW; 3003, 3008, 3012 and 3030 Lost River Lane, SW**).
Meeting Date:	January 13, 2026

Purpose of Request:

The applicant is proposing to amend an existing property zoned Planned Unit Development (P-U-D) to develop a luxury hotel resort and residential uses. The subject property is 35.52± acres of an overall 78.16± acres PUD that was approved in 1989 for 540 high rise condominiums, 60 single-family lots and a marina to include dry dock boat storage, gas sales, restaurant and convenience store. The subject property is also currently approved for 42 boat slips on Lake Lanier. Adjacent uses include single-family homes located within the Cresswind at Lake Lanier, Lost River Cove, and Mill Ridge Landing subdivisions.

The proposal includes a luxury hotel consisting of 177 guest room bays, 15,000 sf. of meeting space, numerous restaurant outlets, a luxury spa, a state of the art fitness center, infinity pool, sports pavilion, pickleball courts and an event lawn. The hotel is 224,756± sf. in size (193,743± sf. heated).

The resort will also feature 7 detached lakeside cottages that will each be two stories in height and 4,510 sf. in size and an 8,640 sf. lakeside pavilion and bar. Lastly, a total of 14 duplex estate homes (28 units) are proposed, each unit consisting of 5,450 sf. of heated floor space and a two-car garage. The homes will be for sale with the ability to place the unit in a rental program with the resort. The homes will be located off Lost River Cove and Lost River Drive.

The entire development will be interconnected with gated access off Ivey Road. Specifically, the resort hotel and 7 lakeside cottages will have two separate drives off Ivey Road from a new roundabout across from Windling Lake Drive. The duplex estate homes will also have gated access further south at Lost River Drive.

Facts & Issues / History & Background:

Department Recommendation:

The applicant has requested the zoning amendment be tabled to the February 10, 2026, Planning and Appeals Board meeting.

Department Director:

Rusty Ligon

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

Amount Requested: **Sources of Funds:**

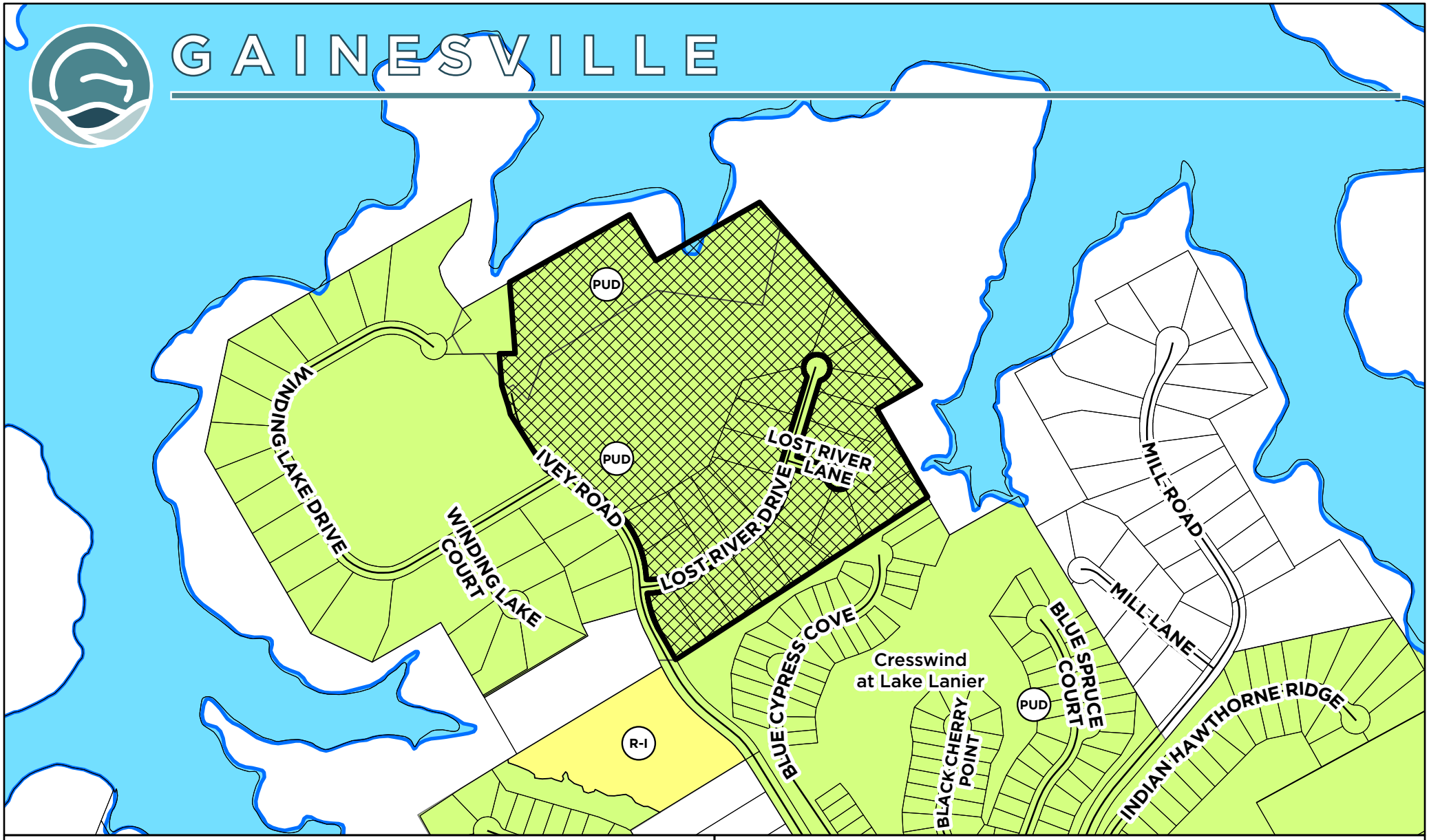
Finance Comments:

Administrative Comments:

Attachments:

1. Location maps
2. Survey
3. Lakeside Resort Narrative
4. LAKE RESORT_CONCEPT PACKAGE
5. Lakeside Resort Traffic Study
6. Intersection Control Evaluation Study

GAINESVILLE



Applicant:

CAPSTONE PROPERTY GROUP

ZONING AMENDMENT REQUEST

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

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

Tax Parcel:
08020 000028;
08020 000038 - 08020 000059

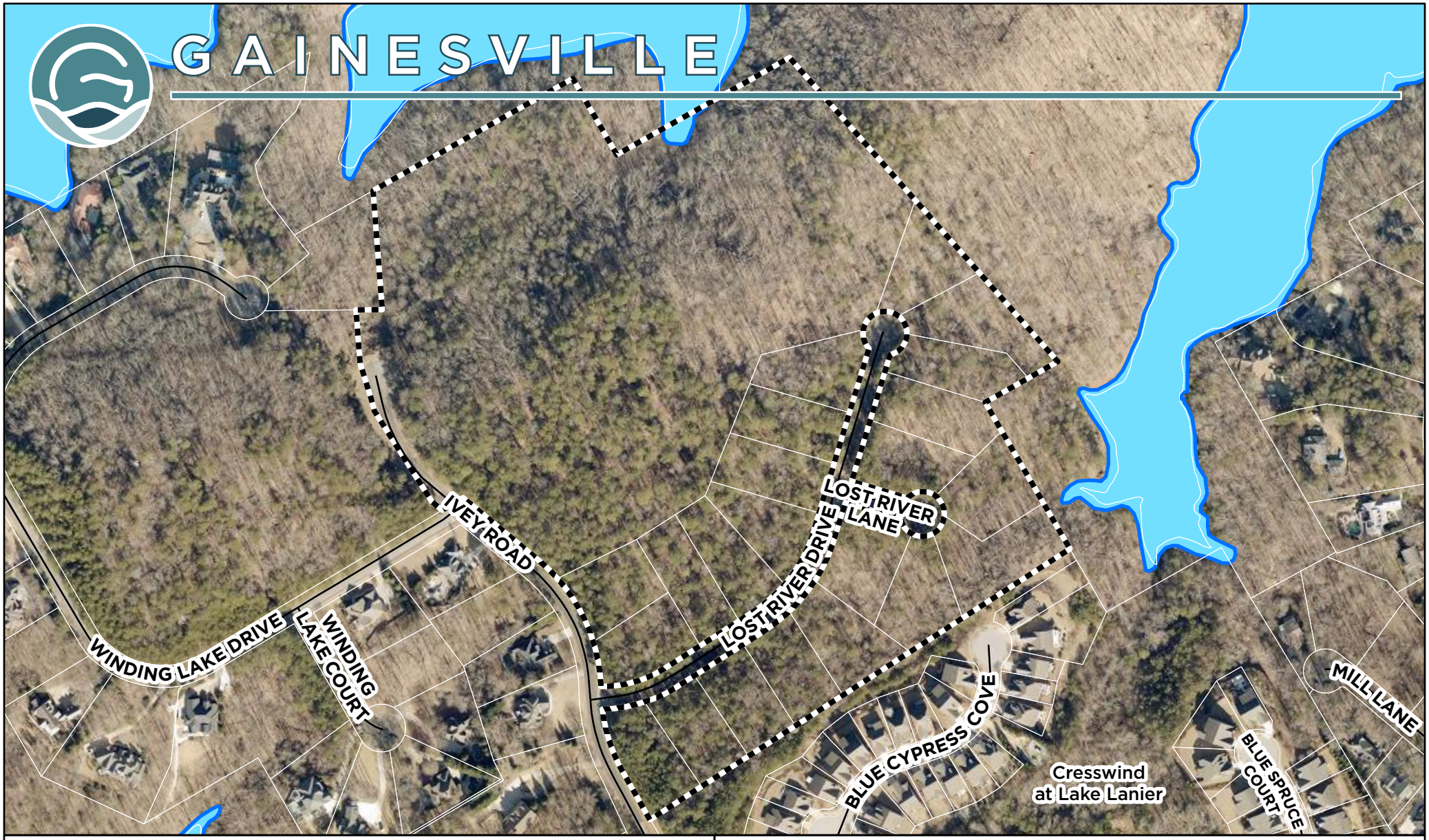
Meeting Date: 01/13/2026
Map Prepared: 12/15/2025

Subject Property

0 300 500 800 1,000 Feet

Scale: 1" = 500'

N W E S



Applicant:

CAPSTONE PROPERTY GROUP

ZONING AMENDMENT REQUEST

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

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

Tax Parcel:
08020 000028;
08020 000038 - 08020 000059

Meeting Date: 01/13/2026
Map Prepared: 12/15/2025

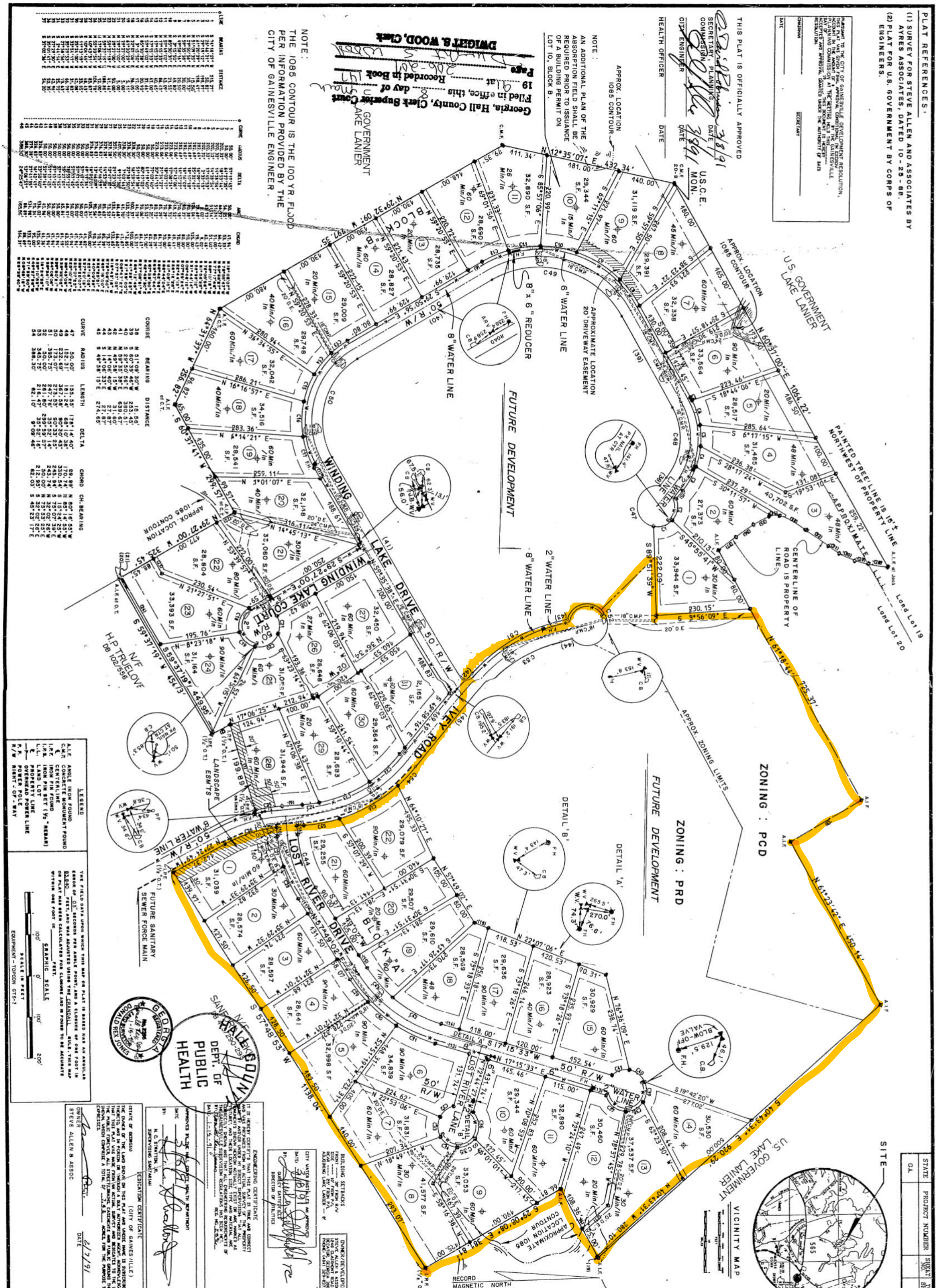
Subject Property

Aerial from 2025

0 200 300 500 600 Feet

Scale: 1" = 500'

N W E S



LOST RIVER COVE SUBDIVISION

LAND LOTS 19 AND 20 — 8th DISTRICT

CITY OF GAINESVILLE — HALL COUNTY, GEORGIA

DISC: 50 FILE: ALLEN F.B.: 042,085

Vertical Scale

Horizontal Scale 1" = 100'

Sheet 1 of 1

Date 12-21-90

Job Number 90GS01-01

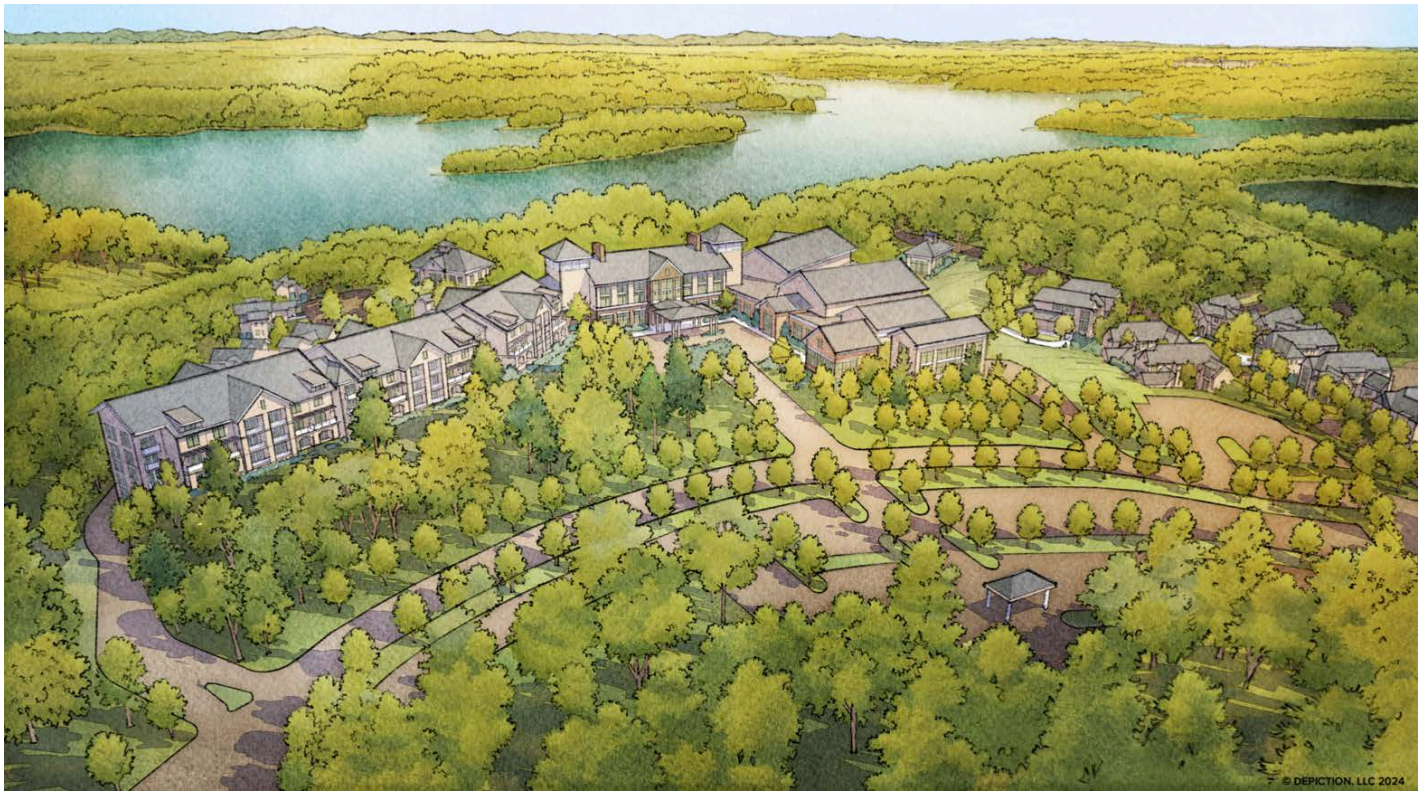
Moreland Altobelli Associates, Inc.

Engineering • Planning • Landscape • Architecture • Land Acquisition • Surveying

200 Broad Street SW, Gainesville, Georgia 30503

P.O. Box 1434, (404) 532-4021

Lakeside Resort
Project Narrative



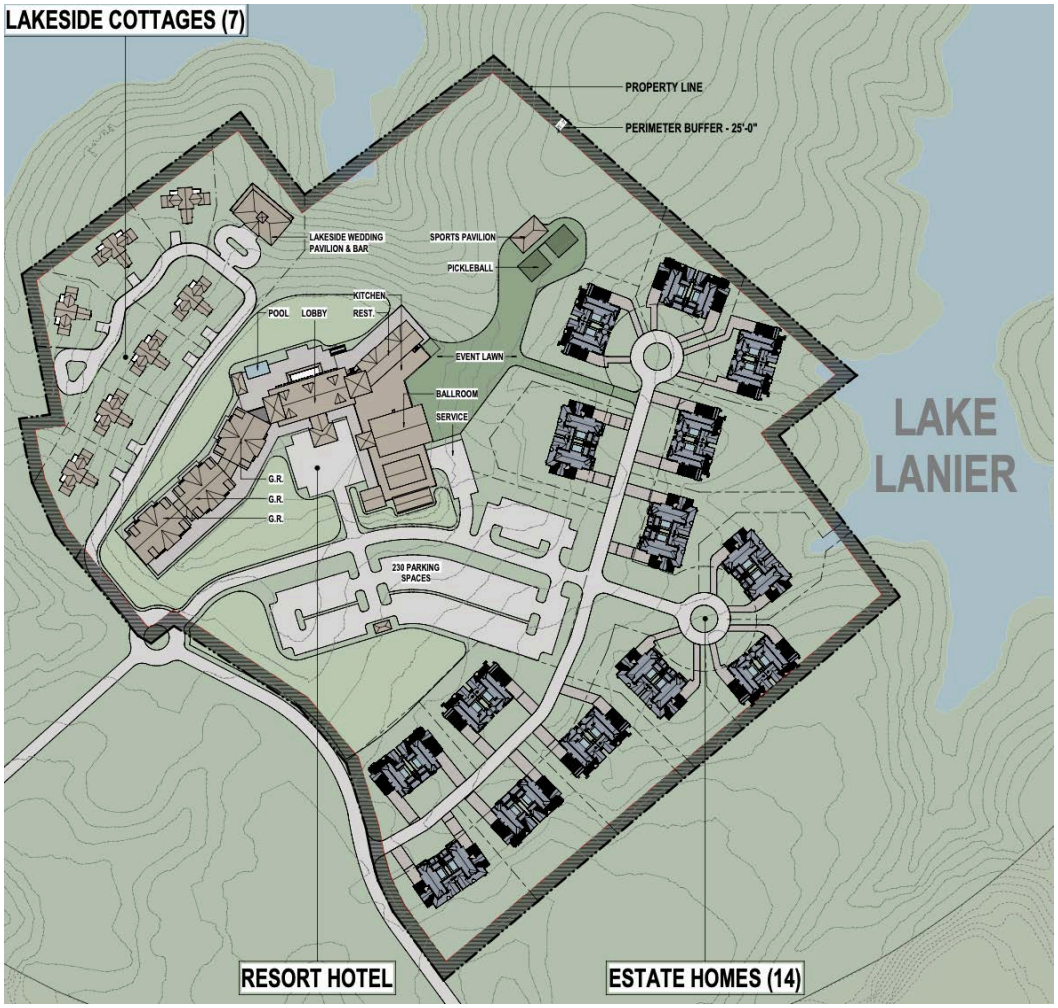
CAPSTONE
PROPERTY GROUP

Date:	October 29, 2025
Submitted to:	City of Gainesville Planning Division
Applicant:	Capstone Property Group 340 Jesse Jewell Pkwy Suite 400 Gainesville, GA 30501
Prepared by:	Capstone Property Group
Property Owner(s):	Lareve Properties, LLC PO Box 724 Gainesville, GA 30503 Collins Properties, LLC 340 Jesse Jewell Pkwy, Suite 400 Gainesville, GA 30501
Property Address:	3070 SW Ivey Rd, Gainesville, GA 30504
Parcel Numbers:	08020 000028, & 08020 000038 - 08020 000059
Site Size:	38.531 acres
Developer:	Capstone Property Group 340 Jesse Jewell Pkwy Suite 400 Gainesville, GA 30501
Architect:	Cooper Carry 191 Peachtree St Suite 2400 Atlanta, GA 30303
General Contractor:	Ecker Construction 2980 Gravel Springs Rd Suite A Buford, GA 30519
Civil Engineer:	Rochester & Associates 425 Oak St Gainesville, GA 30501

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

The planned resort is located at 3070 SW Ivey Rd. Currently, the property is zoned PUD and is approved for 540 condos, 60 single-family lots, tennis courts, pool, club house, health club, rental lodging units, dry stack boat storage, marina, gas sales, restaurant, and a convenience store. Capstone is seeking to amend the current PUD for uses outlined in this narrative. The subject property is also currently approved for 42 boat slips.

The focal point of the project will be a luxury hotel which will sit over 200 feet above Lake Lanier and provide excellent views of the water. The hotel will consist of 177 guest room bays, 15,000 square feet of meeting space, numerous restaurant outlets, a luxury spa, a state of the art fitness center, and an infinity pool. Once rezoning is approved, architects will begin drawing which is expected to be completed by the end of 2025. Groundbreaking is expected to commence in January of 2026. Opening of the resort is expected to take place towards the end of 2027. The resort will also feature 7 lakeside cottages. These cottages are planned to be completed at the same time as the hotel. There is the potential that the cottages will be built in phases with some opening alongside the hotel and others being built in the future. There is also the potential that the cottages will be built as a future development once the hotel has settled (usually 3 years after opening). Lastly, there will be 14 duplex estate homes (28-units) that will be a for sale product and offer owners the ability to place their unit in a rental program with the resort. The estate homes are expected to be completed at the same time as the hotel but there is the possibility they will be part of a future development once the hotel settles.



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

Very fine and well maintained landscaping will surround the property including an extensive use of native plants. The existing Ivey Rd, which leads to the resort, will remain public; though the side of the road along the western boundary of the aforementioned property will be privately maintained to feature fine landscaping. The section of Ivey Rd that runs to the north of Winding Lake Dr will be abandoned. Lost River Dr, Lost River Ln, and any new interior access roads will be privately maintained roads. Any fencing or signage featured on the property will be that of the highest quality and will be displayed in an upscale and appropriate fashion**.** It is anticipated that no part of the development will be gated. Trash services for the development will be contracted through a private company such as Republic or Waste Management.

Luxury Hotel

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

The below charts reflect all setbacks and square footage numbers associated with the hotel part of the development. The square footage of all buildings, rooms, residential units and number of parking spaces shall not exceed 15% of what is stated within this narrative or included in this zoning packet. Final lot and/or boundary lines may vary upon final civil engineering review.

RESORT HOTEL

ZONING CLASSIFICATION

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

MINIMUM SETBACK AND HEIGHT REQUIREMENTS

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

RESORT HOTEL PROPOSED BUILDING AREA & HEIGHT

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

RESORT HOTEL BUILDING AREA

Gainseville, GA

Revision 0
Revision Dated 11.20.24

COLOR LEGEND

- LEVEL 0
- LEVEL 1
- LEVEL 2
- LEVEL 3

A. GUESTROOMS

GUESTROOMS		Guestroom Bays / Guestroom Keys	Bath Fixtures	Balcony Area	GSF	GSF
LEVEL 0	Guestroom	18 BAYS | 13 KEYS	5 per G.R	576	8,640	SF
LEVEL 1	Guestroom	37 BAYS | 31 KEYS	5 per G.R	1,932	17,747	SF
LEVEL 2	Guestroom	61 BAYS | 53 KEYS	5 per G.R	3,800	29,368	SF
LEVEL 3	Guestroom	61 BAYS | 53 KEYS	5 per G.R	3,025	29,368	SF
TOTAL GUESTROOMS		***177 BAYS | 150 KEYS***		***9,333***	***85,123***	***SF***
TOTAL GUESTROOM AREA GSF					**85,123**	**SF**

B. PUBLIC AREAS

PUBLIC ROOMS			
LEVEL 0	Guest Corridor	3,904	SF
LEVEL 0	Fitness	1,925	SF
LEVEL 0	Spa	17,141	SF
LEVEL 0	Spa Corridor	1,387	SF
LEVEL 0	Unassigned Space #1	1,092	SF
LEVEL 0	Unassigned Space #2	1,092	SF
LEVEL 1	Circulation / Guest Corridor / Foyer	14,264	SF
LEVEL 1	Front Desk	306	SF
LEVEL 1	Living Room	747	SF
LEVEL 1	Library	1,495	SF
LEVEL 1	Grand Ballroom	6,732	SF
LEVEL 1	Junior Ballroom	2,805	SF
LEVEL 1	Meeting Room #1	1,200	SF
LEVEL 1	Meeting Room #2	891	SF
LEVEL 1	Meeting Room #3	891	SF
LEVEL 2	Guest Corridor	6,100	SF
LEVEL 3	Guest Corridor	6,100	SF
TOTAL PUBLIC ROOMS		***68,072***	***SF***

RETAIL, FOOD AND BEVERAGE			
LEVEL 0	Pool Grille Bar	1,518	SF
LEVEL 1	Restaurant	4,975	SF
LEVEL 1	Bar	1,159	SF
LEVEL 1	Sundries	900	SF
TOTAL RETAIL, FOOD AND BEVERAGE		***8,552***	***SF***

TOTAL PUBLIC AREAS GSF	**76,624**	**SF**

C. PUBLIC SUPPORT

MISCELLANEOUS (BACK OF HOUSE)			
LEVEL 0	Electrical Room	50	SF
LEVEL 0	Housekeeping	119	SF
LEVEL 0	Pool Grille Kitchen	594	SF
LEVEL 0	B.O.H.	13,509	SF
LEVEL 1	Housekeeping	183	SF
LEVEL 1	IDF	41	SF
LEVEL 1	Electrical Room	275	SF
LEVEL 1	F&B Men's Restroom	150	SF
LEVEL 1	F&B Women's Restroom	200	SF
LEVEL 1	Kitchen	3,158	SF
LEVEL 1	Grand Ballroom B.O.H.	4,328	SF
LEVEL 1	Ballroom Men's Restroom	336	SF
LEVEL 1	Ballroom Women's Restroom	336	SF
LEVEL 1	Junior Ballroom B.O.H	950	SF
LEVEL 2	Guest B.O.H	183	SF
LEVEL 2	IDF	41	SF
LEVEL 2	Electrical Room	291	SF
LEVEL 2	Housekeeping	181	SF
LEVEL 2	Guest B.O.H	126	SF
LEVEL 2	B.O.H Circulation	65	SF
LEVEL 3	Guest B.O.H	183	SF
LEVEL 3	IDF	41	SF
LEVEL 3	Electrical Room	291	SF
LEVEL 3	Housekeeping	181	SF
LEVEL 3	Guest B.O.H	126	SF
LEVEL 3	B.O.H Circulation	65	SF
TOTAL BACK OF HOUSE FACILITIES		***26,003***	***SF***

VERTICAL CIRCULATION / PENETRATION			
LEVEL 0	Egress Stair #1	281	SF
LEVEL 0	Egress Stair #3	138	SF
LEVEL 0	Egress Stair #4	185	SF
LEVEL 0	Grand Stair #1	109	SF
LEVEL 0	Grand Stair #2	62	SF
LEVEL 0	Guest Elevator #1	200	SF
LEVEL 0	Guest Elevator #2	100	SF
LEVEL 0	Service Elevator #1	105	SF
LEVEL 0	Service Elevator #2	95	SF
LEVEL 1	Egress Stair #1	177	SF
LEVEL 1	Egress Stair #2	213	SF
LEVEL 1	Egress Stair #3	138	SF
LEVEL 1	Egress Stair #4	185	SF
LEVEL 1	Grand Stair #1	218	SF
LEVEL 1	Grand Stair #2	62	SF
LEVEL 1	Guest Elevator #1	200	SF
LEVEL 1	Guest Elevator #2	100	SF
LEVEL 1	Service Elevator #1	105	SF
LEVEL 1	Service Elevator #2	95	SF
LEVEL 2	Egress Stair #1	177	SF
LEVEL 2	Egress Stair #2	213	SF
LEVEL 2	Egress Stair #3	138	SF
LEVEL 2	Grand Stair #1	218	SF
LEVEL 2	Grand Stair #2	62	SF
LEVEL 2	Guest Elevator #1	200	SF
LEVEL 2	Guest Elevator #2	100	SF
LEVEL 2	Service Elevator #1	105	SF
LEVEL 3	Egress Stair #1	177	SF
LEVEL 3	Egress Stair #2	213	SF
LEVEL 3	Egress Stair #3	138	SF
LEVEL 3	Grand Stair #1	218	SF
LEVEL 3	Grand Stair #2	62	SF
LEVEL 3	Guest Elevator #1	200	SF
LEVEL 3	Guest Elevator #2	100	SF
LEVEL 3	Service Elevator #1	105	SF
TOTAL VERTICAL CIRCULATION / PENETRATIONS		***5,194***	***SF***

EMPLOYEE FACILITIES			
LEVEL 1	Front Desk B.O.H	799	SF
TOTAL EMPLOYEE FACILITIES		***799***	***SF***

TOTAL PUBLIC SUPPORT GSF	**31,996**	**SF**

GROSS ENCLOSED AREA PER FLOOR			
LEVEL 0	Level 0 - Guest Amenity / Guestroom	52,246	SF
LEVEL 1	Level 1 - Main Level / F&B / Guestroom	66,361	SF
LEVEL 2	Level 2 - Guestroom	37,568	SF
LEVEL 3	Level 3 - Guestroom	37,568	SF
TOTAL ENCLOSED AND CONDITIONED BUILDING GSF		**193,743**	**SF**

UNCONDITIONED SUPPORT SPACES			
LEVEL 0	Loading Dock	1,900	SF
TOTAL UNCONDITIONED SUPPORT SPACES		***1,900***	***SF***

OUTDOOR BALCONIES AND TERRACES			
LEVEL 0	Ext. Pool	1,330	SF
LEVEL 0	Ext. Pool Deck	10,395	SF
LEVEL 0	Ext. Spa Pool	616	SF
LEVEL 0	Ext. Spa / Restaurant Terrace	6,066	SF
LEVEL 0	Level 0 Ext. Guestroom Balconies	576	SF
LEVEL 1	Ext. Grand Porch	1,373	SF
LEVEL 1	Level 1 Ext. Guestroom Balconies	1,932	SF
LEVEL 2	Level 2 Ext. Guestroom Balconies	3,800	SF
LEVEL 3	Level 3 Ext. Guestroom Balconies	3,025	SF
TOTAL OUTDOOR BALCONIES AND TERRACES		***29,113***	***SF***

TOTAL EXTERIOR AND UNCONDITIONED BUILDING GSF	**31,013**	**SF**

TOTAL BUILDING GSF CONSTRUCTION AREA	**224,756**	**SF**

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

PARKING SPACE REQUIREMENTS (HOTEL)

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

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

Projected Operating Results Five Star Hotel			
Year	**Occupancy**	**Average Room Rate (1)**	**RevPar (1)**
2027	60%	$677	$403
2028	67%	$712	$477
2029	69%	$739	$513
2030	70%	$759	$530
2031	70%	$782	$546

Note: (1) Adjusted for inflation

Source: The Highland Group

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

Level 0 will have the spa, fitness center, pool, poolside bar, loading dock with back of house, and 18 guestroom bays. The spa is expected to be Forbes rated with national recognition. With the hospital being so prominent in Gainesville, it is expected that the resort will attract many patients and will function as a wellness destination. We plan to work with the Heart Institute to provide pre and post procedure lodging for patients who are from out of the area. This space will consist of 17,141 square feet and will feature around 12 treatment rooms, a sauna, relaxation room, hot tub, and a locker room. There are other potential amenities to make this one of the top spas in the country. In close proximity to the spa there will be a state of the art fitness center. The fitness center will be 1,925 square feet and will play an important role in achieving the goal of becoming a wellness destination.

The pool and pool deck will consist of 11,725 square feet. The pool is expected to be an infinity pool with beautiful views overlooking Lake Lanier. Connected to the pool deck will be a 1,500 square foot poolside bar serving family friendly cuisine.

Level 1 of the hotel will be the main level and will feature grand finishes and immediate views of the lake to set the expectation upon the guests arrival. On this floor will be the front desk, 37 guest room bays, the library and living room, a lobby bar/cafe connected to the signature restaurant, ballrooms and meeting space, and a sundries/gift shop.

The meeting and event space will consume 12,519 square feet of the 1st level. 6,732 square feet of this space will function as a grand ballroom that can be divided into 2 smaller meeting rooms. The junior ballroom will be 2,805 square feet and has the ability to be divided into 3 separate rooms. There will be 3 other meeting rooms and will function as traditional meeting space or boardrooms; these spaces will range from 891 to 1,200 square feet.

The signature restaurant will be very high-end and is expected to become a Forbes rated outlet. The restaurant will consist of 4,975 square feet with a connecting 1,159 square foot space that will function as the lobby bar and morning cafe. The kitchen that serves the restaurant will also serve as a catering kitchen for the event spaces; sharing the kitchens will provide excellent efficiencies through the hotel. We plan to offer a culinary experience with a kitchen/theater for cooking classes and demonstrations as well as offering food and wine weekends featuring chefs from around the south.

The sundries/giftop shop will be 900 square feet. This space will sell resort branded items and also local goods that are only available around the Gainesville and North Georgia area.

Levels 2 and 3 of the resort will consist of 61 guest room bays per floor.

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

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Lakeside Cottages

There will be 7 cottages on the property that will each consist of 4 bedrooms with a “living room.” The cottages will all be “lock-outs” meaning that each bedroom will have a door accessible to the outside. It is planned that the cottages will be sold to individuals who will then have the ability to place them in a rental program to be managed by the hotel. The cottages will be designed as hotel rooms given they will feature similar furniture, fixtures, and equipment while also being serviced daily by housekeeping. Each cottage will consist of 2 stories at a maximum height of 40 feet and a square footage of 4,510.

Located adjacent to the lakeside cottages will be a lakeside bar and pavilion. The lakeside pavilion/bar will be 2 stories and 8,640 square feet. This unique area is expected to serve as a popular wedding destination with views overlooking the lake. The bar is expected to be popular amongst overnight resort guests while also serving as a popular hangout for those that live around Lake Lanier.

In a separate section of the property will be a recreational area that will have a 2,560 square foot sports pavilion. This area will consist of multiple pickleball courts and several indoor/outdoor activities to provide guests with daily entertainment. There will be extensive walking trails located throughout the property. Capstone has received verbal approval from the Corps of Engineers to use the adjacent corps property to the east for walking trails as well.

The below charts reflect all setbacks and square footage numbers associated with the cottage part of the development. The square footage of all buildings, rooms, residential units and number of parking spaces shall not exceed 15% of what is stated within this narrative or included in this zoning packet. Final lot and/or boundary lines may vary upon final civil engineering review.

