HALL COUNTY PLANNING COMMISSION
STAFF REPORT

Applicant ..... Thompson O'Brien Kappler & Nasuti PC

Request ..... Rezone from Agricultural Residential III (AR-III, 17.110) to Planned Residential Development (PRD, 17.180.060)

Proposed Use ..... 324-lot residential development

Size ..... 117.31± acres

Zoning ..... Current Agricultural Residential III (AR-III, 17.110) | Proposed Planned Residential Development (PRD, 17.180.060)

Location ..... **0, 4611, 4627 Guth Road & 0, 4561, 4613 J M Turk Road & 4590, 4601, 4610 Stanley Road** | Tax Parcels 15043 000027, 000109, 000128, 000201 & 15044 000035, 000035B, 000043, 000100, and 000127

Commission District ..... One

Planning Commission Date ..... October 2, 2023

Staff Recommendation ..... **Denial** as the proposed use exceeds the maximum density of 2 dwelling units per acre for the Residential future land use classification in the Comprehensive Plan**.**

Recommended Conditions, if approved:

1. Development is approved generally as depicted on the site plan dated 8-2-2023 and as detailed in the project narrative; however, the development shall not exceed a maximum density of 2 dwelling units per acre and may be modified as necessary for compliance with development standards enforced at the time of site plan approval. The Planning Director will grant minor modifications as long as there are no buffer reductions, no modifications to the structural design or materials, and no need for a variance from the Hall County development standards.

2. Standard Hall County Development Review and permitting processes shall be followed. Approval of this request does not supersede development standards, or processes, in effect when the

plans are submitted for review. Such standards include, but are not limited to, stormwater management and emergency access requirements.

3. The minimum heated floor area (HFA) shall be 2,800 square feet for Pod A (single-family detached homes), 1,800 square feet for Pods B and C (single-family detached homes), and 1,300 square feet for Pod D (townhomes).

4. Building elevations shall be composed of a mixture of cement siding, stone, and/or brick façade, with brick or stone accents on the front façade of the homes. The balance of the home may be the same materials or of fiber-cement material. Vinyl siding is prohibited. Homes shall be consistent with the submitted renderings.

5. The development shall have a 50-foot exterior buffer per the requirement of 17.180.060, Planned Residential Development along all exterior boundaries.

6. The recommendations of the traffic study shall be implemented as part of the development process. Such improvements will be the financial responsibility of the developer.

7. All conditions of zoning shall be made a part of any plats or construction plans created for the subdivision.

8. The development shall be limited to a maximum of three (3) model homes prior to recording of the final plat.

9. No variances or development exceptions not specifically listed in these conditions of approval are granted. The following variance has been granted as part of this request:

    a. 17.180.060(B)(2)(C). – **Setbacks** – Front yard setbacks shall be permitted as listed below:

PODS A, B, and C (Single Family Residences)	**20 feet**
POD D Multi-Family Residences	**10 feet**

    b. 17.180.060(B)(9)(b)(ii). – **Recessed Garage Doors –** Elevations shall be permitted as general depicted in the submitted zoning packet dated 7-4-2023.

Summary Analysis

The applicant is requesting to rezone a combined 117.31± acres of Agricultural Residential (AR-III, 17.110) zoned property to Planned Residential Development (PRD, 17.180.060) for the purpose of constructing a 324-unit residential development. The total density of the development will be 2.80 units per acre, containing a total of 200 detached homes and 124 attached townhomes. An existing residence (4621 Stanley Road, tax parcel 15044 000035D) located on Stanley Road will remain, with shared access through the proposed development. This parcel is not included with the rezoning request.

Per the applicant's letter of intent, and represented in the submitted zoning site plan, the development will be constructed in a series of four pods. Pods A, B, and C will be developed with detached single-family residences with Pod D developed with attached single-family residences (townhomes). Per the letter of intent, each unit "…will have garage and driveway space and will be constructed with a variety of high-end materials consisting of variations of brick, stone, and cement sidings."

Pod A will feature 13 estate-style lots, with each consisting of a minimum of 21,780 square feet (equivalent to half an acre) and a minimum heated floor area of 2,800 square feet. Pods B and C will consist of a total 187 detached single-family homes, with a proposed minimum lot size of 5,000 square feet and a minimum heated floor area of 1,800 square feet. Specifically, Pod B will contain 52 front-entry and 13 rear-entry homes, while all Pod C homes will be front-entry. Lots with front entry garages will be a minimum of 50 feet in width with rear-entry residences having a lot width of 40 feet. Pod D will be exclusively townhomes, with 86 of the units being rear-entry and 38 front-entry. The front-entry units will be 24 feet wide with the rear-entry being 22 feet in width and the minimum townhome size will be 1,300 square feet. As stated previously, overall density for the development is 2.80 dwelling units per acre. The density for the detached single-family residential portion of the development is 1.99 dwelling units per acre while the attached single-family residences are proposed at a density of 8.22 units per acre.

The development will include a minimum of 30% of open space, which will include accompanying buffers, replanted buffers, pocket/linear parks, and an amenity area. The main amenity site will serve both the single-family attached and detached pods, and is located within Pod C. The site includes the mail kiosk, playing fields, and a pool and clubhouse with adjacent parking. The development will include 5-foot wide sidewalks on both sides of the street, ensuring pedestrian connectivity within the development.

Access to the subdivision will be provided where Stanley Road currently intersects with JM Turk Road. A second emergency access easement is proposed between lots 122 and 123 of Pod C, but no full access second entrance is proposed. Stanley Road will be abandoned and a new street developed to serve as the primary entrance to the development. Pods A, B and C will be served by public streets with 50-foot right-of-ways. Pod D will be served by a series of private streets and alleyways, with one primary entrance connecting to a public street within the new development. The zoning plan notes that the applicant may choose to place gates at the development entrance, and therefore privatize all proposed streets. The existing residence on Stanley Road (parcel 15044 000035D) will be served by a driveway within the proposed development from the Pod A section, as shown on the site plan.

A traffic impact study was conducted by Marc R. Acampora Traffic Engineering in May of 2023. The study, which was based on a proposed 216 detached single family homes and 125 attached townhomes for a total of 341 homes, was slightly higher than what was submitted for the rezoning request. The study found the proposed subdivision will generate 209 trips in the morning peak hour, 276 trips in the evening peak hour, and 2,952 daily trips. The report found that the three studied intersections will continue to operate acceptably when the proposed development is complete. As a result, no off-site mitigation is identified for the future build condition as a result of the proposed subdivision. The study does confirm the need for a northbound right turn lane and a southbound left turn lane on JM Turk Road at the proposed project entrance.

The development standards for the project are described in the table below and are compared with the PRD requirements, (17.180.060):

Standard	PRD Requirement (17.180.060)	Proposed Development				
		Overall	Pod A (single-family detached)	Pod B (single-family detached)	Pod C (single-family detached)	Pod D (single-family attached)
Site Area	5 acre minimum	117.31± acres (GIS calculated)	22.9 acres	24.4 acres	53.2 acres	15.1 acres
Number of Units	–	324 units	Septic – 8 Estate – 5 Total – 13	Front Entry – 52 Rear Entry – 13 Total – 65	Front Entry – 122	Front Entry – 38 Rear Entry – 86 Total – 124
Density (dwelling units per acre)	2 du/a	2.80 du/a*	0.57 du/a	2.66 du/a*	2.29 du/a*	8.21 du/a*
Min. Lot Area	8,000 square feet	–	21,780 sq. ft.	5,000 sq. ft.*	5,000 sq. ft.*	650,000 sq. ft. (35,000 + (5,000 sf/unit x 123)
Min. Lot/Unit Width	50 feet	–	50 feet	40 feet* (Front Entry – 50 feet Rear Entry – 40 feet)	50 feet	Front Entry – 24 ft. Rear Entry – 22 ft.
Front Yard Setback	25 feet	–	20 feet*	20 feet*	20 feet*	10 feet*
Front Side Yard Setback (corner lot)	DSF - 25 feet	–	10 feet*	10 feet*	10 feet*	10 feet*
Side Yard Setback	5 feet	–	5 feet	5 feet	5 feet	–
Rear Yard Setback	20 feet	–	20 feet	20 feet	20 feet	–
Building Separation	–	–	10 feet (foundation to foundation)	10 feet (foundation to foundation)	10 feet (foundation to foundation)	20 feet (side) 40 feet (rear)
Max. Building Height	–	40 feet	–	–	–	–
Exterior Buffer	50 feet	50 feet	–	–	–	–
Min. Open Space	30%	30% (34.7 acres)	–	–	–	–
Parking	2 spaces for each dwelling unit (17.250.020)	2 spaces per each dwelling unit	–	–	–	–
Min. Heated Floor Space	–	–	2,800 sq. ft.	1,800 sq. ft.	1,800 sq. ft.	1,300 sq. ft.
Garage – % of front façade	55% when recessed a minimum of 20 feet behind front	–	–	–	–	80%* (Front Entry)

	wall plan of residence					
*These figures do not meet the standards of 17.180.060.						

Note: The open space calculation of 34.7 acres is based off the total acreage of 115.6 acres, which deviates from the advertised acreage of 117.31 acres. The site acreage will need to be confirmed to ensure that there is a minimum of 30% of open space, as required by the PRD requirements, (17.180.060).

Four (4) **variances** related to front yard setbacks, dimensional standards and architectural standards will be required if the site plan, as presented, is approved because the structures will not meet such requirements.

- Front yard setback requirement of 25 feet for a single-family detached residence as found in 17.180.060(B).
    - The applicant is proposing a front-yard setback of 20 feet.
- Minimum lot area requirement of 8,000 square feet for a single-family detached residence as found in 17.180.060(B).
    - The applicant is proposing a minimum lot area of 5,000 square feet for single-family detached residences.
- Minimum lot width requirement of 50 feet for a single-family detached residence as found in 17.180.060(B).
    - The applicant is proposing a 40-foot minimum lot width for single-family detached residences.
- Maximum garage door width requirement of 50 percent of the width of the individual townhouse unit as found in in 17.180.060(B).
    - The applicant is proposing a maximum garage door width of 80% of the width of the individual townhouse.

Based on the future land-use plan, staff finds the *requested zoning designation* is not consistent with the Hall County Comprehensive Plan future land use designation. Although the proposed use is consistent with the "Residential" designation in general, the Residential designation envisions a maximum density of 2 dwelling unit per acre, similar to the maximum density requirement within a Planned Residential Development (PRD, 17.180.060). The development has proposed a density of 2.80 du/acre, exceeding the recommended maximum by less than 1 du/acre. The Residential land use category is characterized by moderate-density residential development and neighborhoods. The intent of this land use category is to preserve established neighborhoods and create new residential development consistent to surrounding suburban densities, which range from low to moderate. Future development will continue to be detached, single family homes at moderate densities.

Zoning Analysis

When considering a zoning amendment to the zoning maps, the following items must be considered by the Planning Commission and the Hall County Commission pursuant to 17.380.060:

1. Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property; **The zoning proposal may be suitable given the context of the**

surrounding area, though the proposed development is more dense than the surrounding developments with an overall density of 2.80 du/acre.

2. Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property; **No, it is not anticipated that the proposed residential use will adversely affect adjacent properties. A traffic study found that the three studied intersections will continue to operate acceptably when the proposed development is complete. As a result, no off-site mitigation is identified for the future build condition as a result of the proposed subdivision. The study does confirm the requirement for a northbound right turn lane and a southbound left turn lane on JM Turk Road at the proposed project entrance.**

3. Whether the property to be affected by the zoning proposal has reasonable economic use as currently zoned. The properties appear to have reasonable economic use as currently zoned.

4. Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, or utilities; **A traffic study found that the three study intersections will continue to operate acceptably when the proposed development is complete. As a result, no off-site mitigation is identified for the future build condition as a result of the proposed subdivision. The study does confirm the need for a northbound right turn lane and a southbound left turn lane are required on JM Turk Road at the proposed project entrance. No letters of service has been confirming the availability and adequate capacity to provide water or sewer service to the property. The proposed development falls within both the City of Oakwood and Hall County sewer service districts. The nearest sewer line is located on Winder Highway. Water service will be provided by the City of Gainesville if adequate capacity is available.**

5. Whether the zoning proposal is in conformity with the policy and intent of the land use plan; **although consistent with the "Residential" land use designation, the proposed use is not consistent with the Comprehensive Plan recommended maximum density of two dwelling units per acre. The proposed development is proposing a density of 2.80 dwelling units per acre.**

6. The extent to which property values are diminished by the existing zoning restrictions; **Staff is unable to determine the extent to which property values are diminished by the existing zoning restrictions.**

7. The extent to which the destruction of the subject property's value under the existing zoning promotes the health, safety, morals or general welfare of the public; **Staff is unable to comment on the impact of property values without a full market analysis. Multiple factors impact property value including construction types, proposed uses, and maintenance. Often it is difficult to determine the effect of a development on adjacent properties until the development is completed.**

8. The relative gain to the public as compared to the hardship imposed upon the individual property owner; **Staff has not identified a hardship imposed on the property owner as the property is currently zoned.**

9. The length of time the property has been vacant as zoned considered in the context of land development in the area in the vicinity of the property; **Hall County property tax records show the properties are a mixture of vacant and developed parcels, which include a number of residential structures and accessory building that will be removed during the development of the project.**

10. Whether there are other existing or changing conditions affecting the use or development of the property which give supporting grounds for either approval or disapproval of the zoning proposal; **Staff is not aware of any changing conditions that affect the use and development of the property.**

11. Whether the change would create an isolated district unrelated to the surrounding districts; **The proposed zoning is a Planned Residential Development (PRD, 17.180.080). Per the Official Code of Hall County, Planned Development Districts (17.180) are to be utilized as a "floating zone" which shall mean that areas will not be pre-designated as planned development districts but rather each such designation shall result from a specific and separate application for amendment. That being said, the proposed density is higher than that found on surrounding properties.**

12. Whether the present zoning district boundaries are illogically drawn in relation to existing conditions in the area; **There is no evidence that the present zoning district boundaries are illogically drawn.**

13. Whether the change requested is out of scale with the needs of the county as a whole or the immediate neighborhood; **The proposed density is higher than that found on immediately surrounding properties; however, the use does not appear to be out of scale with the needs of the county as a whole, as there is a need for additional and varied housing types.**

14. Whether it is impossible to find adequate sites for the proposed use in districts permitting such use and already appropriately zoned; **There are no other properties within the county that are currently zoned to support the type of mixed-use development being proposed without requiring zoning action.**

15. Whether the need for rezoning could be handled instead by a variance request to the [Planning Commission]; **The request could not be handled alternatively as a variance.**

16. Whether there would be an ecological or pollution impact resulting from major modifications to the land if the request is granted; **Any land disturbance activities on the property shall be required to go through the land development permitting process and as a result are subject to local, state, and federal regulations. As a result, there should not be an ecological or pollution impact resulting from any modification to the land if the request is granted.**

17. Whether there is reasonable evidence based upon existing and anticipated land use that would indicate a mistake was made in the original zoning of the property; **There is no indication that a mistake was made in the original zoning.**

A Planned Residential Development (PRD, 17.180.080) allows for more flexibility in the design and development of the property. This provides for a mixture of housing types and encourages maximum use of natural features through proper site planning measures. The development should conform to the existing character and development pattern of the surrounding area.