LAKESIDE COTTAGE

ZONING CLASSIFICATION

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

MINIMUM SETBACK AND HEIGHT REQUIREMENTS

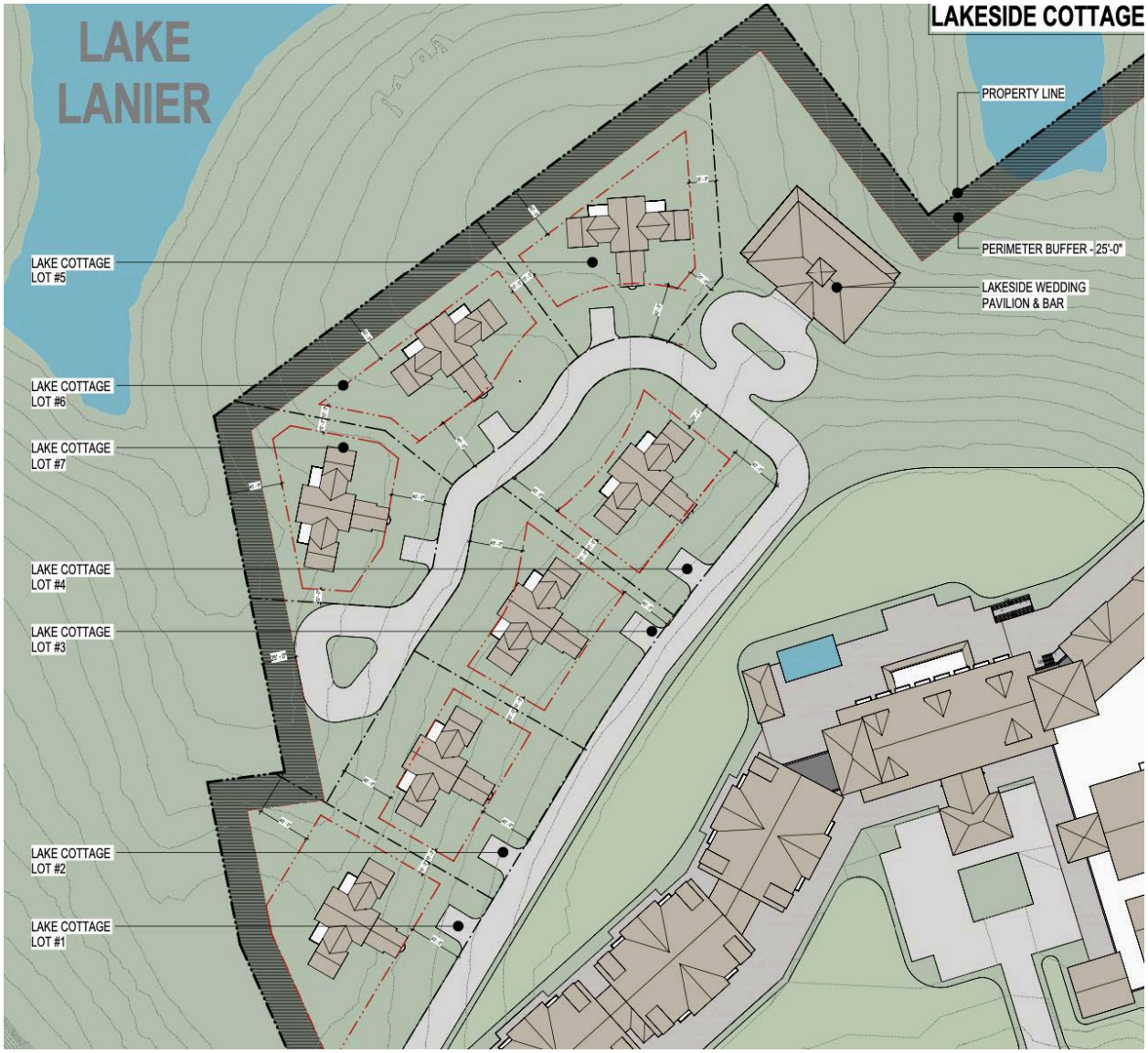
FRONT YARD	40 FEET FROM R/W
SIDE YARD	10 FEET FROM PROPERTY LINE
REAR YARD	40 FEET FROM PROPERTY LINE
MAX. HEIGHT OR STORIES	**40 FEET** / 2 STORIES

LAKESIDE COTTAGE PROPOSED BUILDING AREA & HEIGHT

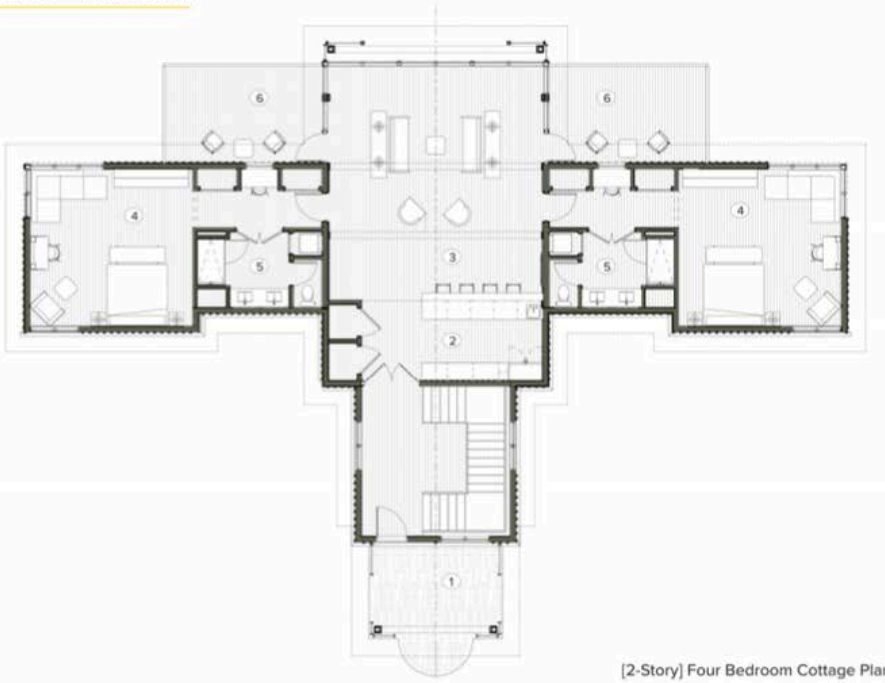
1ST FLOOR (TYPICAL)	2,255 SQUARE FEET
2ND FLOOR (TYPICAL)	2,255 SQUARE FEET
TOTAL AREA (GROSS):	4,510 SQUARE FEET
MAX. HEIGHT	40 FEET / 2 STORIES

PROPOSED LOT AREA

LAKE COTTAGE LOT #1	30,988 SQUARE FEET
LAKE COTTAGE LOT #2	19,278 SQUARE FEET
LAKE COTTAGE LOT #3	19,892 SQUARE FEET
LAKE COTTAGE LOT #4	21,088 SQUARE FEET


LAKESIDE COTTAGE
LAKE LANIER
PROPERTY LINE
PERIMETER BUFFER - 25'-0"
LAKESIDE WEDDING PAVILION & BAR
LAKE COTTAGE LOT #5
LAKE COTTAGE LOT #6
LAKE COTTAGE LOT #7
LAKE COTTAGE LOT #4
LAKE COTTAGE LOT #3
LAKE COTTAGE LOT #2
LAKE COTTAGE LOT #1

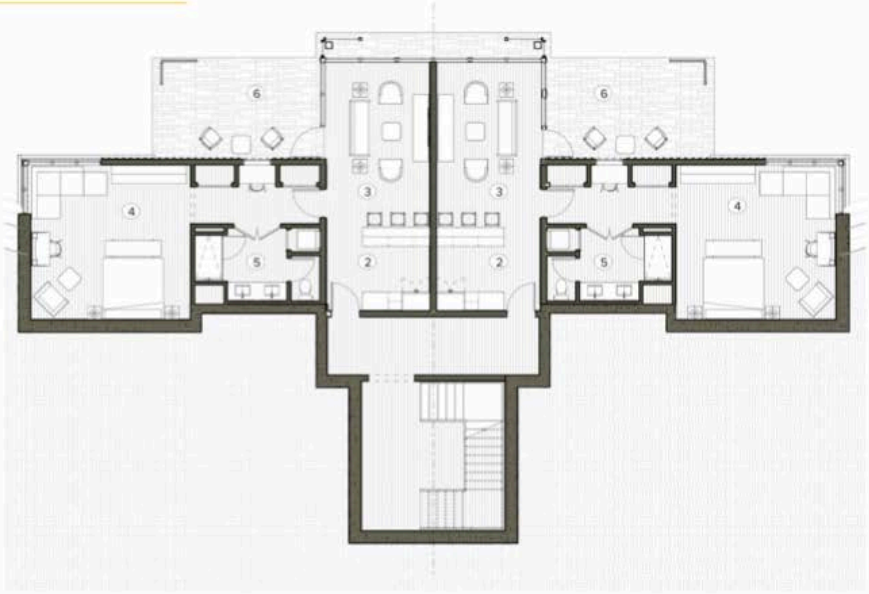
RESORT COTTAGE FLOOR PLAN



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

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

RESORT COTTAGE FLOOR PLAN



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

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

RESORT COTTAGE CONCEPT SKETCHES

EARLY CONCEPT SKETCH

RESORT COTTAGE CONCEPT ELEVATIONS

North Elevation

South Elevation

East Elevation

West Elevation

Estate Homes

The property will also consist of 14 high-end duplex style estate homes (28 units). There is potential that the estate homes will be built at a later date when the hotel is settled and established. The homes will be sold to the public at an anticipated sales price well in excess of $1,000,000 each. Individuals that purchase the townhomes will have the ability to place them into a rental pool that the resort will manage for a fee.

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

The below charts reflect all setbacks and square footage numbers associated with the estate home part of the development. The square footage of all buildings, rooms, residential units and number of parking spaces shall not exceed 15% of what is stated within this narrative or included in this zoning packet. Final lot and/or boundary lines may vary upon final civil engineering review.

ESTATE HOMES

ZONING CLASSIFICATION

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

MINIMUM SETBACK AND HEIGHT REQUIREMENTS

FRONT YARD	50 FEET FROM R/W
SIDE YARD	BUILDING SHALL BE 20 FEET FROM PROPERTY LINE. TOWNHOUSE DWELLING UNIT SHALL BE CONSIDERED ZERO-LOT LINE
REAR YARD	40 FEET FROM PROPERTY LINE OR R/W
MAX. HEIGHT OR STORIES	40 FEET / 2 STORIES

ESTATE HOME PROPOSED BUILDING AREA & HEIGHT

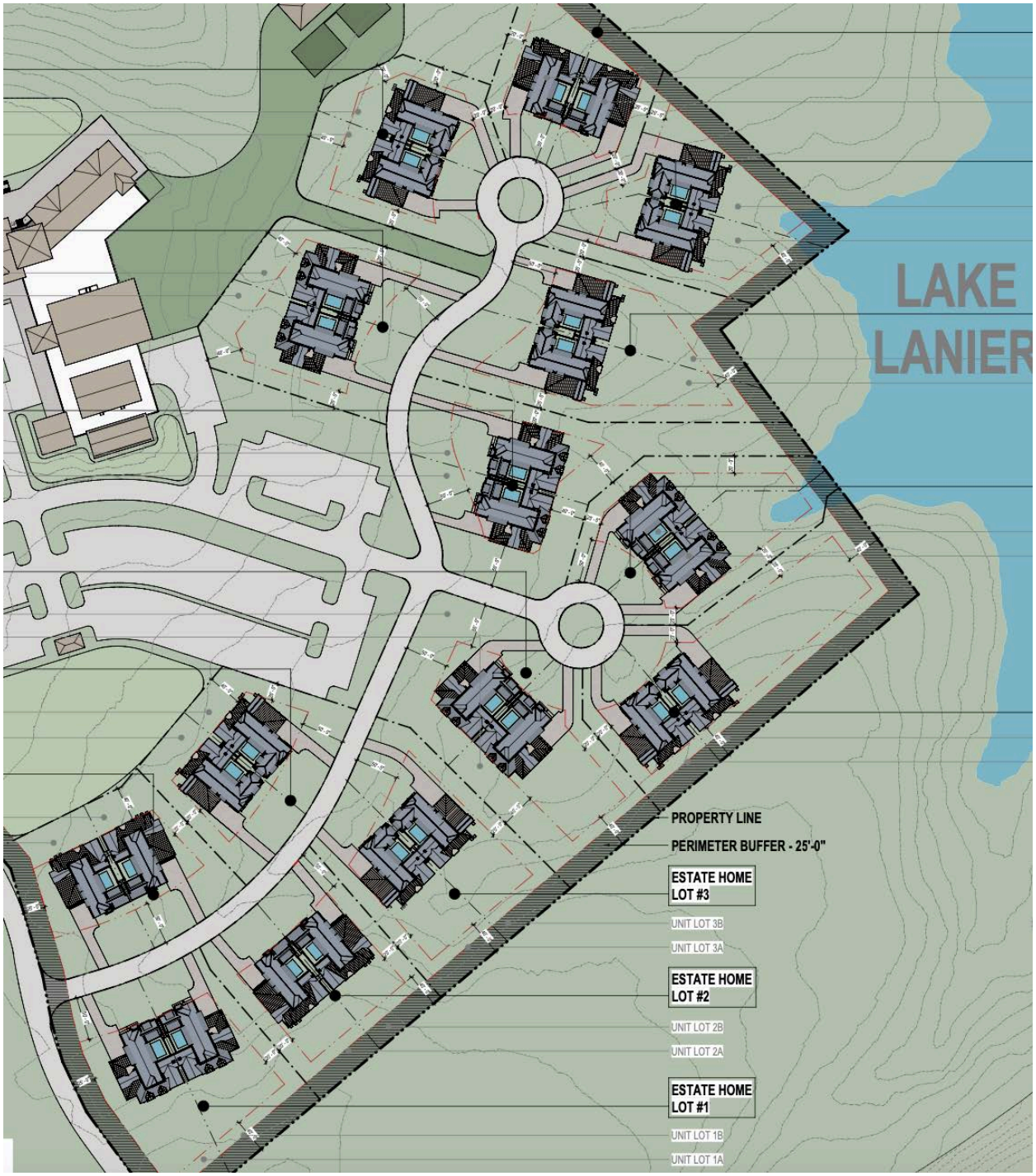
1ST FLOOR (TYPICAL)	3,500 SQUARE FEET
2ND FLOOR (TYPICAL)	1,950 SQUARE FEET
TOTAL AREA (GROSS):	5,450 SQUARE FEET
MAX. HEIGHT	40 FEET / 2 STORIES

PROPOSED TOTAL LOT AREA / UNIT PER LOT AREA

ESTATE HOME LOT #1	54,377 SQUARE FEET	ESTATE HOME UNIT LOT #1A - 29,885 SQUARE FEET
		ESTATE HOME UNIT LOT #1B - 24,492 SQUARE FEET
ESTATE HOME LOT #2	40,461 SQUARE FEET	ESTATE HOME UNIT LOT #2A - 19,974 SQUARE FEET
		ESTATE HOME UNIT LOT #2B - 20,487 SQUARE FEET
ESTATE HOME LOT #3	49,249 SQUARE FEET	ESTATE HOME UNIT LOT #3A - 22,642 SQUARE FEET
		ESTATE HOME UNIT LOT #3B - 26,607 SQUARE FEET
ESTATE HOME LOT #4	39,922 SQUARE FEET	ESTATE HOME UNIT LOT #4A - 21,120 SQUARE FEET
		ESTATE HOME UNIT LOT #4B - 18,802 SQUARE FEET
ESTATE HOME LOT #5	35,452 SQUARE FEET	ESTATE HOME UNIT LOT #5A - 17,922 SQUARE FEET
		ESTATE HOME UNIT LOT #5B - 17,530 SQUARE FEET
ESTATE HOME LOT #6	54,731 SQUARE FEET	ESTATE HOME UNIT LOT #6A - 23,117 SQUARE FEET
		ESTATE HOME UNIT LOT #6B - 31,614 SQUARE FEET
ESTATE HOME LOT #7	60,990 SQUARE FEET	ESTATE HOME UNIT LOT #7A - 15,482 SQUARE FEET
		ESTATE HOME UNIT LOT #7B - 45,508 SQUARE FEET
ESTATE HOME LOT #8	42,069 SQUARE FEET	ESTATE HOME UNIT LOT #8A - 21,684 SQUARE FEET
		ESTATE HOME UNIT LOT #8B - 20,385 SQUARE FEET
ESTATE HOME LOT #9	55,471 SQUARE FEET	ESTATE HOME UNIT LOT #9A - 24,492 SQUARE FEET
		ESTATE HOME UNIT LOT #9B - 30,979 SQUARE FEET
ESTATE HOME LOT #10	55,614 SQUARE FEET	ESTATE HOME UNIT LOT #10A - 30,202 SQUARE FEET
		ESTATE HOME UNIT LOT #10B - 25,412 SQUARE FEET
ESTATE HOME LOT #11	44,812 SQUARE FEET	ESTATE HOME UNIT LOT #11A - 20,799 SQUARE FEET
		ESTATE HOME UNIT LOT #11B - 24,013 SQUARE FEET
ESTATE HOME LOT #12	38,032 SQUARE FEET	ESTATE HOME UNIT LOT #12A - 16,962 SQUARE FEET
		ESTATE HOME UNIT LOT #12B - 21,070 SQUARE FEET
ESTATE HOME LOT #13	33,416 SQUARE FEET	ESTATE HOME UNIT LOT #13A - 14,887 SQUARE FEET
		ESTATE HOME UNIT LOT #13B - 18,529 SQUARE FEET
ESTATE HOME LOT #14	47,386 SQUARE FEET	ESTATE HOME UNIT LOT #14A - 22,520 SQUARE FEET
		ESTATE HOME UNIT LOT #14B - 24,866 SQUARE FEET

PARKING SPACE REQUIREMENT (SINGLE FAMILY TOWNHOUSE)

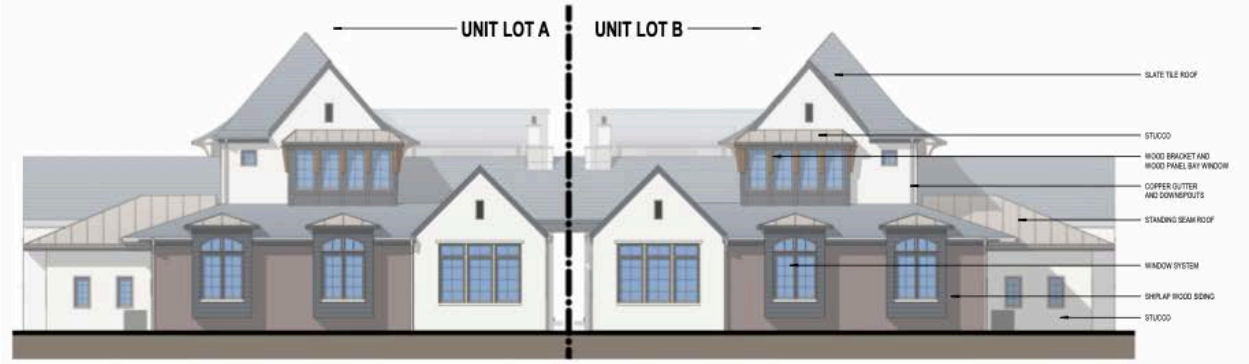
MINIMUM PARKING SPACE REQUIRED	2 PER DWELLING UNIT
PROPOSED PARKING SPACES	2


LAKE
LANIER
PROPERTY LINE
PERIMETER BUFFER - 25'-0"
ESTATE HOME
LOT #3
UNIT LOT 3B
UNIT LOT 3A
ESTATE HOME
LOT #2
UNIT LOT 2B
UNIT LOT 2A
ESTATE HOME
LOT #1
UNIT LOT 1B
UNIT LOT 1A

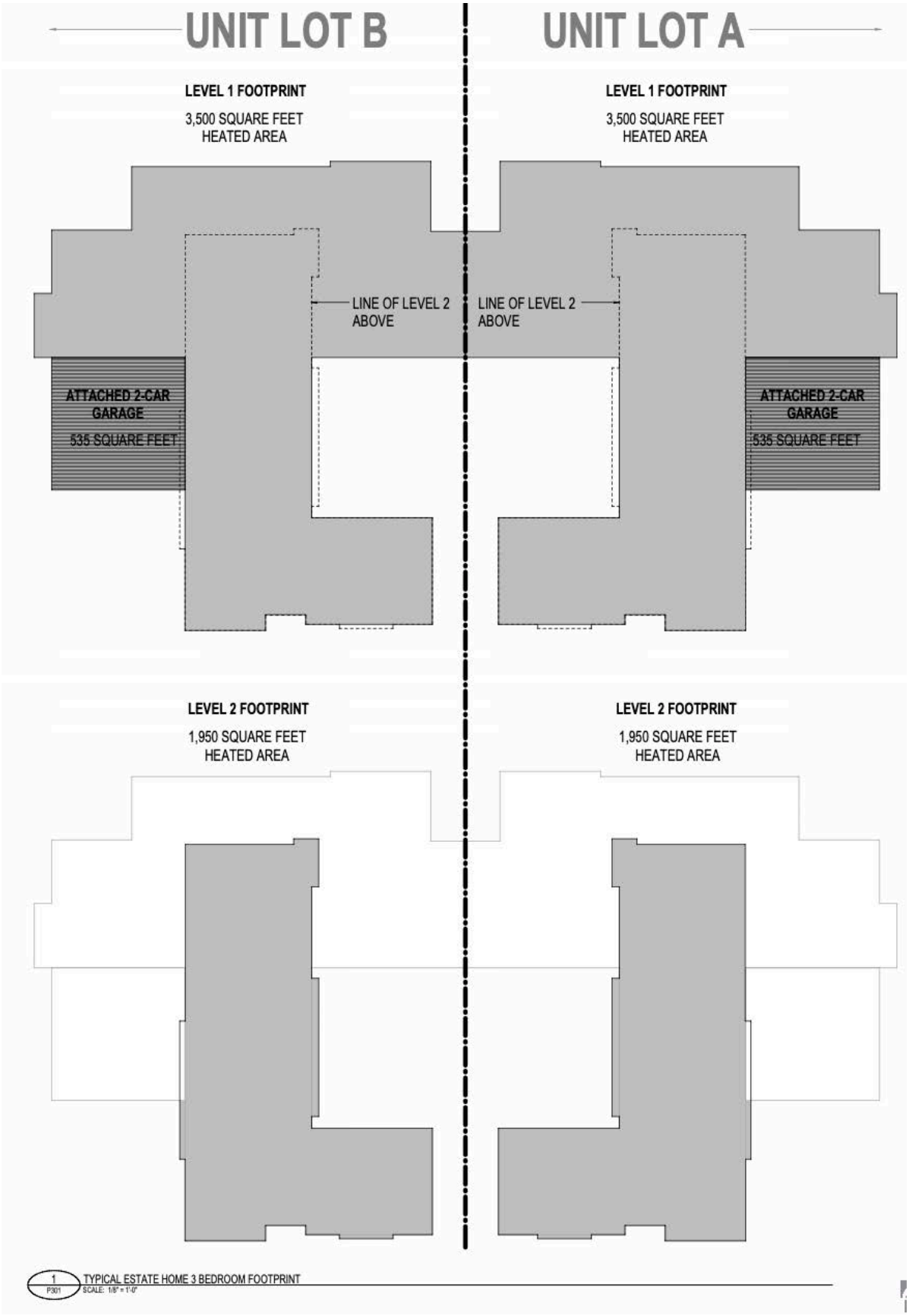
2 P301 ESTATE HOME - SIDE ELEVATION (GARAGE)
SCALE: 1/8" = 1'-0"

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

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



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


UNIT LOT B
UNIT LOT A
LEVEL 1 FOOTPRINT
3,500 SQUARE FEET
HEATED AREA
LEVEL 1 FOOTPRINT
3,500 SQUARE FEET
HEATED AREA
LINE OF LEVEL 2
ABOVE
LINE OF LEVEL 2
ABOVE
ATTACHED 2-CAR
GARAGE
535 SQUARE FEET
ATTACHED 2-CAR
GARAGE
535 SQUARE FEET
LEVEL 2 FOOTPRINT
1,950 SQUARE FEET
HEATED AREA
LEVEL 2 FOOTPRINT
1,950 SQUARE FEET
HEATED AREA
1
P301
TYPICAL ESTATE HOME 3 BEDROOM FOOTPRINT
SCALE: 1/8" = 1'-0"

Community Benefits Statement

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

- Walking trails provided along +/- 20 acres of corps property.
- Utilizing an existing entrance on Browns Bridge Road to mitigate negative impacts to traffic flow. This intersection has the potential of a new traffic light to also benefit the Cresswinds Community and the houses along Winding Lake Drive.
- Visually appealing high-quality hotel and cottages along Ivey Road.
- Visually appealing high-quality estate homes along Lost River Dr, to contribute to the 'country club aesthetic' of the Lake District character area.
- Surface parking will be terraced to blend with the terrain and will also be landscaped as to not be visible from Ivey Rd or Winding Lake Dr.
- Large amount of tree preservation and minimal grading to preserve the natural beauty of the property.
- Numerous restaurants will be open to the public.
- Luxury spa services will be open to the public
- High quality construction and development.
- High quality property management.
- Professionally maintained and landscaped grounds.

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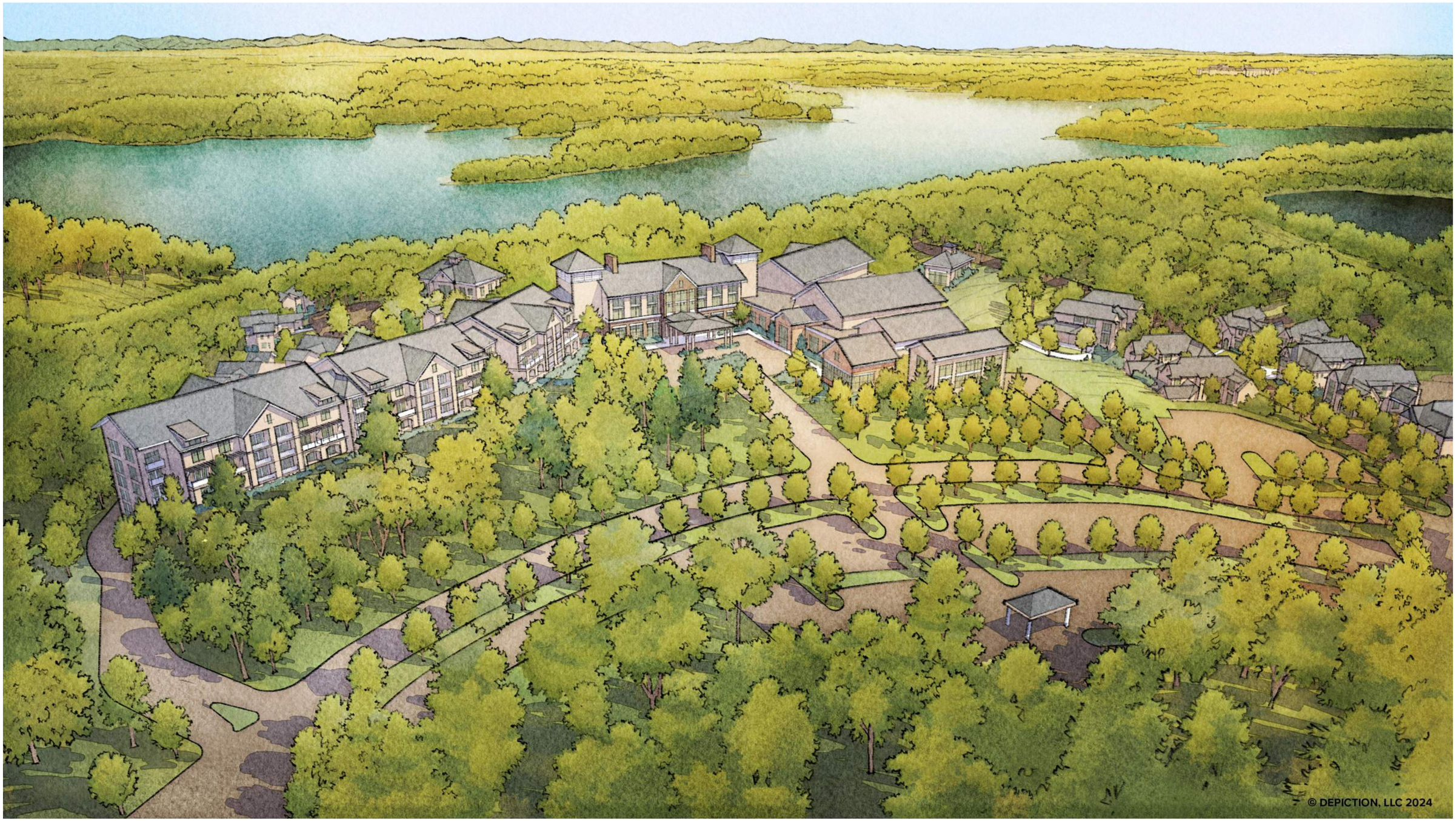
LAKE RESORT PROJECT



CONCEPTUAL ZONING PACKAGE

SITE ADDRESS: 3070 SW IVEY ROAD, GAINESVILLE, GEORGIA 30504 - HALL COUNTY
PARCEL NO: 08020 000028 & 08020 000038 - 08020 000059

LAKE RESORT

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

RESORT HOTEL

ZONING CLASSIFICATION

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

MINIMUM SETBACK AND HEIGHT REQUIREMENTS

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

RESORT HOTEL PROPOSED BUILDING AREA & HEIGHT

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

RESORT HOTEL BUILDING AREA
Gainseville, GA

Revision 8
Revision Dated 11.20.24

COLOR LEGEND: LEVEL 0, LEVEL 1, LEVEL 2, LEVEL 3

A. GUESTROOMS

Level	Guestrooms	Guestroom Bays / Guestroom Keys	Bath Fixtures	Balcony Area	GSF	GSF
LEVEL 0	Guestroom	18 BAYS | 15 KEYS	5 per G.R	576	8,640	SF
LEVEL 1	Guestroom	37 BAYS | 31 KEYS	5 per G.R	1,932	17,747	SF
LEVEL 2	Guestroom	61 BAYS | 53 KEYS	5 per G.R	3,800	29,368	SF
LEVEL 3	Guestroom	61 BAYS | 53 KEYS	5 per G.R	3,025	29,368	SF
TOTAL GUESTROOMS		177 BAYS | 150 KEYS		9,333	85,123	SF
TOTAL GUESTROOM AREA GSF					85,123	SF

B. PUBLIC AREAS

Level	Public Rooms	GSF
LEVEL 0	Guest Corridor	3,564 SF
LEVEL 0	Fitness	1,925 SF
LEVEL 0	Spa	17,141 SF
LEVEL 0	Spa Corridor	1,387 SF
LEVEL 0	Unassigned Space #1	1,082 SF
LEVEL 0	Unassigned Space #2	1,082 SF
LEVEL 1	Circulation / Guest Corridor / Foyer	14,264 SF
LEVEL 1	Front Desk	398 SF
LEVEL 1	Living Room	747 SF
LEVEL 1	Library	1,495 SF
LEVEL 1	Grand Ballroom	5,732 SF
LEVEL 1	Junior Ballroom	2,805 SF
LEVEL 1	Meeting Room #1	1,200 SF
LEVEL 1	Meeting Room #2	881 SF
LEVEL 1	Meeting Room #3	881 SF
LEVEL 2	Guest Corridor	8,100 SF
LEVEL 3	Guest Corridor	8,100 SF
TOTAL PUBLIC ROOMS		68,072 SF

Level	Retail, Food and Beverage	GSF
LEVEL 0	Pool Grille Bar	1,518 SF
LEVEL 1	Restaurant	4,975 SF
LEVEL 1	Bar	1,159 SF
LEVEL 1	Sundries	900 SF
TOTAL RETAIL, FOOD AND BEVERAGE		8,552 SF
TOTAL PUBLIC AREAS GSF		76,624 SF

C. PUBLIC SUPPORT

Level	Miscellaneous (Back of House)	GSF
LEVEL 0	Electrical Room	50 SF
LEVEL 0	Housekeeping	119 SF
LEVEL 0	Pool Grille Kitchen	594 SF
LEVEL 0	B.O.H.	13,509 SF
LEVEL 1	Housekeeping	183 SF
LEVEL 1	IDF	41 SF
LEVEL 1	Electrical Room	275 SF
LEVEL 1	F&B Men's Restroom	190 SF
LEVEL 1	F&B Women's Restroom	200 SF
LEVEL 1	Kitchen	3,156 SF
LEVEL 1	Grand Ballroom B.O.H	4,328 SF
LEVEL 1	Ballroom Men's Restroom	336 SF
LEVEL 1	Ballroom Women's Restroom	336 SF
LEVEL 1	Junior Ballroom B.O.H	960 SF
LEVEL 2	Guest B.O.H	183 SF
LEVEL 2	IDF	41 SF
LEVEL 2	Electrical Room	291 SF
LEVEL 2	Housekeeping	181 SF
LEVEL 2	Guest B.O.H	126 SF
LEVEL 2	B.O.H Circulation	85 SF
LEVEL 3	Guest B.O.H	183 SF
LEVEL 3	IDF	41 SF
LEVEL 3	Electrical Room	291 SF
LEVEL 3	Housekeeping	181 SF
LEVEL 3	Guest B.O.H	126 SF
LEVEL 3	B.O.H Circulation	85 SF
TOTAL BACK OF HOUSE FACILITIES		26,003 SF

Level	Vertical Circulation / Penetration	GSF
LEVEL 0	Egress Stair #1	281 SF
LEVEL 0	Egress Stair #3	138 SF
LEVEL 0	Egress Stair #4	185 SF
LEVEL 0	Grand Stair #1	109 SF
LEVEL 0	Grand Stair #2	62 SF
LEVEL 0	Guest Elevator #1	200 SF
LEVEL 0	Guest Elevator #2	100 SF
LEVEL 0	Service Elevator #1	105 SF
LEVEL 0	Service Elevator #2	95 SF
LEVEL 1	Egress Stair #1	177 SF
LEVEL 1	Egress Stair #2	213 SF
LEVEL 1	Egress Stair #3	138 SF
LEVEL 1	Egress Stair #4	185 SF
LEVEL 1	Grand Stair #1	218 SF
LEVEL 1	Grand Stair #2	62 SF
LEVEL 1	Guest Elevator #1	200 SF
LEVEL 1	Guest Elevator #2	100 SF
LEVEL 1	Service Elevator #1	105 SF
LEVEL 1	Service Elevator #2	95 SF
LEVEL 2	Egress Stair #1	177 SF
LEVEL 2	Egress Stair #2	213 SF
LEVEL 2	Egress Stair #3	138 SF
LEVEL 2	Grand Stair #1	218 SF
LEVEL 2	Grand Stair #2	62 SF
LEVEL 2	Guest Elevator #1	200 SF
LEVEL 2	Guest Elevator #2	100 SF
LEVEL 2	Service Elevator #1	105 SF
LEVEL 3	Egress Stair #1	177 SF
LEVEL 3	Egress Stair #2	213 SF
LEVEL 3	Egress Stair #3	138 SF
LEVEL 3	Grand Stair #1	218 SF
LEVEL 3	Grand Stair #2	62 SF
LEVEL 3	Guest Elevator #1	200 SF
LEVEL 3	Guest Elevator #2	100 SF
LEVEL 3	Service Elevator #1	105 SF
TOTAL VERTICAL CIRCULATION / PENETRATIONS		5,194 SF

Level	Employee Facilities	GSF
LEVEL 1	Front Desk B.O.H	799 SF
TOTAL EMPLOYEE FACILITIES		799 SF
TOTAL PUBLIC SUPPORT GSF		31,996 SF

Level	Gross Enclosed Area per Floor	GSF
LEVEL 0	Level 0 - Guest Amenity / Guestroom	52,246 SF
LEVEL 1	Level 1 - Main Level / F&B / Guestroom	66,361 SF
LEVEL 2	Level 2 - Guestroom	37,568 SF
LEVEL 3	Level 3 - Guestroom	37,568 SF
TOTAL ENCLOSED AND CONDITIONED BUILDING GSF		193,743 SF

Level	Unconditioned Support Spaces	GSF
LEVEL 0	Loading Dock	1,900 SF
TOTAL UNCONDITIONED SUPPORT SPACES		1,900 SF

Level	Outdoor Balconies and Terraces	GSF
LEVEL 0	Ext. Pool	1,330 SF
LEVEL 0	Ext. Pool Deck	10,395 SF
LEVEL 0	Ext. Spa Pool	816 SF
LEVEL 0	Ext. Spa / Restaurant Terrace	6,066 SF
LEVEL 0	Level 0 Ext. Guestroom Balconies	576 SF
LEVEL 1	Ext. Grand Porch	1,373 SF
LEVEL 1	Level 1 Ext. Guestroom Balconies	1,932 SF
LEVEL 2	Level 2 Ext. Guestroom Balconies	3,800 SF
LEVEL 3	Level 3 Ext. Guestroom Balconies	3,025 SF
TOTAL OUTDOOR BALCONIES AND TERRACES		29,113 SF
TOTAL EXTERIOR AND UNCONDITIONED BUILDING GSF		31,013 SF
TOTAL BUILDING GSF CONSTRUCTION AREA		224,756 SF

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

PARKING SPACE REQUIREMENTS (HOTEL)

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

LAKESIDE COTTAGE

ZONING CLASSIFICATION

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

MINIMUM SETBACK AND HEIGHT REQUIREMENTS

FRONT YARD	40 FEET FROM R/W
SIDE YARD	10 FEET FROM PROPERTY LINE
REAR YARD	40 FEET FROM PROPERTY LINE
MAX. HEIGHT OR STORIES	40 FEET / 2 STORIES

LAKESIDE COTTAGE PROPOSED BUILDING AREA & HEIGHT

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

PROPOSED LOT AREA

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

PARKING SPACE REQUIREMENT (ONE FAMILY DWELLINGS ON INDIVIDUAL LOT)

MINIMUM PARKING SPACE REQUIRED	2 PER DWELLING
PROPOSED PARKING SPACES	2

ESTATE HOMES

ZONING CLASSIFICATION

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

MINIMUM SETBACK AND HEIGHT REQUIREMENTS

FRONT YARD	50 FEET FROM R/W
SIDE YARD	BUILDING SHALL BE 20 FEET FROM PROPERTY LINE. TOWNHOUSE DWELLING UNIT SHALL BE CONSIDERED ZERO-LOT LINE
REAR YARD	40 FEET FROM PROPERTY LINE OR R/W
MAX. HEIGHT OR STORIES	40 FEET / 2 STORIES