17.380.050. - Submission requirements for a rezoning request

A. Any person or persons requesting a change in the official zoning map or use subject to approval of the county commission shall file an application with a plat or map of the property attached thereto, together with payment of such fees set forth in chapter 17.30 to cover administrative and advertising costs, in the planning department office. Such person or persons or their authorized agent shall appear in person at the public hearing held to consider the district change. **Proposal meets the requirement. Applicant has paid the appropriate fees and understands that someone must be present at both the Hall County Planning Commission meeting and the voting meeting of the Hall County Board of Commissioners.**

B. All applications for a change of zoning classification or use subject to approval of the county commission shall include:

1. A narrative statement identifying the existing and proposed use of the property and addressing each of the criteria set forth in section 17.380.060.C of this section [chapter]. **Proposal does provide a narrative outlining the intent of the development however, the applicant has not prepared a response to each of the criteria listed in 17.380.060.C.**
2. A site plan drawn to scale designating the area covered by the application and identifying existing and proposed buildings and uses, adjacent existing land uses, zoning on contiguous parcels, including those across an abutting public right-of-way, and any other significant site improvements proposed to accommodate the proposed use or buffer adjacent uses, etc., or a plat of the subject property where no specific land use is proposed. In cases where only a plat or map is provided and no land use is proposed, the planning commission and county commission shall evaluate the application based on the most intense possible land use permitted in the proposed district**. Proposal does meet the requirement. The applicant has provided a site plan and included the necessary information to properly assess the development.**

C. For any application for a slow rate land treatment system (see chapter 17.20), the following additional requirements apply. **The proposed development will utilize public sewer and water; as such, this is not applicable.**

D. For any application proposing the development of 100 or more residential dwelling units, a traffic impact study shall be submitted prior to consideration of the application by the planning commission. At the applicant's expense, the traffic impact study shall be prepared by a professional engineer in accordance with requirements established by the Hall County Engineering Department. The engineering department shall review the traffic impact study and forward any comments to the Hall County Planning Commission. **Proposal does meet the requirement. The traffic study found that the three study intersections will continue to operate acceptably when the proposed development is complete. As a result, no off-site mitigation is identified for the future build condition as a result of the proposed subdivision. The study does confirm the requirement for a northbound right turn lane and a southbound left turn lane on JM Turk Road at the proposed project entrance.**

Development Support and Constraints – Departmental / Agency Comments

Hall County Environmental Health

In an email dated August 31, 2023, Emily McGahee stated "The entire development (all pods) must be developed on sewer. No onsite sewage management systems to be permitted by Environmental Health. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled"

Hall County Fire Marshal

In an email dated August 31, 2023, John Hornick, NPQ Fire Inspector 1, Plans Review Lieutenant stated the following:

Hall County Fire Marshal's comments: Current concept plan will need to be modified to meet the below fire code requirements.

International Fire Code 503.1.1 Buildings and facilities. 2018 Edition

Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply

with the requirements of this section and shall extend to within 150 feet (45 720 mm) of all portions of the facility and all portions of the *exterior walls* of the first story of the building as measured by an *approved* route around the exterior of the building or facility. This code requirement applies to the townhome buildings.

Appendix D 107.1, as follows:
Developments of one- or two-family dwellings where the number of dwelling units exceeds 120 shall be provided with two separate and approved fire apparatus access roads.

Exceptions:

1. Where there are more than 120 dwelling units on a single public or private fire apparatus access road and all dwelling units are equipped throughout with an approved automatic sprinkler system in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3, access from two directions shall not be required.

2. The number of dwelling units on a single fire apparatus access road shall not be increased unless fire apparatus access roads will connect with future development, as determined by the fire code official.

Appendix D 107.2, as follows:
Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

Hall County Public Works and Utilities
In a memorandum from Public Works and Utilities dated August 31, 2023, Bill Nash, Director, stated the following:

Engineering:
No dead end streets.

Show stream buffer and impervious setback from wrested vegetation not centerline of stream.

The site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage.

Traffic:
A left turn lane and decel lane will be required for the entrance.

Any required roadway improvements will be the financial responsibility of the developer

A cul-de-sac should be provided for Guth Road at the proposed end of county maintenance

Utilities:
No sanitary sewer in area.

Hall County Tax Assessor

In an email dated August 24, 2023, Nicole Griffin, Appraisal Systems Coordinator, provided the following comment:

15043 000027- CUVA- starting 2022
15043 000128- CUVA starting 2022
15044 000035- CUVA starting in 2019

The re-zoning application itself would not cause a breach but if the property is sold or developed with the proposed 324 lot residential development after the re-zoning then the conservation covenant could/would be breached and result in a penalty on each parcel.

Georgia Department of Transportation

In an email dated August 25, 2023, Veronica Chavers, D1TO Civil Engineer 3, stated GDOT coordination would not be required for this development.

PLANNING AND DEVELOPMENT DEPARTMENT
2875 BROWNS BRIDGE ROAD GAINESVILLE GA 30504
MAILING ADDRESS PO BOX 1435 GAINESVILLE GA 30503
[illegible] 770-531-3902

HALL COUNTY
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ZONING APPLICATION

Applicant (Name & Mailing Address)

Thompson, O'Brien, Kappler & Nasuti, PC
2 Sun Court, Suite 400
Peachtree Corners, GA 3009
Phone 770 925-0111
Email Address wdiehl@tokn.com

Property Owner (Name & Mailing Address)

See attached "property owner list".
Phone —
Email Address —

Proposed Use Single family Residential Subdivision

Contact Person (Name & Mailing Address)

Thompson O'Brien Kappler & Nasuti, P.C.
Att: William J. Diehl 2 Sun Court, Suite 400 Peachtree Corners Georgia 30092
Phone 770-925-0111
Email Address wdiehl@tokn.com

Status of Applicant

Owner
Option to Purchase
Area Resident
Other

Requested Action

Existing Zoning: AR-111
Rezone to: PRD
Fee:$
Receipt #:
Check #:

Tax Parcel Number 15043 000027, 000109, 128, 201 15044 000035, 358, 43, 000100, 127 Acreage
Location Address 0, 4611, 4627 Guth Road & 0, 4561, 4613 JM Turk Rd & 4590, 4601, 4610 Stanley Rd.

I hereby certify that the ~~above~~ information and all attached information are true and correct.

Sign [signature] Date: 8/17/23

Applicant must complete all information above. Failure to complete this section will result in the refusal of the application. The Planning Department has 15 days to review all applications and will set the dates for each application. If the application is found insufficient, an agenda date will not be set until the required information is submitted. Please note that the Planning Commission and County Commission dates are tentative.

Application Withdrawal: I hereby **withdraw** the application.

Sign _____ Date: _____

Staff Use Only

Application Date _____ Taken by: _____

Tentative Planning Commission Date _____ Tentative County Commission Date: _____

County Commission Distnct _____

Revised December 2019

PLANNING AND DEVELOPMENT DEPARTMENT
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA. 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE. GA 30503
t: 770-531-6809 I f: 770-531-3902

HALL COUNTY
GEORGIA
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AUTHORIZATION OF PROPERTY OWNERS

Note: If the applicant is the property owner, please disregard this form.

Name of owner(s) Roger & Cathy Little

Address 4627 Guth Road
Flowery Branch GA 30542

Phone Number 770-654-9307

Name of applicant(s) Thompson O'Brien Kappler & Nasuti, PC

Address 2 Sun Court, Suite 400, Peachtree Corners, GA 30092

Phone Number (770) 925 - 0111

I swear that I am the owner of the property which is the subject matter of the attached applications as shown in the records of Hall County, Georgia.

I authorize the person named above to act as applicant in the pursuit of a rezoning, permissive use, or variance of this property.

Signature of Owner(s) Cathy Little Roger Little

Personally appeared before me

Rebecca Foote

who swears that the information contained in this authorization is true and correct to the best of his/her knowledge and belief.

Rebecca Foote
Notary Public

6-29-23
Date

REBECCA FOOTE NOTARY PUBLIC HALL COUNTY, GEORGIA MY COMMISSION EXPIRES JANUARY 08, 2027

Revised December 2019

PLANNING AND DEVELOPMENT DEPARTMENT
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
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HALL COUNTY
GEORGIA
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AUTHORIZATION OF PROPERTY OWNERS

Note: If the applicant is the property owner, please disregard this form.

Name of owner(s) Travis Lee Little

Address 4611 Guth Road
Flowery Branch, GA 30542

Phone Number 678-865-6181

Name of applicant(s) Thompson O'Brien Kappler & Nasuti, PC

Address 2 Sun Court, Suite 400, Peachtree Corners, GA 30092

Phone Number (770) 925 - 0111

I swear that I am the owner of the property which is the subject matter of the attached applications as shown in the records of Hall County, Georgia.

I authorize the person named above to act as applicant in the pursuit of a rezoning, permissive use, or variance of this property.

Signature of Owner(s)
TLL

Personally appeared before me
Travis Lee Little

who swears that the information contained in this authorization is true and correct to the best of his/her knowledge and belief.

Stephany L. Cantrell
Notary Public

STEPHANY L. CANTRELL NOTARY PUBLIC BARROW COUNTY MY COMM. EXPIRES May. 9th, 2025

6/30/23
Date

PLANNING AND DEVELOPMENT DEPARTMENT
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA 30504
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HALL COUNTY
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AUTHORIZATION OF PROPERTY OWNERS

Note: If the applicant is the property owner, please disregard this form.

Name of owner(s) Randy JONES TAMMY JONES

Address 204 Beechnut Ave
South Mills N.C 27976

Phone Number 252 619 1627

Name of applicant(s) Thompson O'Brien Kappler & Nasuti, PC

Address 2 Sun Court, Suite 400, Peachtree Corners, GA 30092

Phone Number (770) 925 - 0111

I swear that I am the owner of the property which is the subject matter of the attached applications as shown in the records of Hall County, Georgia.

I authorize the person named above to act as applicant in the pursuit of a rezoning, permissive use, or variance of this property.

Signature of Owner(s) Randy Jones Tammy Jones

Personally appeared before me

Jennifer L. Prayer-Pendleton

who swears that the information contained in this authorization is true and correct to the best of his/her knowledge and belief.

Notary Public Jennifer L. Prayer-Pendleton My Comm. Exp. 1.08.27

JENNIFER L PRAYER-PENDLETON NOTARY PUBLIC CAMDEN COUNTY, NC

7.3.23 Date

PLANNING AND DEVELOPMENT DEPARTMENT
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
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HALL COUNTY
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AUTHORIZATION OF PROPERTY OWNERS

Note: If the applicant is the property owner, please disregard this form.

Name of owner(s) Buddy Stanley

Address 4561 JM Turk Rd
Flowery Branch, Ga

Phone Number 678-878-6596

Name of applicant(s) Thompson O'Brien Kappler & Nasuti, PC

Address 2 Sun Court, Suite 400, Peachtree Corners, GA 30092

Phone Number (770) 925 - 0111

I swear that I am the owner of the property which is the subject matter of the attached applications as shown in the records of Hall County, Georgia.

I authorize the person named above to act as applicant in the pursuit of a rezoning, permissive use, or variance of this property.

Signature of Owner(s)

Personally appeared before me
Buddy Allen Stanley

who swears that the information contained in this authorization is true and correct to the best of his/her knowledge and belief.

Notary Public

10/30/2023
Date

OFFICIAL SEAL
LAURA MOORE STUMPFF
NOTARY PUBLIC - GEORGIA
JACKSON COUNTY
My Commission Expires Feb. 22, 2026

PLANNING AND DEVELOPMENT DEPARTMENT
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
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HALL COUNTY
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AUTHORIZATION OF PROPERTY OWNERS

Note: If the applicant is the property owner, please disregard this form.

Name of owner(s) Gloria Stanley

Address 4590 Stanley Road
Flowery Branch, GA 30542

Phone Number 678 - 316 - 5338

Name of applicant(s) Thompson O'Brien Kappler & Nasuti, PC

Address 2 Sun Court, Suite 400, Peachtree Corners, GA 30092

Phone Number (770) 925 - 0111

I swear that I am the owner of the property which is the subject matter of the attached applications as shown in the records of Hall County, Georgia.

I authorize the person named above to act as applicant in the pursuit of a rezoning, permissive use, or variance of this property.

Signature of Owner(s)
Gloria Stanley

Personally appeared before me
Shelby Hope

who swears that the information contained in this authorization is true and correct to the best of his/her knowledge and belief.

Shelby Hope
Notary Public

July 3, 2023
Date

SHELBY HOPE NOTARY PUBLIC COMMISSION EXPIRES MARCH 22, 2027 HALL COUNTY, GEORGIA

PLANNING AND DEVELOPMENT DEPARTMENT
2875 BROWNS BRIDGE ROAD, GAINESVILLE, GA, 30504
MAILING ADDRESS: PO BOX 1435, GAINESVILLE, GA 30503
t: 770-531-6809 I f: 770-531-3902

HALL COUNTY
GEORGIA
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CAMPAIGN CONTRIBUTIONS DISCLOSURE FORM

This form must be completed by the applicant and property owner, or person representing the property owner, for all zoning actions.

OCGA § 36-67A-3[C] Disclosure of campaign contributions:

(b) When any applicant for zoning action has made, within two years immediately preceding the filing of the applicant's application for the zoning action, campaign contributions aggregating $250.00 or more to a local government official who will consider the application, it shall be the duty of the applicant to file a disclosure report with the governing authority of the respective local government showing:

(3) The name and official position of the local government official to whom the campaign contribution was made; and

(4) The dollar amount and description of each campaign contribution made by the applicant to the local government official during the two years immediately preceding the filing of the application for the rezoning action and the date of each such contribution.

(b) The disclosures required by subsection (a) of this Code section shall be filed within ten days after the application for the zoning action is first filed. (Code 1981, Section OCGA § 36-67A-3[C], enacted by GA L. 1986, page 1269, Section 1, GA L. 1991, page 1365, Section 1).

I hereby certify that I have read the above and that:

I have**____ I have not ✓

within the two years immediately preceding this date, made any contribution(s) aggregating $250.00 or more to any local government official involved in the review or consideration of this application.

**If you have made such contributions, you must provide the data required below within ten (10) days of filing this application.

Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Signature: Roger L. Little **Date:** 7/1/2023

Applicant's/Owner's Name (Printed): Roger Little

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Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Signature: Cathy Little **Date:** 7/1/2023

Applicant's/Owner's Name (Printed): CATHY LITTLE

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Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Signature: _____ **Date:** 6-30-2023

Applicant's/Owner's Name (Printed): Travis Little

PLANNING AND DEVELOPMENT DEPARTMENT
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**If you have made such contributions, you must provide the data required below within ten (10) days of filing this application.

Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Signature: Randy Jones **Date:** 9-4-2023

Applicant's/Owner's Name (Printed): RANDY JONES

PLANNING AND DEVELOPMENT DEPARTMENT
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Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Signature: _____ **Date:** 6/30/2023

Applicant's/Owner's Name (Printed): _____

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Name of Official(s): _____ Office: _____

Dollar Amount: _____ Date of Contribution: _____

Applicant's/Owner's Signature: Gloria Stanley **Date:** 7/3/2023

Applicant's/Owner's Name (Printed): _____

ALLIANCE
ENGINEERING + PLANNING + LAND SURVEYING
LANDSCAPE ARCHITECTURE
AN LJA COMPANY

4525 South Lee Street, Buford, Georgia 30518
t 770.225.4730 Allianceco.com LJA.com

Applicant's Letter of Intent
PRD – 324 Units
Parcels:(15043 000027, 000109, 000128, 15044 000035G, 000127, 000035, 000043, 000035B, 000100)

The Applicant requests to rezone an assemblage of nine parcels totaling approximately 114 acres on J M Turk Road to develop a residential community. The site sits between the Grandview Estates subdivision on JM Turk Road, the Quailwood subdivision on Martin Road, and a PRD-zoned subdivision to the east on Union Church Road. To develop the site as proposed, the applicant requests to rezone the subject site from AR-III to PRD.

As planned, the development will include a maximum of 324 units that will be divided into four separate PODs. Throughout, the development will feature a variety of unique lot sizes and housing types including single-family detached homes and attached townhomes. Site access will be provided where Stanley Road currently abuts JM Turk Road. Stanley Road will be abandoned, and the new road will be realigned for vehicular circulation throughout the site. An existing residence that is located on Stanley Road will remain, with shared access through the proposed development. POD A will include a total of 13 single-family detached homes on large lots, which range from at least 21,000 square feet to over an acre in size. The estate lot homes will range between 2,800 square feet to 4,000 square feet. PODs B and C will include a total of 187 single-family detached homes. 174 will be 50-feet wide front entry lots, and 13 will be 40-feet wide rear entry lots. The 50-feet wide lots will have homes ranging from 1,800 square feet to 3,300 square feet. The 40-feet wide lots will have homes ranging from 1,800 square feet to 1,900 square feet. POD D will include 124 townhomes, 38 of which are to be front entry and 86 will be rear entry. The front entry units will be 24-feet wide, and the rear entry will be 22-feet wide. Townhomes will range from 1,300 square feet to 2,100 square feet. Each unit will have garage and driveway space and will be constructed with a variety of high-end materials consisting of variations of brick, stone, and cement sidings. As illustrated on the plan, the development will include abundant open space. Included in the open space are streams and accompanying buffers, replanted buffers, pocket/linear parks, and the amenity area. Although the site will have sufficient parking and vehicular circulation, the development will also include five-feet-wide sidewalks on both sides of the internal streets, providing safe and efficient walkability for residents to access various parts of the community, including the amenities. Other site improvements will include parking adjacent to the main amenity area, and site access improvements to be determined by the department of transportation. The site is within the residential character area of the Hall County comprehensive plan. The planned development will meet the intent of the character, which encourages moderate density residential uses (around 2 units per acre) with large swaths of open space. As proposed, the subdivision will have a density of 2.8 units per acre and will incorporate approximately 34.7 acres of open space. Further, the site is off the highly desirable 985 corridor, which has produced similar density residential development in proximity of the subject site.