ESTATE HOME PROPOSED BUILDING AREA & HEIGHT

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

PROPOSED TOTAL LOT AREA / UNIT PER LOT AREA

ESTATE HOME LOT #1	54,377 SQUARE FEET	ESTATE HOME UNIT LOT #1A - 29,885 SQUARE FEET ESTATE HOME UNIT LOT #1B - 24,492 SQUARE FEET
ESTATE HOME LOT #2	40,461 SQUARE FEET	ESTATE HOME UNIT LOT #2A - 19,974 SQUARE FEET ESTATE HOME UNIT LOT #2B - 20,487 SQUARE FEET
ESTATE HOME LOT #3	49,249 SQUARE FEET	ESTATE HOME UNIT LOT #3A - 22,642 SQUARE FEET ESTATE HOME UNIT LOT #3B - 26,607 SQUARE FEET
ESTATE HOME LOT #4	39,922 SQUARE FEET	ESTATE HOME UNIT LOT #4A - 21,120 SQUARE FEET ESTATE HOME UNIT LOT #4B - 18,802 SQUARE FEET
ESTATE HOME LOT #5	35,452 SQUARE FEET	ESTATE HOME UNIT LOT #5A - 17,922 SQUARE FEET ESTATE HOME UNIT LOT #5B - 17,530 SQUARE FEET
ESTATE HOME LOT #6	54,731 SQUARE FEET	ESTATE HOME UNIT LOT #6A - 23,117 SQUARE FEET ESTATE HOME UNIT LOT #6B - 31,614 SQUARE FEET
ESTATE HOME LOT #7	60,990 SQUARE FEET	ESTATE HOME UNIT LOT #7A - 15,482 SQUARE FEET ESTATE HOME UNIT LOT #7B - 45,508 SQUARE FEET
ESTATE HOME LOT #8	42,069 SQUARE FEET	ESTATE HOME UNIT LOT #8A - 21,684 SQUARE FEET ESTATE HOME UNIT LOT #8B - 20,385 SQUARE FEET
ESTATE HOME LOT #9	55,471 SQUARE FEET	ESTATE HOME UNIT LOT #9A - 24,492 SQUARE FEET ESTATE HOME UNIT LOT #9B - 30,979 SQUARE FEET
ESTATE HOME LOT #10	55,614 SQUARE FEET	ESTATE HOME UNIT LOT #10A - 30,202 SQUARE FEET ESTATE HOME UNIT LOT #10B - 25,412 SQUARE FEET
ESTATE HOME LOT #11	44,812 SQUARE FEET	ESTATE HOME UNIT LOT #11A - 20,799 SQUARE FEET ESTATE HOME UNIT LOT #11B - 24,013 SQUARE FEET
ESTATE HOME LOT #12	38,032 SQUARE FEET	ESTATE HOME UNIT LOT #12A - 16,962 SQUARE FEET ESTATE HOME UNIT LOT #12B - 21,070 SQUARE FEET
ESTATE HOME LOT #13	33,416 SQUARE FEET	ESTATE HOME UNIT LOT #13A - 14,887 SQUARE FEET ESTATE HOME UNIT LOT #13B - 18,529 SQUARE FEET
ESTATE HOME LOT #14	47,386 SQUARE FEET	ESTATE HOME UNIT LOT #14A - 22,520 SQUARE FEET ESTATE HOME UNIT LOT #14B - 24,866 SQUARE FEET

PARKING SPACE REQUIREMENT (SINGLE FAMILY TOWNHOUSE)

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

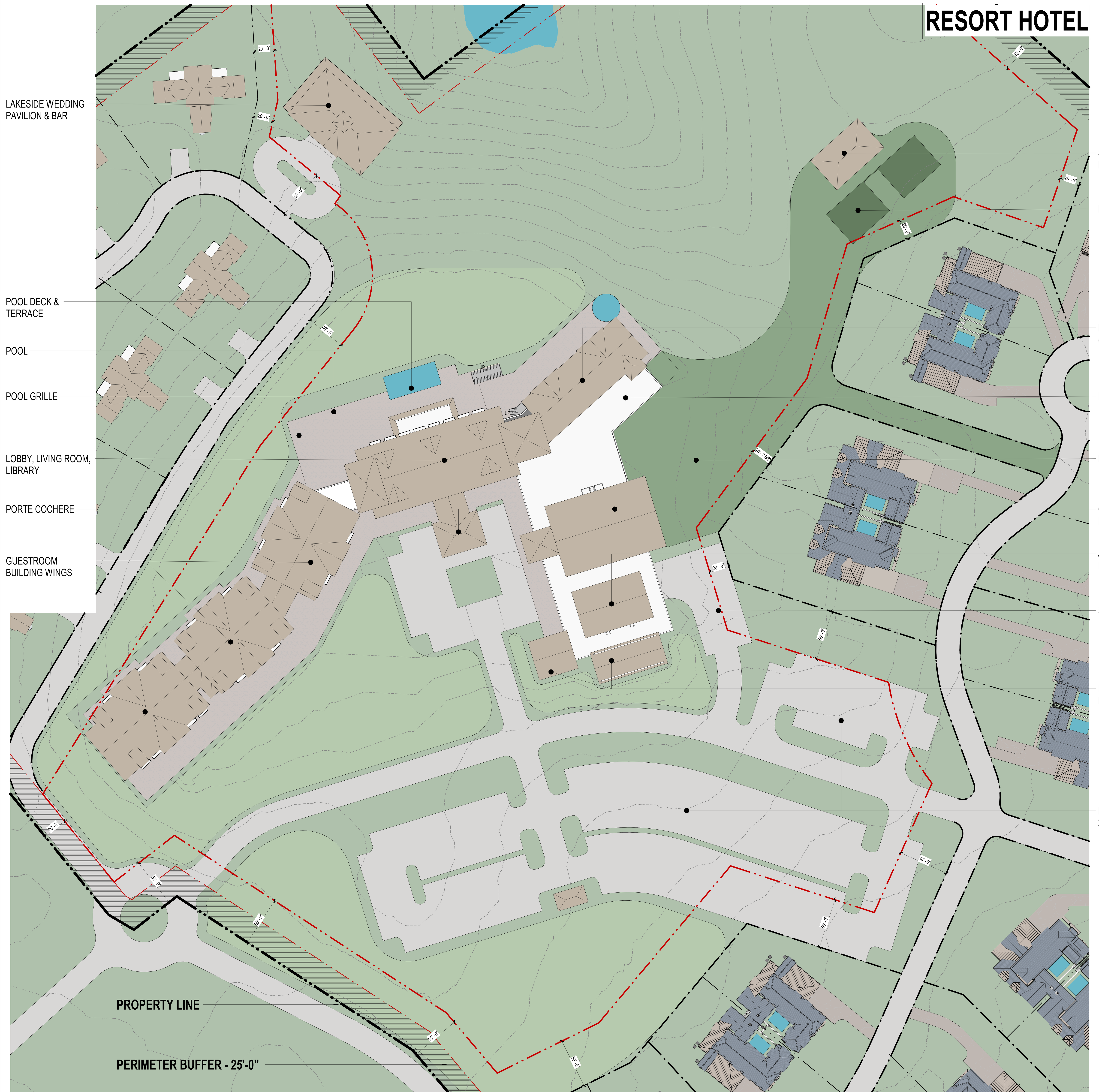
1 / P001 OVERALL SITE PLAN
SCALE: 1" = 70'-0"

CAPSTONE PROPERTY GROUP

P001
OVERALL SITE PLAN

LAKE RESORT

COOPER CARRY
Project N° 20240026
OCTOBER 31ST 2024



LAKE RESORT

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

RESORT HOTEL

ZONING CLASSIFICATION

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

MINIMUM SETBACK AND HEIGHT REQUIREMENTS

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

RESORT HOTEL PROPOSED BUILDING AREA & HEIGHT

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

RESORT HOTEL BUILDING AREA
Gainesville, GA

Revision 8
Revision Dated 11.20.24

COLOR LEGEND: LEVEL 0, LEVEL 1, LEVEL 2, LEVEL 3

A. GUESTROOMS

Level	Guestrooms	Guestroom Bays / Guestroom Keys	Bath Fixtures	Balcony Area	GSF	
Level 0	Guestroom	18 BAYS | 11 KEYS	6 per G.R	576	8,640	SF
Level 1	Guestroom	37 BAYS | 31 KEYS	5 per G.R	1,932	17,747	SF
Level 2	Guestroom	61 BAYS | 53 KEYS	5 per G.R	3,800	29,368	SF
Level 3	Guestroom	61 BAYS | 53 KEYS	5 per G.R	3,026	29,368	SF
TOTAL GUESTROOMS		177 BAYS | 150 KEYS		9,333	85,123	SF
TOTAL GUESTROOM AREA GSF					85,123	SF

B. PUBLIC AREAS

Level	Public Rooms	GSF	
Level 0	Guest Corridor	3,964	SF
Level 0	Fitness	1,925	SF
Level 0	Spa	17,141	SF
Level 0	Spa Corridor	1,387	SF
Level 0	Unassigned Space #1	1,092	SF
Level 0	Unassigned Space #2	1,092	SF
Level 1	Circulation / Guest Corridor / Foyer	14,264	SF
Level 1	Front Desk	388	SF
Level 1	Living Room	747	SF
Level 1	Library	1,495	SF
Level 1	Grand Ballroom	5,732	SF
Level 1	Junior Ballroom	2,665	SF
Level 1	Meeting Room #1	1,200	SF
Level 1	Meeting Room #2	881	SF
Level 1	Meeting Room #3	881	SF
Level 2	Guest Corridor	6,100	SF
Level 3	Guest Corridor	6,150	SF
TOTAL PUBLIC ROOMS		68,072	SF
	Retail, Food and Beverage		
Level 0	Pool Grille Bar	1,518	SF
Level 1	Restaurant	4,975	SF
Level 1	Bar	1,159	SF
Level 1	Sundries	900	SF
TOTAL RETAIL, FOOD AND BEVERAGE		8,552	SF
TOTAL PUBLIC AREAS GSF		76,624	SF

C. PUBLIC SUPPORT

Level	Miscellaneous (Back of House)	GSF	
Level 0	Electrical Room	50	SF
Level 0	Housekeeping	119	SF
Level 0	Pool Grille Kitchen	594	SF
Level 0	B.O.H.	13,509	SF
Level 1	Housekeeping	183	SF
Level 1	IDF	41	SF
Level 1	Electrical Room	275	SF
Level 1	F&B Men's Restroom	190	SF
Level 1	F&B Women's Restroom	200	SF
Level 1	Kitchen	3,158	SF
Level 1	Grand Ballroom B.O.H	4,328	SF
Level 1	Ballroom Men's Restroom	336	SF
Level 1	Ballroom Women's Restroom	336	SF
Level 1	Junior Ballroom B.O.H	960	SF
Level 2	Guest B.O.H	183	SF
Level 2	IDF	41	SF
Level 2	Electrical Room	291	SF
Level 2	Housekeeping	181	SF
Level 2	Guest B.O.H	126	SF
Level 2	B.O.H Circulation	85	SF
Level 3	Guest B.O.H	183	SF
Level 3	IDF	41	SF
Level 3	Electrical Room	291	SF
Level 3	Housekeeping	181	SF
Level 3	Guest B.O.H	126	SF
Level 3	B.O.H Circulation	85	SF
TOTAL BACK OF HOUSE FACILITIES		26,003	SF
	Vertical Circulation / Penetration		
Level 0	Egress Stair #1	281	SF
Level 0	Egress Stair #3	138	SF
Level 0	Egress Stair #4	185	SF
Level 0	Grand Stair #1	109	SF
Level 0	Grand Stair #2	62	SF
Level 0	Guest Elevator #1	200	SF
Level 0	Guest Elevator #2	100	SF
Level 0	Service Elevator #1	105	SF
Level 0	Service Elevator #2	95	SF
Level 1	Egress Stair #1	177	SF
Level 1	Egress Stair #2	213	SF
Level 1	Egress Stair #3	138	SF
Level 1	Egress Stair #4	185	SF
Level 1	Grand Stair #1	218	SF
Level 1	Grand Stair #2	62	SF
Level 1	Guest Elevator #1	200	SF
Level 1	Guest Elevator #2	100	SF
Level 1	Service Elevator #1	105	SF
Level 1	Service Elevator #2	95	SF
Level 2	Egress Stair #1	177	SF
Level 2	Egress Stair #2	213	SF
Level 2	Egress Stair #3	138	SF
Level 2	Grand Stair #1	218	SF
Level 2	Grand Stair #2	62	SF
Level 2	Guest Elevator #1	200	SF
Level 2	Guest Elevator #2	100	SF
Level 2	Service Elevator #1	105	SF
Level 3	Egress Stair #1	177	SF
Level 3	Egress Stair #2	213	SF
Level 3	Egress Stair #3	138	SF
Level 3	Grand Stair #1	218	SF
Level 3	Grand Stair #2	62	SF
Level 3	Guest Elevator #1	200	SF
Level 3	Guest Elevator #2	100	SF
Level 3	Service Elevator #1	105	SF
TOTAL VERTICAL CIRCULATION / PENETRATIONS		5,194	SF
	Employee Facilities		
Level 1	Front Desk B.O.H	799	SF
TOTAL EMPLOYEE FACILITIES		799	SF
TOTAL PUBLIC SUPPORT GSF		31,996	SF
	Gross Enclosed Area per Floor		
Level 0	Level 0 - Guest Amenity / Guestroom	52,246	SF
Level 1	Level 1 - Main Level / F&B / Guestroom	66,361	SF
Level 2	Level 2 - Guestroom	37,568	SF
Level 3	Level 3 - Guestroom	37,568	SF
TOTAL ENCLOSED AND CONDITIONED BUILDING GSF		193,743	SF
	Unconditioned Support Spaces		
Level 0	Loading Dock	1,900	SF
TOTAL UNCONDITIONED SUPPORT SPACES		1,900	SF
	Outdoor Balconies and Terraces		
Level 0	Ext. Pool	1,330	SF
Level 0	Ext. Pool Deck	10,395	SF
Level 0	Ext. Spa Pool	616	SF
Level 0	Ext. Spa / Restaurant Terrace	6,066	SF
Level 0	Level 0 Ext. Guestroom Balconies	576	SF
Level 1	Ext. Grand Porch	1,373	SF
Level 1	Level 1 Ext. Guestroom Balconies	1,932	SF
Level 2	Level 2 Ext. Guestroom Balconies	3,800	SF
Level 3	Level 3 Ext. Guestroom Balconies	3,026	SF
TOTAL OUTDOOR BALCONIES AND TERRACES		29,113	SF
TOTAL EXTERIOR AND UNCONDITIONED BUILDING GSF		31,013	SF
TOTAL BUILDING GSF CONSTRUCTION AREA		224,756	SF

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

PARKING SPACE REQUIREMENTS (HOTEL)

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

LAKESIDE COTTAGE

ZONING CLASSIFICATION

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

MINIMUM SETBACK AND HEIGHT REQUIREMENTS

FRONT YARD	40 FEET FROM R/W
SIDE YARD	10 FEET FROM PROPERTY LINE
REAR YARD	40 FEET FROM PROPERTY LINE
MAX. HEIGHT OR STORIES	40 FEET / 2 STORIES

LAKESIDE COTTAGE PROPOSED BUILDING AREA & HEIGHT

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

PROPOSED LOT AREA

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

PARKING SPACE REQUIREMENT (ONE FAMILY DWELLINGS ON INDIVIDUAL LOT)

MINIMUM PARKING SPACE REQUIRED	2 PER DWELLING
PROPOSED PARKING SPACES	2

ESTATE HOMES

ZONING CLASSIFICATION

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

MINIMUM SETBACK AND HEIGHT REQUIREMENTS

FRONT YARD	50 FEET FROM R/W
SIDE YARD	BUILDING SHALL BE 20 FEET FROM PROPERTY LINE. TOWNHOUSE DWELLING UNIT SHALL BE CONSIDERED ZERO-LOT LINE
REAR YARD	40 FEET FROM PROPERTY LINE OR R/W
MAX. HEIGHT OR STORIES	40 FEET / 2 STORIES

ESTATE HOME PROPOSED BUILDING AREA & HEIGHT

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

PROPOSED TOTAL LOT AREA / UNIT PER LOT AREA

ESTATE HOME LOT #1	54,377 SQUARE FEET	ESTATE HOME UNIT LOT #1A - 29,885 SQUARE FEET ESTATE HOME UNIT LOT #1B - 24,492 SQUARE FEET
ESTATE HOME LOT #2	40,461 SQUARE FEET	ESTATE HOME UNIT LOT #2A - 19,974 SQUARE FEET ESTATE HOME UNIT LOT #2B - 20,487 SQUARE FEET
ESTATE HOME LOT #3	49,249 SQUARE FEET	ESTATE HOME UNIT LOT #3A - 22,642 SQUARE FEET ESTATE HOME UNIT LOT #3B - 26,607 SQUARE FEET
ESTATE HOME LOT #4	39,922 SQUARE FEET	ESTATE HOME UNIT LOT #4A - 21,120 SQUARE FEET ESTATE HOME UNIT LOT #4B - 18,802 SQUARE FEET
ESTATE HOME LOT #5	35,452 SQUARE FEET	ESTATE HOME UNIT LOT #5A - 17,922 SQUARE FEET ESTATE HOME UNIT LOT #5B - 17,530 SQUARE FEET
ESTATE HOME LOT #6	54,731 SQUARE FEET	ESTATE HOME UNIT LOT #6A - 23,117 SQUARE FEET ESTATE HOME UNIT LOT #6B - 31,614 SQUARE FEET
ESTATE HOME LOT #7	60,990 SQUARE FEET	ESTATE HOME UNIT LOT #7A - 15,482 SQUARE FEET ESTATE HOME UNIT LOT #7B - 45,508 SQUARE FEET
ESTATE HOME LOT #8	42,069 SQUARE FEET	ESTATE HOME UNIT LOT #8A - 21,684 SQUARE FEET ESTATE HOME UNIT LOT #8B - 20,385 SQUARE FEET
ESTATE HOME LOT #9	55,471 SQUARE FEET	ESTATE HOME UNIT LOT #9A - 24,492 SQUARE FEET ESTATE HOME UNIT LOT #9B - 30,979 SQUARE FEET
ESTATE HOME LOT #10	55,614 SQUARE FEET	ESTATE HOME UNIT LOT #10A - 30,202 SQUARE FEET ESTATE HOME UNIT LOT #10B - 25,412 SQUARE FEET
ESTATE HOME LOT #11	44,812 SQUARE FEET	ESTATE HOME UNIT LOT #11A - 20,799 SQUARE FEET ESTATE HOME UNIT LOT #11B - 24,013 SQUARE FEET
ESTATE HOME LOT #12	38,032 SQUARE FEET	ESTATE HOME UNIT LOT #12A - 16,962 SQUARE FEET ESTATE HOME UNIT LOT #12B - 21,070 SQUARE FEET
ESTATE HOME LOT #13	33,416 SQUARE FEET	ESTATE HOME UNIT LOT #13A - 14,887 SQUARE FEET ESTATE HOME UNIT LOT #13B - 18,529 SQUARE FEET
ESTATE HOME LOT #14	47,386 SQUARE FEET	ESTATE HOME UNIT LOT #14A - 22,520 SQUARE FEET ESTATE HOME UNIT LOT #14B - 24,866 SQUARE FEET

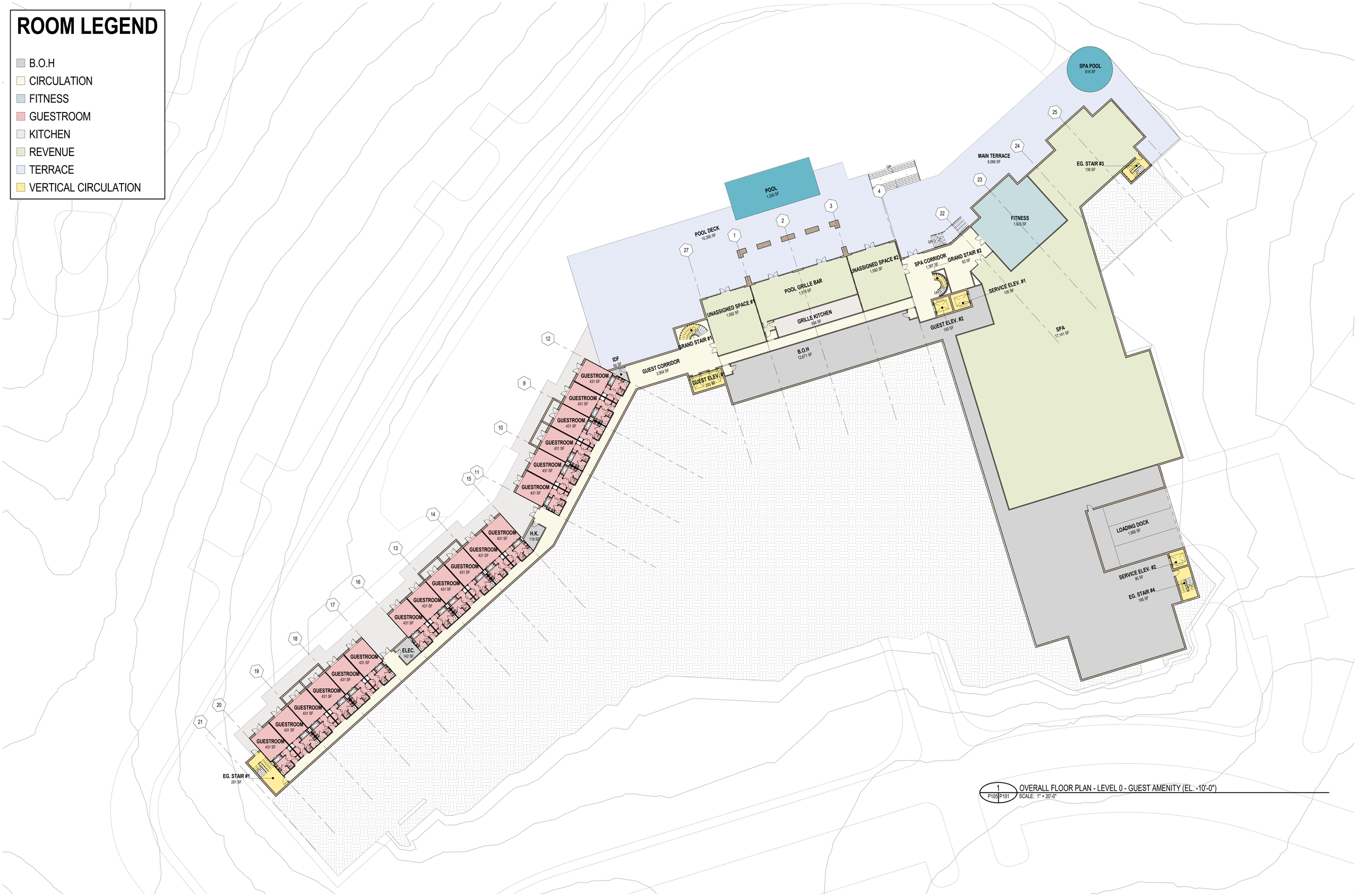
PARKING SPACE REQUIREMENT (SINGLE FAMILY TOWNHOUSE)

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

1 / P100 OVERALL RESORT HOTEL SITE
SCALE: 1" = 40'-0"

ROOM LEGEND

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



1 P105 P101 OVERALL FLOOR PLAN - LEVEL 0 - GUEST AMENITY (EL. -10'-0")
SCALE: 1" = 20'-0"

CAPSTONE PROPERTY GROUP

P101

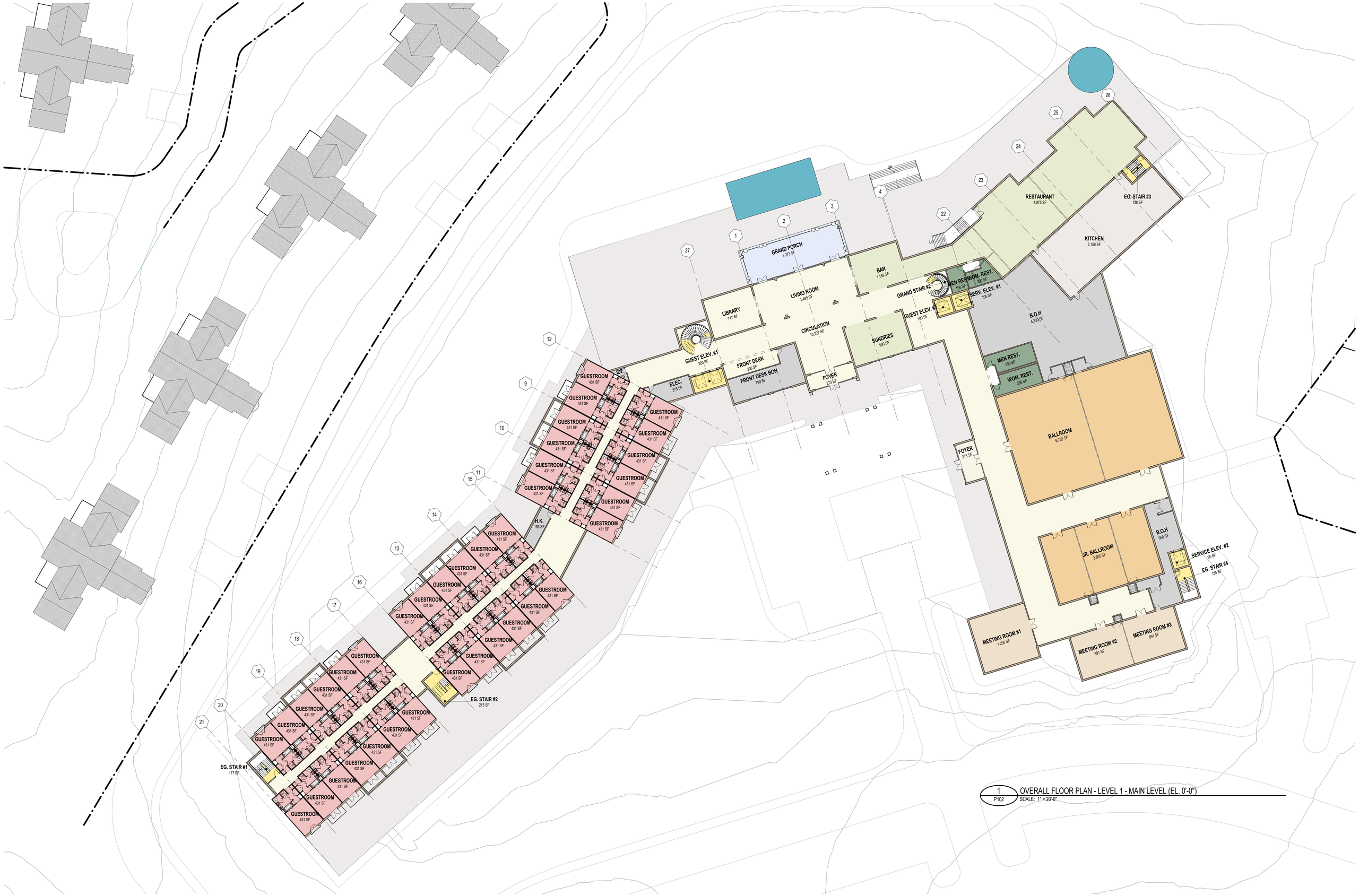
RESORT HOTEL FLOOR PLAN - LEVEL 0 (EL. -10'-0)

LAKE RESORT

COOPER CARRY

Project N° 20240026

OCTOBER 31ST, 2024



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

CAPSTONE PROPERTY GROUP

P102

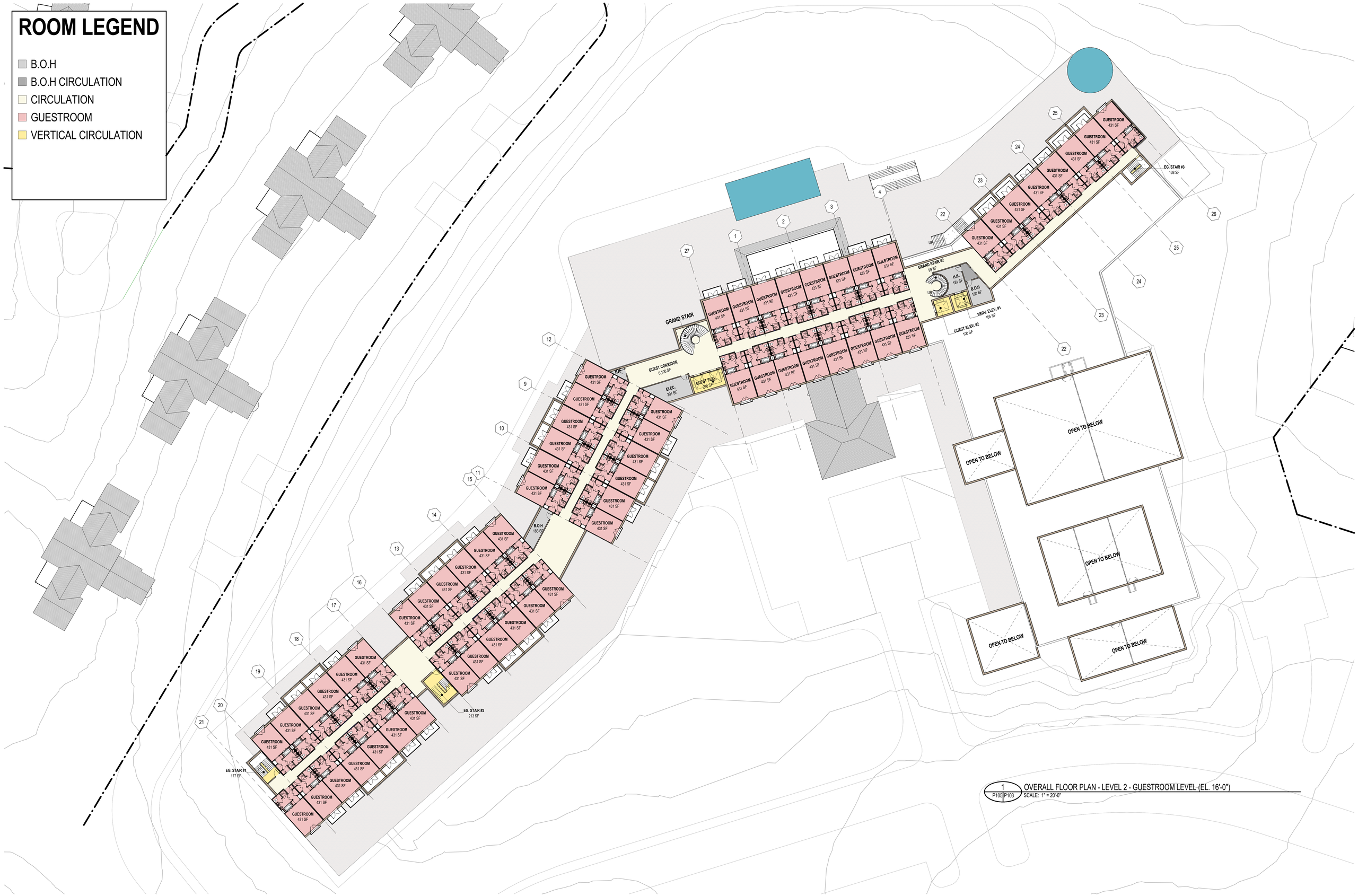
RESORT HOTEL FLOOR PLAN - LEVEL 1 (EL. 0'-0)

LAKE RESORT

COOPER CARRY

Project N° 20240026

OCTOBER 31ST, 2024



1 P105 P103 OVERALL FLOOR PLAN - LEVEL 2 - GUESTROOM LEVEL (EL. 16'-0")
SCALE: 1" = 20'-0"

CAPSTONE PROPERTY GROUP

P103

RESORT HOTEL FLOOR PLAN - LEVEL 2 (EL. 16'-0)

LAKE RESORT

COOPER CARRY

Project N° 20240026

OCTOBER 31ST, 2024

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

CAPSTONE PROPERTY GROUP

P104

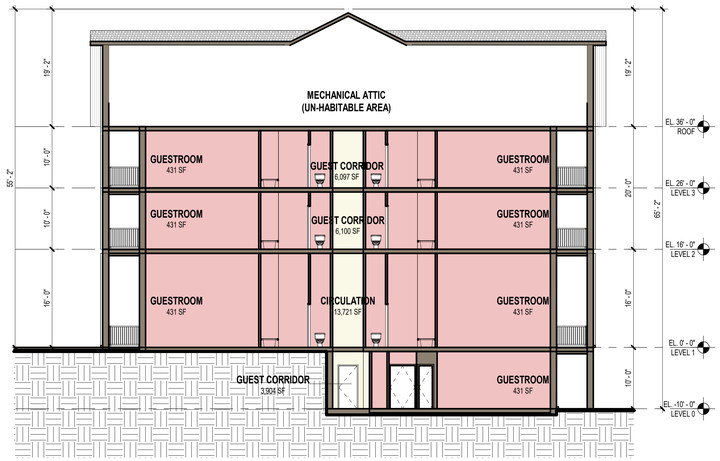
RESORT HOTEL FLOOR PLAN - LEVEL 3 (EL. 26'-0)

LAKE RESORT

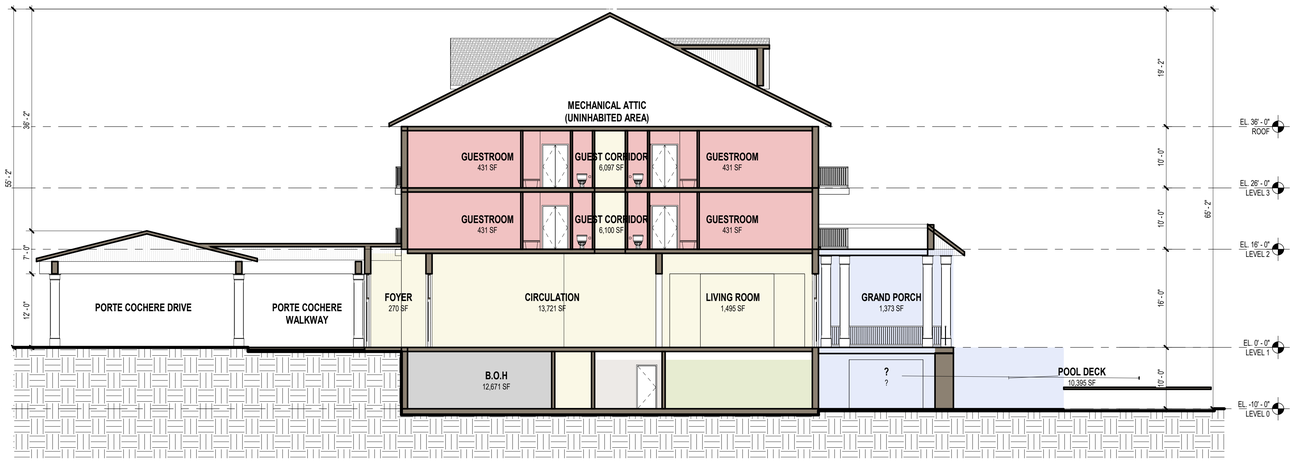
COOPER CARRY

Project N° 20240026

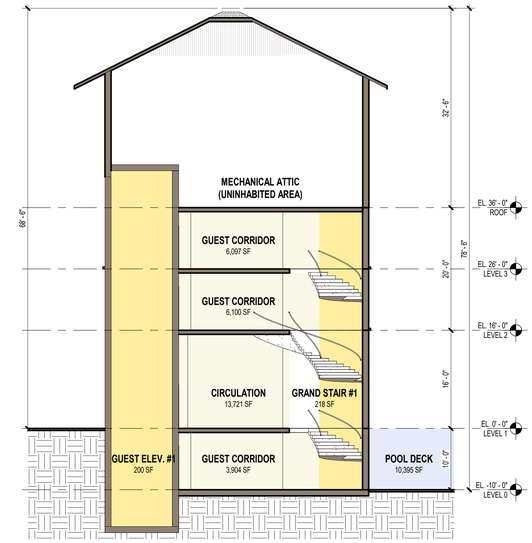
OCTOBER 31ST, 2024



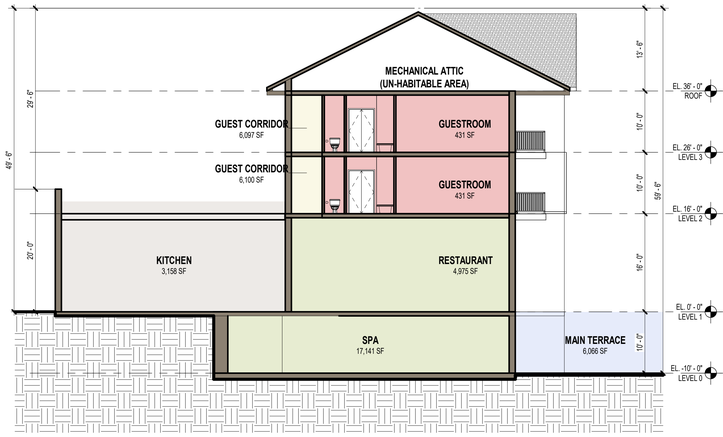
1 P105 BUILDING SECTION - GUESTROOM WING
SCALE: 1" = 10'-0"



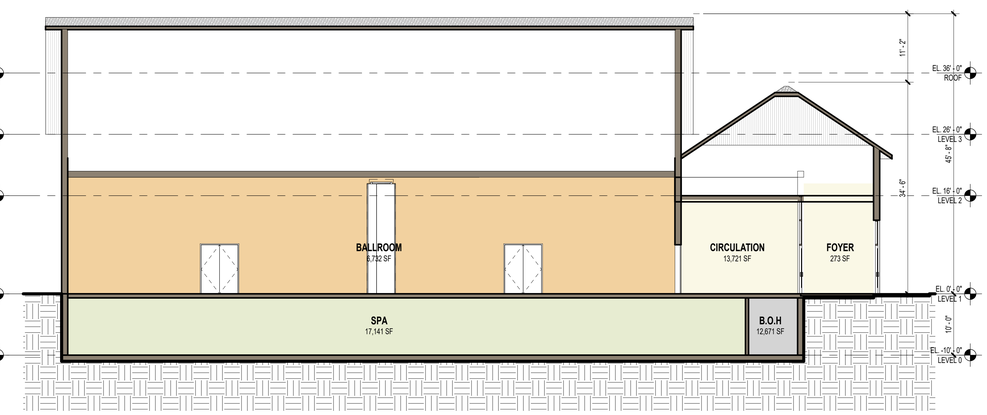
2 P105 BUILDING SECTION - MAIN ENTRANCE / GUESTROOM
SCALE: 1" = 10'-0"



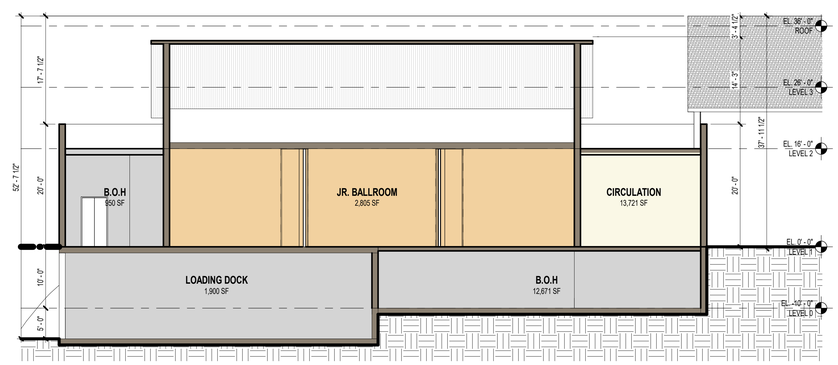
6 P105 BUILDING SECTION - ELEVATOR TOWER
SCALE: 1" = 10'-0"