The Applicant looks forward to meeting with staff and the community to answer all questions or concerns and is excited to be able to provide exceptional housing in a highly desirable area of Hall County.

Constitutional Objections

Facially and as applied to the Property, the specific portions of the Hall County Comprehensive Plan and zoning ordinance which restrict the Property to any zoning classification, conditions, uses, or to any development other than those proposed by the Applicant are unconstitutional because they would abolish or damage the Applicant's property rights without paying adequate, fair, and just compensation for such rights, in violation of the Constitution of the State of Georgia of 1983 and the Due Process Clause of the Fourteenth Amendment to the United States Constitution.

Facially and as applied to the Property, the application of Hall County ordinances or Comprehensive Plan which restrict the Property to any zoning classification, conditions, uses, or to any development other than that proposed by the Applicant is unconstitutional, illegal, null, and void, constituting a taking and/or damaging of Applicant's Property by denying the Applicant all economically viable use of its land while not substantially advancing legitimate state interests in violation of the United States Constitution's Just Compensation Clause of the Fifth Amendment and the Equal Protection and Due Process Clauses of the Fourteenth Amendment and the Constitution of the State of Georgia of 1983.

The denial of this application would be an arbitrary and capricious act by Hall County without any rational basis, thus constituting an abuse of discretion in violation of the Constitution of the State of Georgia of 1983 and Due Process Clauses of the Fourteenth Amendment to the United States Constitution.

A refusal by Hall County to approve this application for the Property would be unconstitutional and discriminate in an arbitrary, capricious, and unreasonable manner between the Applicant and owners of similarly situated property in violation of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the United
States Constitution.

Opponents to the request set forth in the Application, or in any amendments to the Application, have waived their rights to appeal any decision of the Hall County Board of Commissioners because they lack standing, have failed to exhaust administrative remedies, and/or because they failed to assert any legal or constitutional objections."

The applicant and stakeholders respectfully request approval of this application and welcome the opportunity to meet with Hall County Planning and Development staff, Planning Commission, and Board of Commissioners to discuss any questions or concerns regarding the application.

Sincerely,

Holt Persinger, PLA

DEVELOPMENT STANDARDS - PODS A, B, AND C SINGLE-FAMILY RESIDENCES	
MAX DENSITY	2 UNITS/ AC
MINIMUM LOT SIZE	
POD A	21,780 SF
PODS B AND C	5,000 SF
MINIMUM LOT WIDTH	
POD A	50'
PODS B AND C	40'
BUILDING SETBACKS	
FRONT	20'
REAR	20'
SIDE	5'
SIDE CORNER	10'
MINIMUM BLDG SEPARATION	10'
MAXIMUM BUILDING HEIGHT	40'
MAXIMUM BLDG COVERAGE	80%
MIN HEATED FLOOR AREA	1,800 SF

DEVELOPMENT STANDARDS - POD D MULTI-FAMILY RESIDENCES	
NUMBER OF UNITS	124
MINIMUM LOT SIZE	650,000 SF (14.92 AC)
35,000 + (5,000 SF/ UNIT X 123)	
BUILDING SETBACKS	
FRONT	10'
REAR	0' (40' BETWEEN BUILDINGS)
SIDE	0' (20' BETWEEN BUILDINGS)
SIDE CORNER	10'
MAXIMUM BUILDING HEIGHT	40'
MAXIMUM BLDG COVERAGE	80%
MIN HEATED FLOOR AREA	1,300 SF

POD ANALYSIS	POD A	POD B	POD C	POD D
SITE AREA	22.9 AC	24.4 AC	53.2 AC	15.1 AC
TOTAL NUMBER OF LOTS/ UNITS	13	65	122	124
	8 SEPTIC LOTS	50' FRONT-ENTRY DETACHED - 52	50' FRONT-ENTRY DETACHED - 122	24' FRONT-ENTRY TOWNHOMES - 38
	5 ESTATE LOTS	40' REAR-ENTRY DETACHED - 13		22' REAR-ENTRY TOWNHOMES - 86
DENSITY	1.99 UNITS/ AC (TOTAL SINGLE-FAMILY RESIDENCES IN PODS A, B, AND C)			8.21

LINE	BEARING	DISTANCE
L1	N07°06'09"W	14.21'
L2	N07°39'01"W	162.65'
L17	S15°39'07"W	95.86'
L18	S09°44'20"W	86.43'
L19	S02°11'49"W	87.15'
L20	S09°29'18"W	39.98'
L21	S86°38'12"E	135.51'
L22	N81°05'59"E	89.25'
L23	S69°00'55"E	101.39'
L24	N84°55'16"E	75.64'
L25	S51°26'21"E	129.38'
L26	S16°51'26"E	115.49'
L27	S29°13'09"E	65.34'
L28	S13°57'00"E	120.94'
L29	S06°17'21"E	62.40'
L30	S30°56'05"W	48.63'
L31	S22°49'42"E	117.09'

LINE	BEARING	DISTANCE
L32	S86°17'55"E	67.97'
L33	S72°05'37"E	115.60'
L34	S07°29'46"E	43.95'
L35	S23°56'45"E	118.65'
L36	S69°35'51"W	126.36'
L37	S77°42'14"W	112.50'
L38	N88°42'55"W	186.76'
L39	S21°45'40"E	120.85'
L40	S19°14'23"W	115.53'
L41	S18°27'03"W	57.52'
L42	S63°24'39"E	26.78'
L43	S14°12'27"E	36.92'
L44	N52°45'40"E	39.67'
L45	N52°51'46"E	10.68'
L48	N14°10'51"W	113.07'
L51	S69°28'59"W	106.91'

CURVE	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C6	129.24'	104.67'	S48°36'39"W	101.83'

SURVEY NOTES:

1. Site Area: Total Area of Assemblage - 114.147 Acres
2. All survey data taken from the Retracement Survey by Earth Pro Land Surveying dated 08/19/2022. This map or plat has been calculated for closure and is found to be accurate within 1 foot in 297,158 feet.

This plat has been prepared using a TRIMBLE S6 Total Station for angle and distance measurements.

The field data upon which this map or plat is based has a closure precision of one (1) foot in 11,408 feet and an average angular error of 04 seconds per angle point, and was adjusted using Compass Rule.

NOTE : Information regarding the reputed presence, size, character and location of existing underground utilities and structures is shown hereon. There is no certainty of the accuracy of this information and it shall be considered in that light by those using this drawing. The location and arrangement of underground utilities and structures shown hereon may be inaccurate and utilities and structures not shown may be encountered. The owner, his/her employees, his/her consultants and his/her contractors shall hereby distinctly understand that the engineer / surveyor is not responsible for the correctness or sufficiency of this information.

REFERENCE DOCUMENTS:

1. See Retracement Survey by Earth Pro Land Surveying, dated 08/19/2022.

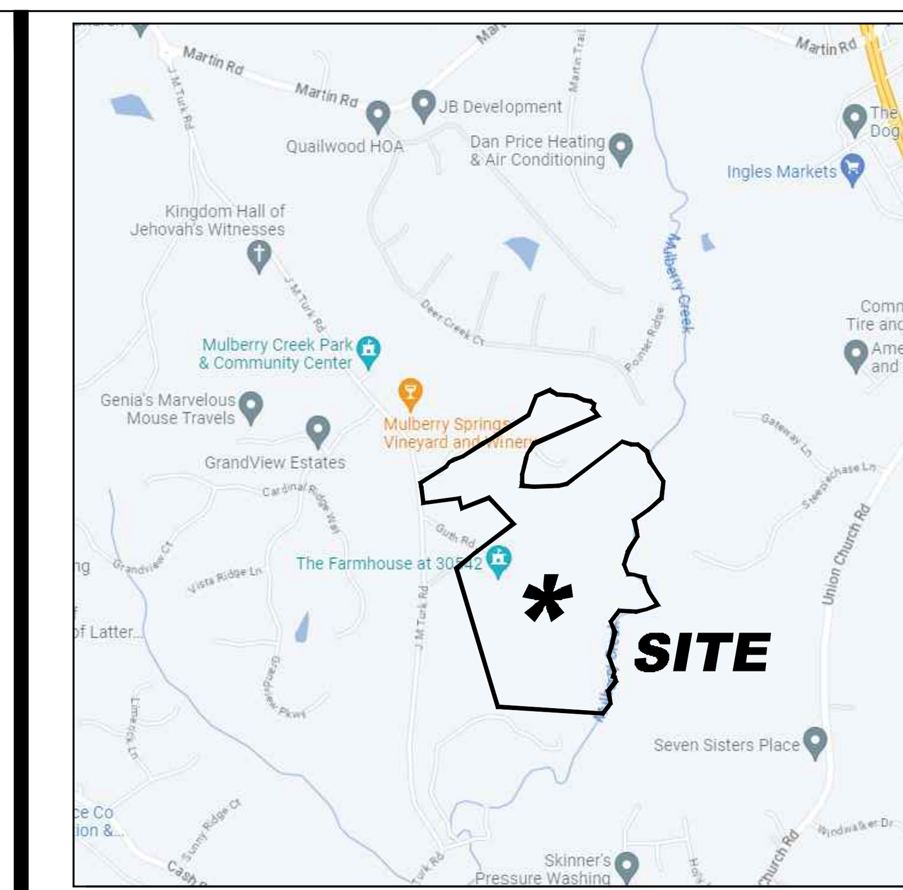
OWNERS

Property Assemblage

RANDY JONES
TAMMY JONES
CATHY LITTLE
ROGER LITTLE
TRAVIS LITTLE

BUDDY STANLEY
GLORIA STANLEY

Travis Pruitt & Associates, Inc.
ENGINEERS • SURVEYORS • LANDSCAPE ARCHITECTS • ENVIRONMENTAL
4317 Park Drive, Suite 400
Norcross, Georgia 30093
Phone: (770)416-7511
Fax: (770)416-6759
www.travispruitt.com



VICINITY MAP
not to scale

SITE DATA:

TOTAL SITE AREA ____ 115.6± ACRES
FLOODPLAIN, CREEK BUFFERS ____ 15.2± ACRES

ZONING

EXISTING ZONING ____ AR-III
PROPOSED ZONING ____ PRD
ZONING JURISDICTION ____ HALL COUNTY

DEVELOPMENT TYPE

TOTAL DETACHED RESIDENTIAL UNITS ____ 200
TOTAL ATTACHED RESIDENTIAL TOWNHOMES ____ 124
TOTAL DENSITY ____ 2.80 U/A

OPEN SPACE CALCULATIONS

TOTAL OPEN SPACE REQUIRED ____ 34.7 ACRES (30%)
TOTAL OPEN SPACE PROVIDED ____ 34.7 ACRES (30%)

BUFFERS

PLANTED BUFFER (EXTERIOR) ____ 50'

NOTES

1. SPEED LIMIT OF J M TURK ROAD IS 45 MPH.
2. ACCORDING TO THE U.S. FISH AND WILDLIFE SERVICE NATIONAL WETLANDS INVENTORY - WETLANDS ARE NOT LOCATED ON THIS SITE.
3. ACCORDING TO THE FEMA FLOOD INSURANCE RATE MAP FOR HALL COUNTY 13139C0311G, DATED 12/01/2022, THE PROPERTY DOES FALL WITHIN A DESIGNATED FLOOD ZONE "AE" (AREAS OF 100 YEAR FLOOD).
4. WATERS OF THE STATED ARE WITHIN 200' OF THIS PROPERTY.
5. THE CHATTAHOOCHEE RIVER IS NOT WITHIN 2000' OF THIS PROPERTY.
6. HALL COUNTY FIRE RESCUE SHALL APPROVE ROAD LAYOUT AND ENTRANCES.
7. WATER SERVICE SHALL BE PROVIDED BY CITY OF GAINESVILLE. EXISTING WATER SERVICE WILL BE USED.
8. SANITARY SEWER SERVICE WILL BE PROVIDED BY HALL COUNTY. ON-SITE PUMP STATION AND OUTFALL FORCE MAIN WILL BE REQUIRED.
9. THE PROPOSED DEVELOPMENT MAY BE GATED AND HAVE PRIVATE STREETS.

VARIANCES:

FROM CHAPTER 17.180.060 -

- Sec B.2.a - Reduce minimum lot area of single-family detached residences to 5,000 sf
- Sec B.2.b - Reduce minimum lot width of single-family detached residences to 40'
- Sec B.2.c.i - Reduce minimum front yard setback to 20' for single-family detached residences
- Sec B.9.c.ii - Increase width of garage door of front-loaded townhouses to 80% of the width of the individual townhouse unit

ZONING PLAN

JM Turk Road Assemblage

Tax Parcels: 15043 000027, 15043 000109, 15043 000128, 15043 000201, 15044 000035, 15044 000035B, 15044 000043, 15044 000100, and 15044 000127

G.M.D 1270

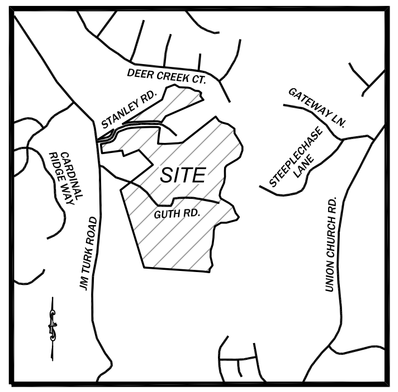
HALL COUNTY, GEORGIA

GEORGIA REGISTERED LANDSCAPE ARCHITECT EDWARD J. ANDERSON

For The Firm Travis Pruitt & Associates, Inc.

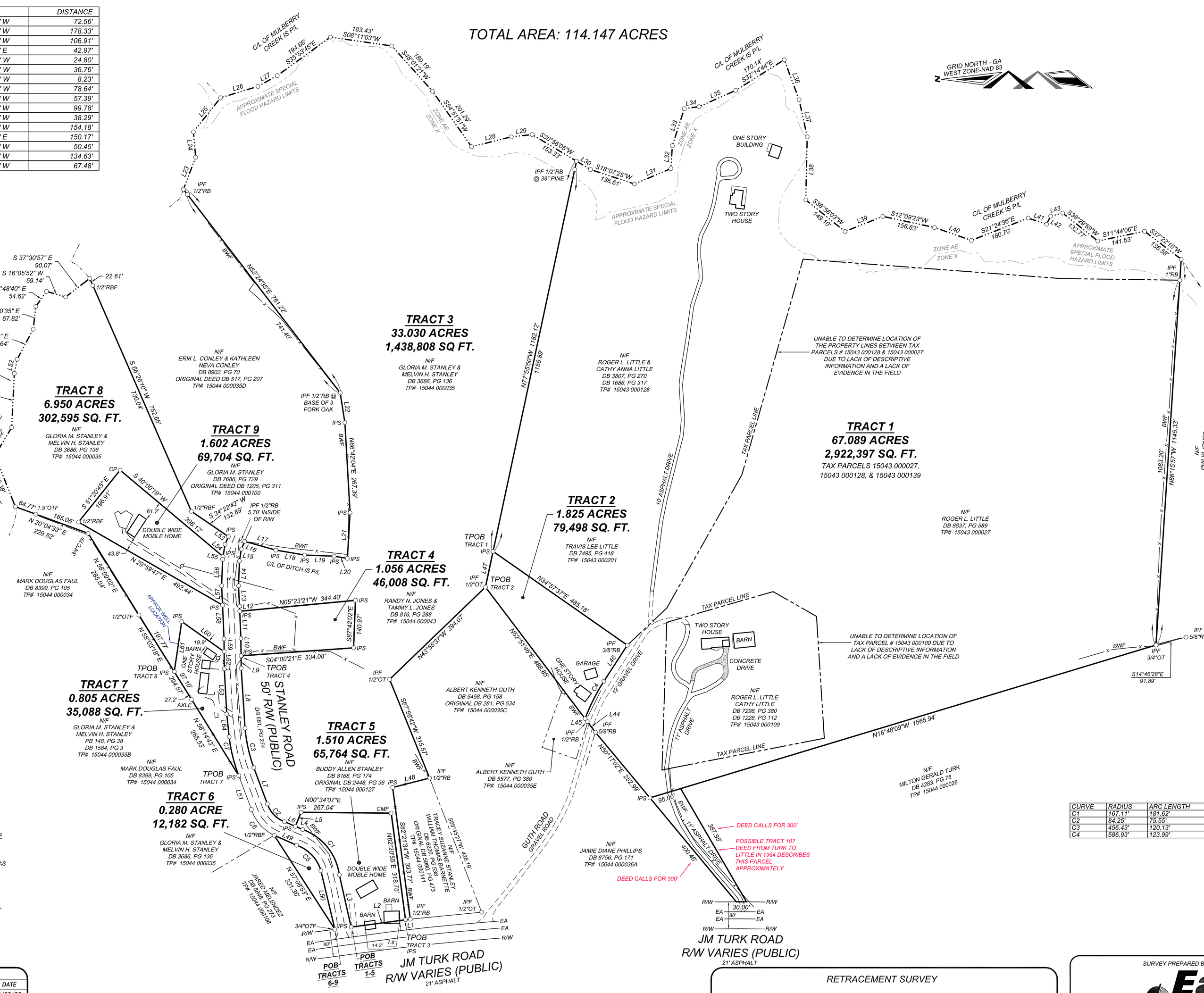
DATE:	08-02-2023
SCALE:	1" = 150'
CN:	23015ICP11
LSV:	
JN:	
FN:	