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



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



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

CAPSTONE PROPERTY GROUP

P105

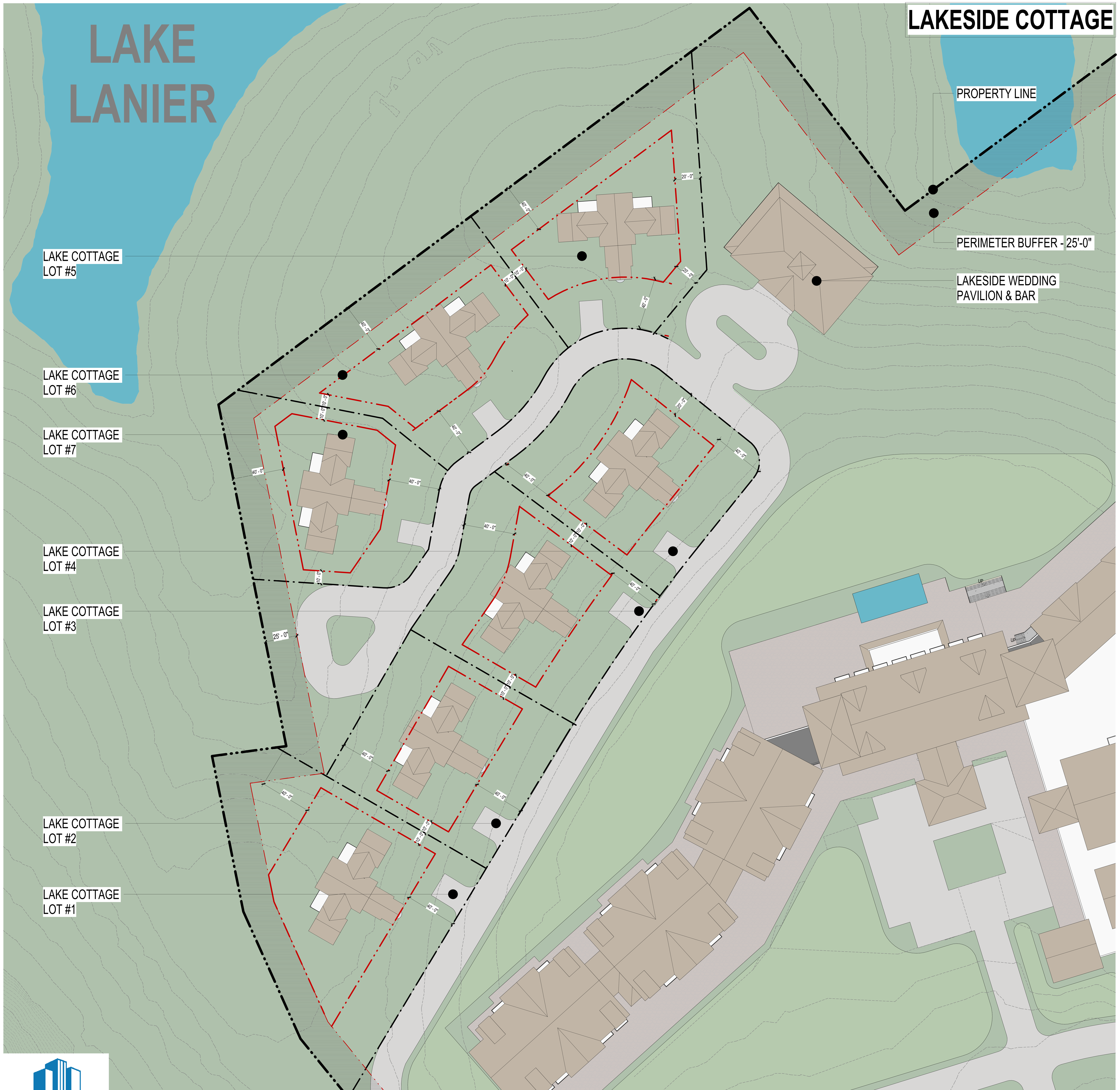
RESORT HOTEL BUILDING SECTION

LAKE RESORT

COOPER CARRY

Project N° 20240026

OCTOBER 31ST, 2024



LAKE RESORT

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

RESORT HOTEL

ZONING CLASSIFICATION

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

MINIMUM SETBACK AND HEIGHT REQUIREMENTS

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

RESORT HOTEL PROPOSED BUILDING AREA & HEIGHT

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

RESORT HOTEL BUILDING AREA
Gainesville, GA

Revision 8
Revision Dated 11.20.24

COLOR LEGEND: LEVEL 0, LEVEL 1, LEVEL 2, LEVEL 3

A. GUESTROOMS		
TOTAL GUESTROOMS	177 BAYS | 150 KEYS	85,123 SF
TOTAL GUESTROOM AREA GSF		85,123 SF
B. PUBLIC AREAS		
TOTAL PUBLIC ROOMS		68,072 SF
TOTAL RETAIL, FOOD AND BEVERAGE		8,552 SF
TOTAL PUBLIC AREAS GSF		76,624 SF
C. PUBLIC SUPPORT		
TOTAL BACK OF HOUSE FACILITIES		26,003 SF
TOTAL VERTICAL CIRCULATION / PENETRATIONS		5,194 SF
TOTAL EMPLOYEE FACILITIES		799 SF
TOTAL PUBLIC SUPPORT GSF		31,996 SF
GROSS ENCLOSED AREA PER FLOOR		
Level 0 - Guest Amenity / Guestroom		52,246 SF
Level 1 - Main Level / F&B / Guestroom		66,361 SF
Level 2 - Guestroom		37,568 SF
Level 3 - Guestroom		37,568 SF
TOTAL ENCLOSED AND CONDITIONED BUILDING GSF		193,743 SF
TOTAL UNCONDITIONED SUPPORT SPACES		1,900 SF
TOTAL OUTDOOR BALCONIES AND TERRACES		29,113 SF
TOTAL EXTERIOR AND UNCONDITIONED BUILDING GSF		31,013 SF
TOTAL BUILDING GSF CONSTRUCTION AREA		224,756 SF

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

PARKING SPACE REQUIREMENTS (HOTEL)

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

LAKESIDE COTTAGE

ZONING CLASSIFICATION

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

MINIMUM SETBACK AND HEIGHT REQUIREMENTS

FRONT YARD	40 FEET FROM R/W
SIDE YARD	10 FEET FROM PROPERTY LINE
REAR YARD	40 FEET FROM PROPERTY LINE
MAX. HEIGHT OR STORIES	40 FEET / 2 STORIES

LAKESIDE COTTAGE PROPOSED BUILDING AREA & HEIGHT

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

PROPOSED LOT AREA

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

PARKING SPACE REQUIREMENT (ONE FAMILY DWELLINGS ON INDIVIDUAL LOT)

MINIMUM PARKING SPACE REQUIRED	2 PER DWELLING
PROPOSED PARKING SPACES	2

ESTATE HOMES

ZONING CLASSIFICATION

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

MINIMUM SETBACK AND HEIGHT REQUIREMENTS

FRONT YARD	50 FEET FROM R/W
SIDE YARD	BUILDING SHALL BE 20 FEET FROM PROPERTY LINE. TOWNHOUSE DWELLING UNIT SHALL BE CONSIDERED ZERO-LOT LINE
REAR YARD	40 FEET FROM PROPERTY LINE OR R/W
MAX. HEIGHT OR STORIES	40 FEET / 2 STORIES

ESTATE HOME PROPOSED BUILDING AREA & HEIGHT

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

PROPOSED TOTAL LOT AREA / UNIT PER LOT AREA

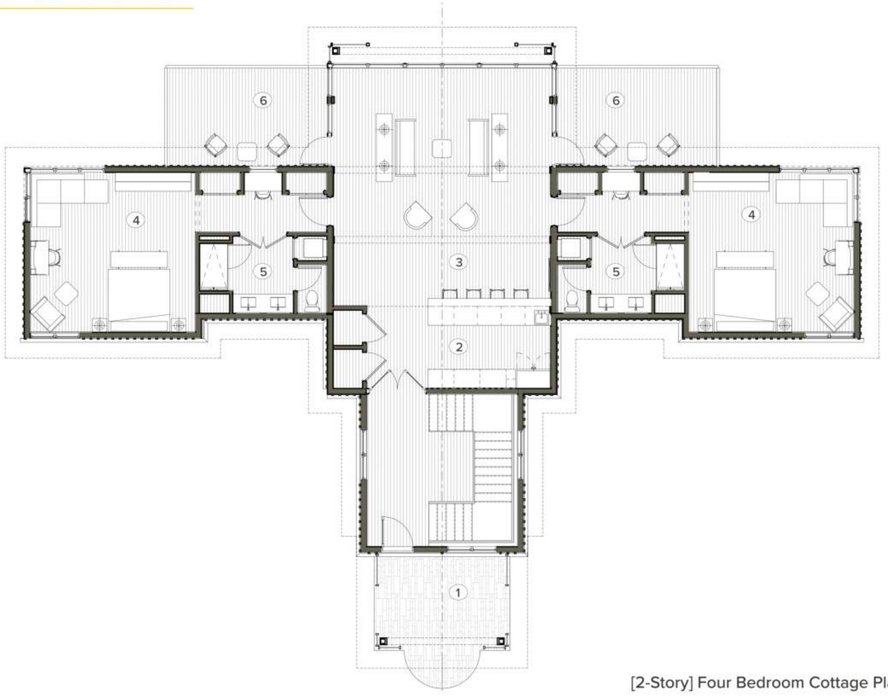
ESTATE HOME LOT #1	54,377 SQUARE FEET	ESTATE HOME UNIT LOT #1A - 29,885 SQUARE FEET ESTATE HOME UNIT LOT #1B - 24,492 SQUARE FEET
ESTATE HOME LOT #2	40,461 SQUARE FEET	ESTATE HOME UNIT LOT #2A - 19,974 SQUARE FEET ESTATE HOME UNIT LOT #2B - 20,487 SQUARE FEET
ESTATE HOME LOT #3	49,249 SQUARE FEET	ESTATE HOME UNIT LOT #3A - 22,642 SQUARE FEET ESTATE HOME UNIT LOT #3B - 26,607 SQUARE FEET
ESTATE HOME LOT #4	39,922 SQUARE FEET	ESTATE HOME UNIT LOT #4A - 21,120 SQUARE FEET ESTATE HOME UNIT LOT #4B - 18,802 SQUARE FEET
ESTATE HOME LOT #5	35,452 SQUARE FEET	ESTATE HOME UNIT LOT #5A - 17,922 SQUARE FEET ESTATE HOME UNIT LOT #5B - 17,530 SQUARE FEET
ESTATE HOME LOT #6	54,731 SQUARE FEET	ESTATE HOME UNIT LOT #6A - 23,117 SQUARE FEET ESTATE HOME UNIT LOT #6B - 31,614 SQUARE FEET
ESTATE HOME LOT #7	60,990 SQUARE FEET	ESTATE HOME UNIT LOT #7A - 15,482 SQUARE FEET ESTATE HOME UNIT LOT #7B - 45,508 SQUARE FEET
ESTATE HOME LOT #8	42,069 SQUARE FEET	ESTATE HOME UNIT LOT #8A - 21,684 SQUARE FEET ESTATE HOME UNIT LOT #8B - 20,385 SQUARE FEET
ESTATE HOME LOT #9	55,471 SQUARE FEET	ESTATE HOME UNIT LOT #9A - 24,492 SQUARE FEET ESTATE HOME UNIT LOT #9B - 30,979 SQUARE FEET
ESTATE HOME LOT #10	55,614 SQUARE FEET	ESTATE HOME UNIT LOT #10A - 30,202 SQUARE FEET ESTATE HOME UNIT LOT #10B - 25,412 SQUARE FEET
ESTATE HOME LOT #11	44,812 SQUARE FEET	ESTATE HOME UNIT LOT #11A - 20,799 SQUARE FEET ESTATE HOME UNIT LOT #11B - 24,013 SQUARE FEET
ESTATE HOME LOT #12	38,032 SQUARE FEET	ESTATE HOME UNIT LOT #12A - 16,962 SQUARE FEET ESTATE HOME UNIT LOT #12B - 21,070 SQUARE FEET
ESTATE HOME LOT #13	33,416 SQUARE FEET	ESTATE HOME UNIT LOT #13A - 14,887 SQUARE FEET ESTATE HOME UNIT LOT #13B - 18,529 SQUARE FEET
ESTATE HOME LOT #14	47,386 SQUARE FEET	ESTATE HOME UNIT LOT #14A - 22,520 SQUARE FEET ESTATE HOME UNIT LOT #14B - 24,866 SQUARE FEET

PARKING SPACE REQUIREMENT (SINGLE FAMILY TOWNHOUSE)

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

1 / P200 OVERALL LAKESIDE COTTAGE SITE
SCALE: 1" = 30'-0"

RESORT COTTAGE FLOOR PLAN



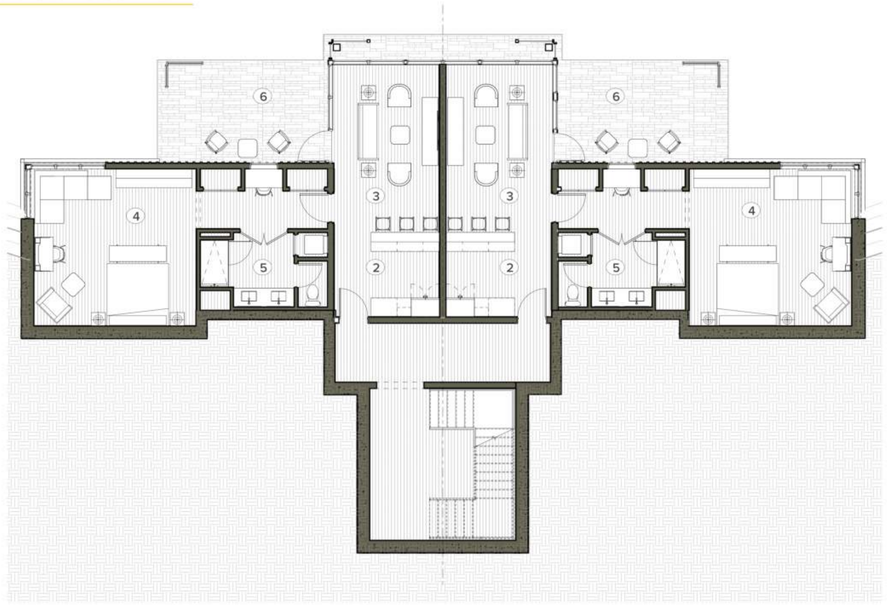
1. Entry/ Front Porch
2. Kitchen
3. Living Room
4. Bedroom
5. Bath
6. Outdoor Terrace

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

RESORT COTTAGE CONCEPT SKETCHES

EARLY CONCEPT SKETCH

RESORT COTTAGE FLOOR PLAN



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

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

RESORT COTTAGE CONCEPT ELEVATIONS

North Elevation

South Elevation

East Elevation

West Elevation

LAKE RESORT

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

RESORT HOTEL

ZONING CLASSIFICATION

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

MINIMUM SETBACK AND HEIGHT REQUIREMENTS

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

RESORT HOTEL PROPOSED BUILDING AREA & HEIGHT

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

RESORT HOTEL BUILDING AREA
Gainesville, GA

Revision 8
Revision Dated 11.20.24

COLOR LEGEND: LEVEL 0, LEVEL 1, LEVEL 2, LEVEL 3

A. GUESTROOMS

GUESTROOMS		Guestroom Bays / Guestroom Keys	Bath Fixtures	Balcony Area	GSF	GSF
LEVEL 0	Guestroom	18 BAYS | 15 KEYS	6 per G.R	576	8,640	SF
LEVEL 1	Guestroom	37 BAYS | 31 KEYS	6 per G.R	1,832	17,747	SF
LEVEL 2	Guestroom	61 BAYS | 53 KEYS	6 per G.R	3,800	29,368	SF
LEVEL 3	Guestroom	61 BAYS | 53 KEYS	6 per G.R	3,026	29,368	SF
TOTAL GUESTROOMS		177 BAYS | 150 KEYS		9,333	85,123	SF
TOTAL GUESTROOM AREA GSF					85,123	SF

B. PUBLIC AREAS

PUBLIC ROOMS		GSF	
LEVEL 0	Guest Corridor	3,964	SF
LEVEL 0	Fitness	1,925	SF
LEVEL 0	Spa	17,141	SF
LEVEL 0	Spa Corridor	1,387	SF
LEVEL 0	Unassigned Space #1	1,092	SF
LEVEL 0	Unassigned Space #2	1,092	SF
LEVEL 1	Circulation / Guest Corridor / Foyer	14,264	SF
LEVEL 1	Front Desk	398	SF
LEVEL 1	Living Room	747	SF
LEVEL 1	Library	1,495	SF
LEVEL 1	Grand Ballroom	9,732	SF
LEVEL 1	Junior Ballroom	2,805	SF
LEVEL 1	Meeting Room #1	1,200	SF
LEVEL 1	Meeting Room #2	881	SF
LEVEL 1	Meeting Room #3	881	SF
LEVEL 2	Guest Corridor	6,100	SF
LEVEL 3	Guest Corridor	6,100	SF
TOTAL PUBLIC ROOMS		68,072	SF
RETAIL, FOOD AND BEVERAGE			
LEVEL 0	Pool Grille Bar	1,518	SF
LEVEL 1	Restaurant	4,975	SF
LEVEL 1	Bar	1,159	SF
LEVEL 1	Sundries	900	SF
TOTAL RETAIL, FOOD AND BEVERAGE		8,552	SF
TOTAL PUBLIC AREAS GSF		76,624	SF

C. PUBLIC SUPPORT

MISCELLANEOUS (BACK OF HOUSE)		GSF	
LEVEL 0	Electrical Room	50	SF
LEVEL 0	Housekeeping	119	SF
LEVEL 0	Pool Grille Kitchen	594	SF
LEVEL 0	B.O.H.	13,509	SF
LEVEL 1	Housekeeping	183	SF
LEVEL 1	IDF	41	SF
LEVEL 1	Electrical Room	275	SF
LEVEL 1	F&B Men's Restroom	190	SF
LEVEL 1	F&B Women's Restroom	200	SF
LEVEL 1	Kitchen	3,158	SF
LEVEL 1	Grand Ballroom B.O.H	4,328	SF
LEVEL 1	Ballroom Men's Restroom	336	SF
LEVEL 1	Ballroom Women's Restroom	336	SF
LEVEL 1	Junior Ballroom B.O.H	960	SF
LEVEL 2	Guest B.O.H	183	SF
LEVEL 2	IDF	41	SF
LEVEL 2	Electrical Room	291	SF
LEVEL 2	Housekeeping	181	SF
LEVEL 2	Guest B.O.H	126	SF
LEVEL 2	B.O.H Circulation	65	SF
LEVEL 3	Guest B.O.H	183	SF
LEVEL 3	IDF	41	SF
LEVEL 3	Electrical Room	291	SF
LEVEL 3	Housekeeping	181	SF
LEVEL 3	Guest B.O.H	126	SF
LEVEL 3	B.O.H Circulation	65	SF
TOTAL BACK OF HOUSE FACILITIES		26,003	SF
VERTICAL CIRCULATION / PENETRATION			
LEVEL 0	Egress Stair #1	281	SF
LEVEL 0	Egress Stair #3	138	SF
LEVEL 0	Egress Stair #4	185	SF
LEVEL 0	Grand Stair #1	109	SF
LEVEL 0	Grand Stair #2	62	SF
LEVEL 0	Guest Elevator #1	200	SF
LEVEL 0	Guest Elevator #2	100	SF
LEVEL 0	Service Elevator #1	105	SF
LEVEL 0	Service Elevator #2	95	SF
LEVEL 1	Egress Stair #1	177	SF
LEVEL 1	Egress Stair #2	213	SF
LEVEL 1	Egress Stair #3	136	SF
LEVEL 1	Egress Stair #4	185	SF
LEVEL 1	Grand Stair #1	216	SF
LEVEL 1	Grand Stair #2	62	SF
LEVEL 1	Guest Elevator #1	200	SF
LEVEL 1	Guest Elevator #2	100	SF
LEVEL 1	Service Elevator #1	105	SF
LEVEL 1	Service Elevator #2	95	SF
LEVEL 2	Egress Stair #1	177	SF
LEVEL 2	Egress Stair #2	213	SF
LEVEL 2	Egress Stair #3	138	SF
LEVEL 2	Grand Stair #1	216	SF
LEVEL 2	Grand Stair #2	62	SF
LEVEL 2	Guest Elevator #1	200	SF
LEVEL 2	Guest Elevator #2	100	SF
LEVEL 2	Service Elevator #1	105	SF
LEVEL 3	Egress Stair #1	177	SF
LEVEL 3	Egress Stair #2	213	SF
LEVEL 3	Egress Stair #3	138	SF
LEVEL 3	Grand Stair #1	218	SF
LEVEL 3	Grand Stair #2	62	SF
LEVEL 3	Guest Elevator #1	200	SF
LEVEL 3	Guest Elevator #2	100	SF
LEVEL 3	Service Elevator #1	105	SF
TOTAL VERTICAL CIRCULATION / PENETRATIONS		5,194	SF
EMPLOYEE FACILITIES			
LEVEL 1	Front Desk B.O.H	799	SF
TOTAL EMPLOYEE FACILITIES		799	SF
TOTAL PUBLIC SUPPORT GSF		31,996	SF
GROSS ENCLOSED AREA PER FLOOR			
LEVEL 0	Level 0 - Guest Amenity / Guestroom	52,246	SF
LEVEL 1	Level 1 - Main Level / F&B / Guestroom	66,361	SF
LEVEL 2	Level 2 - Guestroom	37,568	SF
LEVEL 3	Level 3 - Guestroom	37,568	SF
TOTAL ENCLOSED AND CONDITIONED BUILDING GSF		193,743	SF
UNCONDITIONED SUPPORT SPACES			
LEVEL 0	Loading Dock	1,900	SF
TOTAL UNCONDITIONED SUPPORT SPACES		1,900	SF
OUTDOOR BALCONIES AND TERRACES			
LEVEL 0	Ext. Pool	1,330	SF
LEVEL 0	Ext. Pool Deck	10,395	SF
LEVEL 0	Ext. Spa Pool	616	SF
LEVEL 0	Ext. Spa / Restaurant Terrace	6,066	SF
LEVEL 0	Level 0 Ext. Guestroom Balconies	576	SF
LEVEL 1	Ext. Grand Porch	1,373	SF
LEVEL 1	Level 1 Ext. Guestroom Balconies	1,032	SF
LEVEL 2	Level 2 Ext. Guestroom Balconies	3,800	SF
LEVEL 3	Level 3 Ext. Guestroom Balconies	3,026	SF
TOTAL OUTDOOR BALCONIES AND TERRACES		29,113	SF
TOTAL EXTERIOR AND UNCONDITIONED BUILDING GSF		31,013	SF
TOTAL BUILDING GSF CONSTRUCTION AREA		224,756	SF

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

PARKING SPACE REQUIREMENTS (HOTEL)

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

LAKESIDE COTTAGE

ZONING CLASSIFICATION

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

MINIMUM SETBACK AND HEIGHT REQUIREMENTS

FRONT YARD	40 FEET FROM R/W
SIDE YARD	10 FEET FROM PROPERTY LINE
REAR YARD	40 FEET FROM PROPERTY LINE
MAX. HEIGHT OR STORIES	40 FEET / 2 STORIES

LAKESIDE COTTAGE PROPOSED BUILDING AREA & HEIGHT

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

PROPOSED LOT AREA

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

PARKING SPACE REQUIREMENT (ONE FAMILY DWELLINGS ON INDIVIDUAL LOT)

MINIMUM PARKING SPACE REQUIRED	2 PER DWELLING
PROPOSED PARKING SPACES	2

ESTATE HOMES

ZONING CLASSIFICATION

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

MINIMUM SETBACK AND HEIGHT REQUIREMENTS

FRONT YARD	50 FEET FROM R/W
SIDE YARD	BUILDING SHALL BE 20 FEET FROM PROPERTY LINE. TOWNHOUSE DWELLING UNIT SHALL BE CONSIDERED ZERO-LOT LINE
REAR YARD	40 FEET FROM PROPERTY LINE OR R/W
MAX. HEIGHT OR STORIES	40 FEET / 2 STORIES

ESTATE HOME PROPOSED BUILDING AREA & HEIGHT

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

PROPOSED TOTAL LOT AREA / UNIT PER LOT AREA

ESTATE HOME LOT #1	54,377 SQUARE FEET	ESTATE HOME UNIT LOT #1A - 29,885 SQUARE FEET ESTATE HOME UNIT LOT #1B - 24,492 SQUARE FEET
ESTATE HOME LOT #2	40,461 SQUARE FEET	ESTATE HOME UNIT LOT #2A - 19,974 SQUARE FEET ESTATE HOME UNIT LOT #2B - 20,487 SQUARE FEET
ESTATE HOME LOT #3	49,249 SQUARE FEET	ESTATE HOME UNIT LOT #3A - 22,642 SQUARE FEET ESTATE HOME UNIT LOT #3B - 26,607 SQUARE FEET
ESTATE HOME LOT #4	39,922 SQUARE FEET	ESTATE HOME UNIT LOT #4A - 21,120 SQUARE FEET ESTATE HOME UNIT LOT #4B - 18,802 SQUARE FEET
ESTATE HOME LOT #5	35,452 SQUARE FEET	ESTATE HOME UNIT LOT #5A - 17,922 SQUARE FEET ESTATE HOME UNIT LOT #5B - 17,530 SQUARE FEET
ESTATE HOME LOT #6	54,731 SQUARE FEET	ESTATE HOME UNIT LOT #6A - 23,117 SQUARE FEET ESTATE HOME UNIT LOT #6B - 31,614 SQUARE FEET
ESTATE HOME LOT #7	60,990 SQUARE FEET	ESTATE HOME UNIT LOT #7A - 15,482 SQUARE FEET ESTATE HOME UNIT LOT #7B - 45,508 SQUARE FEET
ESTATE HOME LOT #8	42,069 SQUARE FEET	ESTATE HOME UNIT LOT #8A - 21,684 SQUARE FEET ESTATE HOME UNIT LOT #8B - 20,385 SQUARE FEET
ESTATE HOME LOT #9	55,471 SQUARE FEET	ESTATE HOME UNIT LOT #9A - 24,492 SQUARE FEET ESTATE HOME UNIT LOT #9B - 30,979 SQUARE FEET
ESTATE HOME LOT #10	55,614 SQUARE FEET	ESTATE HOME UNIT LOT #10A - 30,202 SQUARE FEET ESTATE HOME UNIT LOT #10B - 25,412 SQUARE FEET
ESTATE HOME LOT #11	44,812 SQUARE FEET	ESTATE HOME UNIT LOT #11A - 20,799 SQUARE FEET ESTATE HOME UNIT LOT #11B - 24,013 SQUARE FEET
ESTATE HOME LOT #12	38,032 SQUARE FEET	ESTATE HOME UNIT LOT #12A - 16,962 SQUARE FEET ESTATE HOME UNIT LOT #12B - 21,070 SQUARE FEET
ESTATE HOME LOT #13	33,416 SQUARE FEET	ESTATE HOME UNIT LOT #13A - 14,887 SQUARE FEET ESTATE HOME UNIT LOT #13B - 18,529 SQUARE FEET
ESTATE HOME LOT #14	47,386 SQUARE FEET	ESTATE HOME UNIT LOT #14A - 22,520 SQUARE FEET ESTATE HOME UNIT LOT #14B - 24,866 SQUARE FEET

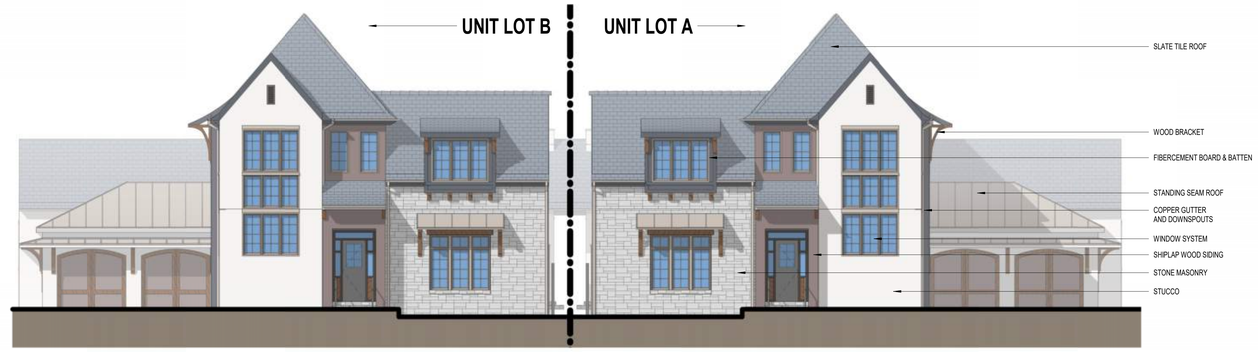
PARKING SPACE REQUIREMENT (SINGLE FAMILY TOWNHOUSE)

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

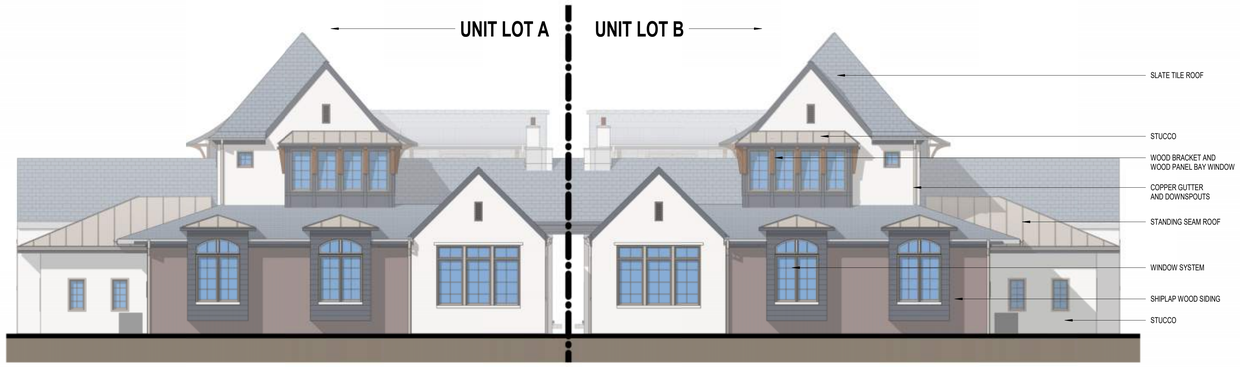
1 / P300 — OVERALL ESTATE HOMES SITE
SCALE: 1" = 50'-0"

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

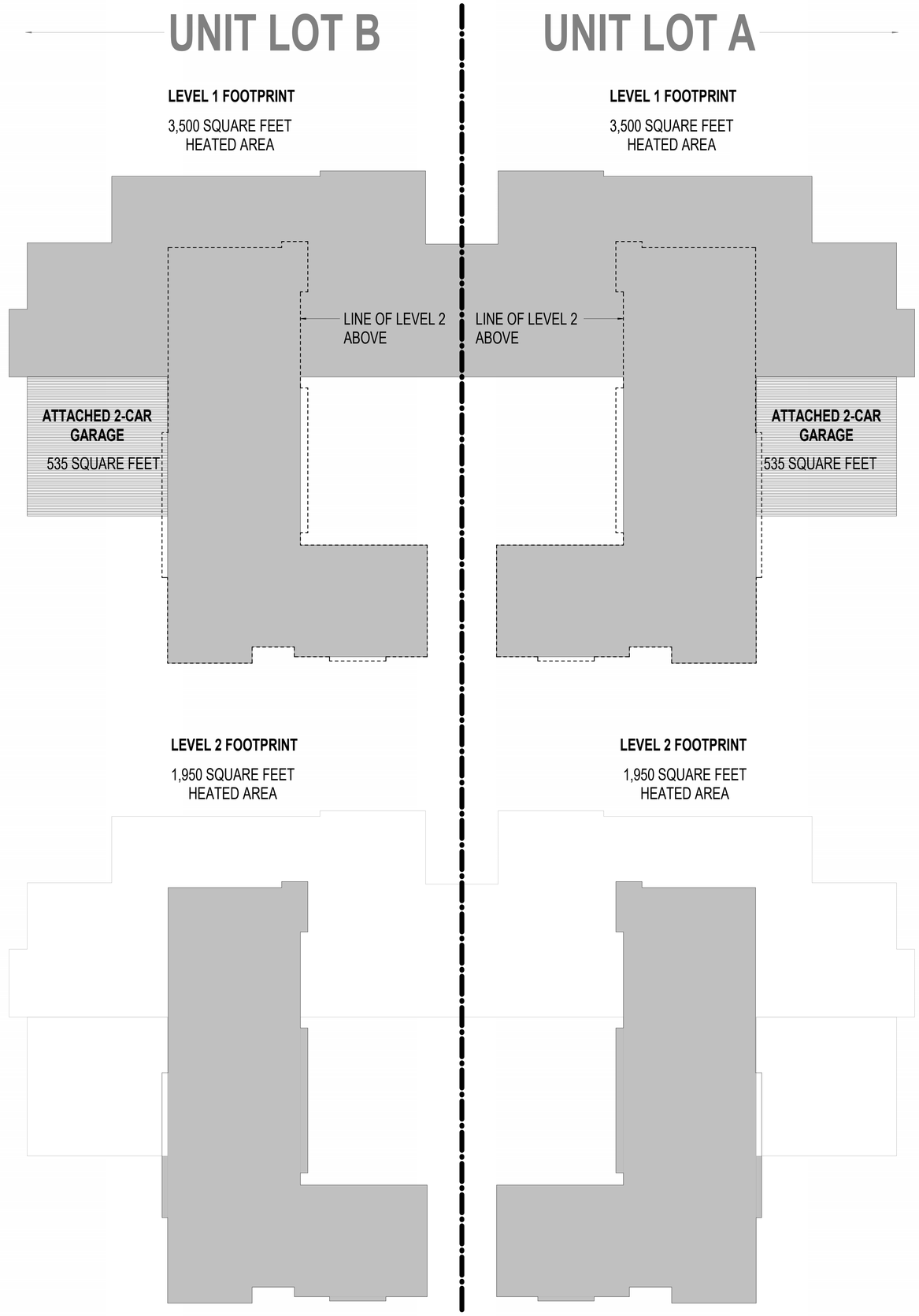
3 P301 ESTATE HOME - SIDE ELEVATION (TERRACE)
SCALE: 1/8" = 1'-0"



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



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



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

CAPSTONE PROPERTY GROUP

P301

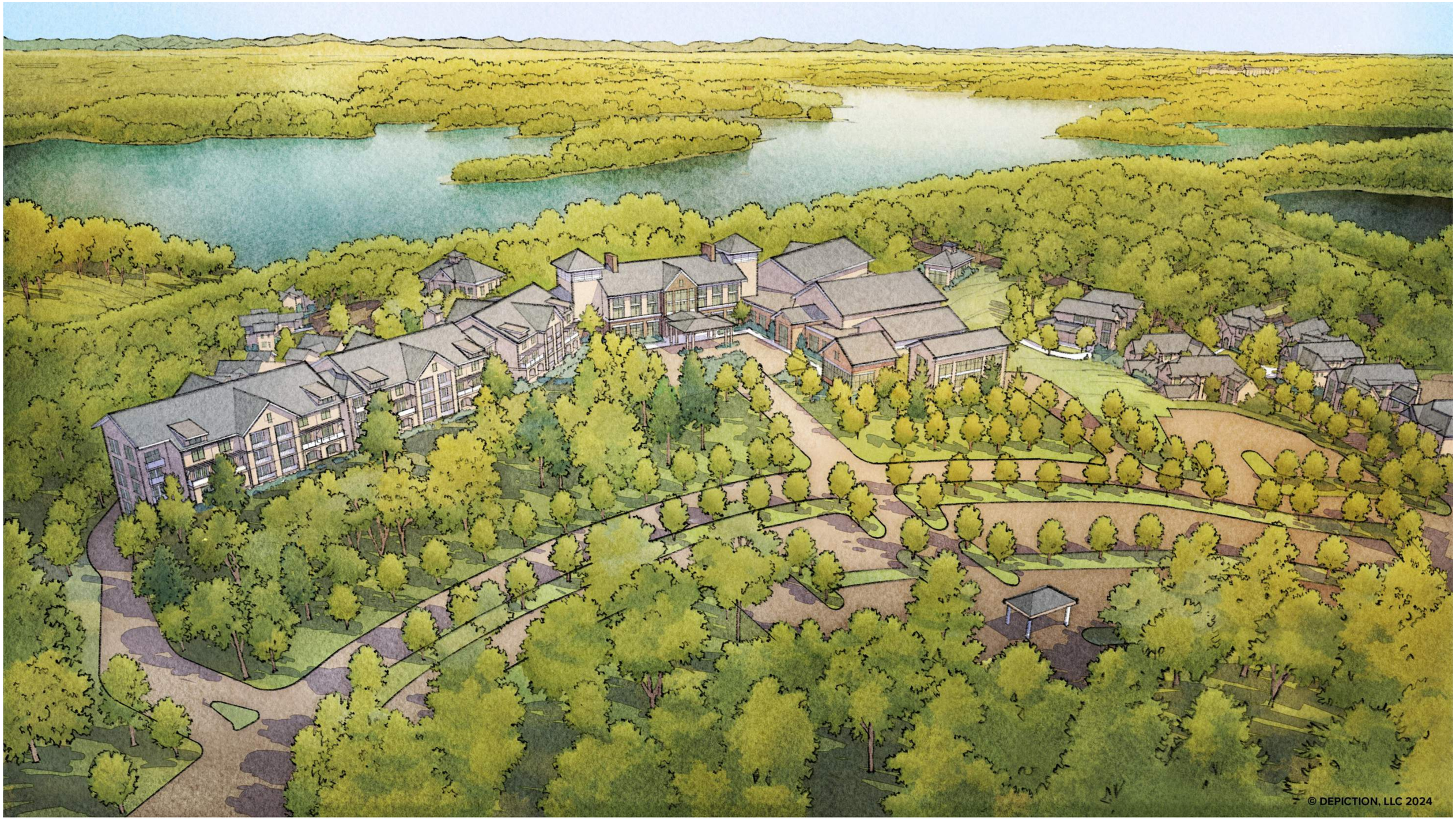
ESTATE HOMES FOOTPRINT & ELEVATION

LAKE RESORT

COOPER CARRY

Project N° 20240026

OCTOBER 31ST, 2024



CAPSTONE
PROPERTY GROUP

P400

RENDERING (AERIAL - FRONT ENTRY)

LAKE RESORT

COOPER CARRY

Project N° 20240026

OCTOBER 31ST, 2024

CAPSTONE
PROPERTY GROUP

P401

RENDERING (AERIAL - LAKESIDE)

LAKE RESORT

COOPER CARRY

Project N° 20240026

OCTOBER 31, 2024

CAPSTONE
PROPERTY GROUP

P402

RENDERING (PERSPECTIVE - FRONT ENTRY)

LAKE RESORT

COOPER CARRY

Project N° 20240026

OCTOBER 31ST, 2024

CAPSTONE
PROPERTY GROUP

P403

RENDERING (PERSPECTIVE - LAKESIDE)

LAKE RESORT

COOPER CARRY

Project N° 20240026

OCTOBER 31ST, 2024

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

CITY OF GAINESVILLE, GEORGIA

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

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1.0 INTRODUCTION

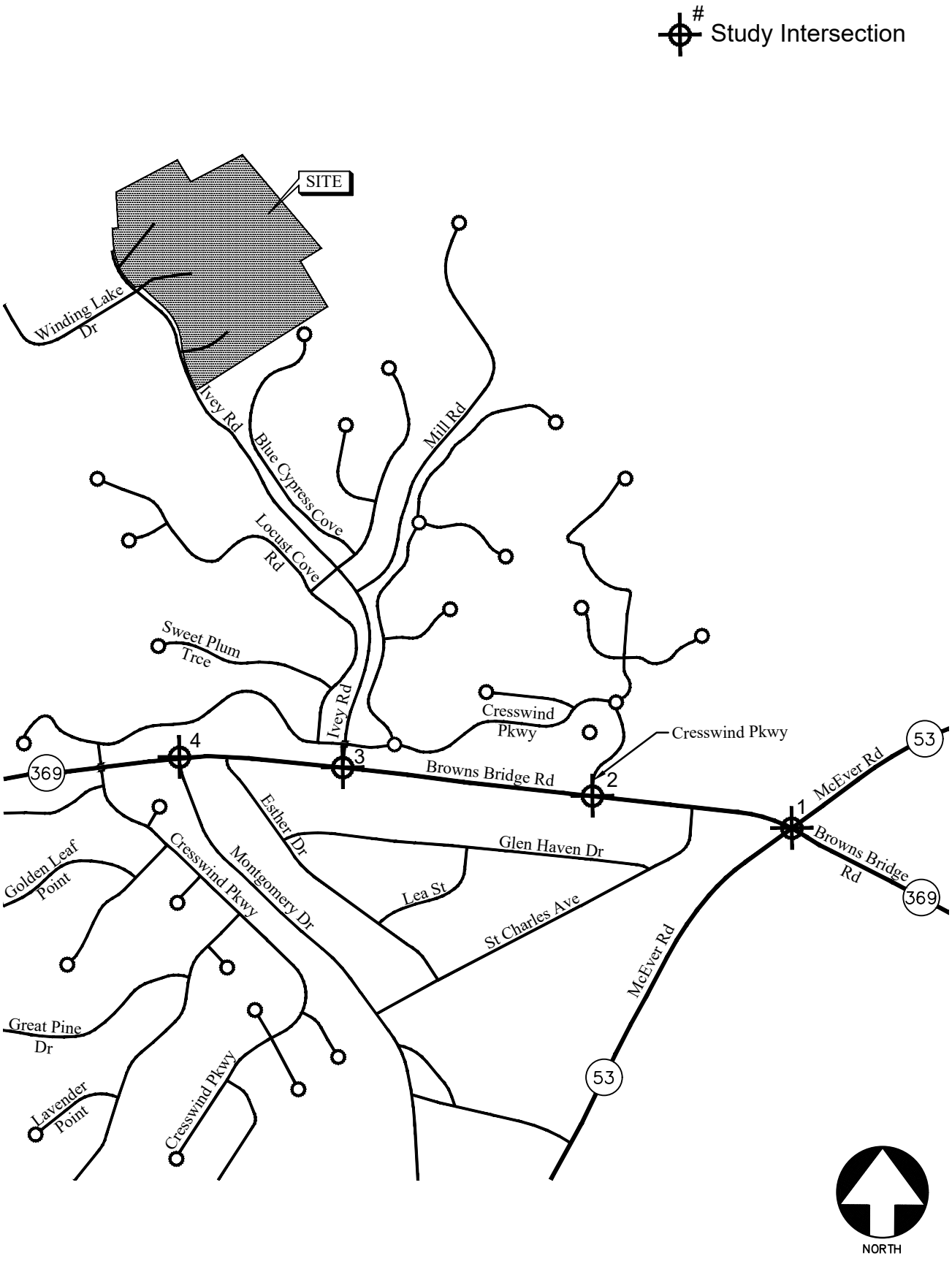
The purpose of this study is to determine the traffic impact for the proposed residential development that will be located on Ivey Road in the City of Gainesville, Georgia. The traffic analysis evaluates the current operations and future conditions with the traffic generated by the development. The proposed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

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

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

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

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



LOCATION MAP

FIGURE 1

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2.0 EXISTING FACILITIES / CONDITIONS

2.1 Roadway Facilities

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

2.1.1 SR 53 (McEver Road)

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

2.1.2 SR 369 (Browns Bridge Road)

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

2.1.3 Cresswind Parkway

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

2.1.4 Ivey Road

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

2.1.5 Montgomery Drive

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

3.0 STUDY METHODOLOGY

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

3.1 Unsignalized Intersections

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

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

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

TABLE 1 – LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

Control Delay (sec/vehicle)	LOS by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	**v/c > 1.0**
≤ 10	A	F
> 10 and ≤ 15	B	F
> 15 and ≤ 25	C	F
> 25 and ≤ 35	D	F
> 35 and ≤ 50	E	F
> 50	F	F

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

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

3.2 Signalized Intersections

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

TABLE 2 – LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Control Delay (sec/ vehicle) *	**LOS for Lane Group by Volume-to-Capacity Ratio***	
	v/c ≤ 1.0	**v/c > 1.0**
≤ 10	A	F
> 10 and ≤ 20	B	F
> 20 and ≤ 35	C	F
> 35 and ≤ 55	D	F
> 55 and ≤ 80	E	F
> 80	F	F

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

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

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

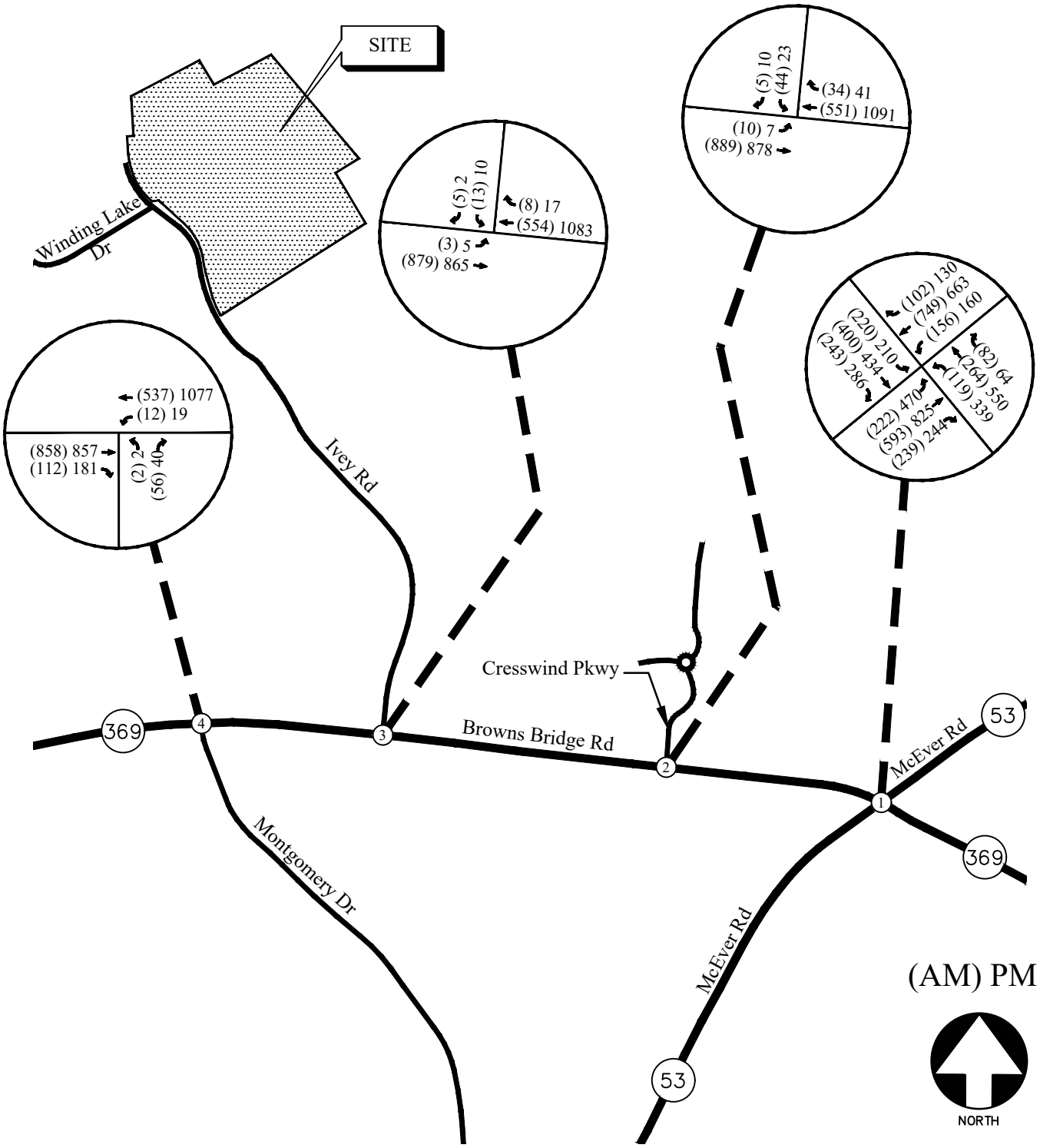
4.0 EXISTING 2025 TRAFFIC ANALYSIS

4.1 Existing Traffic Volumes

Existing traffic counts were obtained at the following study intersections:

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

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



2024 WEEKDAY PEAK-HOUR VOLUMES FIGURE 2

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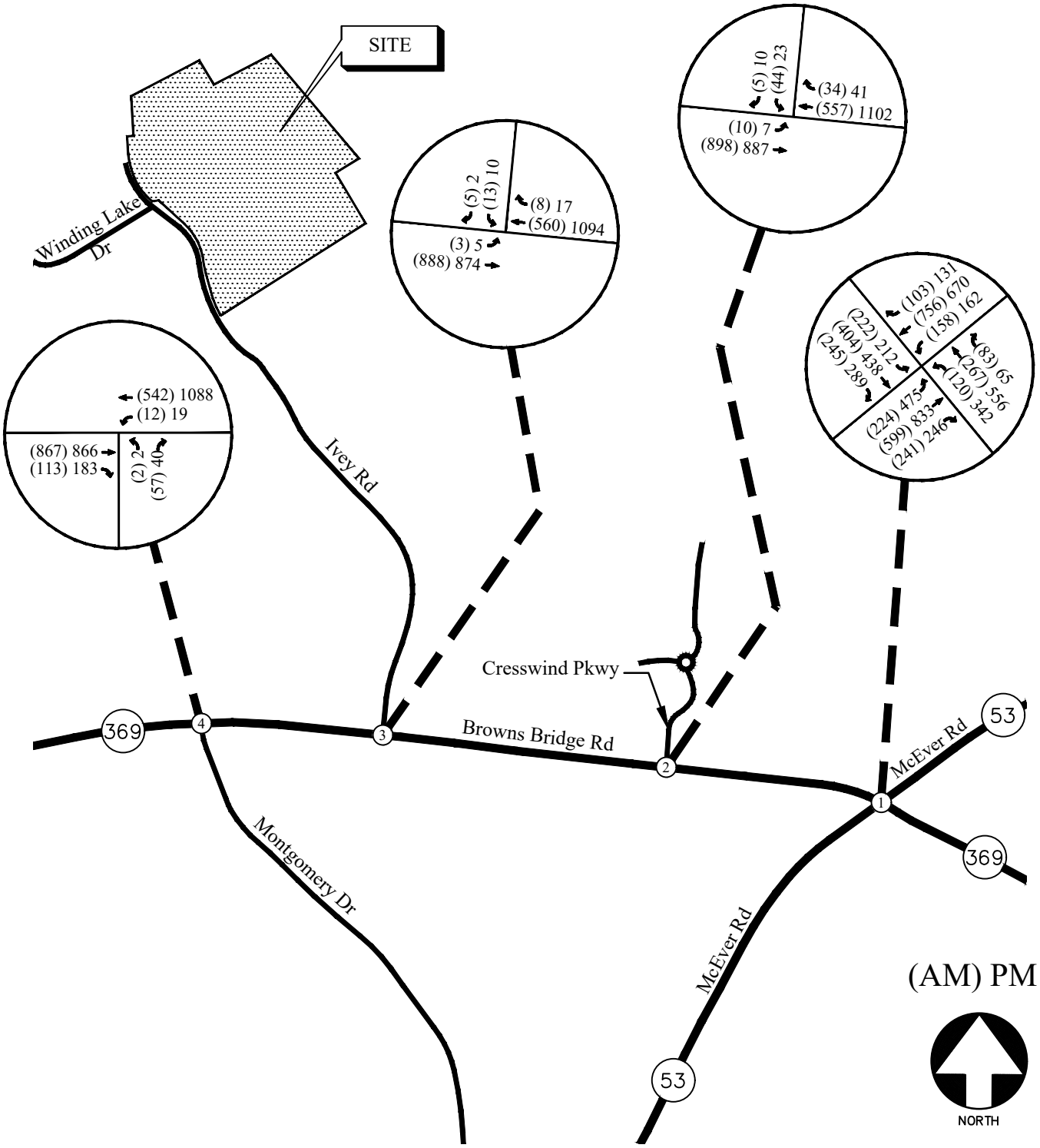
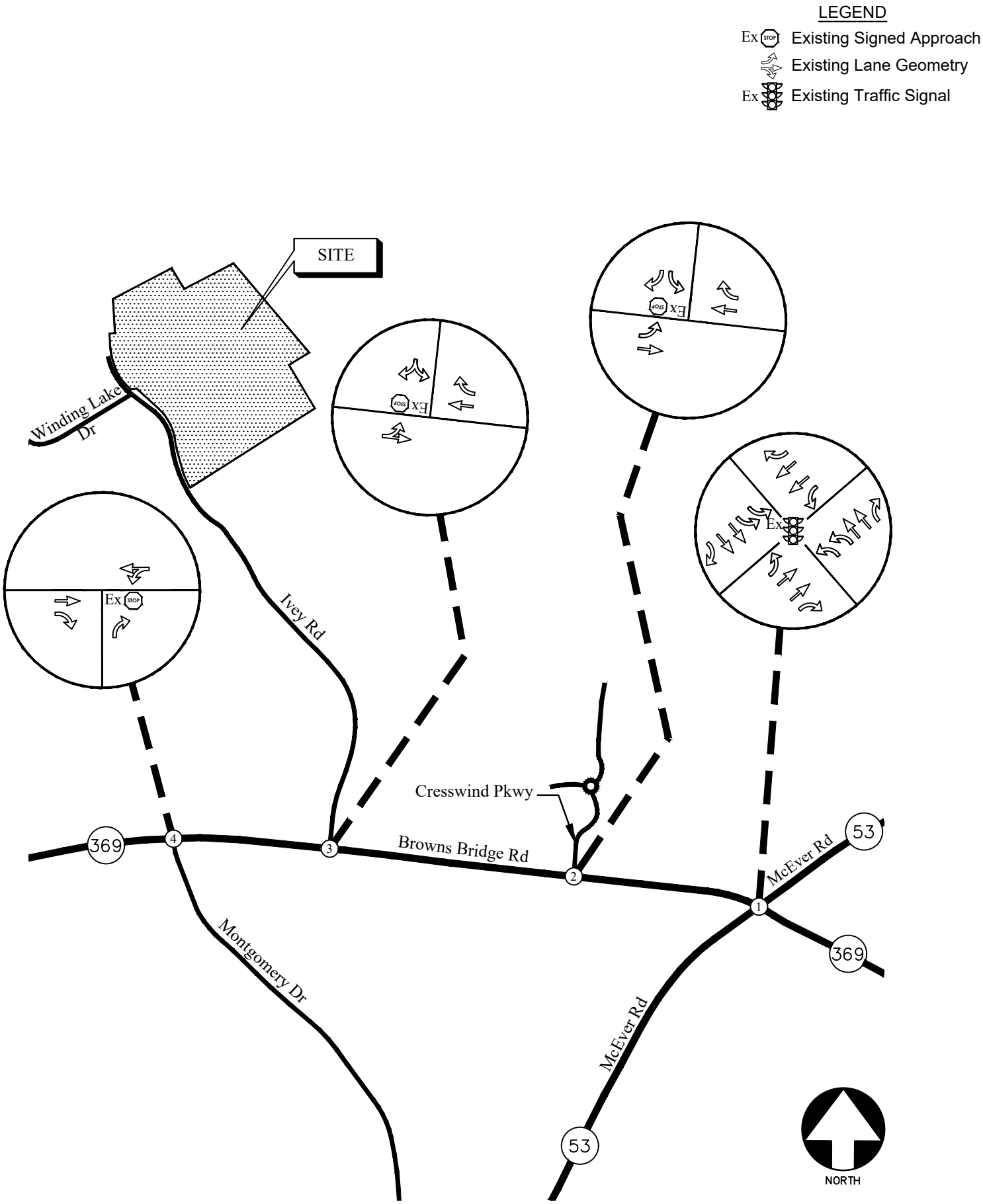


PROJECTED 2025 WEEKDAY PEAK-HOUR VOLUMES FIGURE 3

A&R Engineering Inc.



EXISTING TRAFFIC CONTROL AND LANE GEOMETRY FIGURE 4

A&R Engineering Inc.

4.2 Existing Traffic Operations

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

Table 3 – Existing Intersection Operations

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

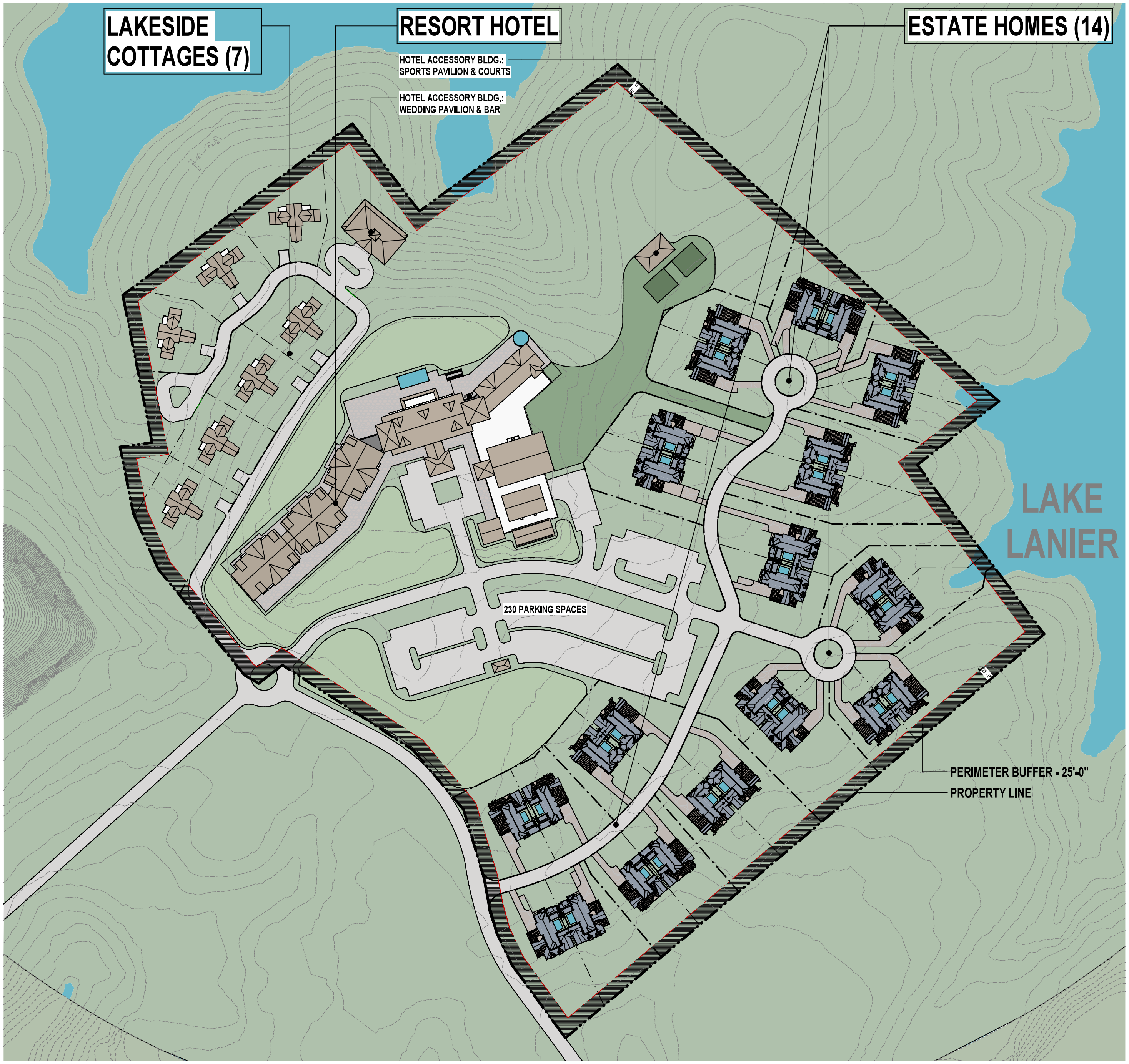
The results of the existing traffic operations analysis indicate that the signalized study intersection SR 53 (McEver Road) at SR 369 (Browns Bridge Road) is operating at an overall level of service "D" or better in both the AM and PM peak hours. The stop-controlled approaches at the unsignalized study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

5.0 PROPOSED DEVELOPMENT

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

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

A site plan is shown in Figure 5.



LAKE RESORT

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

RESORT HOTEL

ZONING CLASSIFICATION	
C-2 - GENERAL BUSINESS DISTRICT	RETAIL GOODS AND SERVICES, GENERAL OFFICE AND PUBLIC FUNCTIONS ARE INCLUDED IN ALLOWABLE USES
MINIMUM LOT SIZES	N/A
MINIMUM LOT WIDTH	N/A
MINIMUM ROAD FRONTAGE	40 SQUARE FEET
MINIMUM SETBACK AND HEIGHT REQUIREMENTS	
FRONT YARD	MINOR ROAD - 50 FEET FROM R/W CO. COLLECTOR, MAJOR HIGHWAY - 50 FEET FROM R/W STATE - 50 FEET FROM R/W
SIDE YARD	10 FEET BUT 20 FEET IF ABUTTING RESIDENTIAL DISTRICT
REAR YARD	15 FEET BUT 40 FEET IF ABUTTING RESIDENTIAL DISTRICT
MAX. HEIGHT OR STORIES	10 STORIES
RESORT HOTEL PROPOSED BUILDING AREA & HEIGHT	
RESORT HOTEL AREA (GROSS):	SEE CHART BELOW
HEIGHT / STORIES	4 STORIES

RESORT HOTEL BUILDING AREA
Gainesville, GA

COLOR LEGEND: LEVEL 0, LEVEL 1, LEVEL 2, LEVEL 3

Item	Area
A. GUESTROOMS	
TOTAL GUESTROOMS (177 BAYS | 150 KEYS; 9,333)	85,123 SF
TOTAL GUESTROOM AREA GSF	85,123 SF
B. PUBLIC AREAS	
TOTAL PUBLIC ROOMS	68,072 SF
TOTAL RETAIL, FOOD AND BEVERAGE	8,552 SF
TOTAL PUBLIC AREAS GSF	76,624 SF
C. PUBLIC SUPPORT	
TOTAL BACK OF HOUSE FACILITIES	26,003 SF
TOTAL VERTICAL CIRCULATION / PENETRATIONS	5,194 SF
TOTAL EMPLOYEE FACILITIES	799 SF
TOTAL PUBLIC SUPPORT GSF	31,996 SF
TOTAL ENCLOSED AND CONDITIONED BUILDING GSF	193,743 SF
TOTAL UNCONDITIONED SUPPORT SPACES	1,800 SF
TOTAL OUTDOOR BALCONIES AND TERRACES	29,113 SF
TOTAL EXTERIOR AND UNCONDITIONED BUILDING GSF	31,013 SF
TOTAL BUILDING GSF CONSTRUCTION AREA	224,756 SF

ACCESSORY BUILDING: WEDDING PAVILION & BAR AREA (GROSS):	8,640 SQUARE FEET
HEIGHT / STORIES	2 STORIES
ACCESSORY BUILDING: SPORTS PAVILION AREA (GROSS):	2,560 SQUARE FEET
HEIGHT / STORIES	1 STORIES
PARKING SPACE REQUIREMENTS (HOTEL)	
MINIMUM PARKING SPACE REQUIRED	1 PER GUESTROOM (X 150 GUESTROOM = 150 PARKING SPACES)
PROPOSED PARKING SPACES	230 PARKING SPACES

LAKESIDE COTTAGE

ZONING CLASSIFICATION	
RL - LAKESIDE RESIDENCE DISTRICT	PERMITS ONE FAMILY DETACHED DWELLINGS AND RECREATION COTTAGES ON MEDIUM-SIZED LOTS.
MINIMUM LOT SIZES	15,000 SQUARE FEET
MINIMUM LOT WIDTH	75 FEET
MINIMUM ROAD FRONTAGE	40 SQUARE FEET
MINIMUM DWELLING SIZE	1,000 SQUARE FEET
MINIMUM SETBACK AND HEIGHT REQUIREMENTS	
FRONT YARD	40 FEET FROM R/W
SIDE YARD	10 FEET FROM PROPERTY LINE
REAR YARD	40 FEET FROM PROPERTY LINE
MAX. HEIGHT OR STORIES	40 FEET / 2 STORIES
LAKESIDE COTTAGE PROPOSED BUILDING AREA & HEIGHT	
1ST FLOOR (TYPICAL)	2,255 SQUARE FEET
2ND FLOOR (TYPICAL)	2,255 SQUARE FEET
TOTAL AREA (GROSS):	4,510 SQUARE FEET
MAX. HEIGHT	40 FEET / 2 STORIES
PROPOSED LOT AREA	
LAKE COTTAGE LOT #1	30,988 SQUARE FEET
LAKE COTTAGE LOT #2	19,278 SQUARE FEET
LAKE COTTAGE LOT #3	19,892 SQUARE FEET
LAKE COTTAGE LOT #4	21,088 SQUARE FEET
LAKE COTTAGE LOT #5	22,548 SQUARE FEET
LAKE COTTAGE LOT #6	24,148 SQUARE FEET
LAKE COTTAGE LOT #7	20,520 SQUARE FEET
PARKING SPACE REQUIREMENT (ONE FAMILY DWELLINGS ON INDIVIDUAL LOT)	
MINIMUM PARKING SPACE REQUIRED	2 PER DWELLING
PROPOSED PARKING SPACES	2

ESTATE HOMES

ZONING CLASSIFICATION	
R-TH - SINGLE-FAMILY RESIDENCE TOWNHOUSE DISTRICT	DISTRICT IS INTENDED FOR TOWNHOUSE OR ATTACHED VILLAS SINGLE-FAMILY DWELLINGS
MAXIMUM DENSITY	(8) EIGHT DWELLING UNITS PER ACRE. TOWNHOUSE SHALL HAVE MINIMUM OF TWO DWELLINGS UNITS PER BUILDING
MINIMUM LOT SIZES	VARIES; NO MINIMUM FOR TOWNHOUSES
MINIMUM LOT WIDTH	VARIES; NO MINIMUM FOR TOWNHOUSES
MINIMUM ROAD FRONTAGE	50 SQUARE FEET
MINIMUM DWELLING UNIT SIZE	40 FEET WIDTH PER TOWNHOUSE DWELLING UNIT / MINIMUM HEATED FLOOR AREA PER UNIT - 1,200 SF FOR 3 BEDROOM
MINIMUM SETBACK AND HEIGHT REQUIREMENTS	
FRONT YARD	50 FEET FROM R/W
SIDE YARD	BUILDING SHALL BE 20 FEET FROM PROPERTY LINE. TOWNHOUSE DWELLING UNIT SHALL BE CONSIDERED ZERO-LOT LINE
REAR YARD	40 FEET FROM PROPERTY LINE OR R/W
MAX. HEIGHT OR STORIES	40 FEET / 2 STORIES
ESTATE HOME PROPOSED BUILDING AREA & HEIGHT	
1ST FLOOR (TYPICAL)	3,500 SQUARE FEET
2ND FLOOR (TYPICAL)	1,950 SQUARE FEET
TOTAL AREA (GROSS):	5,450 SQUARE FEET
MAX. HEIGHT	40 FEET / 2 STORIES

PROPOSED TOTAL LOT AREA / UNIT PER LOT AREA

Lot	Lot Area	Unit Lot Area
ESTATE HOME LOT #1	54,377 SQUARE FEET	ESTATE HOME UNIT LOT #1A - 29,885 SQUARE FEET ESTATE HOME UNIT LOT #1B - 24,492 SQUARE FEET
ESTATE HOME LOT #2	40,461 SQUARE FEET	ESTATE HOME UNIT LOT #2A - 19,974 SQUARE FEET ESTATE HOME UNIT LOT #2B - 20,487 SQUARE FEET
ESTATE HOME LOT #3	49,249 SQUARE FEET	ESTATE HOME UNIT LOT #3A - 22,642 SQUARE FEET ESTATE HOME UNIT LOT #3B - 26,607 SQUARE FEET
ESTATE HOME LOT #4	39,922 SQUARE FEET	ESTATE HOME UNIT LOT #4A - 21,120 SQUARE FEET ESTATE HOME UNIT LOT #4B - 18,802 SQUARE FEET
ESTATE HOME LOT #5	35,452 SQUARE FEET	ESTATE HOME UNIT LOT #5A - 17,922 SQUARE FEET ESTATE HOME UNIT LOT #5B - 17,530 SQUARE FEET
ESTATE HOME LOT #6	54,731 SQUARE FEET	ESTATE HOME UNIT LOT #6A - 23,117 SQUARE FEET ESTATE HOME UNIT LOT #6B - 31,614 SQUARE FEET
ESTATE HOME LOT #7	60,990 SQUARE FEET	ESTATE HOME UNIT LOT #7A - 15,482 SQUARE FEET ESTATE HOME UNIT LOT #7B - 45,508 SQUARE FEET
ESTATE HOME LOT #8	42,069 SQUARE FEET	ESTATE HOME UNIT LOT #8A - 21,684 SQUARE FEET ESTATE HOME UNIT LOT #8B - 20,385 SQUARE FEET
ESTATE HOME LOT #9	55,471 SQUARE FEET	ESTATE HOME UNIT LOT #9A - 24,492 SQUARE FEET ESTATE HOME UNIT LOT #9B - 30,979 SQUARE FEET
ESTATE HOME LOT #10	55,614 SQUARE FEET	ESTATE HOME UNIT LOT #10A - 30,202 SQUARE FEET ESTATE HOME UNIT LOT #10B - 25,412 SQUARE FEET
ESTATE HOME LOT #11	44,812 SQUARE FEET	ESTATE HOME UNIT LOT #11A - 20,799 SQUARE FEET ESTATE HOME UNIT LOT #11B - 24,013 SQUARE FEET
ESTATE HOME LOT #12	38,032 SQUARE FEET	ESTATE HOME UNIT LOT #12A - 16,962 SQUARE FEET ESTATE HOME UNIT LOT #12B - 21,070 SQUARE FEET
ESTATE HOME LOT #13	33,416 SQUARE FEET	ESTATE HOME UNIT LOT #13A - 14,887 SQUARE FEET ESTATE HOME UNIT LOT #13B - 18,529 SQUARE FEET
ESTATE HOME LOT #14	47,386 SQUARE FEET	ESTATE HOME UNIT LOT #14A - 22,520 SQUARE FEET ESTATE HOME UNIT LOT #14B - 24,866 SQUARE FEET

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

1 / P001 OVERALL SITE PLAN
SCALE: 1" = 70'-0"

CAPSTONE PROPERTY GROUP

P001
OVERALL SITE PLAN

LAKE RESORT

COOPER CARRY
Project N° 20240026
OCTOBER 31ST, 2024

Figure 5 – Site Plan

5.1 Trip Generation

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

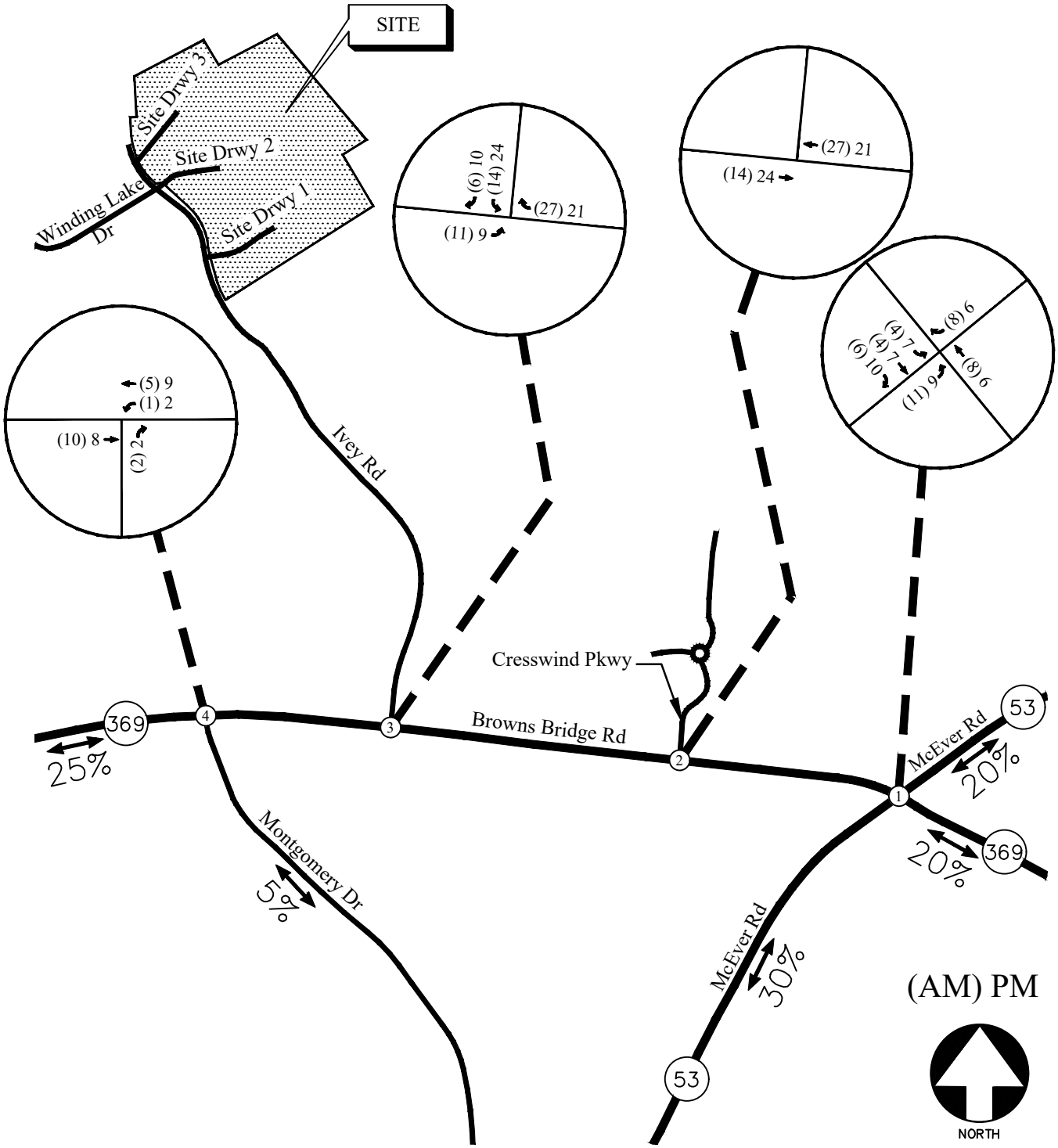
Table 4 – Trip Generation (Proposed Site)

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

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

5.2 Trip Distribution

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



TRIP DISTRIBUTION AND NEW SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES

FIGURE 6

A&R Engineering Inc.