THIS BLOCK RESERVED FOR
THE CLERK OF THE SUPERIOR COURT



LOCATION MAP
NOT TO SCALE

LINE	BEARING	DISTANCE
L49	S 23°51'45" W	72.56'
L50	S 76°35'46" W	178.33'
L51	S 69°28'59" W	106.91'
L52	S 78°27'51" E	42.97'
L53	N 66°11'57" W	24.80'
L54	N 80°55'02" W	36.76'
L55	N 80°55'02" W	8.23'
L56	N 87°48'25" W	78.64'
L57	S 87°09'56" W	57.39'
L58	S 87°32'55" W	99.78'
L59	S 89°23'47" W	38.29'
L60	S 35°26'05" W	154.18'
L61	S 81°33'41" E	150.17'
L62	S 89°23'47" W	50.45'
L63	S 86°54'34" W	134.63'
L64	S 83°58'24" W	67.48'



LINE	BEARING	DISTANCE
L1	N07°06'09"W	14.21'
L2	N07°39'01"W	162.65'
L3	N77°18'46"E	158.49'
L4	N23°06'46"E	23.74'
L5	N68°00'40"W	45.04'
L6	N23°06'46"E	35.12'
L7	N69°28'59"E	114.77'
L8	N86°20'36"E	178.01'
L9	N89°23'47"E	36.80'
L10	N89°23'47"E	51.53'
L11	N87°34'14"E	80.39'
L12	N87°34'14"E	14.96'
L13	N87°09'56"E	60.77'
L14	S87°48'25"E	73.43'
L15	S80°55'02"E	35.52'
L16	S66°11'57"E	24.97'
L17	S15°39'07"W	95.86'
L18	S09°44'20"W	86.43'
L19	S02°11'49"W	87.15'
L20	S09°29'18"W	39.98'
L21	S86°38'12"E	135.51'
L22	N81°05'59"E	89.25'
L23	S69°00'55"E	101.39'
L24	N84°55'16"E	75.64'
L25	S51°26'21"E	129.38'
L26	S16°51'26"E	115.49'
L27	S29°13'09"E	65.34'
L28	S13°57'00"E	120.94'
L29	S06°17'21"E	62.40'
L30	S30°56'05"W	48.63'
L31	S22°49'42"E	117.09'
L32	S86°17'55"E	67.97'
L33	S72°05'37"E	115.60'
L34	S07°29'46"E	43.95'
L35	S23°56'45"E	118.65'
L36	S69°35'51"W	126.36'
L37	S77°42'14"W	112.50'
L38	N88°42'55"W	186.76'
L39	S21°45'40"E	120.85'
L40	S19°14'23"W	115.53'
L41	S18°27'03"W	57.52'
L42	S63°24'39"E	26.78'
L43	S14°12'27"E	36.92'
L44	N52°45'40"E	39.67'
L45	N52°51'46"E	10.68'
L46	S56°59'12"E	127.48'
L47	N77°55'50"W	108.14'
L48	N14°10'51"W	113.07'

CURVE	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	167.11'	181.62'	N51°06'52"E	172.81'
C2	84.25'	75.55'	N46°10'43"E	73.05'
C3	456.43'	120.13'	N77°28'17"E	119.79'
C4	586.93'	123.99'	S63°16'26"E	123.76'

LEGEND

AIF - ANGLE IRON FOUND
B/L - BUILDING LINE
C/L - CENTERLINE
CLF - CHAIN LINK FENCE
CMF - CONCRETE MONUMENT FOUND
DB - DEED BOOK
EC - EDGE OF CONCRETE
EP - EDGE OF PAVEMENT
EA - EDGE OF ASPHALT
FIRM - FLOOD INSURANCE RATE MAP
IPF - IRON PIN FOUND
IPS - IRON PIN SET (1/2"RB W/ YELLOW PLASTIC CAP)
GMD - GEORGIA MILITIA DISTRICT
GMK - GAS MARKER
GW - GUY WIRE
HWF - HOG WIRE FENCE
MH - MANHOLE
MON - MONUMENT
NF - NAIL FOUND
N/F - NOW OR FORMERLY
NTS - NOT TO SCALE
OTP - OPEN TOP PIPE FOUND
PB - PLAT BOOK
PG - PAGE
P/L - PROPERTY LINE
-P- - POWER LINE
POB - POINT OF BEGINNING
PP - POWER POLE
RB - REINFORCING BAR
R/W - RIGHT OF WAY
TBX - TELEPHONE BOX
TP# - TAX PARCEL NUMBER
WF - WOOD FENCE
WM - WATER METER
WV - WATER VALVE
WVT - WATER VAULT

NOTES:

1. REFERENCES FOR THE BOUNDARY INFORMATION SHOWN HEREON WERE MADE TO: DEED BOOK 8837, PAGE 589; DEED BOOK 7296, PAGE 380; DEED BOOK 3807, PAGE 270; DEED BOOK 5458, PAGE 158; DEED BOOK 8168, PAGE 174; DEED BOOK 3686, PAGE 136; AND DEED BOOK 816, PAGE 288. ALL RECORDS ON FILE WITH THE CLERK OF SUPERIOR COURT IN HALL COUNTY, GEORGIA.

2. HORIZONTAL DATUM SHOWN HEREON IS ORIENTED TO GRID NORTH GEORGIA WEST ZONE, NAD 83 DATUM. THEREFORE BOUNDARY CALLS AS SHOWN HEREON MAY VARY FROM RECORD BOUNDARY INFORMATION.

3. THE LOCATIONS OF UNDERGROUND UTILITIES SHOWN HEREON IS BASED ON ABOVE GROUND STRUCTURES AND INFORMATION SUPPLIED TO THE SURVEYOR. LOCATIONS OF UNDERGROUND UTILITIES OR STRUCTURES MAY VARY FROM LOCATIONS SHOWN HEREON. ADDITIONAL BURIED UTILITIES OR STRUCTURES MAY EXIST. THE SURVEYOR MAKES NO CERTIFICATION AS TO THE ACCURACY AND COMPLETENESS OF THE LOCATIONS SHOWN HEREON.

4. ALL PROPERTY CORNERS SHOWN WITH IPS (IRON PIN SET) ARE 1/2" REBARS WITH PLASTIC CAP MARKED WITH COA LSF #000994.

5. THERE WERE NO WETLANDS DELINEATED AT THE TIME OF THIS FIELD SURVEY.

6. A PORTION OF THIS PROPERTY LIES WITHIN A SPECIAL FLOOD HAZARD ZONE AS IDENTIFIED ON FIRM COMMUNITY PANEL No. 13139C0311F, EFFECTIVE DATE 9/29/2006 AND IS SHOWN HEREON.

7. NO ABSTRACT OF TITLE, TITLE COMMITMENT, OR RESULTS OF TITLE SEARCHES WERE SUPPLIED TO THE SURVEYOR. THERE MAY BE OTHER MATTERS OF RECORD THAT AFFECT THIS PROPERTY.

8. FIELD INFORMATION FOR THIS SURVEY WAS OBTAINED WITH A TRIMBLE S6 TOTAL STATION. THIS PLAT HAS BEEN CALCULATED FOR CLOSURES AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 297,158 FEET. THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE OF ONE FOOT IN 11,408 FEET AND AN ANGULAR ERROR OF 04 SECONDS PER ANGLE POINT AND WAS ADJUSTED USING COMPASS RULE.

9. THE LAST DAY OF FIELD WORK WAS AUGUST 09, 2022.

10. ALL DISTANCES AND CORRESPONDING AREA CALCULATIONS, AS SHOWN ARE HORIZONTAL GROUND DISTANCES IN U.S. SURVEY FEET.

11. THE ROAD RIGHT-OF-WAY SHOWN HEREON IS BASED ON PLATS AND DEEDS.

12. THIS PROPERTY MAY CONTAIN IMPROVEMENTS NOT SHOWN HEREON.

SURVEYOR'S CERTIFICATE

THIS PLAT IS A RETRACEMENT OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT SUBDIVIDE OR CREATE A NEW PARCEL OR MAKE ANY CHANGES TO ANY REAL PROPERTY SUBDIVIDE BOUNDARIES. THE RECORDING INFORMATION OF THE DOCUMENTS, MAPS, PLATS, OR OTHER INSTRUMENTS WHICH CREATE A NEW PARCEL OR PARCELS ARE STATED HEREON. **RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND.** FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67.

GARY S. HARVIN, JR., REGISTERED GEORGIA LAND SURVEYOR #3105 DATE
7973 HIGHWAY 172, COMER, GA. 30629
PHONE: (678) 640-5500

DATE: 8/19/2022

REVISION NO.	DESCRIPTION	DATE
1	ADD TRACTS 6-9	9/23/22
2	RECEIVED TITLE COMMITMENTS	10/31/22
SURVEYED: DW DRAWN: JRW		
CHECKED: GSH APPROVED: GSH		

PROJECT # 22141

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
C5	113.49'	108.49'	104.41'	S 46°21'13" W
C6	129.24'	104.67'	101.83'	S 48°36'39" W
C7	460.55'	119.16'	118.83'	S 76°04'50" W

RETRACEMENT SURVEY

G.M.D. 1270
HALL COUNTY, GEORGIA
TAX PARCELS # 15043 000027, 5043 000109, 15043 000128,
15044 000035C, 15044 000127, 15044 000035,15044 000043,
15044 000035B, 15044 000100

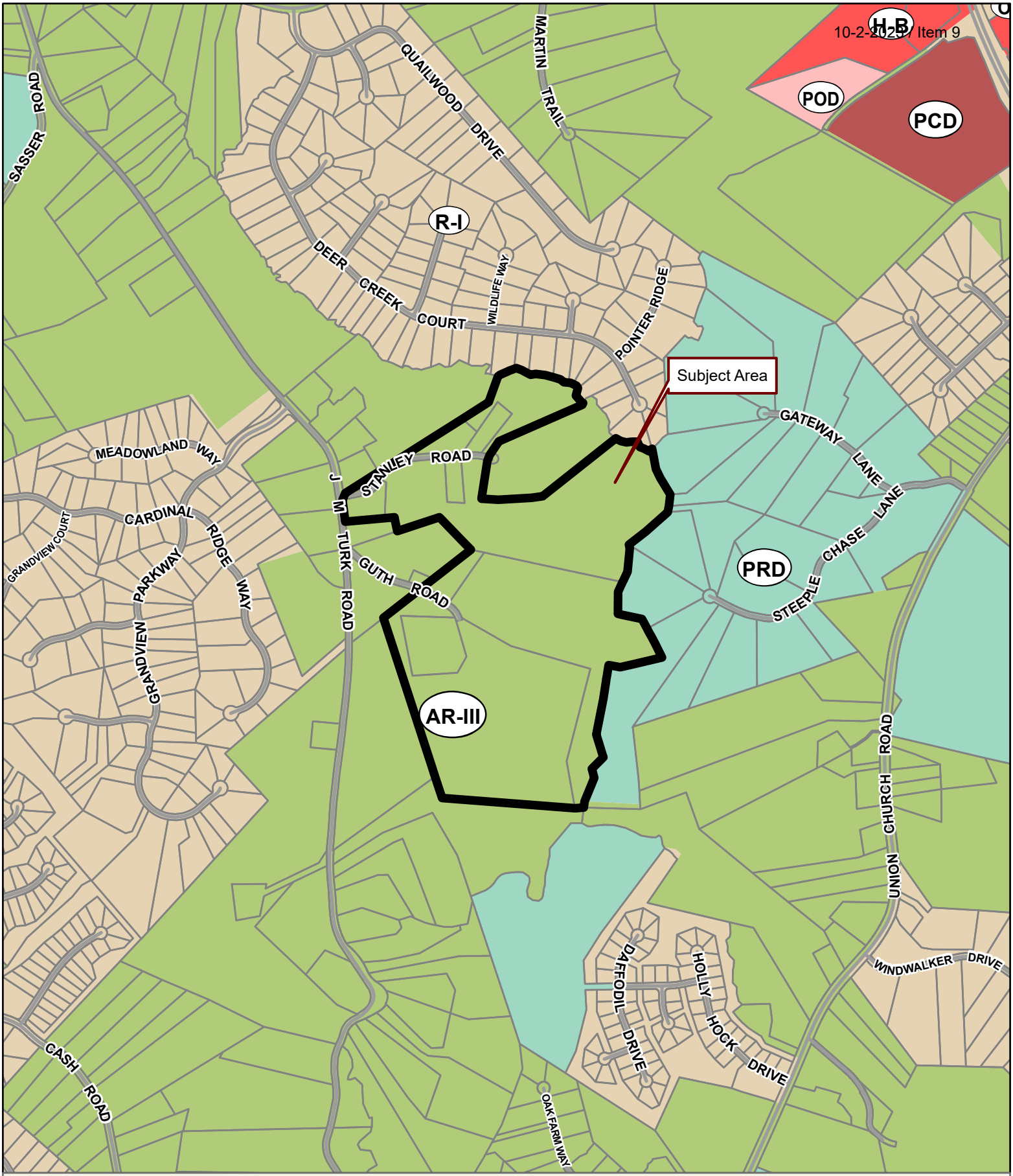
SURVEY PREPARED BY:

EarthPro
LAND SURVEYING
7973 HIGHWAY 172
COMER, GA. 30629
OFFICE: 678-640-5500
FAX: 706-510-2620
EMAIL: gh@earthprolandsurvey.com
GEORGIA RLS #3105
GEORGIA COA LSF #000994

NO. 3105
EXP. 12-31-22
GARY S. HARVIN, JR.

NOTE: SURVEY NOT VALID UNLESS SIGNED ACROSS SEAL.