6.0 FUTURE 2028 TRAFFIC ANALYSIS

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

6.1 Future "No-Build" Conditions

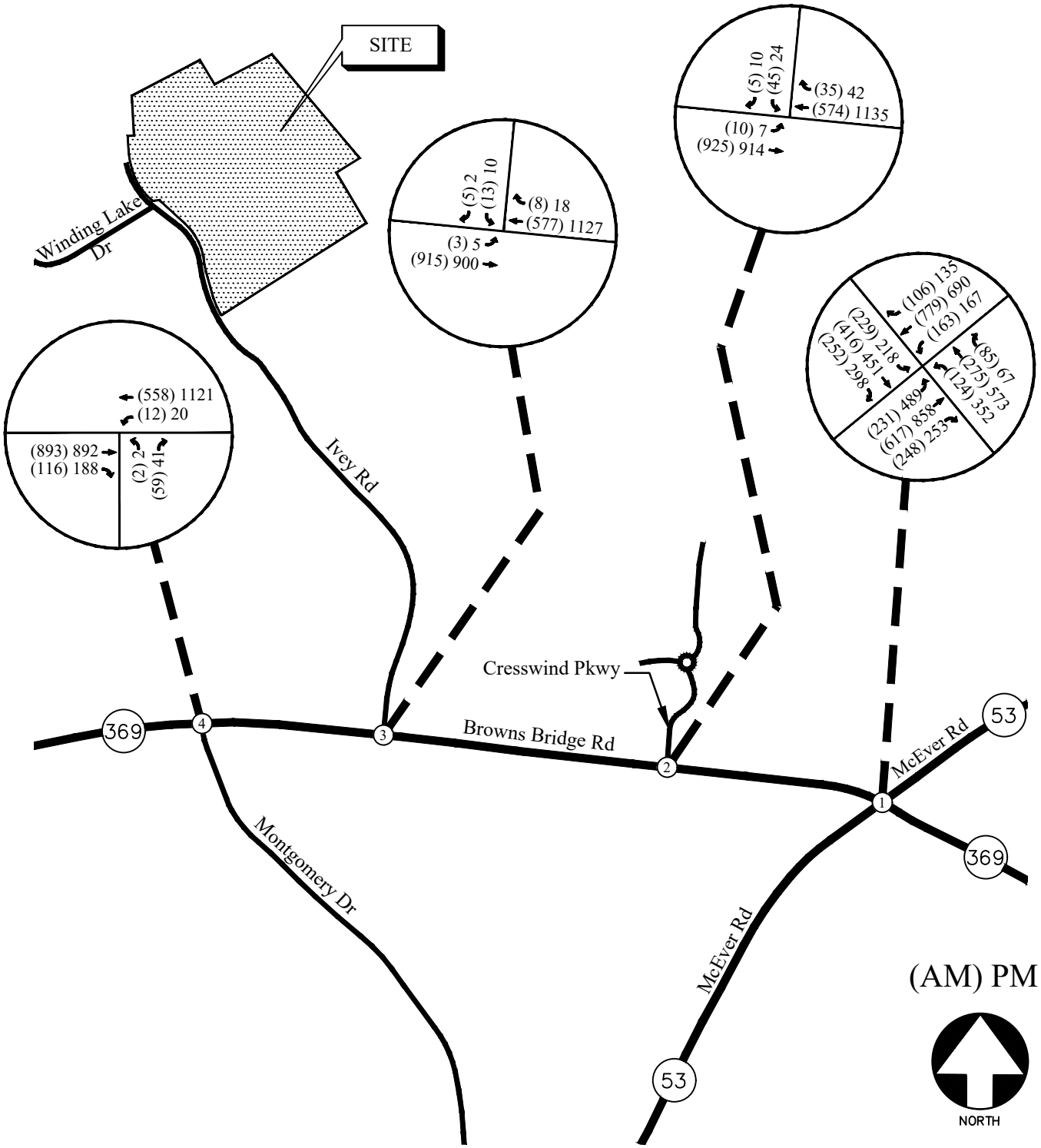
The "No-Build" (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The future "No-Build" volumes consist of the existing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

6.1.1 Annual Traffic Growth

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

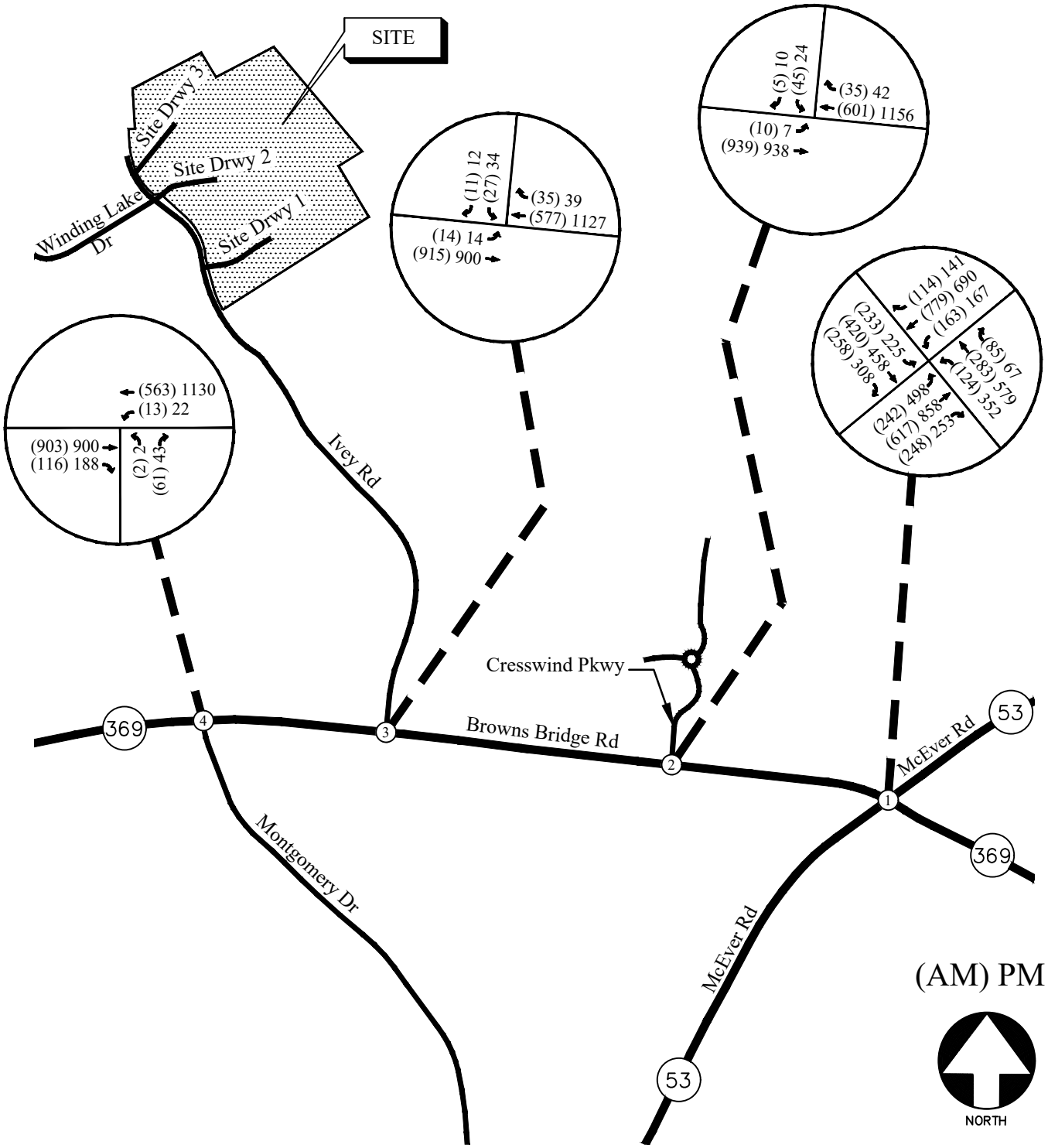
6.2 Future "Build" Conditions

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



FUTURE (NO-BUILD) WEEKDAY PEAK HOUR VOLUMES FIGURE 7

A&R Engineering Inc.



FUTURE (BUILD) WEEKDAY PEAK HOUR VOLUMES FIGURE 8

A&R Engineering Inc.

6.3 Future Traffic Operations

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

Table 5 – Future Intersection Operations

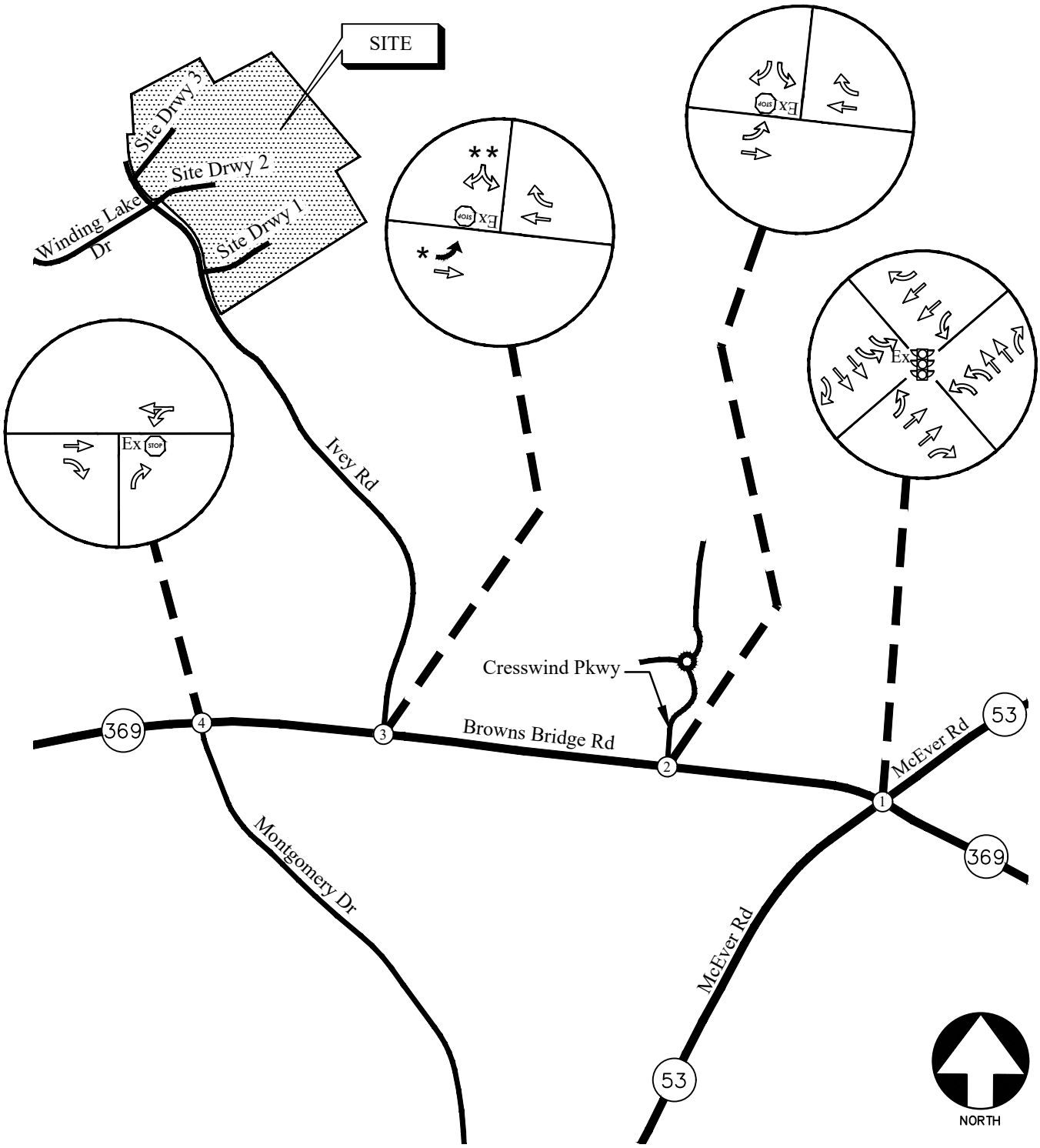
	Intersection	LOS (Delay)			
		NO-BUILD		BUILD	
		AM Peak	PM Peak	AM Peak	PM Peak
1	**SR 53 (McEver Road) SR 369 (Browns Bridge Road)**	**C (31.4)**	**D (49.3)**	**C (31.8)**	**D (50.7)**
	-Eastbound Approach	E (58.9)	E (62.2)	E (59.9)	E (63.9)
	-Westbound Approach	D (51.9)	E (70.6)	D (51.9)	E (70.5)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

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

Table 6 – Future Intersection Operations (Improvements at Int. 3)

	Intersection	LOS (Delay)	
		AM Peak	PM Peak
3	**SR 369 (Browns Bridge Road) at Ivey Road**		
	-Eastbound Left	A (9.0)	B (11.4)
	-Southbound Approach	E (42.4)	F (119.1)

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



FUTURE TRAFFIC CONTROL AND LANE GEOMETRY FIGURE 9

A&R Engineering Inc.

7.0 CONCLUSIONS AND RECOMMENDATIONS

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

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

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

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

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

7.1 Recommendations for Site Mitigation Improvements

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

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

Appendix

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

EXISTING INTERSECTION TRAFFIC COUNTS

Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159

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

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

Groups Printed- Cars, Buses and Trucks

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

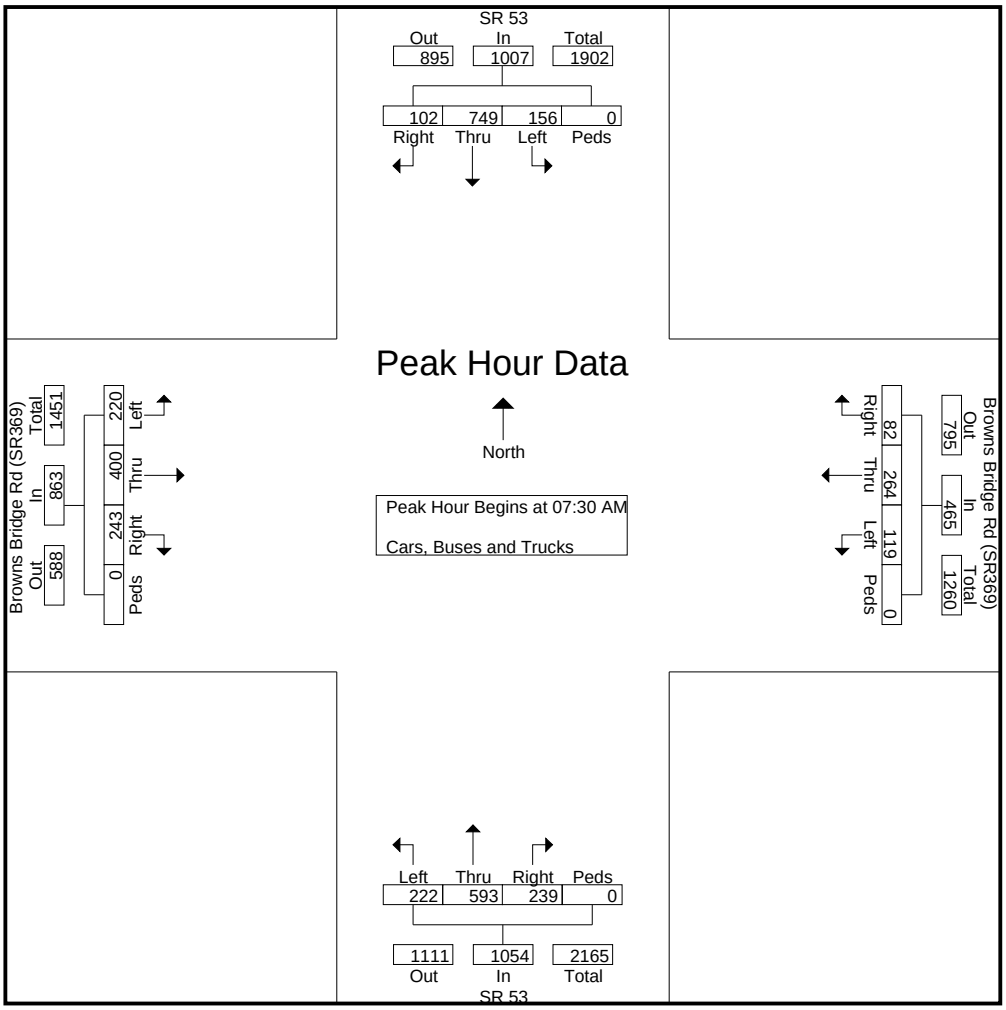
Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159

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

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

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



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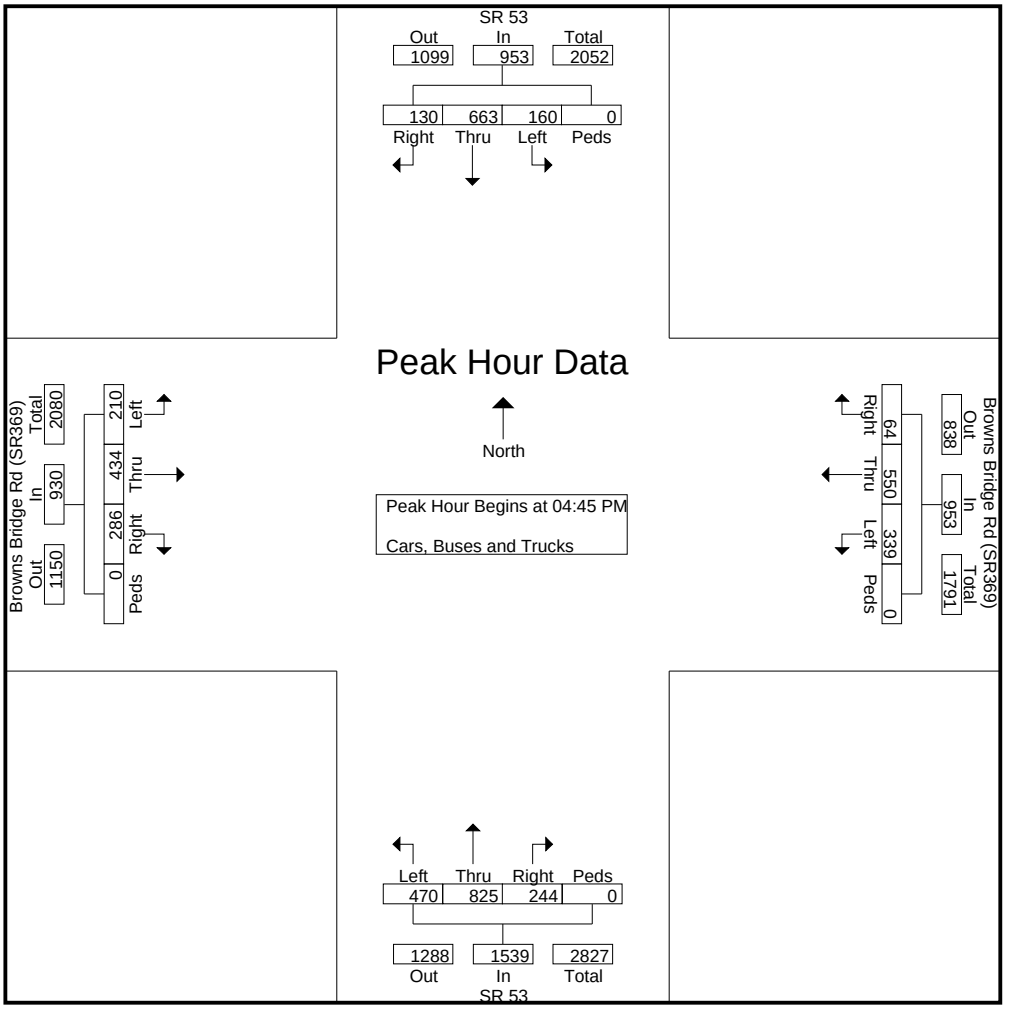
TMC Data
Browns Bridge Rd (SR369) @ SR 53
Gainesville, GA
7-9 AM | 4-6 PM

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

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



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

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

Groups Printed- Cars, Buses and Trucks

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

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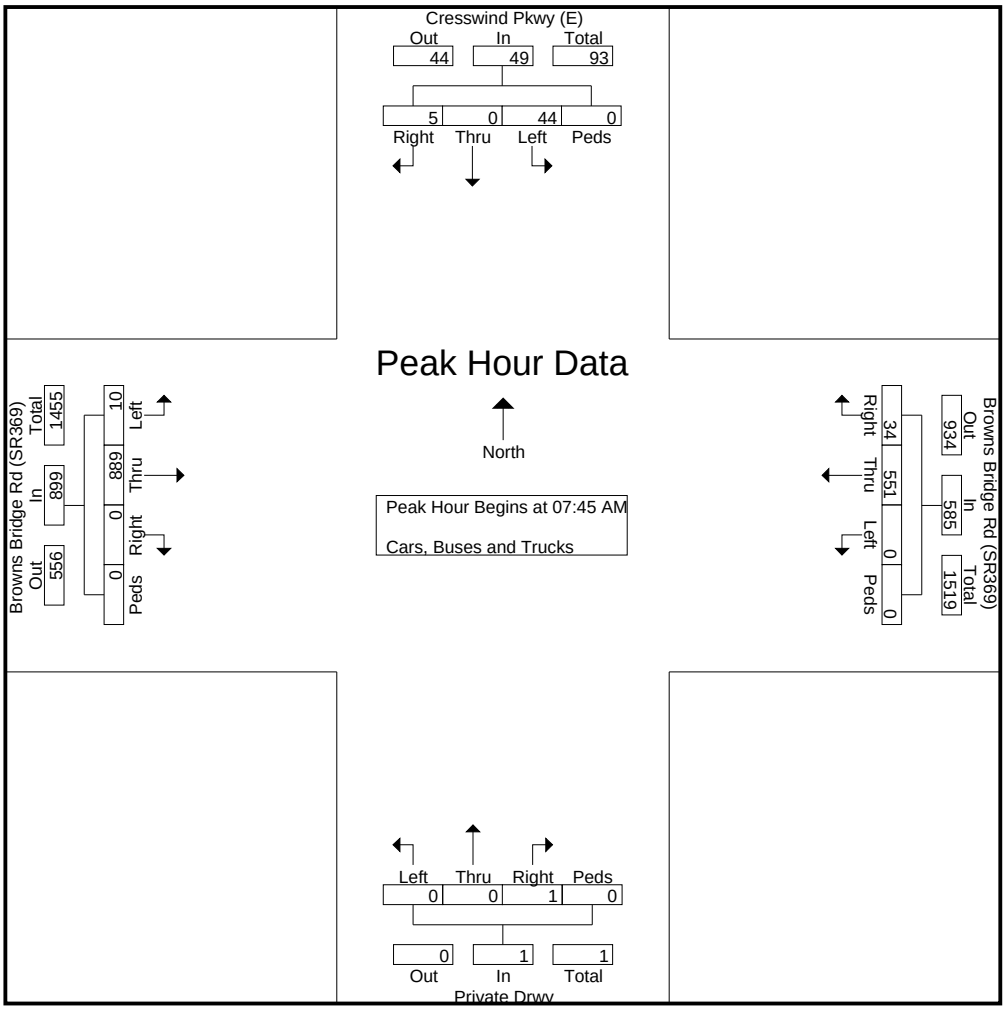
TMC Data
Browns Bridge Rd(SR369) @
Cresswind Pkwy (E), Gainesville, GA
7-9 AM | 4-6 PM

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

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



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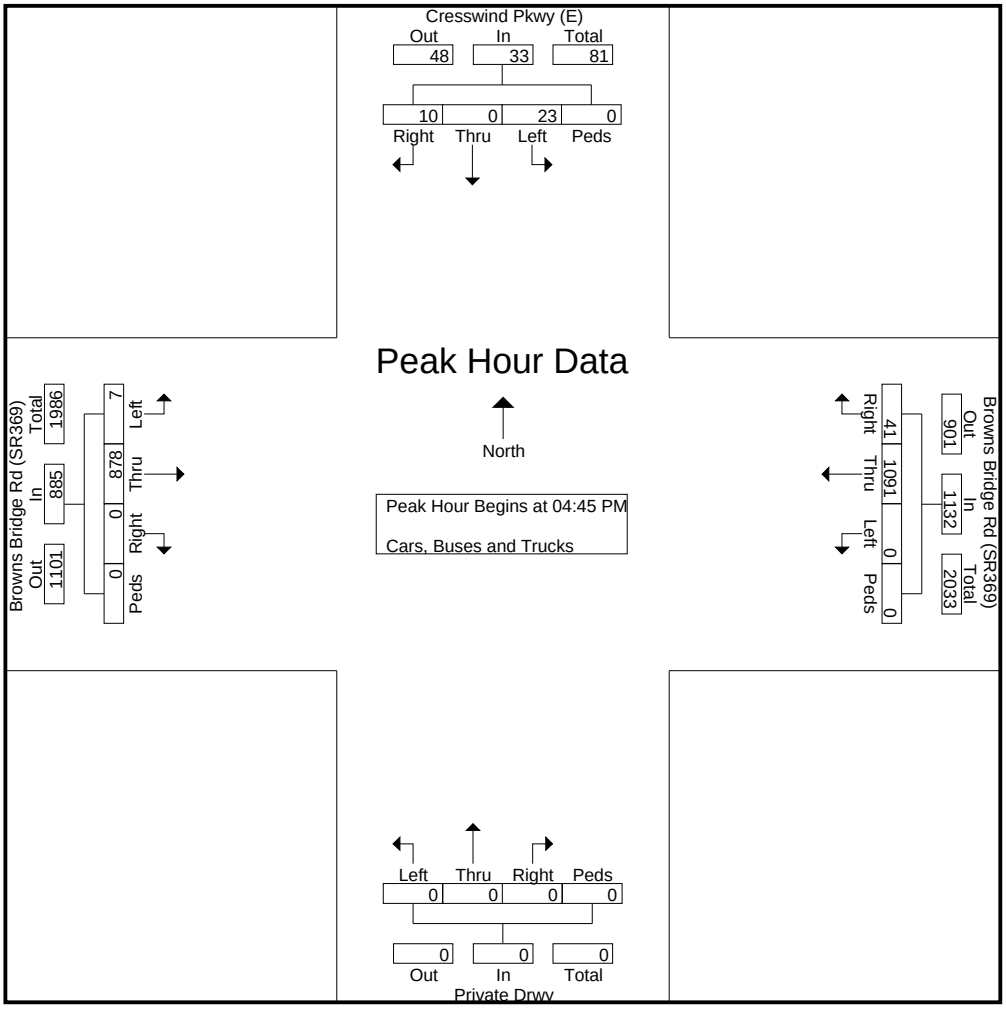
TMC Data
Browns Bridge Rd(SR369) @
Cresswind Pkwy (E), Gainesville, GA
7-9 AM | 4-6 PM

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

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



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

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

Groups Printed- Cars, Buses and Trucks

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

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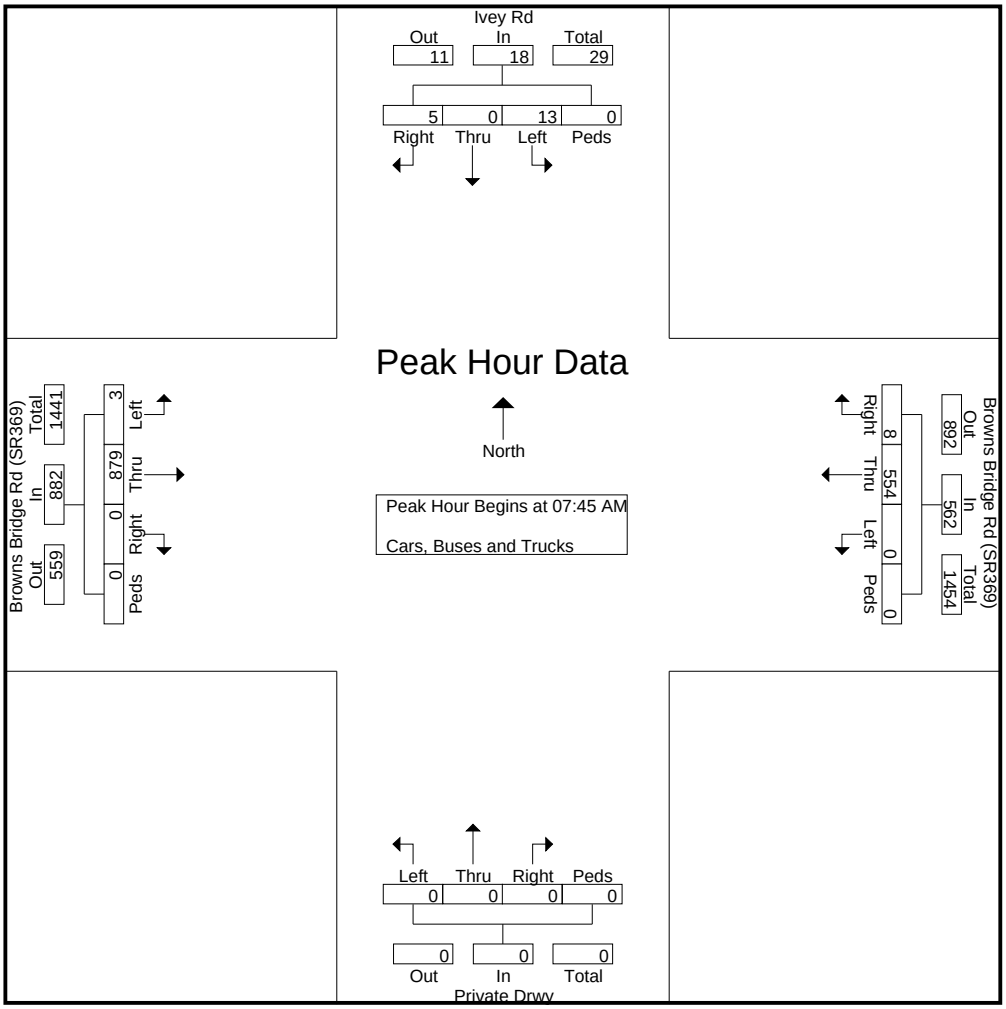
TMC Data
Browns Bridge Rd (SR369) @ Ivey Rd
Gainesville, GA
7-9 AM | 4-6 PM

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

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



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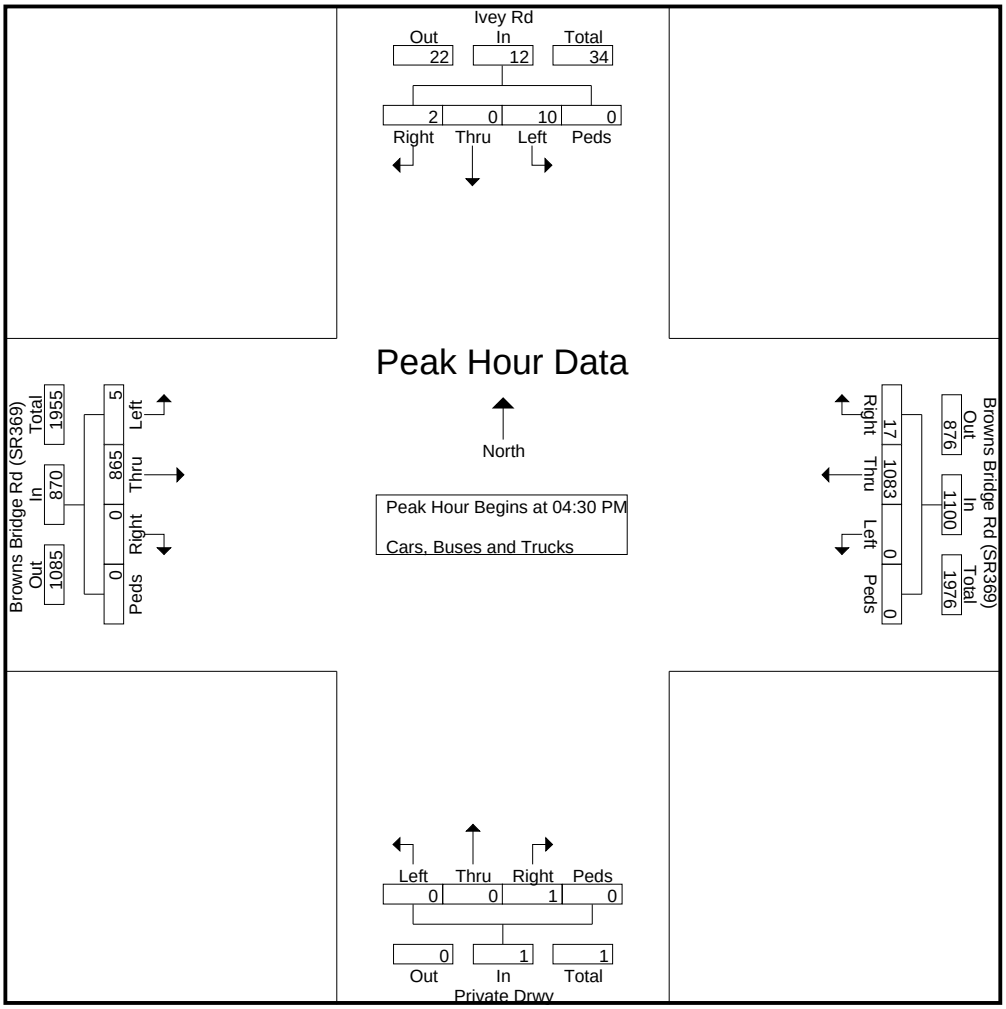
TMC Data
Browns Bridge Rd (SR369) @ Ivey Rd
Gainesville, GA
7-9 AM | 4-6 PM

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

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



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

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

Groups Printed- Cars, Buses and Trucks

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

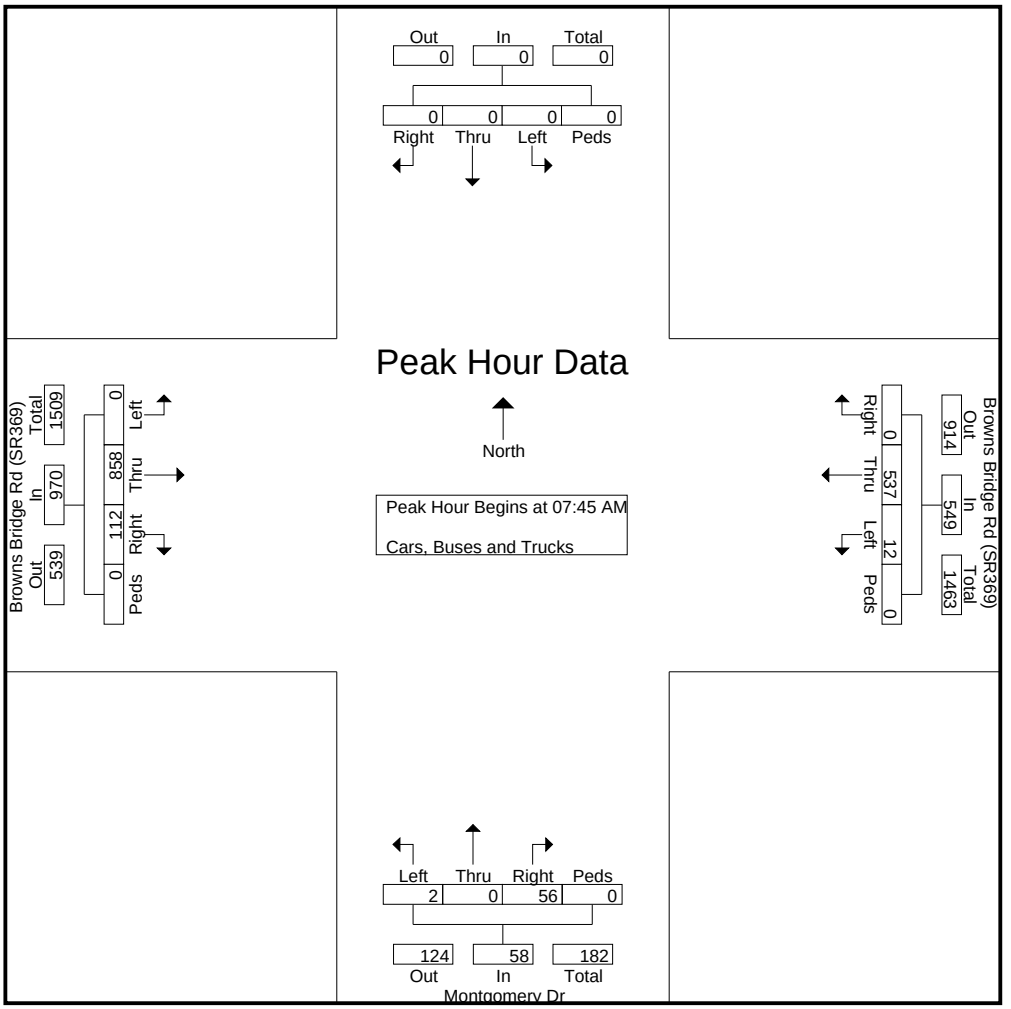
Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159

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

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

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



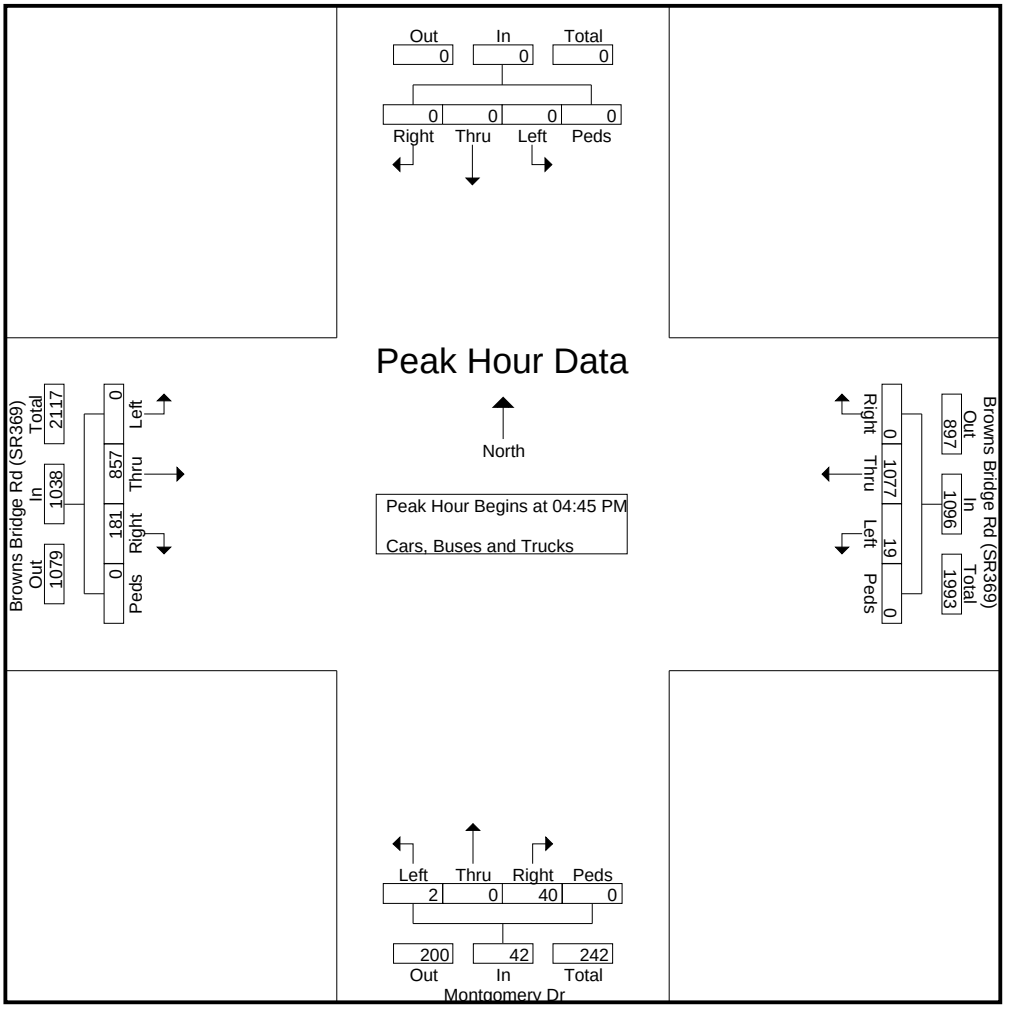
Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159

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

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

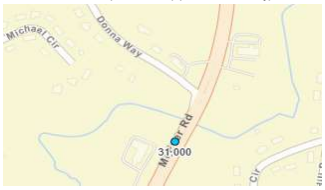
	Montgomery Dr Northbound					Southbound					Browns Bridge Rd (SR369) Eastbound					Browns Bridge Rd (SR369) Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00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

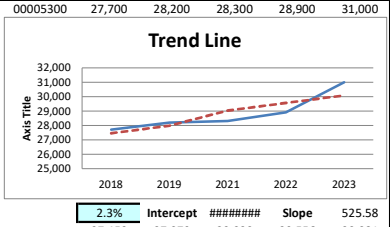


LINEAR REGRESSION OF DAILY TRAFFIC

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

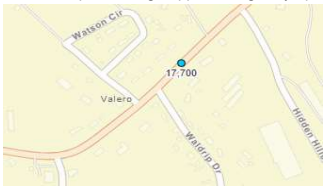
Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
SR 53 (McEver Rd) (S of Donna Way)	139-0278	00005300	27,700	28,200	28,300	28,900	31,000

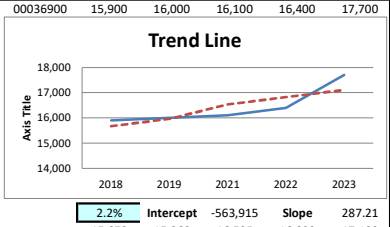




Growth Rate	2.3%	**Intercept**	########	**Slope**	525.58
Trend Line	27,453	27,979	29,030	29,556	30,081

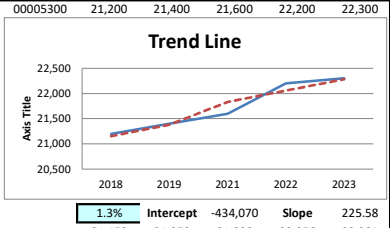
Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
SR 369 (Browns Bridge Rd) (W of Montgomery Dr)	139-0429	00036900	15,900	16,000	16,100	16,400	17,700





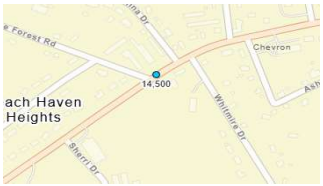
Growth Rate	2.2%	**Intercept**	-563,915	**Slope**	287.21
Trend Line	15,673	15,960	16,535	16,822	17,109

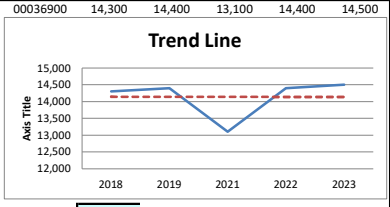
Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
SR 53 (McEver Rd) (N of SR 369)	139-0276	00005300	21,200	21,400	21,600	22,200	22,300



Growth Rate	1.3%	**Intercept**	-434,070	**Slope**	225.58
Trend Line	21,153	21,379	21,830	22,056	22,281

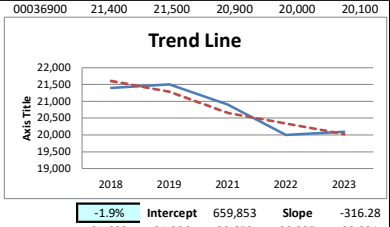
Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
SR 369 (W of Goddards Ford Rd)	139-0427	00036900	14,300	14,400	13,100	14,400	14,500





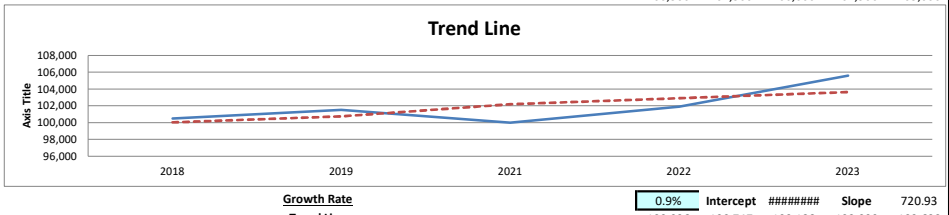
Growth Rate	0.0%	**Intercept**	16,490	**Slope**	-1.16
Trend Line	14,143	14,142	14,140	14,138	14,137

Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
SR 369 (Browns Bridge Rd) (E of SR 53)	139-0431	00036900	21,400	21,500	20,900	20,000	20,100



Growth Rate	-1.9%	**Intercept**	659,853	**Slope**	-316.28
Trend Line	21,602	21,286	20,653	20,337	20,021

Weighted Average	2018	2019	2021	2022	2023
Sum of Count Stations	100,500	101,500	100,000	101,900	105,600



Growth Rate	0.9%	**Intercept**	########	**Slope**	720.93
Trend Line	100,026	100,747	102,188	102,909	103,630

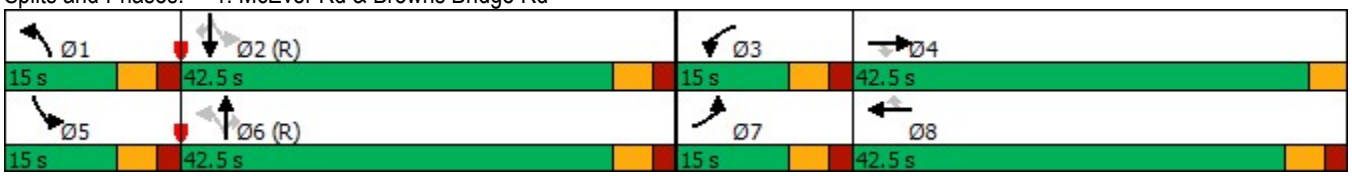
EXISTING INTERSECTION ANALYSIS

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

Intersection Summary

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	222	404	245	120	267	83	224	599	241	158	756	103
Future Volume (veh/h)	222	404	245	120	267	83	224	599	241	158	756	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1796	1870	1870	1796	1870	1870	1811	1870	1870	1811	1870
Adj Flow Rate, veh/h	239	434	0	129	287	0	241	644	0	170	813	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	7	2	2	7	2	2	6	2	2	6	2
Cap, veh/h	285	526		186	429		455	1853		513	1791	
Arrive On Green	0.08	0.15	0.00	0.05	0.13	0.00	0.08	0.54	0.00	0.06	0.52	0.00
Sat Flow, veh/h	3456	3413	1585	3456	3413	1585	1781	3441	1585	1781	3441	1585
Grp Volume(v), veh/h	239	434	0	129	287	0	241	644	0	170	813	0
Grp Sat Flow(s),veh/h/ln	1728	1706	1585	1728	1706	1585	1781	1721	1585	1781	1721	1585
Q Serve(g_s), s	7.8	14.2	0.0	4.2	9.2	0.0	7.2	12.2	0.0	5.1	17.1	0.0
Cycle Q Clear(g_c), s	7.8	14.2	0.0	4.2	9.2	0.0	7.2	12.2	0.0	5.1	17.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	285	526		186	429		455	1853		513	1791	
V/C Ratio(X)	0.84	0.82		0.69	0.67		0.53	0.35		0.33	0.45	
Avail Cap(c_a), veh/h	285	1157		285	1098		460	1853		550	1791	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	52.0	47.1	0.0	53.5	48.0	0.0	12.6	15.1	0.0	11.7	17.3	0.0
Incr Delay (d2), s/veh	19.1	3.3	0.0	4.5	1.8	0.0	1.1	0.5	0.0	0.4	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	6.1	0.0	1.9	3.9	0.0	2.7	4.6	0.0	1.9	6.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.1	50.4	0.0	58.0	49.8	0.0	13.7	15.6	0.0	12.0	18.1	0.0
LnGrp LOS	E	D		E	D		B	B		B	B	
Approach Vol, veh/h		673			416			885			983	
Approach Delay, s/veh		57.8			52.4			15.1			17.1	
Approach LOS		E			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	65.4	11.7	23.2	12.6	67.4	15.0	19.9
Change Period (Y+Rc), s	5.5	5.5	5.5	* 5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	9.5	37.0	9.5	* 39	9.5	37.0	9.5	37.0
Max Q Clear Time (g_c+I1), s	9.2	19.1	6.2	16.2	7.1	14.2	9.8	11.2
Green Ext Time (p_c), s	0.0	6.5	0.1	1.6	0.1	5.5	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	30.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1.8

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

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	612	0	-	0	1621	612
Stage 1	-	-	-	-	612	-
Stage 2	-	-	-	-	1009	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	967	-	-	0	113	493
Stage 1	-	-	-	0	541	-
Stage 2	-	-	-	0	352	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	967	-	-	-	112	493
Mov Cap-2 Maneuver	-	-	-	-	112	-
Stage 1	-	-	-	-	535	-
Stage 2	-	-	-	-	352	-

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

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	888	560	8	13	5
Future Vol, veh/h	3	888	560	8	13	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	3	998	629	9	15	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	638	0	-	0	1633	629
Stage 1	-	-	-	-	629	-
Stage 2	-	-	-	-	1004	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	946	-	-	-	111	482
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	354	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	946	-	-	-	110	482
Mov Cap-2 Maneuver	-	-	-	-	110	-
Stage 1	-	-	-	-	527	-
Stage 2	-	-	-	-	354	-

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

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

Intersection	
Int Delay, s/veh	0.8

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	997	0	-	997
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	-	694	-	0	296
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	694	-	-	296
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

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

Intersection Summary

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	212	438	289	342	556	65	475	833	246	162	670	131
Future Volume (veh/h)	212	438	289	342	556	65	475	833	246	162	670	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1796	1870	1870	1796	1870	1870	1811	1870	1870	1811	1870
Adj Flow Rate, veh/h	221	456	0	356	579	0	495	868	0	169	698	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	7	2	2	7	2	2	6	2	2	6	2
Cap, veh/h	263	559		373	668		510	1656		379	1391	
Arrive On Green	0.08	0.16	0.00	0.11	0.20	0.00	0.15	0.48	0.00	0.07	0.40	0.00
Sat Flow, veh/h	3456	3413	1585	3456	3413	1585	1781	3441	1585	1781	3441	1585
Grp Volume(v), veh/h	221	456	0	356	579	0	495	868	0	169	698	0
Grp Sat Flow(s),veh/h/ln	1728	1706	1585	1728	1706	1585	1781	1721	1585	1781	1721	1585
Q Serve(g_s), s	7.9	16.1	0.0	12.8	20.5	0.0	18.5	21.9	0.0	6.9	19.0	0.0
Cycle Q Clear(g_c), s	7.9	16.1	0.0	12.8	20.5	0.0	18.5	21.9	0.0	6.9	19.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	263	559		373	668		510	1656		379	1391	
V/C Ratio(X)	0.84	0.82		0.95	0.87		0.97	0.52		0.45	0.50	
Avail Cap(c_a), veh/h	263	956		373	1010		510	1656		388	1391	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.0	50.4	0.0	55.4	48.7	0.0	23.6	22.5	0.0	19.8	27.8	0.0
Incr Delay (d2), s/veh	21.1	3.0	0.0	34.7	5.3	0.0	32.3	1.2	0.0	0.8	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	6.9	0.0	7.2	9.0	0.0	12.4	8.7	0.0	2.8	7.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.1	53.4	0.0	90.1	54.0	0.0	55.9	23.7	0.0	20.7	29.1	0.0
LnGrp LOS	E	D		F	D		E	C		C	C	
Approach Vol, veh/h		677			935			1363			867	
Approach Delay, s/veh		61.5			67.7			35.4			27.5	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.0	56.0	19.0	26.0	14.4	65.6	15.0	30.0
Change Period (Y+Rc), s	5.5	5.5	5.5	* 5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	18.5	38.0	13.5	* 35	9.5	47.0	9.5	37.0
Max Q Clear Time (g_c+I1), s	20.5	21.0	14.8	18.1	8.9	23.9	9.9	22.5
Green Ext Time (p_c), s	0.0	5.4	0.0	1.5	0.0	7.9	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	46.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1.2

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

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1124	0	-	0	2043	1124
Stage 1	-	-	-	-	1124	-
Stage 2	-	-	-	-	919	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	621	-	-	0	62	250
Stage 1	-	-	-	0	310	-
Stage 2	-	-	-	0	389	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	621	-	-	-	61	250
Mov Cap-2 Maneuver	-	-	-	-	61	-
Stage 1	-	-	-	-	307	-
Stage 2	-	-	-	-	389	-

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

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

Intersection	
Int Delay, s/veh	0.4

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

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1146	0	-	0	2039	1128
Stage 1	-	-	-	-	1128	-
Stage 2	-	-	-	-	911	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	610	-	-	-	62	249
Stage 1	-	-	-	-	309	-
Stage 2	-	-	-	-	392	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	610	-	-	-	61	249
Mov Cap-2 Maneuver	-	-	-	-	61	-
Stage 1	-	-	-	-	304	-
Stage 2	-	-	-	-	392	-

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

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

Intersection	
Int Delay, s/veh	0.4

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

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

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

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

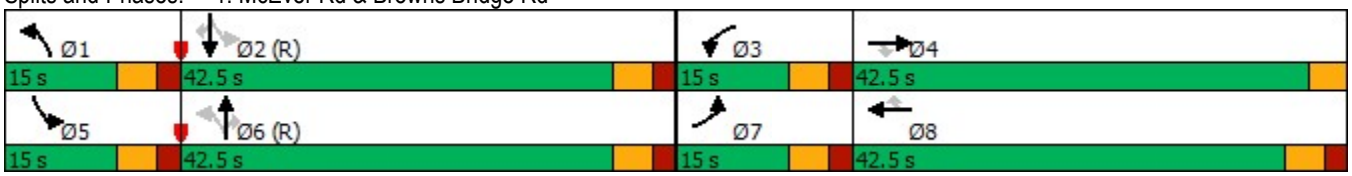
FUTURE "NO-BUILD" INTERSECTION ANALYSIS

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

Intersection Summary

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	229	416	252	124	275	85	231	617	248	163	779	106
Future Volume (veh/h)	229	416	252	124	275	85	231	617	248	163	779	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1796	1870	1870	1796	1870	1870	1811	1870	1870	1811	1870
Adj Flow Rate, veh/h	246	447	0	133	296	0	248	663	0	175	838	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	7	2	2	7	2	2	6	2	2	6	2
Cap, veh/h	285	540		191	447		443	1828		500	1764	
Arrive On Green	0.08	0.16	0.00	0.06	0.13	0.00	0.08	0.53	0.00	0.06	0.51	0.00
Sat Flow, veh/h	3456	3413	1585	3456	3413	1585	1781	3441	1585	1781	3441	1585
Grp Volume(v), veh/h	246	447	0	133	296	0	248	663	0	175	838	0
Grp Sat Flow(s),veh/h/ln	1728	1706	1585	1728	1706	1585	1781	1721	1585	1781	1721	1585
Q Serve(g_s), s	8.1	14.6	0.0	4.3	9.5	0.0	7.5	12.9	0.0	5.3	18.0	0.0
Cycle Q Clear(g_c), s	8.1	14.6	0.0	4.3	9.5	0.0	7.5	12.9	0.0	5.3	18.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	285	540		191	447		443	1828		500	1764	
V/C Ratio(X)	0.86	0.83		0.70	0.66		0.56	0.36		0.35	0.48	
Avail Cap(c_a), veh/h	285	1157		285	1098		443	1828		534	1764	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	52.1	46.9	0.0	53.4	47.6	0.0	13.2	15.7	0.0	12.1	18.1	0.0
Incr Delay (d2), s/veh	22.6	3.3	0.0	4.6	1.7	0.0	1.6	0.6	0.0	0.4	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	6.2	0.0	2.0	4.0	0.0	2.9	4.8	0.0	2.0	6.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.7	50.2	0.0	57.9	49.2	0.0	14.8	16.2	0.0	12.5	19.0	0.0
LnGrp LOS	E	D		E	D		B	B		B	B	
Approach Vol, veh/h		693			429			911			1013	
Approach Delay, s/veh		58.9			51.9			15.8			17.9	
Approach LOS		E			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	64.4	11.8	23.7	12.9	66.6	15.0	20.6
Change Period (Y+Rc), s	5.5	5.5	5.5	* 5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	9.5	37.0	9.5	* 39	9.5	37.0	9.5	37.0
Max Q Clear Time (g_c+I1), s	9.5	20.0	6.3	16.6	7.3	14.9	10.1	11.5
Green Ext Time (p_c), s	0.0	6.5	0.1	1.6	0.1	5.7	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	31.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	2

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

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	631	0	-	0	1669	631
Stage 1	-	-	-	-	631	-
Stage 2	-	-	-	-	1038	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	951	-	-	0	106	481
Stage 1	-	-	-	0	530	-
Stage 2	-	-	-	0	341	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	951	-	-	-	105	481
Mov Cap-2 Maneuver	-	-	-	-	105	-
Stage 1	-	-	-	-	524	-
Stage 2	-	-	-	-	341	-

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

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	915	577	8	13	5
Future Vol, veh/h	3	915	577	8	13	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	4	4	2	2	2
Mvmt Flow	3	1028	648	9	15	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	657	0	-	0	1682	648
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	1034	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	931	-	-	-	104	470
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	343	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	931	-	-	-	103	470
Mov Cap-2 Maneuver	-	-	-	-	103	-
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	343	-

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

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

Intersection	
Int Delay, s/veh	0.9

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1026	0	-	1026
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	-	677	-	0	285
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	677	-	-	285
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

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

Intersection Summary

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	218	451	298	352	573	67	489	858	253	167	690	135
Future Volume (veh/h)	218	451	298	352	573	67	489	858	253	167	690	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1796	1870	1870	1796	1870	1870	1811	1870	1870	1811	1870
Adj Flow Rate, veh/h	227	470	0	367	597	0	509	894	0	174	719	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	7	2	2	7	2	2	6	2	2	6	2
Cap, veh/h	263	578		373	687		497	1630		368	1372	
Arrive On Green	0.08	0.17	0.00	0.11	0.20	0.00	0.15	0.47	0.00	0.07	0.40	0.00
Sat Flow, veh/h	3456	3413	1585	3456	3413	1585	1781	3441	1585	1781	3441	1585
Grp Volume(v), veh/h	227	470	0	367	597	0	509	894	0	174	719	0
Grp Sat Flow(s),veh/h/ln	1728	1706	1585	1728	1706	1585	1781	1721	1585	1781	1721	1585
Q Serve(g_s), s	8.1	16.6	0.0	13.2	21.2	0.0	18.5	23.1	0.0	7.1	19.9	0.0
Cycle Q Clear(g_c), s	8.1	16.6	0.0	13.2	21.2	0.0	18.5	23.1	0.0	7.1	19.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	263	578		373	687		497	1630		368	1372	
V/C Ratio(X)	0.86	0.81		0.98	0.87		1.02	0.55		0.47	0.52	
Avail Cap(c_a), veh/h	263	956		373	1010		497	1630		373	1372	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.1	50.0	0.0	55.6	48.3	0.0	24.8	23.4	0.0	20.4	28.6	0.0
Incr Delay (d2), s/veh	24.5	2.8	0.0	42.0	5.7	0.0	46.6	1.3	0.0	0.9	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	7.1	0.0	7.8	9.3	0.0	14.4	9.2	0.0	2.9	8.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.6	52.9	0.0	97.6	54.0	0.0	71.4	24.7	0.0	21.3	30.0	0.0
LnGrp LOS	F	D		F	D		F	C		C	C	
Approach Vol, veh/h		697			964			1403			893	
Approach Delay, s/veh		62.2			70.6			41.6			28.3	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.0	55.3	19.0	26.7	14.6	64.7	15.0	30.7
Change Period (Y+Rc), s	5.5	5.5	5.5	* 5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	18.5	38.0	13.5	* 35	9.5	47.0	9.5	37.0
Max Q Clear Time (g_c+I1), s	20.5	21.9	15.2	18.6	9.1	25.1	10.1	23.2
Green Ext Time (p_c), s	0.0	5.4	0.0	1.6	0.0	8.0	0.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	49.3
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1.4

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

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1158	0	-	0	2105	1158
Stage 1	-	-	-	-	1158	-
Stage 2	-	-	-	-	947	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	603	-	-	0	57	239
Stage 1	-	-	-	0	299	-
Stage 2	-	-	-	0	377	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	603	-	-	-	56	239
Mov Cap-2 Maneuver	-	-	-	-	56	-
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	377	-

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

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

Intersection	
Int Delay, s/veh	0.5

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

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1181	0	-	0	2100	1162
Stage 1	-	-	-	-	1162	-
Stage 2	-	-	-	-	938	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	591	-	-	-	57	237
Stage 1	-	-	-	-	298	-
Stage 2	-	-	-	-	381	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	591	-	-	-	56	237
Mov Cap-2 Maneuver	-	-	-	-	56	-
Stage 1	-	-	-	-	293	-
Stage 2	-	-	-	-	381	-

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

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

Intersection	
Int Delay, s/veh	0.4

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	910	0	-	910
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	-	748	-	0	333
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	748	-	-	333
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

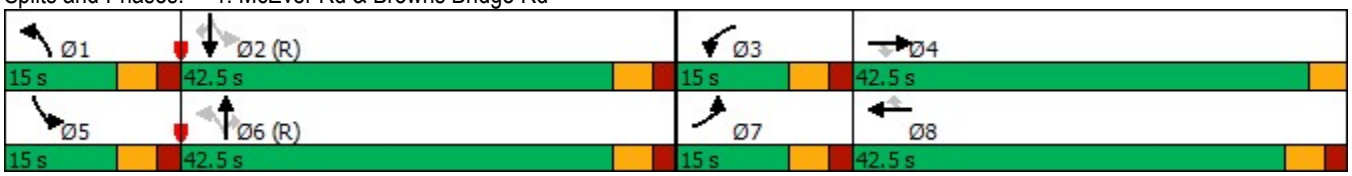
FUTURE "BUILD" INTERSECTION ANALYSIS

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

Intersection Summary

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	233	420	258	124	283	85	242	617	248	163	779	114
Future Volume (veh/h)	233	420	258	124	283	85	242	617	248	163	779	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1796	1870	1870	1796	1870	1870	1811	1870	1870	1811	1870
Adj Flow Rate, veh/h	251	452	0	133	304	0	260	663	0	175	838	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	7	2	2	7	2	2	6	2	2	6	2
Cap, veh/h	285	546		191	452		442	1822		499	1758	
Arrive On Green	0.08	0.16	0.00	0.06	0.13	0.00	0.08	0.53	0.00	0.06	0.51	0.00
Sat Flow, veh/h	3456	3413	1585	3456	3413	1585	1781	3441	1585	1781	3441	1585
Grp Volume(v), veh/h	251	452	0	133	304	0	260	663	0	175	838	0
Grp Sat Flow(s),veh/h/ln	1728	1706	1585	1728	1706	1585	1781	1721	1585	1781	1721	1585
Q Serve(g_s), s	8.3	14.7	0.0	4.3	9.8	0.0	8.0	12.9	0.0	5.3	18.1	0.0
Cycle Q Clear(g_c), s	8.3	14.7	0.0	4.3	9.8	0.0	8.0	12.9	0.0	5.3	18.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	285	546		191	452		442	1822		499	1758	
V/C Ratio(X)	0.88	0.83		0.70	0.67		0.59	0.36		0.35	0.48	
Avail Cap(c_a), veh/h	285	1157		285	1098		442	1822		532	1758	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	52.2	46.8	0.0	53.4	47.5	0.0	13.5	15.8	0.0	12.2	18.2	0.0
Incr Delay (d2), s/veh	25.4	3.3	0.0	4.6	1.7	0.0	2.0	0.6	0.0	0.4	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	6.3	0.0	2.0	4.1	0.0	3.1	4.9	0.0	2.0	6.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.6	50.1	0.0	57.9	49.3	0.0	15.5	16.3	0.0	12.6	19.1	0.0
LnGrp LOS	E	D		E	D		B	B		B	B	
Approach Vol, veh/h		703			437			923			1013	
Approach Delay, s/veh		59.9			51.9			16.1			18.0	
Approach LOS		E			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	64.3	11.8	23.9	12.9	66.4	15.0	20.7
Change Period (Y+Rc), s	5.5	5.5	5.5	* 5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	9.5	37.0	9.5	* 39	9.5	37.0	9.5	37.0
Max Q Clear Time (g_c+I1), s	10.0	20.1	6.3	16.7	7.3	14.9	10.3	11.8
Green Ext Time (p_c), s	0.0	6.5	0.1	1.6	0.1	5.7	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	31.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	2.2

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

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	660	0	-	0	1714	660
Stage 1	-	-	-	-	660	-
Stage 2	-	-	-	-	1054	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	928	-	-	0	99	463
Stage 1	-	-	-	0	514	-
Stage 2	-	-	-	0	335	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	928	-	-	-	98	463
Mov Cap-2 Maneuver	-	-	-	-	98	-
Stage 1	-	-	-	-	508	-
Stage 2	-	-	-	-	335	-

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

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

Intersection	
Int Delay, s/veh	1.2

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

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	687	0	-	0	1708	648
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	1060	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	907	-	-	-	100	470
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	333	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	907	-	-	-	96	470
Mov Cap-2 Maneuver	-	-	-	-	96	-
Stage 1	-	-	-	-	500	-
Stage 2	-	-	-	-	333	-

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

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

Intersection	
Int Delay, s/veh	0.9

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1038	0	-	1038
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	-	670	-	0	280
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	670	-	-	280
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

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

Intersection Summary

Cycle Length: 125
Actuated Cycle Length: 125
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	458	308	352	579	67	498	858	253	167	690	141
Future Volume (veh/h)	225	458	308	352	579	67	498	858	253	167	690	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1796	1870	1870	1796	1870	1870	1811	1870	1870	1811	1870
Adj Flow Rate, veh/h	234	477	0	367	603	0	519	894	0	174	719	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	7	2	2	7	2	2	6	2	2	6	2
Cap, veh/h	263	584		373	693		495	1623		366	1366	
Arrive On Green	0.08	0.17	0.00	0.11	0.20	0.00	0.15	0.47	0.00	0.07	0.40	0.00
Sat Flow, veh/h	3456	3413	1585	3456	3413	1585	1781	3441	1585	1781	3441	1585
Grp Volume(v), veh/h	234	477	0	367	603	0	519	894	0	174	719	0
Grp Sat Flow(s),veh/h/ln	1728	1706	1585	1728	1706	1585	1781	1721	1585	1781	1721	1585
Q Serve(g_s), s	8.4	16.8	0.0	13.2	21.4	0.0	18.5	23.2	0.0	7.2	19.9	0.0
Cycle Q Clear(g_c), s	8.4	16.8	0.0	13.2	21.4	0.0	18.5	23.2	0.0	7.2	19.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	263	584		373	693		495	1623		366	1366	
V/C Ratio(X)	0.89	0.82		0.98	0.87		1.05	0.55		0.47	0.53	
Avail Cap(c_a), veh/h	263	956		373	1010		495	1623		371	1366	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.2	49.9	0.0	55.6	48.2	0.0	24.9	23.6	0.0	20.5	28.7	0.0
Incr Delay (d2), s/veh	29.1	2.9	0.0	42.0	5.8	0.0	53.4	1.4	0.0	1.0	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	7.2	0.0	7.8	9.4	0.0	15.4	9.2	0.0	2.9	8.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.4	52.8	0.0	97.6	54.1	0.0	78.3	24.9	0.0	21.5	30.2	0.0
LnGrp LOS	F	D		F	D		F	C		C	C	
Approach Vol, veh/h		711			970			1413			893	
Approach Delay, s/veh		63.9			70.5			44.5			28.5	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.0	55.1	19.0	26.9	14.7	64.5	15.0	30.9
Change Period (Y+Rc), s	5.5	5.5	5.5	* 5.5	5.5	5.5	5.5	5.5
Max Green Setting (Gmax), s	18.5	38.0	13.5	* 35	9.5	47.0	9.5	37.0
Max Q Clear Time (g_c+I1), s	20.5	21.9	15.2	18.8	9.2	25.2	10.4	23.4
Green Ext Time (p_c), s	0.0	5.4	0.0	1.6	0.0	8.0	0.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	50.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1.5

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

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1180	0	-	0	2151	1180
Stage 1	-	-	-	-	1180	-
Stage 2	-	-	-	-	971	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	592	-	-	0	53	232
Stage 1	-	-	-	0	292	-
Stage 2	-	-	-	0	367	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	592	-	-	-	52	232
Mov Cap-2 Maneuver	-	-	-	-	52	-
Stage 1	-	-	-	-	288	-
Stage 2	-	-	-	-	367	-

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

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

Intersection	
Int Delay, s/veh	3.3

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

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1202	0	-	0	2118	1162
Stage 1	-	-	-	-	1162	-
Stage 2	-	-	-	-	956	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	581	-	-	-	55	237
Stage 1	-	-	-	-	298	-
Stage 2	-	-	-	-	373	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	581	-	-	-	52	237
Mov Cap-2 Maneuver	-	-	-	-	52	-
Stage 1	-	-	-	-	283	-
Stage 2	-	-	-	-	373	-

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

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

Intersection	
Int Delay, s/veh	0.4

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	918	0	-	918
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	-	743	-	0	329
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	743	-	-	329
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	1.1

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

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	687	0	-	0	1708	648
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	1060	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	907	-	-	-	100	470
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	333	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	907	-	-	-	98	470
Mov Cap-2 Maneuver	-	-	-	-	98	-
Stage 1	-	-	-	-	512	-
Stage 2	-	-	-	-	333	-

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

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

Intersection	
Int Delay, s/veh	2.7

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

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1202	0	-	0	2118	1162
Stage 1	-	-	-	-	1162	-
Stage 2	-	-	-	-	956	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	581	-	-	-	55	237
Stage 1	-	-	-	-	298	-
Stage 2	-	-	-	-	373	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	581	-	-	-	54	237
Mov Cap-2 Maneuver	-	-	-	-	54	-
Stage 1	-	-	-	-	291	-
Stage 2	-	-	-	-	373	-

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

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

TRAFFIC VOLUME WORKSHEETS

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

Traffic Volumes

A&R Engineering
March 2025

1. SR 53 @ SR 369

A.M. Peak Hour

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

P.M. Peak Hour

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

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

Traffic Volumes

A&R Engineering
March 2025

2. SR 369 @ Cresswind Pkwy

A.M. Peak Hour

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

P.M. Peak Hour

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

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

Traffic Volumes

A&R Engineering
March 2025

3. SR 369 @ Ivey Road

A.M. Peak Hour

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

P.M. Peak Hour

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

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

Traffic Volumes

A&R Engineering
March 2025

4. SR 369 @ Montgomery Drive

A.M. Peak Hour

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

P.M. Peak Hour

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

INTERSECTION CONTROL EVALUATION STUDY
FOR
SR 369 (BROWNS BRIDGE ROAD) AT IVEY ROAD

CITY OF GAINESVILLE, GEORGIA

A&R Engineering Inc.
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Marietta, GA 30067
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April 02, 2025
A&R Engineering Project #: 25-026

INTERSECTION CONTROL EVALUATION STUDY

SR 369 (Browns Bridge Road) at Ivey Road,
City Of Gainesville, Georgia

REASON FOR INVESTIGATION:

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

LOCATION & DESCRIPTION OF THE STUDY INTERSECTION:

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

Figure 1: Aerial Map of Study Intersection

COUNTY:

The study intersection is in Hall County.

REQUESTED BY:

This study was requested by Capstone Property Group.

PEDESTRIAN ACTIVITY:

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

PARKING:

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

CRASH ANALYSIS:

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

TABLE 1 – CRASH DATA
SR 369 (BROWNS BRIDGE ROAD) AT IVEY ROAD

MANNER OF COLLISON	YEAR					TOTAL
	2020	2021	2022	2023	2024	
Angle	0	0	0	1	1	**2**
Rear-End	1	3	1	1	1	**7**
Not A Collision with Motor Vehicle	1	0	0	0	0	**1**
TOTAL	**2**	**3**	**1**	**2**	**2**	**10**

VEHICULAR VOLUMES:

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

Table 2 – Existing 2025 Volumes
SR 369 (Browns Bridge Road) at Ivey Road

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

SITE INFORMATION:

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

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

Table 3 – Trip Generation for Proposed Development

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

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

SITE TRIP DISTRIBUTION AND ASSIGNMENT:

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

Table 4 - Hourly Distribution of Site Traffic

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

The distribution of site traffic was assumed as below:

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

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

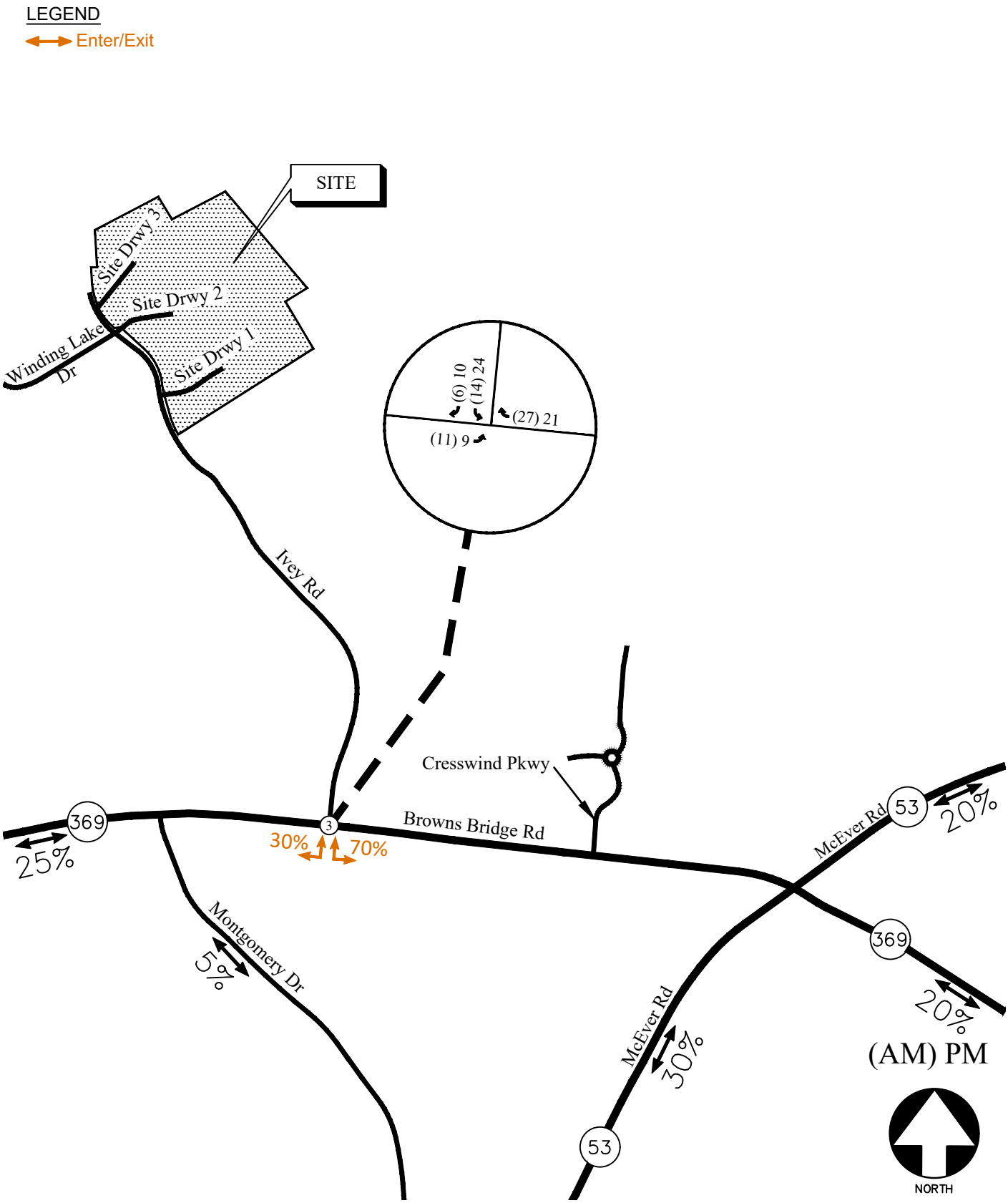


Figure 2: Trip Distribution and Site-Generated Traffic

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

Table 5 – Site-Generated Traffic Volumes
SR 369 (Browns Bridge Road) at Ivey Road

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

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

Table 6 – Projected Future 2028 Traffic Volumes
SR 369 (Browns Bridge Road) at Ivey Road

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

INTERSECTION CONTROL EVALUATION (ICE):

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

ALTERNATIVES NOT CONSIDERED FEASIBLE:

TRAFFIC SIGNAL:

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

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

MUTCD Signal Warrant Analysis (Major and Minor Street Volumes):
For Warrant 1 to be satisfied, either Standard 1 or Standard 2 criteria must be satisfied.

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

- Warrant 2 – Four-hour vehicular volume – **NOT SATISFIED.**
- Warrant 3 – Peak hour vehicular volume – **NOT SATISFIED.**

ALL-WAY STOP CONTROL:

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

ROUNDABOUT:

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

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

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

HIGH-T:

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

<u>ALTERNATIVE(S) CONSIDERED AS FEASIBLE OR SUITABLE:</u>

CONVENTIONAL (MINOR STOP) CONTROL:

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

EXPECTED OPERATIONS ANALYSIS:

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

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

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

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

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

CONCLUSIONS AND RECOMMENDATIONS:

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

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

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

PREPARED BY: _____ DATE: 04-02-2025

A&R Engineering, Inc.

RECOMMENDED BY: _____ DATE: _____

District Traffic Engineer

Appendix

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

INTERSECTION CONTROL EVALUATION (ICE)

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 11/13/2023

GDOT PI#:	N/A	Request By:	Capstone Property Group		
County:	Hall	GDOT District: 1 - Gainesville			
Major Road:	SR 369	Road Class:	Minor Arterial	Speed Limit:	45 mph
Crossing Road:	Ivey Road	Road Class:	Local	Speed Limit:	< 35 mph
Major Rd Direction:	East/West	Area Type:	Suburb/Transition		
Intersection Control:	Conventional (Minor Stop)			Project ID:	25-026
Prepared By:	A&R Engineering, Inc.			Date:	4/2/2025
Project Purpose:	To determine the most effective traffic control at the intersection of SR 369 (Browns Bridge Road) at Ivey Road.				