SHEET 1 OF 1



Applicant: THOMAS O'BRIEN KAPPLER & NASUTI PC

Tax Parcel #: 15043 000027, 000109, 000128, 000201 & 15044 000035, 000035B, 000043, 000100, 000127

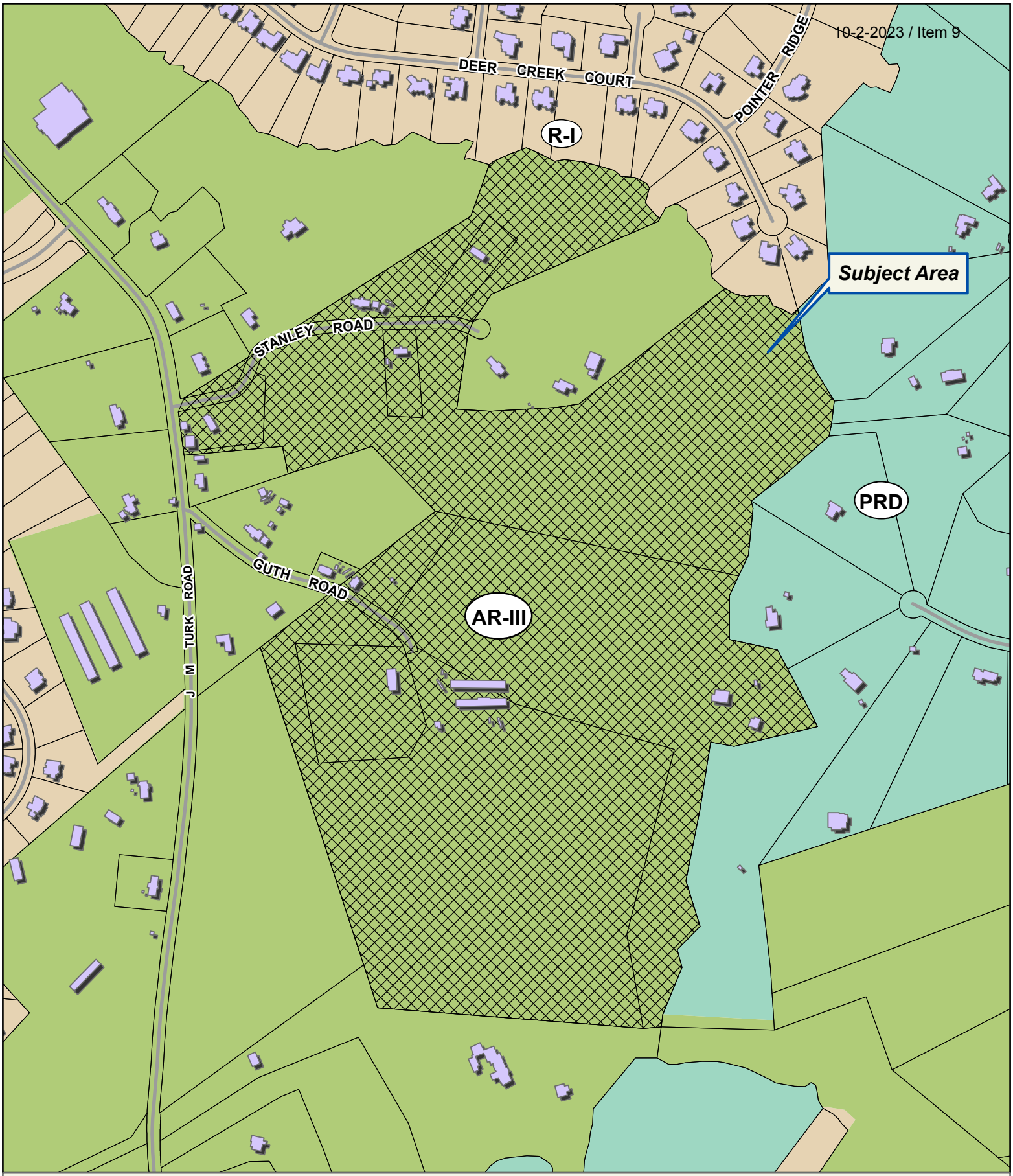
Location: 0, 4611, 4627 GUTH ROAD & 0, 4561, 4613 J M TURK ROAD & 4590, 4601, 4610 STANLEY ROAD, FLOWERY BRANCH, GA 30542

Commission District 1 **PC Mtg. Date: 10/2/23**

0 300 600 1,200
Feet

- Zoning Boundary
- City Limits
- Subject Area
- Structure

N



Applicant: THOMAS O'BRIEN KAPPLER & NASUTI PC

Tax Parcel #: 15043 000027, 000109, 000128, 000201 & 15044 000035, 000035B, 000043, 000100, 000127

Location: 0, 4611, 4627 GUTH ROAD & 0, 4561, 4613 J M TURK ROAD
& 4590, 4601, 4610 STANLEY ROAD, FLOWERY BRANCH, GA 30542

Commission District 1 **PC Mtg. Date: 10/2/23**

0 150 300 600
Feet

Zoning Boundary
City Limits
Subject Area
Structure

N

Applicant: THOMAS O'BRIEN KAPPLER & NASUTI PC

Tax Parcel #: 15043 000027, 000109, 000128, 000201 & 15044 000035, 000035B, 000043, 000100, 000127

Location: 0, 4611, 4627 GUTH ROAD & 0, 4561, 4613 J M TURK ROAD & 4590, 4601, 4610 STANLEY ROAD, FLOWERY BRANCH, GA 30542

Commission District 1 **PC Mtg. Date: 10/2/23**

0 150 300 600
Feet

Zoning Boundary
City Limits
Subject Area

N


ZONING NOTICE
AN APPLICATION HAS BEEN FILED WITH HALL COUNTY IN REGARD TO THE ZONING REGULATIONS AS THEY APPLY TO THIS PROPERTY
APPLICANT: THOMAS O'BRIEN KAPPLER & NASUTI PC
REQUEST: REZONE FROM AR-III TO PRD FOR
324 LOT SINGLE FAMILY DEVELOPMENT
PUBLIC HEARINGS WILL BE HELD ON:
PLANNING COMMISSION
Date: Oct 3, 2023
Time: 5:15 P.M.
&
COUNTY COMMISSION
Date: Nov 9, 2023
Time: 6:00 P.M.
HALL COUNTY GOVERNMENT CENTER, 2ST BROWNLOW CHURCH ROAD, GAINESVILLE, GA
FOR MORE INFORMATION CALL: (770) 531-6809


ZONING NOTICE
AN APPLICATION HAS BEEN FILED WITH HALL COUNTY IN REGARD TO THE ZONING REGULATION(S) AS THEY APPLY TO THIS PROPERTY.
APPLICANT
THOMPSON O'BRIEN KAPPLER & NASUTI PC
REQUEST
REZONE FROM AR-III TO PRD FOR 324 LOT
SINGLE FAMILY DEVELOPMENT
PUBLIC HEARINGS WILL BE HELD ON:
PLANNING COMMISSION
Date: Oct 2 2023
Time: 5:15 p.m.
BOARD OF COMMISSIONERS
Date: Nov 7 2023
Time: 6:00 p.m.
HALL COUNTY GOVERNMENT CENTER, 2875 BRISTOL INDUSTRIAL ROAD, GAINESVILLE, GA
FOR MORE INFORMATION CALL: (770) 531-6809


ZONING NOTICE
AN APPLICATION HAS BEEN FILED WITH DOUGLAS COUNTY IN REGARD TO THE ZONING REGULATIONS AS THEY APPLY TO THIS PROPERTY.
APPLICANT:
THOMPSON O'BRIEN KAPPLER & NASUTI P
REQUEST:
REZONE FROM AR-1 TO PDD FOR 329 LOT
SINGLE FAMILY DEVELOPMENT
PLANNING COMMISSION
Date: 9-7-2023
Time: 9:15 a.m.
&
COUNTY COMMISSIONERS
Date: Nov 9, 2023
Time: 6:00 p.m.
FOR MORE INFORMATION CALL: (720) 541-4566

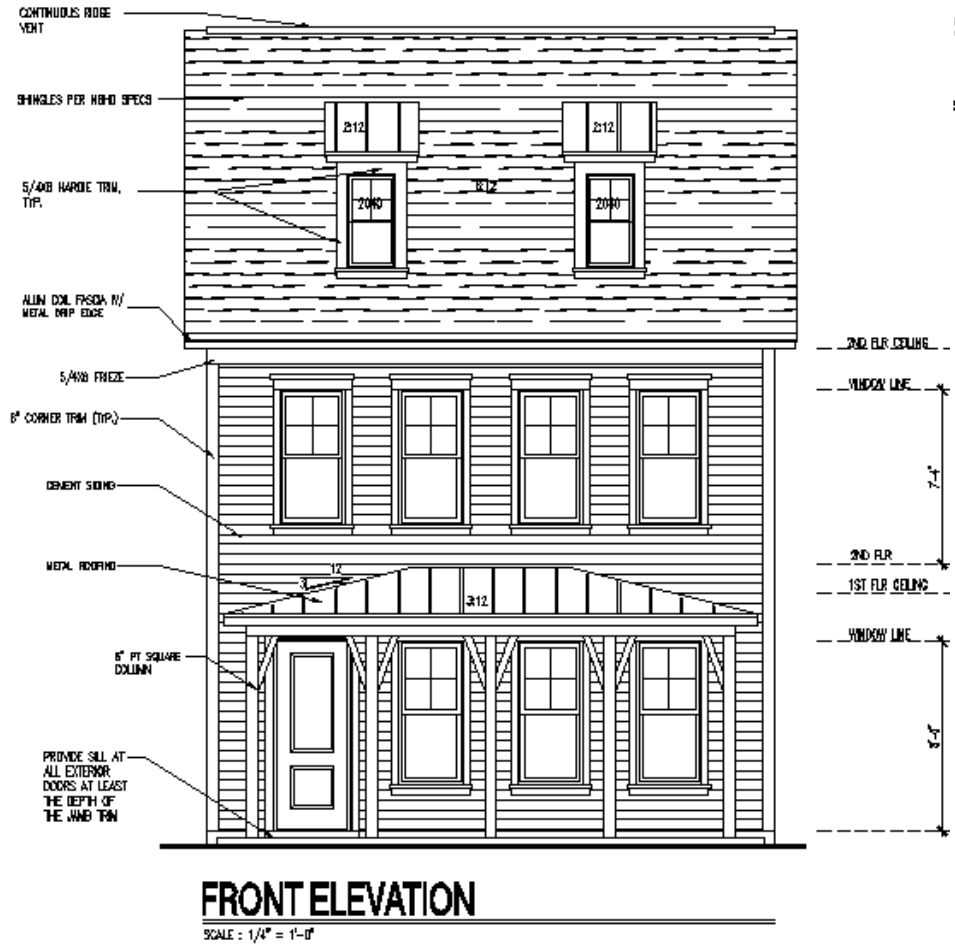
Stanley Road

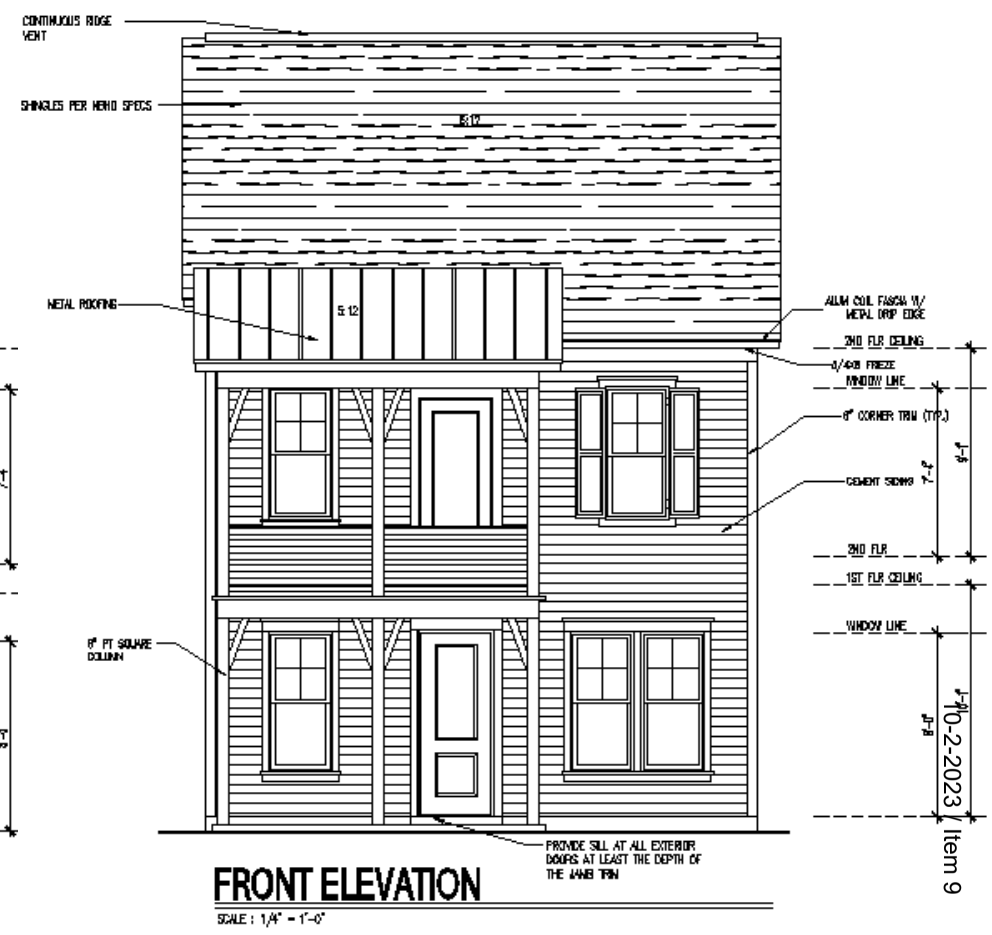
Product Concepts

Estate Lots

50’ Lots

40’ Rear Entry Lots





24’ Townhomes

22’ Townhomes

All that tract or parcel of land lying and being in G.M.D. 1270, Hall County, Georgia, and being more particularly described as follows:

***Beginning** at a 1/2" rebar set on the southerly right-of-way intersection of J.M. Turk Road (R/W Varies) and Stanley Road (50' R/W); thence along the said right-of-way of Stanley Road North 77°18'46" East a distance of 158.49 feet to a point; thence with a curve turning to the left with an arc length of 181.62 feet with a radius of 167.11 feet with a chord bearing of North 51°06'52" East with a chord length of 172.81 feet to a point; thence North 23°06'46" East a distance of 23.74 feet to a 1/2" rebar set; thence North 23°06'46" East a distance of 35.12 feet to a point; thence with a curve turning to the right with an arc length of 75.55 feet with a radius of 84.25 feet with a chord bearing of North 46°10'43" East with a chord length of 73.05 feet to a point; thence North 69°28'59" East a distance of 114.77 feet to a point; thence with a curve turning to the right with an arc length of 120.13 feet with a radius of 456.43 feet with a chord bearing of North 77°28'17" East with a chord length of 119.79 feet to a point; thence North 86°20'36" East a distance of 178.01 feet to a point; thence North 89°23'47" East a distance of 36.80 feet to a 1/2" rebar set; thence North 89°23'47" East a distance of 51.53 feet to a point; thence North 87°34'14" East a distance of 80.39 feet to a 1/2" rebar set; thence North 87°34'14" East a distance of 14.96 feet to a point; thence North 87°09'56" East a distance of 60.77 feet to a point; thence South 87°48'25" East a distance of 73.43 feet to a point; thence South 80°55'02" East a distance of 35.52 feet to a point; thence South 66°11'57" East a distance of 24.97 feet to a point; thence leaving said right-of-way and along centerline of ditch South 15°39'07" West a distance of 95.86 feet to a 1/2" rebar set; thence South 09°44'20" West a distance of 86.43 feet to a 1/2" rebar set; thence South 02°11'49" West a distance of 87.15 feet to a 1/2" rebar set; thence South 09°29'18" West a distance of 39.98 feet to a 1/2" rebar set; thence leaving said ditch South 86°38'12" East a distance of 135.51 feet to a 1/2" rebar set; thence North 86°42'04" East a distance of 267.39 feet to a 1/2" rebar set; thence North 81°05'59" East a distance of 89.25 feet to a 1/2" rebar found at 3 fork oak; thence North 52°24'35" East a distance of 741.40 feet to a 1/2" rebar found; thence North 52°24'35" East a distance of 19.82 feet to a point on the centerline of Mulberry Creek; thence along the centerline of Mulberry Creek South 69°00'55" East a distance of 101.39 feet to a point; thence North 84°55'16" East a distance of 75.64 feet to a point; thence South 51°26'21" East a distance of 129.38 feet to a point; thence South 16°51'26" East a distance of 115.49 feet to a point; thence South 29°13'09" East a distance of 65.34 feet to a point; thence South 35°53'45" East a distance of 194.66 feet to a point; thence South 08°11'03" West a distance of 183.43 feet to a point; thence South 48°01'21" West a distance of 180.19 feet to a point; thence South 54°51'51" West a distance of 201.29 feet to a point; thence South 13°57'00" East a distance of 120.94 feet to a point; thence South 06°17'21" East a distance of 62.40 feet to a point; thence South 30°56'05" West a distance of 153.33 feet to a point; thence South 30°56'05" West a distance of 48.63 feet to a point; thence South 18°07'25" West a distance of 136.61 feet to a point; thence South 22°49'42" East a distance of 117.09 feet to a point; thence South 86°17'55" East a distance of 67.97 feet to a point; thence South 72°05'37" East a distance of 115.60 feet to a point; thence South 07°29'46" East a distance of 43.95 feet to a point; thence South 23°56'45" East a distance of 118.65 feet to a point; thence South 32°14'44" East a distance of 170.14 feet to a point; thence South 69°35'51" West a distance of 126.36 feet to a point; thence South 77°42'14" West a distance of 112.50 feet to a point; thence North 88°42'55" West a distance of 186.76 feet to a point; thence South 38°56'03" West a distance of 149.10 feet to a point; thence South 21°45'40" East a distance of 120.85 feet to a point; thence South 12°09'23" West a distance of 156.63 feet to a point; thence South 19°14'23" West a distance of 115.53 feet to a point; thence South 21°24'36" East a distance of 180.70 feet to a point; thence South 18°27'03" West a distance of 57.52 feet to a point; thence South 63°24'39" East a distance of 26.78 feet to a point; thence South 14°12'27" East a distance of 36.92 feet to a point; thence South 38°29'59" West a distance of 132.77 feet*

to a point; thence South 11°44'06" East a distance of 141.53 feet to a point; thence South 37°22'16" West a distance of 136.58 feet to a point; thence leaving the centerline of Mulberry Creek North 86°15'57" West a distance of 62.13 feet to a 1” rebar found; thence North 86°15'57" West a distance of 1083.20 feet to a 3/4” open top pipe found; thence North 16°48'09" West a distance of 1470.94 feet to a point; thence South 59°50'37" West a distance of 387.95 feet to a point on easterly right-of-way of J.M. Turk Road (R/W Varies); thence along said right-of-way North 00°11'47" West a distance of 30.00 feet to a point; thence leaving said right-of-way North 50°17'37" East a distance of 400.46 feet to a 1/2” rebar set; thence North 50°17'02" East a distance of 252.99 feet to a 5/8” rebar found; thence North 52°45'40" East a distance of 39.67 feet to a 1/2” rebar found; thence North 52°51'46" East a distance of 10.68 feet to a point; thence North 52°51'46" East a distance of 488.85 feet to a 1/2” open top pipe found; thence North 43°55'37" West a distance of 394.07 feet to a 1/2” open top pipe found; thence South 67°56'42" West a distance of 315.57 feet to a 1/2” rebar found; thence North 14°10'51" West a distance of 113.07 feet to a 1/2” rebar set; thence South 82°21'34" West a distance of 393.77 feet to a 1/2” rebar found on the easterly right-of-way of J.M. Turk Road (R/W Varies); thence along said right-of-way North 07°06'09" West a distance of 14.21 feet to a 1/2” rebar set; thence North 07°39'01" West a distance of 162.65 feet to the ***Point of Beginning****.*

Said tract contains 105.028 acres.

All that tract or parcel of land lying and being in G.M.D. 1270, Hall County, Georgia, and being more particularly described as follows:

***Commencing** at a 3/4" open top pipe on the northerly right-of-way intersection of J.M. Turk Road (R/W Varies) and Stanley Road (50' R/W); thence along the said right-of-way of Stanley Road North 76°35'46" East a distance of 178.33 feet to a point; thence with a curve turning to the left with an arc length of 108.49 feet with a radius of 113.49 feet with a chord bearing of North 46°21'13" East with a chord length of 104.41 feet to a point; thence North 23°51'45" East a distance of 72.56 feet to a 1/2" rebar found; thence with a curve turning to the right with an arc length of 104.67 feet with a radius of 129.24 feet with a chord bearing of North 48°36'39" East with a chord length of 101.83 feet; thence North 69°28'59" East a distance of 106.91 feet to a 1/2" rebar set and the **Point of Beginning**.*

***Thence** leaving said right-of-way North 58°14'43" East a distance of 265.53 feet to an axle found; thence North 58°03'18" East a distance of 97.10 feet to a 1/2" rebar set; thence North 58°03'18" East a distance of 197.77 feet to a 1/2" open top found; thence North 58°09'02" East a distance of 285.04 feet to a 3/4" crimp top pipe found; thence North 20°04'33" East a distance of 165.05 feet to a 1-1/2" open top pipe found; thence North 20°04'33" East a distance of 64.77 feet to a point on the centerline of Mulberry Creek; thence along the centerline of Mulberry Creek thence North 68°23'39" East a distance of 163.38 feet to a point; thence South 59°11'27" East a distance of 96.62 feet to a point; thence South 87°12'29" East a distance of 160.16 feet to a point; thence South 78°27'51" East a distance of 42.97 feet to a point; thence South 61°58'38" East a distance of 100.64 feet to a point; thence South 83°20'35" East a distance of 67.82 feet to a point; thence South 54°48'40" East a distance of 54.62 feet to a point; thence South 16°05'52" West a distance of 59.14 feet to a point; thence South 37°30'57" East a distance of 90.07 feet to a point; thence leaving the centerline of Mulberry Creek South 66°26'10" West a distance of 22.61 feet to a 1/2" rebar found; thence South 66°26'10" West a distance of 730.04 feet to a 1/2" rebar found; thence South 34°22'42" West a distance of 132.89 feet to a 1/2" rebar set on the northerly right-of-way of Stanley Road (50' R/W); thence along said right-of-way North 66°11'57" West a distance of 24.80 feet to a point; thence North 80°55'02" West a distance of 36.76 feet to a 1/2" rebar set; thence North 80°55'02" West a distance of 8.23 feet to a point; thence North 87°48'25" West a distance of 78.64 feet to a point; thence South 87°09'56" West a distance of 57.39 feet to a 1/2" rebar set; thence South 87°32'55" West a distance of 99.78 feet to a point; thence South 89°23'47" West a distance of 38.29 feet to a point; thence South 89°23'47" West a distance of 50.45 feet to a point; thence South 86°54'34" West a distance of 134.63 feet to a point; thence South 83°58'24" West a distance of 67.48 feet to a point; thence with a curve turning to the left with an arc length of 119.16 feet with a radius of 460.55 feet with a chord bearing of South 76°04'50" West with a chord length of 118.83 feet to the **Point of Beginning**.*

Said tract contains 9.357 acres.

All that tract or parcel of land lying and being in G.M.D. 1270, Hall County, Georgia, and being more particularly described as follows:

***Beginning** at a 3/4" open top pipe on the northerly right-of-way intersection of J.M. Turk Road (R/W Varies) and Stanley Road (50' R/W); thence leaving said right-of-way North 57°08'53" East a distance of 331.36 feet to a 1/2" rebar found on the northerly right-of-way of Stanley Road (50' R/W); thence along said right-of-way South 23°51'45" West a distance of 72.56 feet to a point; thence with a curve turning to the right with an arc length of 108.49 feet with a radius of 113.49 feet with a chord bearing of South 46°21'13" West with a chord length of 104.41 feet to a point; thence South 76°35'46" West a distance of 178.33 feet to the **Point of Beginning**.*

Said tract contains 0.280 acre or 12,182 square feet.

thence along the said right-of-way of Stanley Road North 76°35'46" East a distance of 178.33 feet to a point; thence with a curve turning to the left with an arc length of 108.49 feet with a radius of 113.49 feet with a chord bearing of at a 1/2" rebar set on the southerly right-of-way intersection of J.M. Turk Road (R/W Varies) and Stanley Road (50' R/W); thence along the said right-of-way of Stanley Road North 77°18'46" East a distance of 158.49 feet to a point; thence with a curve turning to the left with an arc length of 181.62 feet with a radius of 167.11 feet with a chord bearing of North 51°06'52" East with a chord length of 172.81 feet to a point; thence North 23°06'46" East a distance of 23.74 feet to a 1/2" rebar set; thence North 23°06'46" East a distance of 35.12 feet to a point;
thence with a curve turning to the right with an arc length of 75.55 feet with a radius of 84.25 feet with a chord bearing of North 46°10'43" East with a chord length of 73.05 feet to a point; thence North 69°28'59" East a distance of 114.77 feet to a point; thence with a curve turning to the right with an arc length of 120.13 feet with a radius of 456.43 feet with a chord bearing of North 77°28'17" East with a chord length of 119.79 feet to a point; thence North 86°20'36" East a distance of 178.01 feet to a point; thence North 89°23'47" East a distance of 36.80 feet to a 1/2" rebar set; thence North 89°23'47" East a distance of 51.53 feet to a point; thence North 87°34'14" East a distance of 80.39 feet to a 1/2" rebar set; thence North 87°34'14" East a distance of 14.96 feet to a point; thence North 87°09'56" East a distance of 60.77 feet to a point; thence South 87°48'25" East a distance of 73.43 feet to a point; thence South 80°55'02" East a distance of 35.52 feet to a point; thence South 66°11'57" East a distance of 24.97 feet to a point; thence leaving said right-of-way and along centerline of ditch South 15°39'07" West a distance of 95.86 feet to a 1/2" rebar set; thence South 09°44'20" West a distance of 86.43 feet to a 1/2" rebar set; thence South 02°11'49" West a distance of 87.15 feet to a 1/2" rebar set; thence South 09°29'18" West a distance of 39.98 feet to a 1/2" rebar set; thence leaving said ditch South 86°38'12" East a distance of 135.51 feet to a 1/2" rebar set; thence North 86°42'04" East a distance of 267.39 feet to a 1/2" rebar set; thence North 81°05'59" East a distance of

89.25 feet to a 1/2” rebar found at 3 fork oak; thence North 52°24'35" East a distance of 741.40 feet to a 1/2” rebar found; thence North 52°24'35" East a distance of 19.82 feet to a point on the centerline of Mulberry Creek; thence along the centerline of Mulberry Creek South 69°00'55" East a distance of 101.39 feet to a point; thence North 84°55'16" East a distance of 75.64 feet to a point; thence South 51°26'21" East a distance of 129.38 feet to a point; thence South 16°51'26" East a distance of 115.49 feet to a point; thence South 29°13'09" East a distance of 65.34 feet to a point; thence South 35°53'45" East a distance of 194.66 feet to a point; thence South 08°11'03" West a distance of 183.43 feet to a point; thence South 48°01'21" West a distance of 180.19 feet to a point; thence South 54°51'51" West a distance of 201.29 feet to a point; thence South 13°57'00" East a distance of 120.94 feet to a point; thence South 06°17'21" East a distance of 62.40 feet to a point; thence South 30°56'05" West a distance of 153.33 feet to a point; thence South 30°56'05" West a distance of 48.63 feet to a point; thence South 18°07'25" West a distance of 136.61 feet to a point; thence South 22°49'42" East a distance of 117.09 feet to a point; thence South 86°17'55" East a distance of 67.97 feet to a point; thence South 72°05'37" East a distance of 115.60 feet to a point; thence South 07°29'46" East a distance of 43.95 feet to a point; thence South 23°56'45" East a distance of 118.65 feet to a point; thence South 32°14'44" East a distance of 170.14 feet to a point; thence South 69°35'51" West a distance of 126.36 feet to a point; thence South 77°42'14" West a distance of 112.50 feet to a point; thence North 88°42'55" West a distance of 186.76 feet to a point; thence South 38°56'03" West a distance of 149.10 feet to a point; thence South 21°45'40" East a distance of 120.85 feet to a point; thence South 12°09'23" West a distance of 156.63 feet to a point; thence South 19°14'23" West a distance of 115.53 feet to a point; thence South 21°24'36" East a distance of 180.70 feet to a point; thence South 18°27'03" West a distance of 57.52 feet to a point; thence South 63°24'39" East a distance of 26.78 feet to a point; thence South 14°12'27" East a distance of 36.92 feet to a point; thence South 38°29'59" West a distance of 132.77 feet to a point; thence South 11°44'06" East a distance of 141.53 feet to a point; thence South 37°22'16" West a distance of 136.58 feet to a point; thence leaving the centerline of Mulberry Creek North 86°15'57" West a distance of 62.13 feet to a 1” rebar found; thence North 86°15'57" West a distance of 1083.20 feet to a 3/4” open top pipe found; thence North 16°48'09" West a distance of 1470.94 feet to a point; thence South 59°50'37" West a distance of 387.95 feet to a point on easterly right-of-way of J.M. Turk Road (R/W Varies); thence along said right-of-way North 00°11'47" West a distance of 30.00 feet to a point; thence leaving said right-of-way North 50°17'37" East a distance of 400.46 feet to a 1/2” rebar set; thence North 50°17'02" East a distance of 252.99 feet to a 5/8” rebar found; thence North 52°45'40" East a distance of 39.67 feet to a 1/2” rebar found; thence North 52°51'46" East a distance of 10.68 feet to a point; thence North 52°51'46" East a distance of 488.85 feet to a 1/2” open top pipe found; thence North 43°55'37" West a distance of 394.07 feet to a 1/2” open top pipe found; thence South 67°56'42" West a distance of 315.57 feet to a 1/2” rebar found; thence North 14°10'51" West a distance of 113.07 feet to a 1/2” rebar set; thence South 82°21'34" West a distance of 393.77 feet to a 1/2” rebar found on the easterly right-of-way of J.M. Turk Road (R/W Varies); thence along said right-of-way North 07°06'09" West a distance of 14.21 feet to a 1/2” rebar set; thence North 07°39'01" West a distance of 162.65 feet to the ***Point of Beginning****.*

Said tract contains 105.028 acres.

Traffic Impact Study

JM Turk Road Residential Subdivision
Hall County, Georgia

May 23, 2023

MARC R. ACAMPORA, PE, LLC
TRAFFIC ENGINEERING

Traffic Impact Study

JM Turk Road Residential Subdivision
Hall County, Georgia

study prepared for:

Mr. Bret Clark

May 23, 2023

MARC R. ACAMPORA, PE, LLC
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Contents

Tables

Figures

Introduction

This study assesses the traffic impact of a proposed residential subdivision in Hall County, Georgia. The site is located along the east side of JM Turk Road at Stanley Road, as shown in Figure 1. The development will consist of 216 detached single family homes and 125 attached townhomes for a total of 341 homes. The project will be served by one vehicular access on JM Turk Road at the current location of its intersection with Stanley Road. A second access will be provided which will be gated for emergency use only.

The purpose of this traffic impact study is to determine existing traffic operating conditions in the vicinity of the proposed subdivision, project future traffic volumes, assess the impact of the subject development, then develop conclusions and recommendations to mitigate the project traffic impact and ensure safe and efficient existing and future traffic conditions in the vicinity of the project.

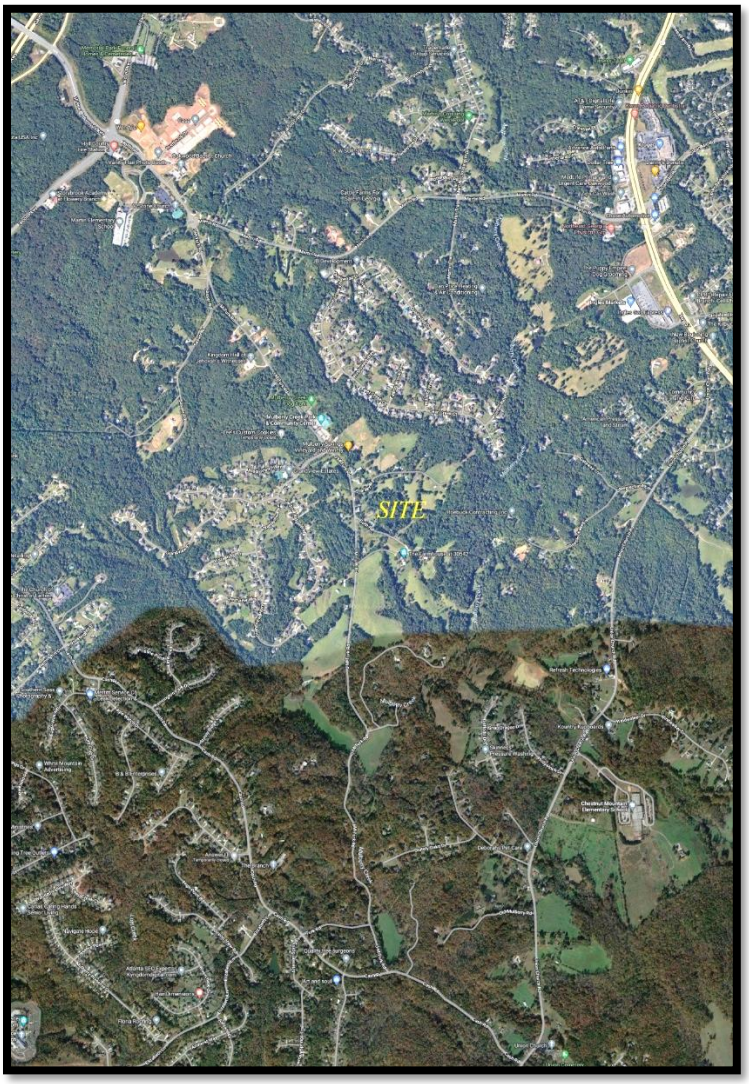

Figure 1 – Site Location Map

Existing Traffic Conditions

Existing traffic operating conditions in the vicinity of the proposed subdivision were assessed. The following is a description of existing transportation facilities, traffic volumes, and intersection operations.

Description of Existing Roadways

JM Turk Road is a two lane north-south road classified by the Georgia DOT as an urban major collector. The road begins at a roundabout at Martin Road, passes the subject site, and terminates at a side street stop sign controlled T-intersection at Cash Road. The road is winding, the terrain is gently rolling, and the posted speed limit is 45 mph. The cross section is rural with no shoulders, curb-and-gutter, or sidewalks. The road primarily serves accesses to homes and undeveloped land, with a community center and a winery a short distance north of the subject development site. A 24-hour bi-directional traffic volume count collected for this study on JM Turk Road at the project frontage revealed a northbound volume of 692 vehicles, a southbound volume of 724 vehicles, for a two-way volume of 1,416 vehicles.