Existing Data Year:	2025
Project Opening Year:	2028
Project Design Year:	2028
Annual Growth Rate:	1.0%
K Factor*:	9%

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

APPROACH SPLITS:

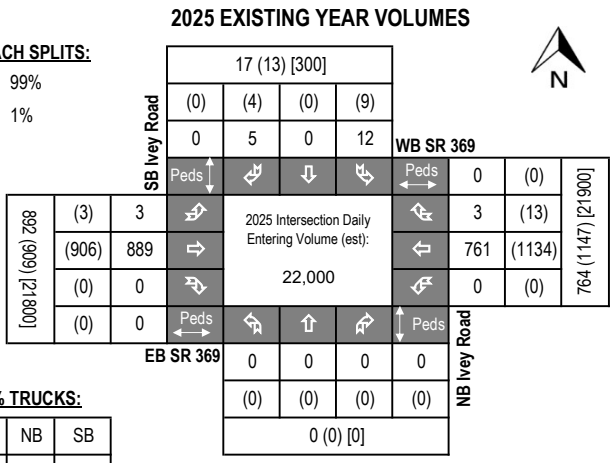
SR 369: 99%

Ivey Road: 1%

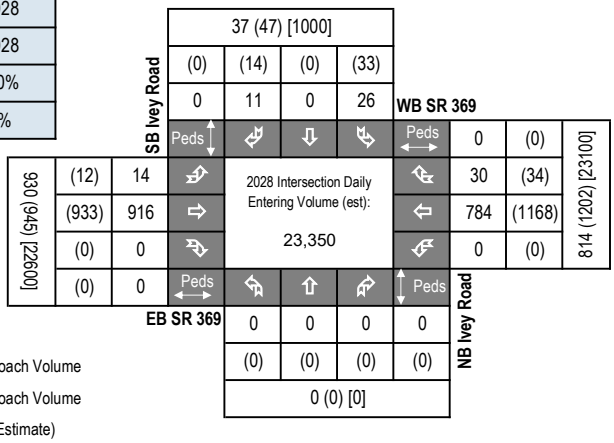
PEAK HR % TRUCKS:

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

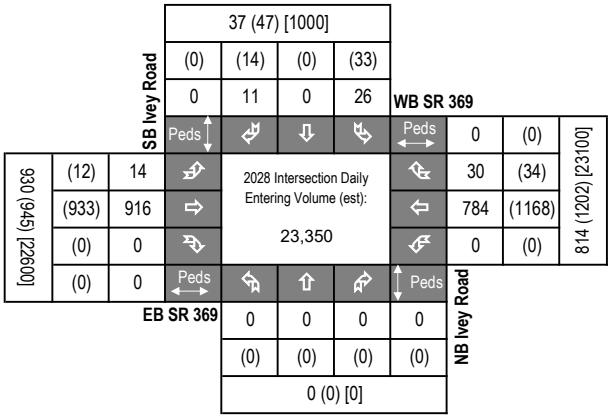
2025 EXISTING YEAR VOLUMES



2028 OPENING YEAR VOLUMES



2028 DESIGN YEAR VOLUMES



LEGEND:

000 = AM Peak Approach Volume

(000) = PM Peak Approach Volume

[000] = ADT Volume (Estimate)

Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: **1)** the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or **2)** the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "**Waiver**" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Screening Decision Record Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to *eliminate* non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 11/13/2023

GDOT PI #	N/A
Project Location:	SR 369 @ Ivey Road
Existing Control:	Conventional (Minor Stop)
Prepared by:	A&R Engineering, Inc.
Date:	4/2/2025

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

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

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	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, constrains & 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:**
Unsignalized Intersections	Conventional (Minor Stop)	**Yes**	**Yes**	**No**	**No**	**Yes**	**Yes**	**Yes**	Feasible Option.
	Conventional (All-Way Stop)	No	**Yes**	No	No	No	No	No	MUTCD all-way stop warrant not met.
	Mini Roundabout	No	**Yes**	**Yes**	No	No	No	No	Low minor street volumes, not appropriate for state highways.
	Single Lane Roundabout	No	**Yes**	**Yes**	No	No	No	No	Low minor street volumes, lack of available right-of-way.
	Multilane Roundabout	No	**Yes**	**Yes**	No	No	No	No	Not a multi-lane roadway.
	RCUT (stop control)	No	**Yes**	No	No	No	No	No	Not a median-divided roadway. No u-turn options available.
	RIRO w/down stream U-Turn	No	**Yes**	No	No	No	No	No	Not a median-divided roadway. No u-turn options available.
	High-T (unsignalized)	No	No	No	No	No	No	No	Low left-turning volumes from site. Not a suitable location.
	Offset-T Intersections	No	No	No	No	No	No	No	Not a four-leggged intersection.
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not an interchange.
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not an interchange.
	Add one LT Lane on SR 369 No RT Lane Improvements	No	No	No	No	No	No	No	N/A
	Other unsignalized (provide description):	No	No	No	No	No	No	No	N/A
Signalized Intersections	Traffic Signal	No	**Yes**	**Yes**	No	No	No	No	Signal warrants not met.
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not a median-divided roadway. No u-turn options available.
	RCUT (signalized)	No	**Yes**	**Yes**	No	No	No	No	Not a median-divided roadway. No u-turn options available.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not a suitable location.
	Continuous Green-T	No	**Yes**	**Yes**	No	No	No	No	Signal warrants not met, not a suitable location.
	Jughandle	No	No	No	No	No	No	No	Not a suitable location.
	Quadrant Roadway	No	No	No	No	No	No	No	Not a suitable location.
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not an interchange.
	Diverging Diamond	No	No	No	No	No	No	No	Not an interchange.
	Single Point Interchange	No	No	No	No	No	No	No	Not an interchange.
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	N/A
	Other Signalized (provide description):	No	No	No	No	No	No	No	N/A

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

GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.3| Revised 11/13/2023

Waiver Request - Level 2 / 3

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

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

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

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

Project Information:

Location:	SR 369 @ Ivey Road
County:	Hall
GDOT District:	1 - Gainesville
Area Type:	Suburb/Transition
Existing Intersection Control:	Conventional (Minor Stop)
GDOT PI # (or N/A):	N/A
Requested By:	Capstone Property Group
Prepared By:	A&R Engineering, Inc.
Date:	4/2/2025
Waiver Request Type:	Add/Extend Turn Lane

Traffic and Operations Data:[1,2]

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

Crash Data (Required):[3]

Crash Type	Crash Data: Enter most recent 5 years of crash data	Crash Severity K*	A*	B*	C*	O	Years: 5
	Angle	0	0	0	1	1	20%
	Head-On	0	0	0	0	0	0%
	Rear End	0	0	0	4	3	70%
	Sideswipe - same	0	0	0	0	0	0%
	Sideswipe - opposite	0	0	0	0	0	0%
	Not Collision w/Motor Veh	0	0	0	0	1	10%
	TOTALS:	0	0	0	5	5	10

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

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

Proposed Intersection Control: Conventional (Minor Stop)

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

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

APPROVED BY: _____ Date: _____

Name: _____

District Engineer or (Approved Delegate)

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

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

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

SIGNAL WARRANT ANALYSIS

A&R ENGINEERING, INC.

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

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

WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

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

WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

WARRANT 2	**NOT SATISFIED**	0	HOURS

WARRANT 3, PEAK HOUR

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

WARRANT 4, PEDESTRIAN VOLUME

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

WARRANT 5, SCHOOL CROSSING

WARRANT 5 **NOT EVALUATED**

WARRANT 6, COORDINATED SIGNAL SYSTEM

WARRANT 6 **NOT EVALUATED**

WARRANT 7, CRASH EXPERIENCE

WARRANT 7 **NOT EVALUATED**

WARRANT 8, ROADWAY NETWORK

WARRANT 8 **NOT EVALUATED**

WARRANT 9, INTERSECTION NEAR A GRADE CROSSING

WARRANT 9 **NOT EVALUATED**

A&R ENGINEERING, INC.

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

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

24-HOUR TRAFFIC VOLUME

TABLE 1

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

24-HOUR TRAFFIC VOLUME

TABLE 2

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

Total		9332		9554

A&R ENGINEERING, INC.

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

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

WARRANT 1 NOT SATISFIED

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

24-HOUR TRAFFIC VOLUME EVALUATION

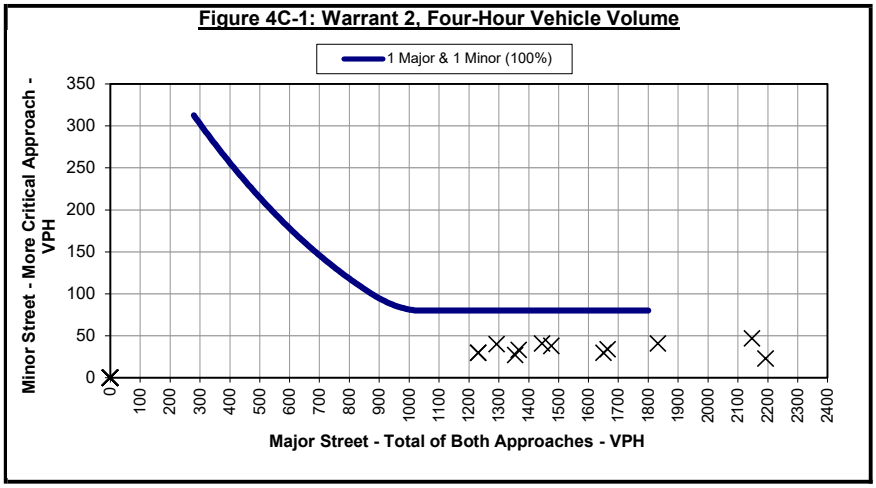
TABLE 3

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

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

WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

WARRANT 2* NOT SATISFIED 0 HOURS

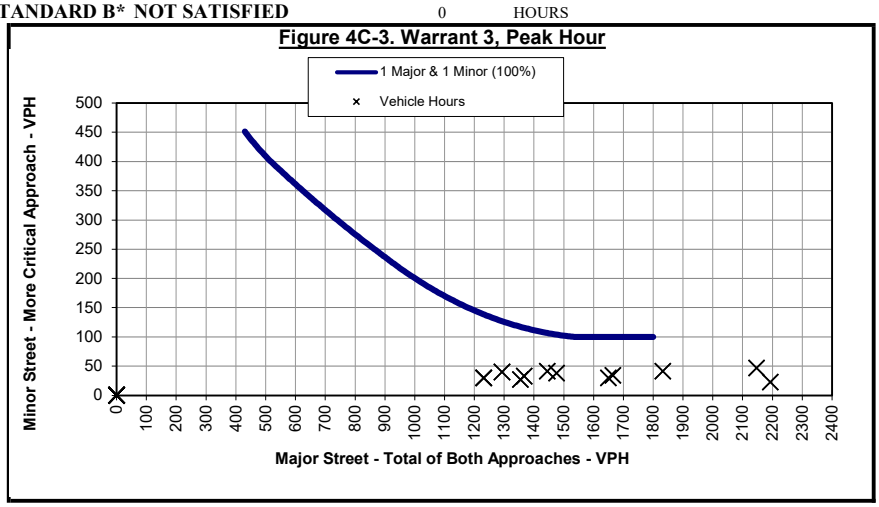


WARRANT 3, PEAK HOUR

STANDARD A NOT SATISFIED 3 VEHICLE HOURS

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

STANDARD B* NOT SATISFIED 0 HOURS



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

ALL-WAY STOP CONTROL

MUTCD 2009 Stop Controlled Intersections

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

FILL IN THE GREEN HIGHLIGHTED CELLS

DO NOT CHANGE THE YELLOW HIGHLIGHTED CELLS

Project No. : 25-026

Report Date: April 2, 2025

Counts Date: March 4, 2025

Analyst : KV

Major Street

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

Minor Street

Name :	Ivey Road		
Northbound?	N	Eastbound?	N
Southbound?	Y	Westbound?	N

STOP OR YIELD NEEDED…
YES

SIDE STREET STOP NEEDED…
YES

ALL-WAY STOP NEEDED…
NO

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

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

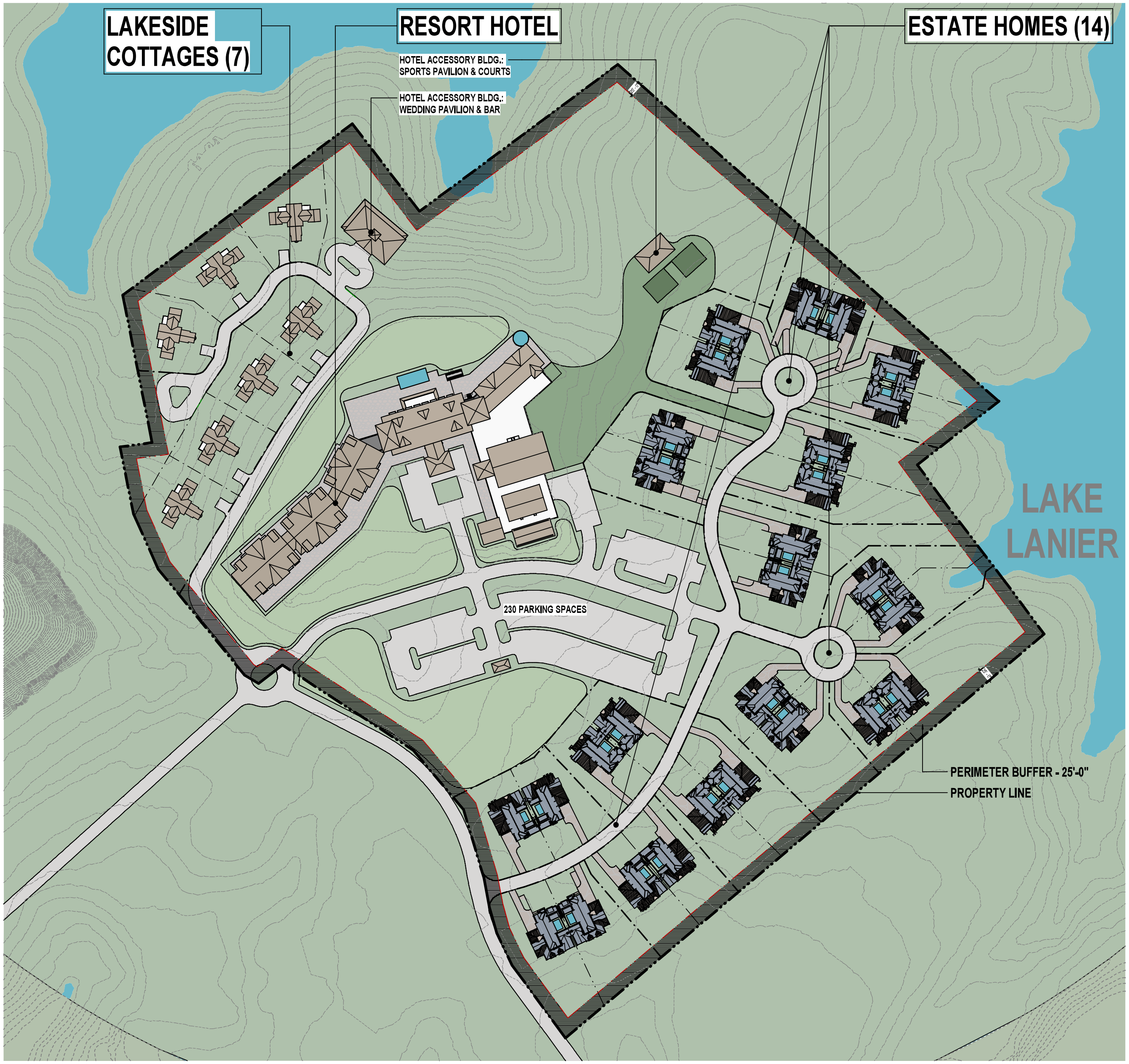
ALL-WAY STOP CONTROL		NOT SATISFIED
Section 2B.07 Multi-Way Stop Applications		
Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting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

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

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

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

SITE PLAN



LAKE RESORT

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

RESORT HOTEL

ZONING CLASSIFICATION

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

MINIMUM SETBACK AND HEIGHT REQUIREMENTS

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

RESORT HOTEL PROPOSED BUILDING AREA & HEIGHT

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

RESORT HOTEL BUILDING AREA

Gainesville, GA

Section	Total
A. GUESTROOMS — TOTAL GUESTROOMS (77 BAYS | 150 KEYS)	85,123 SF
TOTAL GUESTROOM AREA GSF	85,123 SF
B. PUBLIC AREAS — TOTAL PUBLIC ROOMS	68,072 SF
TOTAL RETAIL, FOOD AND BEVERAGE	8,552 SF
TOTAL PUBLIC AREAS GSF	76,624 SF
C. PUBLIC SUPPORT — TOTAL BACK OF HOUSE FACILITIES	26,003 SF
TOTAL VERTICAL CIRCULATION / PENETRATIONS	5,164 SF
TOTAL EMPLOYEE FACILITIES	769 SF
TOTAL PUBLIC SUPPORT GSF	31,996 SF
TOTAL ENCLOSED AND CONDITIONED BUILDING GSF	193,743 SF
TOTAL UNCONDITIONED SUPPORT SPACES	1,900 SF
TOTAL OUTDOOR BALCONIES AND TERRACES	29,113 SF
TOTAL EXTERIOR AND UNCONDITIONED BUILDING GSF	31,013 SF
TOTAL BUILDING GSF CONSTRUCTION AREA	224,756 SF

[illegible]

ACCESSORY BUILDING: WEDDING PAVILION & BAR AREA (GROSS):	8,640 SQUARE FEET
HEIGHT / STORIES	2 STORIES
ACCESSORY BUILDING: SPORTS PAVILION AREA (GROSS):	2,580 SQUARE FEET
HEIGHT / STORIES	1 STORIES

PARKING SPACE REQUIREMENTS (HOTEL)

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

LAKESIDE COTTAGE

ZONING CLASSIFICATION

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

MINIMUM SETBACK AND HEIGHT REQUIREMENTS

FRONT YARD	40 FEET FROM R/W
SIDE YARD	10 FEET FROM PROPERTY LINE
REAR YARD	40 FEET FROM PROPERTY LINE
MAX. HEIGHT OR STORIES	40 FEET / 2 STORIES

LAKESIDE COTTAGE PROPOSED BUILDING AREA & HEIGHT

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

PROPOSED LOT AREA

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

PARKING SPACE REQUIREMENT (ONE FAMILY DWELLINGS ON INDIVIDUAL LOT)

MINIMUM PARKING SPACE REQUIRED	2 PER DWELLING
PROPOSED PARKING SPACES	2

ESTATE HOMES

ZONING CLASSIFICATION

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

MINIMUM SETBACK AND HEIGHT REQUIREMENTS

FRONT YARD	50 FEET FROM R/W
SIDE YARD	BUILDING SHALL BE 20 FEET FROM PROPERTY LINE. TOWNHOUSE DWELLING UNIT SHALL BE CONSIDERED ZERO-LOT LINE
REAR YARD	40 FEET FROM PROPERTY LINE OR R/W
MAX. HEIGHT OR STORIES	40 FEET / 2 STORIES

ESTATE HOME PROPOSED BUILDING AREA & HEIGHT

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

PROPOSED TOTAL LOT AREA / UNIT PER LOT AREA

ESTATE HOME LOT #1	54,377 SQUARE FEET	ESTATE HOME UNIT LOT #1A - 29,885 SQUARE FEET ESTATE HOME UNIT LOT #1B - 24,492 SQUARE FEET
ESTATE HOME LOT #2	40,461 SQUARE FEET	ESTATE HOME UNIT LOT #2A - 19,974 SQUARE FEET ESTATE HOME UNIT LOT #2B - 20,487 SQUARE FEET
ESTATE HOME LOT #3	49,249 SQUARE FEET	ESTATE HOME UNIT LOT #3A - 22,642 SQUARE FEET ESTATE HOME UNIT LOT #3B - 26,607 SQUARE FEET
ESTATE HOME LOT #4	39,922 SQUARE FEET	ESTATE HOME UNIT LOT #4A - 21,120 SQUARE FEET ESTATE HOME UNIT LOT #4B - 18,802 SQUARE FEET
ESTATE HOME LOT #5	35,452 SQUARE FEET	ESTATE HOME UNIT LOT #5A - 17,922 SQUARE FEET ESTATE HOME UNIT LOT #5B - 17,530 SQUARE FEET
ESTATE HOME LOT #6	54,731 SQUARE FEET	ESTATE HOME UNIT LOT #6A - 23,117 SQUARE FEET ESTATE HOME UNIT LOT #6B - 31,614 SQUARE FEET
ESTATE HOME LOT #7	60,990 SQUARE FEET	ESTATE HOME UNIT LOT #7A - 15,482 SQUARE FEET ESTATE HOME UNIT LOT #7B - 45,508 SQUARE FEET
ESTATE HOME LOT #8	42,069 SQUARE FEET	ESTATE HOME UNIT LOT #8A - 21,684 SQUARE FEET ESTATE HOME UNIT LOT #8B - 20,385 SQUARE FEET
ESTATE HOME LOT #9	55,471 SQUARE FEET	ESTATE HOME UNIT LOT #9A - 24,492 SQUARE FEET ESTATE HOME UNIT LOT #9B - 30,979 SQUARE FEET
ESTATE HOME LOT #10	55,614 SQUARE FEET	ESTATE HOME UNIT LOT #10A - 30,202 SQUARE FEET ESTATE HOME UNIT LOT #10B - 25,412 SQUARE FEET
ESTATE HOME LOT #11	44,812 SQUARE FEET	ESTATE HOME UNIT LOT #11A - 20,799 SQUARE FEET ESTATE HOME UNIT LOT #11B - 24,013 SQUARE FEET
ESTATE HOME LOT #12	38,032 SQUARE FEET	ESTATE HOME UNIT LOT #12A - 16,962 SQUARE FEET ESTATE HOME UNIT LOT #12B - 21,070 SQUARE FEET
ESTATE HOME LOT #13	33,416 SQUARE FEET	ESTATE HOME UNIT LOT #13A - 14,887 SQUARE FEET ESTATE HOME UNIT LOT #13B - 18,529 SQUARE FEET
ESTATE HOME LOT #14	47,386 SQUARE FEET	ESTATE HOME UNIT LOT #14A - 22,520 SQUARE FEET ESTATE HOME UNIT LOT #14B - 24,866 SQUARE FEET

PARKING SPACE REQUIREMENT (SINGLE FAMILY TOWNHOUSE)

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

1 OVERALL SITE PLAN
P001 SCALE: 1" = 70'-0"

CAPSTONE PROPERTY GROUP

P001
OVERALL SITE PLAN

LAKE RESORT

COOPER CARRY
Project № 20240026
OCTOBER 31ST, 2024

INTERSECTION CAPACITY ANALYSIS
(SYNCHRO – HCM)

Intersection	
Int Delay, s/veh	1.3

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

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	866	0	-	0	1838	834
Stage 1	-	-	-	-	834	-
Stage 2	-	-	-	-	1004	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	777	-	-	-	83	368
Stage 1	-	-	-	-	426	-
Stage 2	-	-	-	-	354	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	777	-	-	-	80	368
Mov Cap-2 Maneuver	-	-	-	-	80	-
Stage 1	-	-	-	-	408	-
Stage 2	-	-	-	-	354	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	59.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	777	-	-	-	104
HCM Lane V/C Ratio	0.019	-	-	-	0.378
HCM Control Delay (s)	9.7	0	-	-	59.3
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	1.5

Intersection	
Int Delay, s/veh	5.8

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

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1321	0	-	0	2335	1284
Stage 1	-	-	-	-	1284	-
Stage 2	-	-	-	-	1051	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	523	-	-	-	40	201
Stage 1	-	-	-	-	260	-
Stage 2	-	-	-	-	336	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	523	-	-	-	38	201
Mov Cap-2 Maneuver	-	-	-	-	38	-
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	336	-

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

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

Intersection	
Int Delay, s/veh	1.1

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

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	866	0	-	0	1838	834
Stage 1	-	-	-	-	834	-
Stage 2	-	-	-	-	1004	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	777	-	-	-	83	368
Stage 1	-	-	-	-	426	-
Stage 2	-	-	-	-	354	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	777	-	-	-	81	368
Mov Cap-2 Maneuver	-	-	-	-	81	-
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	354	-

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

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

Intersection	
Int Delay, s/veh	4.7

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

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1321	0	-	0	2335	1284
Stage 1	-	-	-	-	1284	-
Stage 2	-	-	-	-	1051	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	523	-	-	-	40	201
Stage 1	-	-	-	-	260	-
Stage 2	-	-	-	-	336	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	523	-	-	-	39	201
Mov Cap-2 Maneuver	-	-	-	-	39	-
Stage 1	-	-	-	-	254	-
Stage 2	-	-	-	-	336	-

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

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

EXISTING INTERSECTION COUNT DATA

A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

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

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

Groups Printed- Cars, Buses & Trucks

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

A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

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

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

Groups Printed- Cars, Buses & Trucks

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

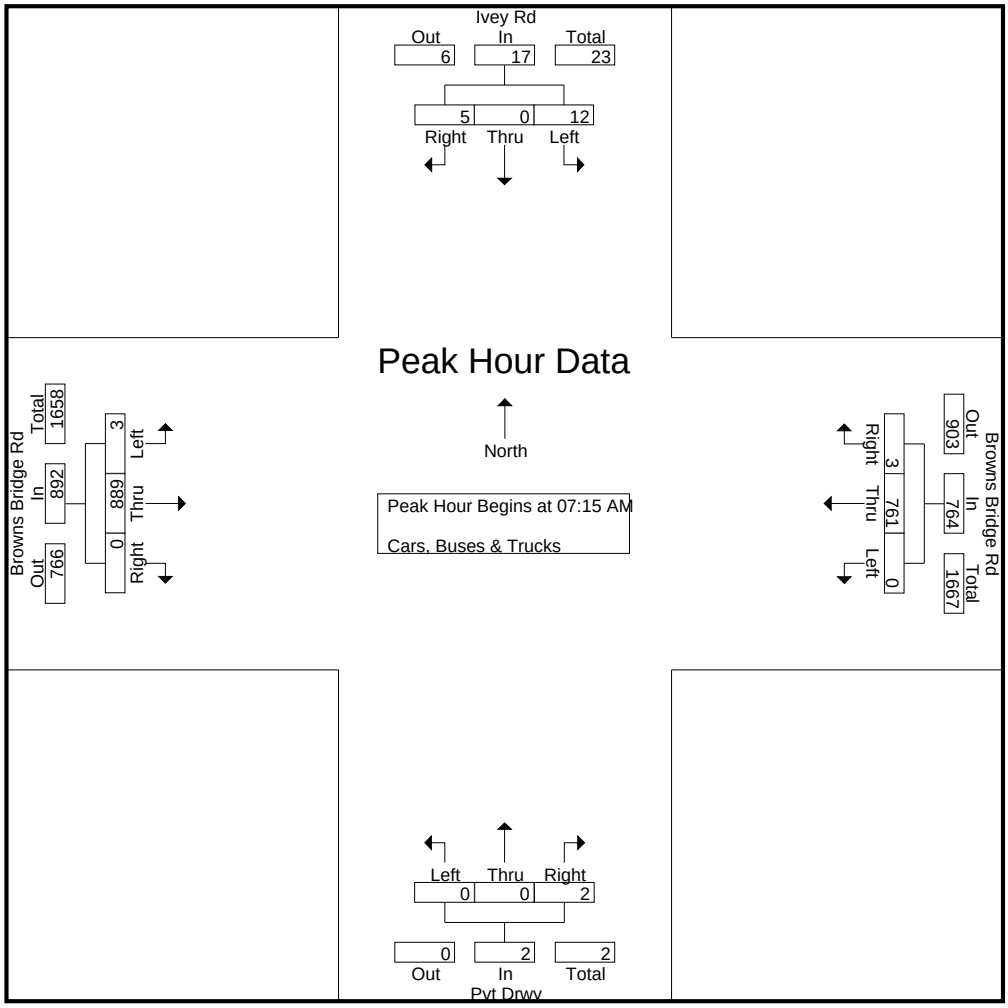
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

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

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

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



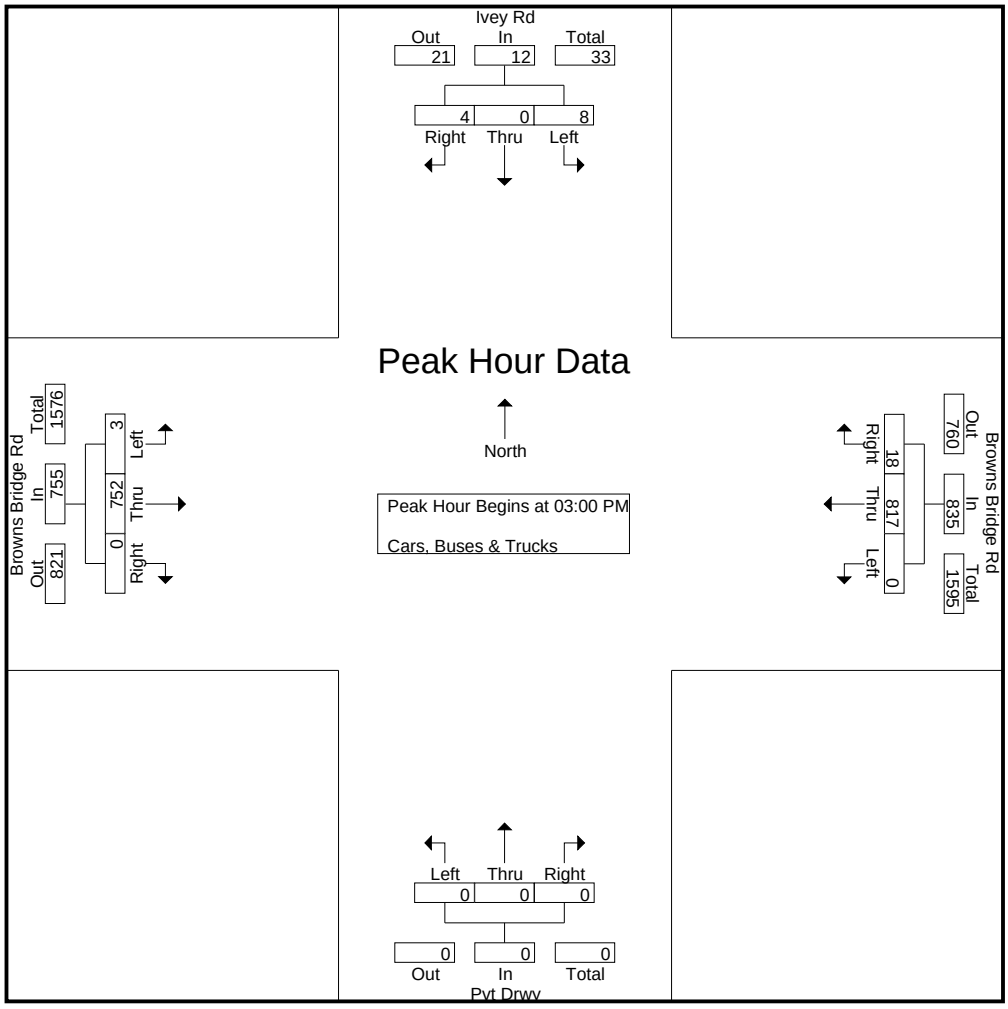
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

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

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

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



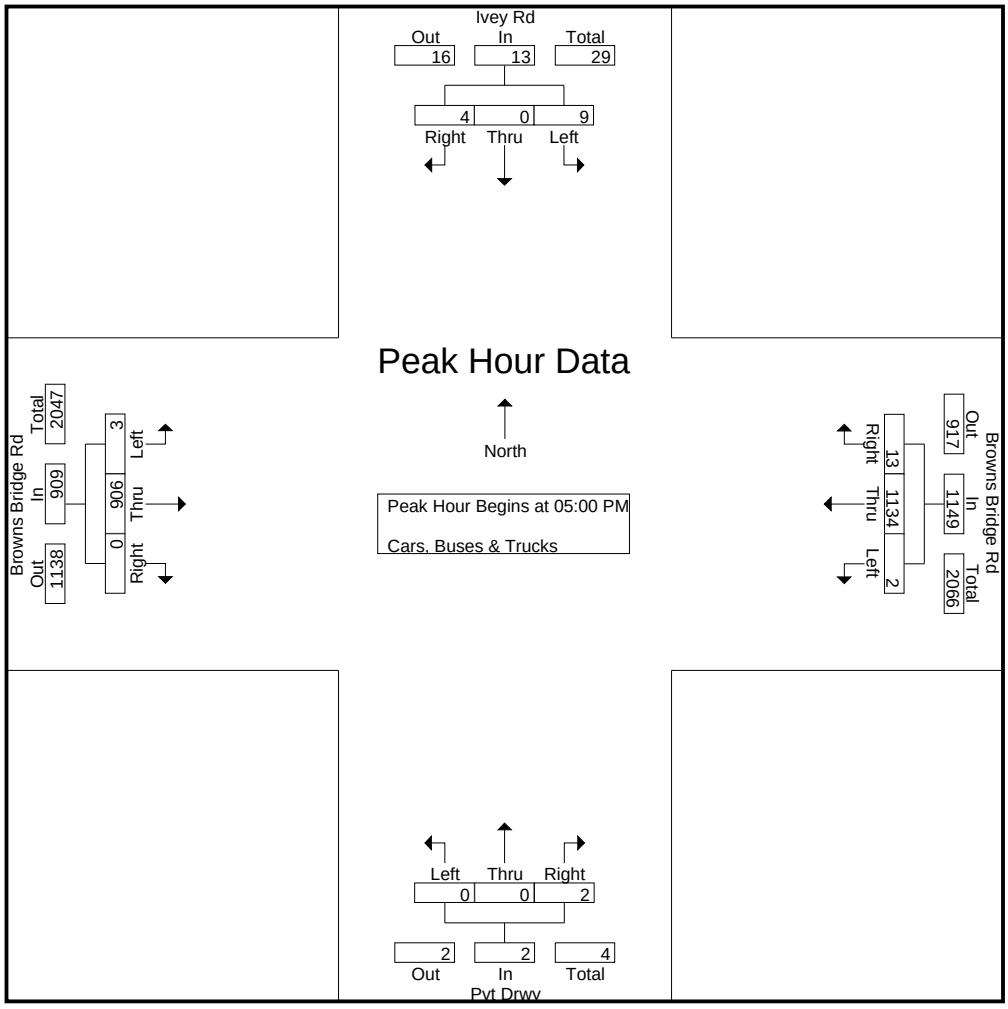
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

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

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

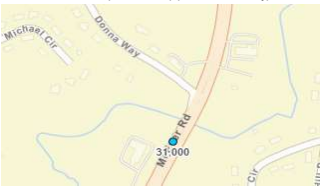
	Pvt Drwy Northbound				Ivey Rd Southbound				Browns Bridge Rd Eastbound				Browns Bridge Rd Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1						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

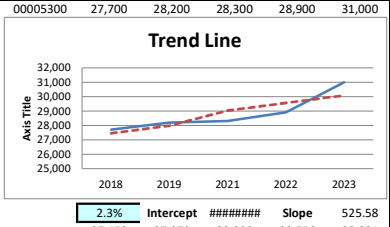


VOLUME WORKSHEET
(EXISTING AND FUTURE)

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

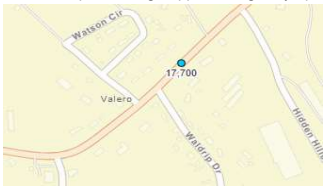
Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
SR 53 (McEver Rd) (S of Donna Way)	139-0278	00005300	27,700	28,200	28,300	28,900	31,000

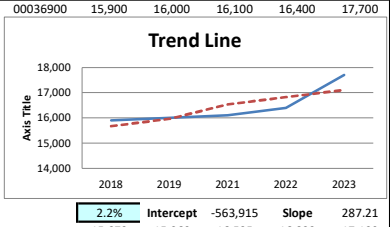




Growth Rate	2.3%	**Intercept**	########	**Slope**	525.58
Trend Line	27,453	27,979	29,030	29,556	30,081

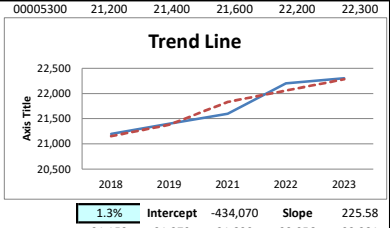
Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
SR 369 (Browns Bridge Rd) (W of Montgomery Dr)	139-0429	00036900	15,900	16,000	16,100	16,400	17,700





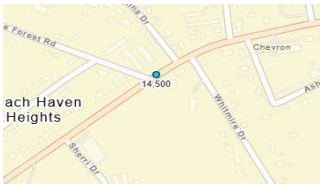
Growth Rate	2.2%	**Intercept**	-563,915	**Slope**	287.21
Trend Line	15,673	15,960	16,535	16,822	17,109

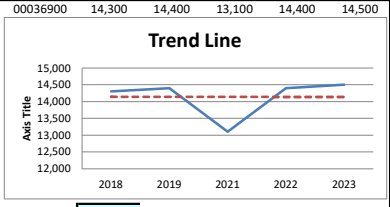
Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
SR 53 (McEver Rd) (N of SR 369)	139-0276	00005300	21,200	21,400	21,600	22,200	22,300



Growth Rate	1.3%	**Intercept**	-434,070	**Slope**	225.58
Trend Line	21,153	21,379	21,830	22,056	22,281

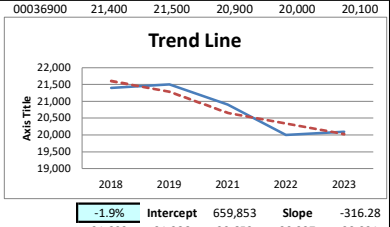
Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
SR 369 (W of Goddards Ford Rd)	139-0427	00036900	14,300	14,400	13,100	14,400	14,500





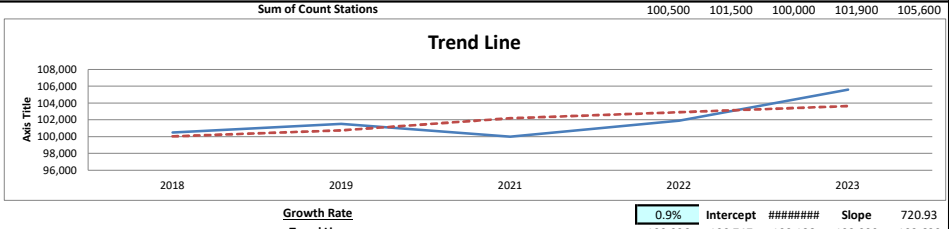
Growth Rate	0.0%	**Intercept**	16,490	**Slope**	-1.16
Trend Line	14,143	14,142	14,140	14,138	14,137

Location	Traffic Counter	RCLINK	2018	2019	2021	2022	2023
SR 369 (Browns Bridge Rd) (E of SR 53)	139-0431	00036900	21,400	21,500	20,900	20,000	20,100



Growth Rate	-1.9%	**Intercept**	659,853	**Slope**	-316.28
Trend Line	21,602	21,286	20,653	20,337	20,021

Weighted Average	2018	2019	2021	2022	2023
Sum of Count Stations	100,500	101,500	100,000	101,900	105,600



Growth Rate	0.9%	**Intercept**	########	**Slope**	720.93
Trend Line	100,026	100,747	102,188	102,909	103,630

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

Traffic Volumes

A&R Engineering
March 2025

SR 369 @ Ivey Road

A.M. Peak Hour

	- Northbound				Ivey Road Southbound				SR 369 (Browns Bridge Road) Eastbound				SR 369 (Browns Bridge Road) Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	0	0	12	0	5	17	3	889	0	892	0	761	3	764
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2028 Volumes:	0	0	0	0	12	0	5	17	3	916	0	919	0	784	3	787
Total New Trips:	0	0	0	0	14	0	6	20	11	0	0	11	0	0	27	27
Future 2028 Traffic Volumes:	0	0	0	0	26	0	11	37	14	916	0	930	0	784	30	814

P.M. Peak Hour

	- Northbound				Ivey Road Southbound				SR 369 (Browns Bridge Road) Eastbound				SR 369 (Browns Bridge Road) Westbound			
Condition	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	0	0	0	9	0	4	13	3	906	0	909	0	1134	13	1147
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2028 Volumes:	0	0	0	0	9	0	4	13	3	933	0	936	0	1168	13	1181
Total New Trips:	0	0	0	0	24	0	10	34	9	0	0	9	0	0	21	21
Future 2028 Traffic Volumes:	0	0	0	0	33	0	14	47	12	933	0	945	0	1168	34	1202

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