Pedestrian, Bicycle, and Transit Accessibility

There are no sidewalks or dedicated bicycle lanes along the adjacent roadway and there is no regularly scheduled mass transit in the area.

Existing Traffic Volumes

Existing full turning movement peak hour traffic volume counts were collected at the following intersections in the vicinity of the site:

1. Martin Road at JM Turk Road
2. JM Turk Road at Grandview Parkway
3. Cash Road at JM Turk Road

In addition to the intersection counts, a 24-hour bi-directional count was collected on JM Turk Road adjacent to the site.

The counts were collected on Tuesday, May 16, 2023, from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. Area schools were in session on the day on which the counts were recorded. The locations of the traffic counts are presented in Figure 2.

From the intersection turning movement count data, the highest four consecutive 15-minute interval volumes at each intersection, during each time period, were determined. These volumes make up the existing weekday a.m. and p.m. peak hour traffic volumes at each intersection and are shown in Figure 3. The raw count data is found in Appendix A.

Figure 2 – Traffic Volume Count Locations

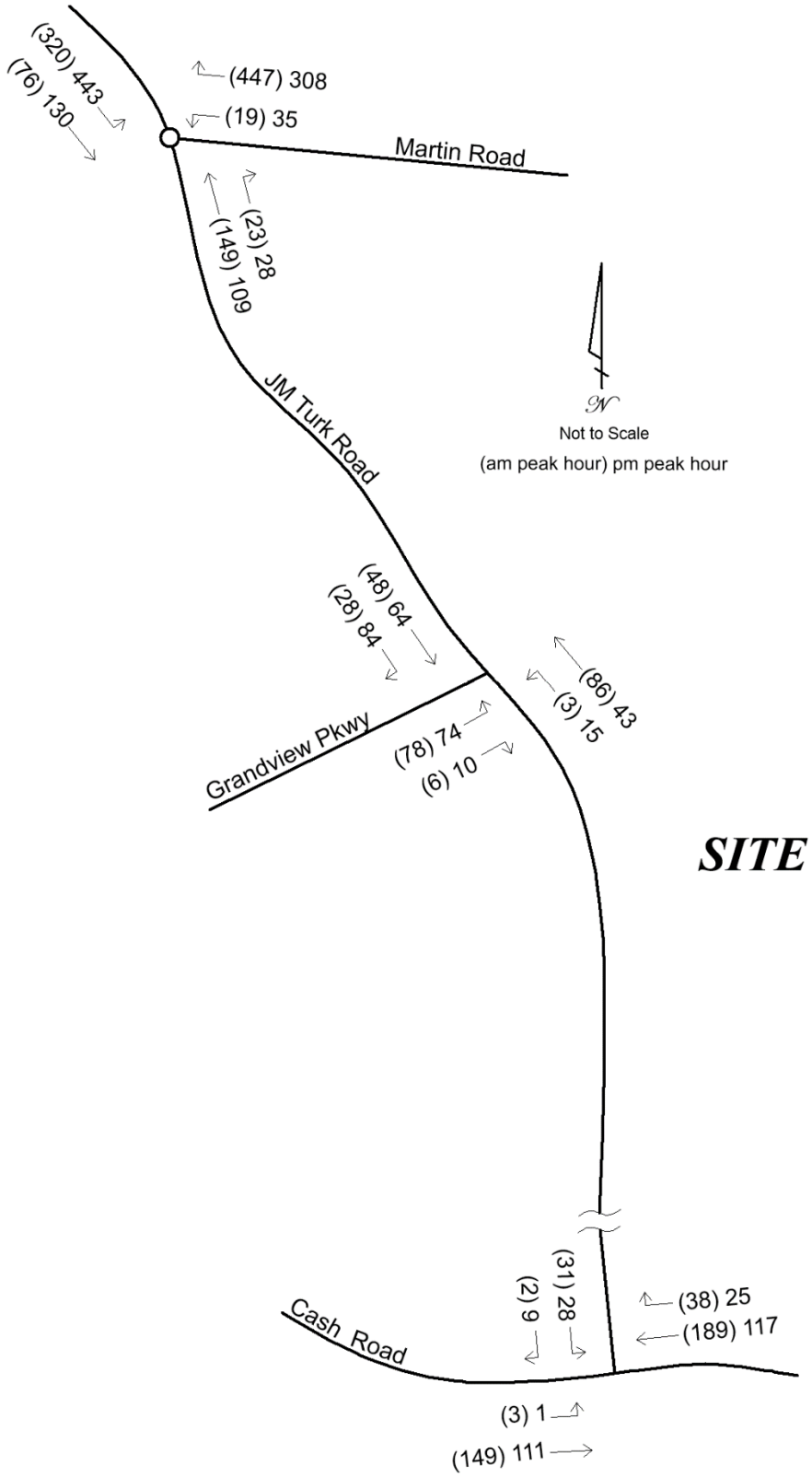

Figure 3 – Existing Weekday A.M. and P.M. Peak Hour Traffic Volumes

Existing Intersection Operations

Existing traffic operations were analyzed at the counted intersections using Synchro software, version 10, in accordance with the methodology presented in the Transportation Research Board's 2016 *Highway Capacity Manual* (*HCM 6*). This methodology is presented in Appendix B. The results of the analysis are shown in Table 1. Computer printouts containing detailed results of the existing analysis are located in Appendix C. Levels of service and delays are provided for each overall intersection and for each controlled approach or movement. Locations that operate unacceptably (LOS E or LOS F) are presented in bold type.

Table 1 – Existing Intersection Operations

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Martin Road at JM Turk Road (roundabout)	A	7.3	A	6.8
northbound approach	A	6.7	A	6.5
southbound approach	A	6.7	A	7.4
westbound approach	A	8.1	A	6.1
2. JM Turk Road at Grandview Parkway (side street stop sign)	A	3.5	A	3.6
northbound left turn	A	7.4	A	7.6
eastbound approach	B	10.1	A	10.0
3. Cash Road at JM Turk Road (side street stop sign)	A	1.4	A	1.3
southbound approach	B	12.1	B	10.3
eastbound left turn	A	7.8	A	7.6

The existing analysis reveals acceptable operating conditions at the three study intersections. No mitigation is identified for the existing condition.

No-Build Traffic Conditions

A 2028 no-build condition was developed. This represents the traffic conditions that will exist in the future at the anticipated date of the build-out of the subdivision, but not including the subdivision's trips. The purpose of the analysis of this condition is to isolate the traffic impacts of the proposed development from background growth in volumes that are expected to occur in the area while the subdivision is under construction.

In order to develop no-build volumes, background growth factors were developed using historic Georgia DOT 24-hour traffic counts that were collected in this area for the years 2017 through 2021 (the latest year for which data was available at the time of this study), as shown in Table 2.

Table 2 – Historic Georgia DOT Traffic Volume Counts and Annual Growth Rates

Year	Cash W of JM Turk	Annual Growth	Union Church S of Winder Hwy	Annual Growth	Winder Hwy S of Martin	Annual Growth
Station ID	139-0779		139-7386		139-0287	
2017	2,420		3,420		25,200	
2018	2,810	16.1%	3,470	1.5%	25,000	-0.8%
2019	2,870	2.1%	4,410	27.1%	31,600	26.4%
2020	2,660	-7.3%	4,100	-7.0%	28,600	-9.5%
2021	2,830	6.4%	4,360	6.3%	30,100	5.2%
avg growth		*3.2%*		*5.0%*		*3.6%*

Growth in the area has been moderately positive. Each intersection experienced a decrease in volumes from 2019 to 2020. This is attributable to the COVID-19 pandemic. The latest year saw solid positive growth. However, most of that is attributable to a return to pre-pandemic levels. Based on the growth trends identified in Table 2, and taking the pandemic into consideration, a modest 3.0% annual growth factor was applied to the existing volumes when projecting the future no-build volumes. The growth factor was applied for five years, for a total of 15.9% growth that will occur while the proposed subdivision is under construction. The existing traffic volumes were increased by the 15.9% growth factor. The results are the 2028 no-build traffic volumes that will be on the roadway network in the future when the proposed subdivision is completely developed, but excluding the subdivision's trips.

Programmed Transportation Infrastructure Improvements

The Gainesville-Hall Regional Transportation Plan 2020 and the Georgia DOT projects website were reviewed for programmed (scheduled and funded) and planned (anticipated) transportation infrastructure projects in the vicinity of the proposed development. No projects were identified.

No-Build Intersection Operations

The no-build condition includes the no-build traffic volumes, as described above. These were entered into the Synchro model and the 2028 no-build traffic operations were analyzed at the study intersections using Synchro 10 software in accordance with the HCM 6 methodology. The results of the no-build analysis are shown in Table 3. Computer printouts containing detailed results of the no-build analysis are located in Appendix D. Levels of service and delays are provided for each overall intersection and for each controlled approach or movement. Locations that operate unacceptably (LOS E or LOS F) are presented in bold type.

Table 3 – No-Build Intersection Operations

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Martin Road at JM Turk Road (roundabout)	A	8.6	A	7.9
northbound approach	A	7.9	A	7.6
southbound approach	A	7.7	A	8.6
westbound approach	A	9.8	A	6.9
2. JM Turk Road at Grandview Parkway (side street stop sign)	A	3.6	A	3.7
northbound left turn	A	7.5	A	7.6
eastbound approach	B	10.4	B	10.3
3. Cash Road at JM Turk Road (side street stop sign)	A	1.5	A	1.3
southbound approach	B	13.0	B	10.8
eastbound left turn	A	7.9	A	7.7

The no-build analysis shows a slight deterioration in operations due to anticipated growth in this area. However, operations and delays will continue to be acceptable and no mitigation is necessary for the no-build condition.

Project Traffic Characteristics

This section describes the anticipated traffic characteristics of the proposed subdivision, including a site description, how much traffic the project will generate, and where that traffic will travel.

Project Description

The proposed development will consist of 216 detached single family homes and 125 attached townhomes for a total of 341 homes. The project will be served by one vehicular access on JM Turk Road at the current location of its intersection with Stanley Road. A second access will be provided which will be gated for emergency use only. The site plan is presented in Figure 4.

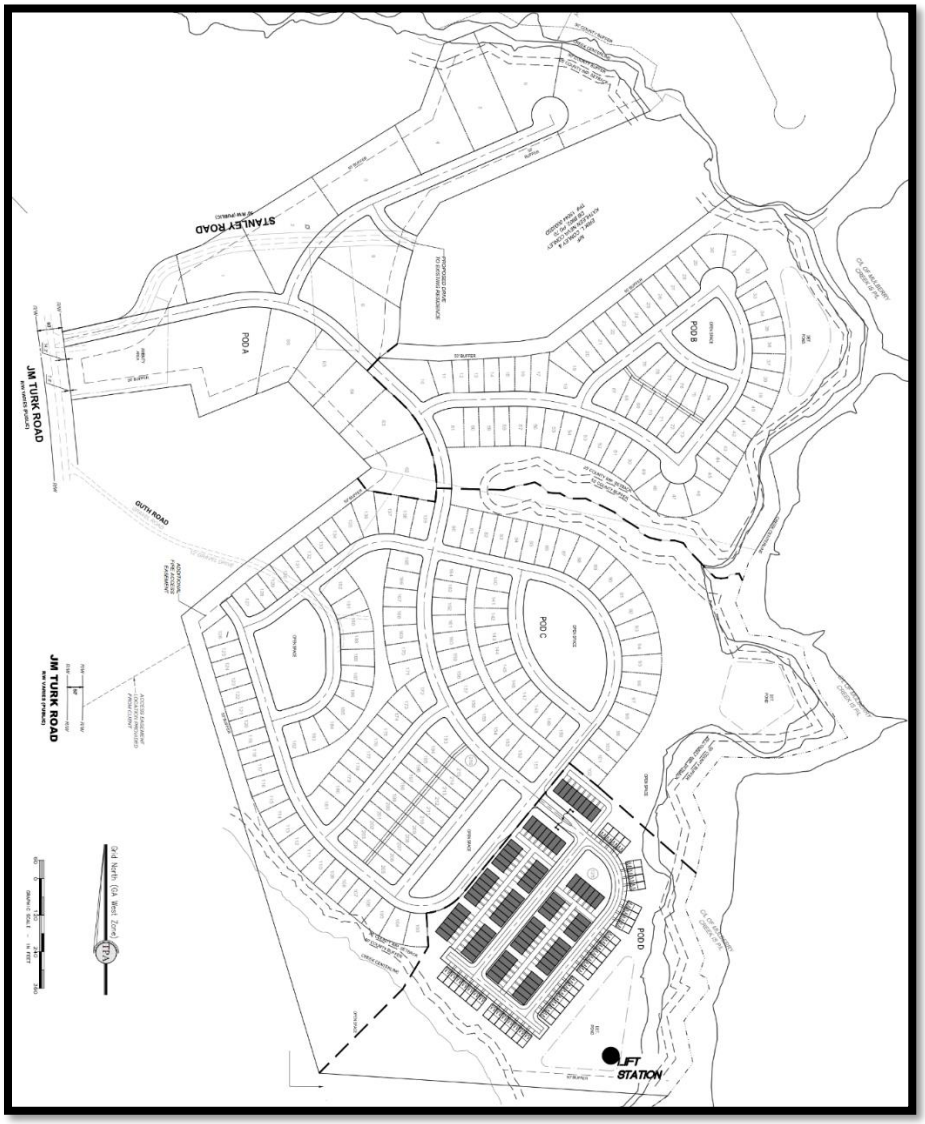

Figure 4 – Site Plan for Proposed Subdivision

Trip Generation

Trip generation is an estimate of the number of entering and exiting vehicular trips that will be generated by the proposed development. The volume of traffic that will be generated by the subdivision was calculated using the equations in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* (the current edition). ITE Land Use 210 – Single Family Detached Housing was chosen as representative of the detached houses and ITE Land Use 215 – Single Family Attached Housing was chosen for the townhomes. The trip generation is summarized in Table 4.

Table 4 – Proposed Subdivision Trip Generation

Land Use	ITE Code	Size	A.M. Peak Hour			P.M. Peak Hour			24-Hour		
			In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Detached Houses	210	216 homes	38	112	150	129	76	205	1,025	1,025	2,050
Townhomes	215	125 homes	15	44	59	42	29	71	451	451	902
Total		*341 homes*	*53*	*156*	*209*	*171*	*105*	*276*	*1,476*	*1,476*	*2,952*

The proposed subdivision will generate 209 trips in the morning peak hour, 276 trips in the evening peak hour, and 2,952 daily trips.

Trip Distribution and Assignment

The trip distribution percentages indicate what proportion of the project's trips will travel to and from various directions. The trip distribution percentages for the subdivision were developed based on the locations and proximity of likely trip origins and destinations including regional employment centers, retail and offices in the area, nearby schools, other regional trip attractors, and the major routes of travel in the area, notably Interstate 985, Spout Springs Road, and SR 53. The new project trips, shown in Table 4, were assigned to the roadway network based on the distribution percentages. The trip distribution percentages and the a.m. and p.m. peak hour trips expected to be generated by the proposed subdivision are shown in Figure 5.

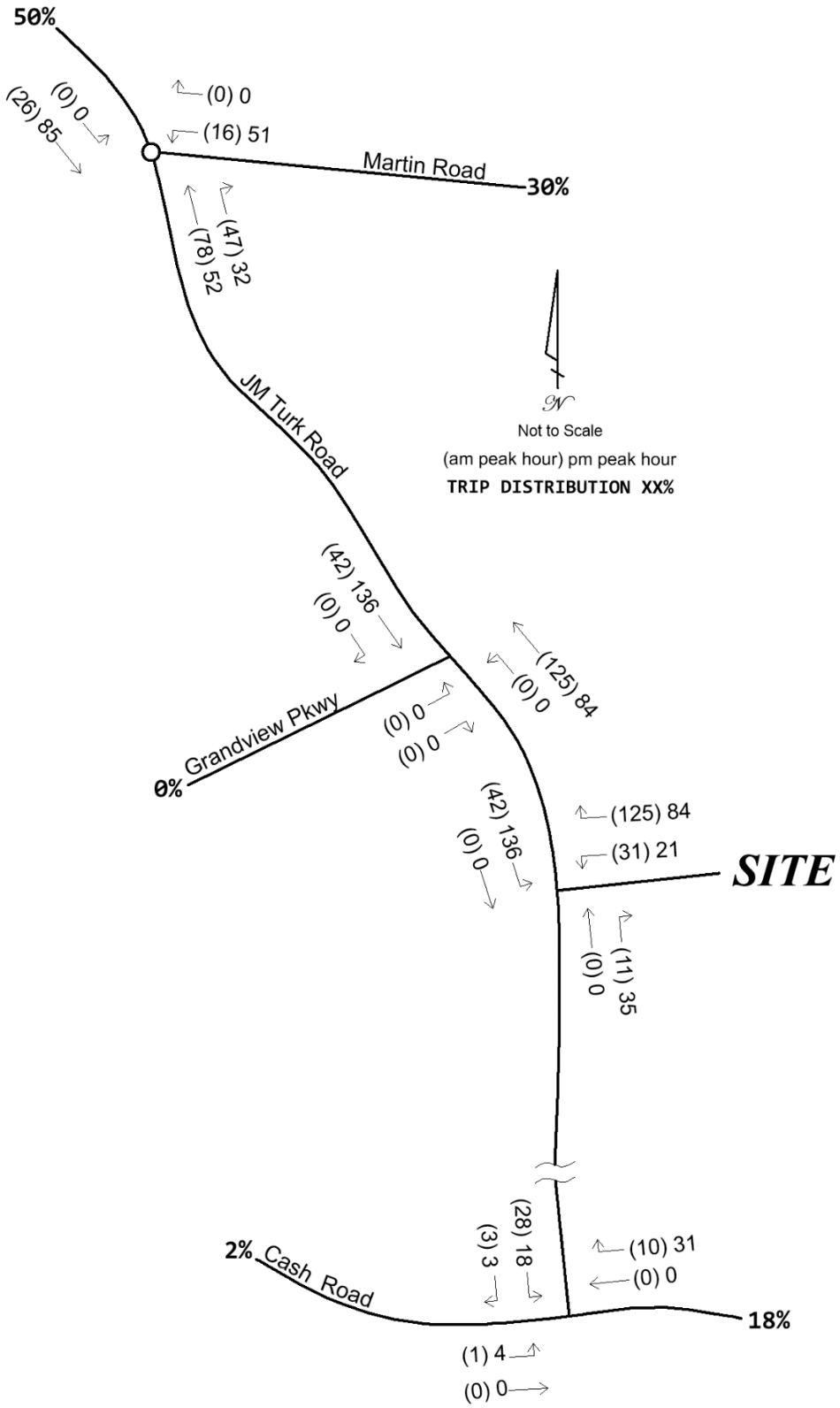

Figure 5 – Weekday A.M. and P.M. Peak Hour Project Trips and Distribution Percentages

Future Traffic Conditions

The future volumes consist of the no-build volumes plus the trips that will be generated by the proposed subdivision. The future volumes are shown in Figure 6.

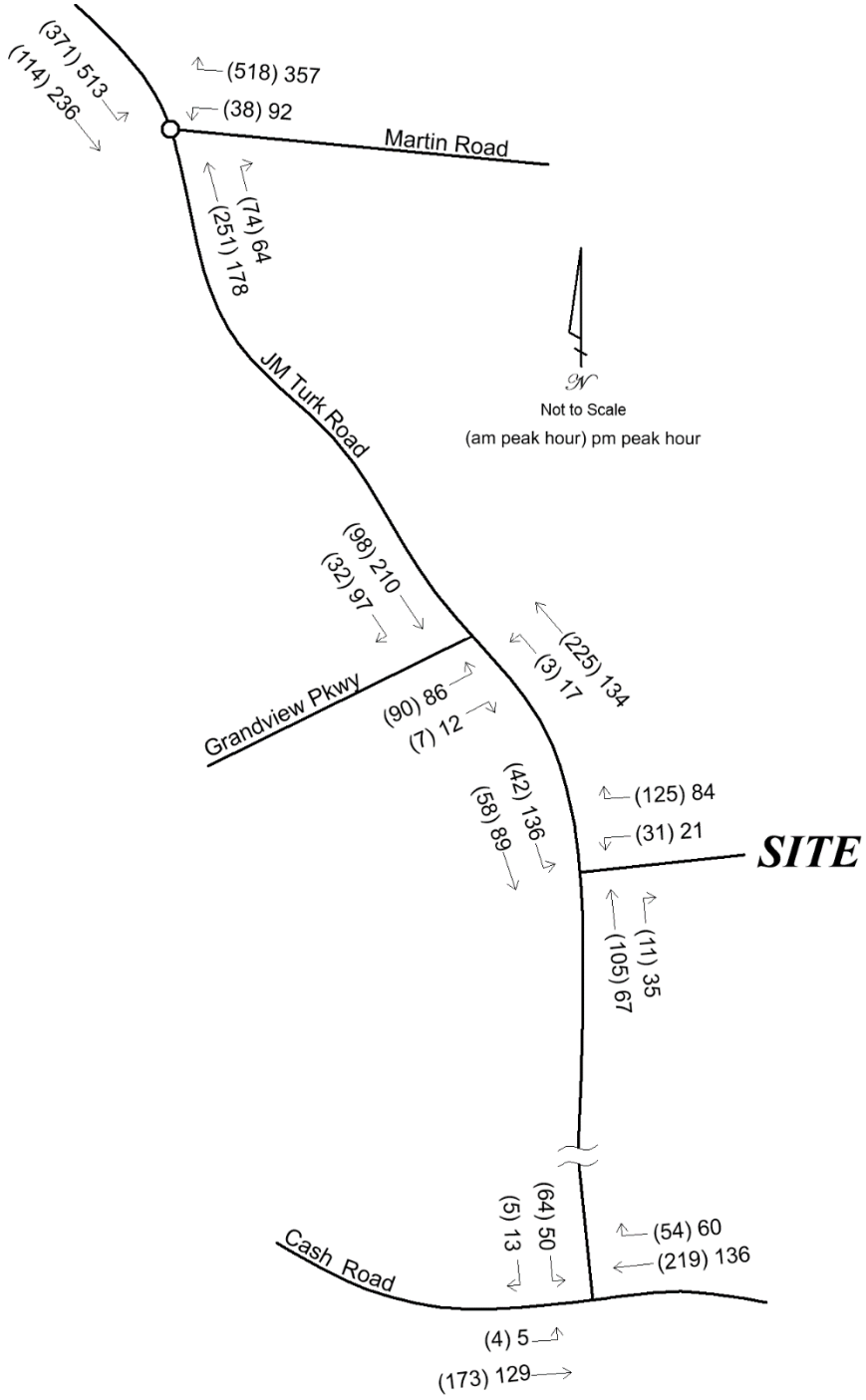

Figure 6 – Future Weekday A.M. and P.M. Peak Hour Volumes

Auxiliary Lane Requirements at Project Access

The Hall County Code was reviewed to determine auxiliary turn lane requirements at the project access on JM Turk Road. Code Section 16.60.290. – Deceleration lanes and left-turn lanes states:

A. Subdivisions with greater than 24 lots will be required to have a deceleration lane constructed in accordance with current Hall County Engineering and Traffic Engineering specifications. The Hall County Traffic Engineer may waive or require the installation of a deceleration lane for subdivisions regardless of lot number based upon traffic and safety considerations.

B. Left-turn lanes will be constructed in accordance with current Hall County Engineering and Traffic Engineering when warranted by the following table:

Table 5 – Hall County Turn Lane Thresholds

Average Daily Traffic (ADT)	Number of Lots (equal to or greater than the following)
>6,000	100
4,001—6,000	125
2,001—4,000	150
1,000—2,000	175
<1,000	200

C. The Hall County Traffic Engineer may waive or require the installation of a left-turn lane, regardless of average daily traffic (ADT) or number of lots, based upon traffic and safety considerations.

D. For those developments that a turn lane is required and the development is proposed in phases, construction of the turn lane is required prior to platting 100 lots or more.

E. Additional right-of-way and/or easements necessary for the installation of decel and/or left-turn lanes will be acquired by and will be the financial responsibility of the developer.

F. A signed and recorded frontage and/or radius encroachment agreement with applicable property owners will be required if any portion of the access extends beyond the development's road frontage.

Based on 341 proposed homes, a northbound right turn lane is required on JM Turk Road at the project access and this study agrees with that requirement.

The counted 24-hour volume on JM Turk Road is 1,416 vehicles, so the number of lots above which a left turn lane is required is 175 lots. The proposed subdivision will include 341 homes with one access. Therefore, a southbound left turn lane will be required at the project access and this study agrees with that requirement.

One entering lane and one exiting lane should be provided in the project access. The exiting approach should be controlled by side street stop sign and accompanying stop bar.

Future Intersection Operations

An operational analysis was performed for the anticipated future project build-out at the study intersections and the project access. Table 6 presents the results of the future analysis. Computer printouts containing detailed results of the future analysis are located in Appendix E. Levels of service and delays are provided for each overall intersection and for each controlled approach or movement. Locations that operate unacceptably (LOS E or LOS F) are presented in bold type.

Table 6 – Future Intersection Operations

Intersection / Approach	A.M. Peak Hour		P.M. Peak Hour	
	LOS	Delay (s/veh)	LOS	Delay (s/veh)
1. Martin Road at JM Turk Road (roundabout)	B	10.3	A	10.0
northbound approach	B	11.0	A	9.7
southbound approach	A	8.4	B	11.1
westbound approach	B	12.1	A	8.5
2. JM Turk Road at Grandview Parkway (side street stop sign)	A	2.7	A	2.8
northbound left turn	A	7.6	A	8.0
eastbound approach	B	12.5	B	12.8
3. Cash Road at JM Turk Road (side street stop sign)	A	2.7	A	1.8
southbound approach	B	14.3	B	11.3
eastbound left turn	A	8.0	A	7.8
4. JM Turk Road at Project Access (side street stop sign)	A	5.6	A	5.3
southbound left turn (entering project)	A	7.6	A	7.7
westbound approach (exiting project)	B	10.7	B	10.4

The future analysis with the addition of the proposed subdivision's trips reveals continued acceptable traffic operations and delays at the three study intersections, as well as the project access.

The project civil/site engineer should comply with all applicable design standards including sight distances, driveway spacing, turn lane storage and taper lengths, turn radii, driveway widths, islands, angles with the adjacent roadways, and grades.

Conclusions and Recommendations

This study assesses the traffic impact of a proposed residential subdivision in Hall County. The site is located along the east side of JM Turk Road at Stanley Road and the development will consist of 216 detached single family homes and 125 attached townhomes for a total of 341 homes. The project will be served by one vehicular access on JM Turk Road at the current location of its intersection with Stanley Road. A second access will be provided which will be gated for emergency use only. The following are the findings and recommendations of this study:

1. Existing traffic operations and delays are acceptable at the three study intersections. No mitigation is identified for the existing condition.

2. Traffic volume growth in this area has been positive and modest and this is expected to continue into the future.

3. No programmed or planned roadway improvement projects were identified in this vicinity.

4. With the growth in background traffic volumes, delays will increase moderately in the no-build condition. However, all delays will continue to be acceptable and no mitigation is identified for the no-build condition.

5. The proposed subdivision will generate 209 trips in the morning peak hour, 276 trips in the evening peak hour, and 2,952 daily trips.

6. The future analysis with the addition of the proposed subdivision's trips reveals modest increases in delays at the study intersections. The three study intersections will continue to operate acceptably. Therefore, no off-site mitigation is identified for the future build condition as a result of the proposed subdivision.

7. A northbound right turn lane and a southbound left turn lane are required on JM Turk Road at the project access and this study agrees with those requirements.

8. One entering lane and one exiting lane should be provided in the project access. The exiting approach should be controlled by side street stop sign and accompanying stop bar.

9. The project civil/site engineer should comply with all applicable design standards including sight distances, driveway spacing, turn lane storage and taper lengths, turn radii, driveway widths, islands, angles with the adjacent roadways, and grades.

Appendix A

Traffic Count Data and Volume Worksheets

JM Turk Road Subdivision Traffic Impact Study
Hall County, Georgia

May 2023

Intersection: 1. Martin Road at JM Turk Road

Weekday A.M. Peak Hour	Northbound JM Turk Road			Southbound Martin Road				Westbound Martin Road		
	T	R	Tot	L	T	Tot		L	R	Tot
Counted Volumes (Tuesday, May 16, 2023 7:15-8:15)	**149**	**23**	**172**	**320**	**76**	**396**		**19**	**447**	**466**
Total Annual Background Growth	15.9%	15.9%		15.9%	15.9%			15.9%	15.9%	
2028 No-Build Volumes	**173**	**27**	**199**	**371**	**88**	**459**		**22**	**518**	**540**
Proposed JM Turk Road Subdivision Trips	**78**	**47**	**125**	**0**	**26**	**26**		**16**	**0**	**16**
Build Volumes	**251**	**74**	**324**	**371**	**114**	**485**		**38**	**518**	**556**

Weekday P.M. Peak Hour	Northbound JM Turk Road			Southbound Martin Road				Westbound Martin Road		
	T	R	Tot	L	T	Tot		L	R	Tot
Counted Volumes (Tuesday, May 16, 2023 4:45-5:45)	**109**	**28**	**137**	**443**	**130**	**573**		**35**	**308**	**343**
Total Annual Background Growth	15.9%	15.9%		15.9%	15.9%			15.9%	15.9%	
2028 No-Build Volumes	**126**	**32**	**159**	**513**	**151**	**664**		**41**	**357**	**398**
Proposed JM Turk Road Subdivision Trips	**52**	**32**	**84**	**0**	**85**	**85**		**51**	**0**	**51**
Build Volumes	**178**	**64**	**243**	**513**	**236**	**749**		**92**	**357**	**449**

MARC R. ACAMPORA, PE, LLC

JM Turk Road Subdivision Traffic Impact Study
Hall County, Georgia

May 2023

Intersection: 2. JM Turk Road at Grandview Parkway

Weekday A.M. Peak Hour	Northbound JM Turk Road			Southbound JM Turk Road			Eastbound Grandview Parkway			
	L	T	Tot	T	R	Tot	L	R	Tot	
Counted Volumes (Tuesday, May 16, 2023 7:15-8:15)	**3**	**86**	**89**	**48**	**28**	**76**	**78**	**6**	**84**	
Total Annual Background Growth	15.9%	15.9%		15.9%	15.9%		15.9%	15.9%		
2028 No-Build Volumes	**3**	**100**	**103**	**56**	**32**	**88**	**90**	**7**	**97**	
Proposed JM Turk Road Subdivision Trips	**0**	**125**	**125**	**42**	**0**	**42**	**0**	**0**	**0**	
Build Volumes	**3**	**225**	**228**	**98**	**32**	**130**	**90**	**7**	**97**	

Weekday P.M. Peak Hour	Northbound JM Turk Road			Southbound JM Turk Road			Eastbound Grandview Parkway			
	L	T	Tot	T	R	Tot	L	R	Tot	
Counted Volumes (Tuesday, May 16, 2023 4:45-5:45)	**15**	**43**	**58**	**64**	**84**	**148**	**74**	**10**	**84**	
Total Annual Background Growth	15.9%	15.9%		15.9%	15.9%		15.9%	15.9%		
2028 No-Build Volumes	**17**	**50**	**67**	**74**	**97**	**172**	**86**	**12**	**97**	
Proposed JM Turk Road Subdivision Trips	**0**	**84**	**84**	**136**	**0**	**136**	**0**	**0**	**0**	
Build Volumes	**17**	**134**	**151**	**210**	**97**	**308**	**86**	**12**	**97**	

JM Turk Road Subdivision Traffic Impact Study
Hall County, Georgia

May 2023

Intersection: 3. Cash Road at JM Turk Road

Weekday A.M. Peak Hour		Southbound JM Turk Road			Eastbound Cash Road			Westbound Cash Road		
		L	R	Tot	L	T	Tot	T	R	Tot
Counted Volumes (Tuesday, May 16, 2023 7:15-8:15)		**31**	**2**	**33**	**3**	**149**	**152**	**189**	**38**	**227**
Total Annual Background Growth		15.9%	15.9%		15.9%	15.9%		15.9%	15.9%	
2028 No-Build Volumes		**36**	**2**	**38**	**3**	**173**	**176**	**219**	**44**	**263**
Proposed JM Turk Road Subdivision Trips		**28**	**3**	**31**	**1**	**0**	**1**	**0**	**10**	**10**
Build Volumes		**64**	**5**	**69**	**4**	**173**	**177**	**219**	**54**	**273**

Weekday P.M. Peak Hour		Southbound JM Turk Road			Eastbound Cash Road			Westbound Cash Road		
		L	R	Tot	L	T	Tot	T	R	Tot
Counted Volumes (Tuesday, May 16, 2023 5:00-6:00)		**28**	**9**	**37**	**1**	**111**	**112**	**117**	**25**	**142**
Total Annual Background Growth		15.9%	15.9%		15.9%	15.9%		15.9%	15.9%	
2028 No-Build Volumes		**32**	**10**	**43**	**1**	**129**	**130**	**136**	**29**	**165**
Proposed JM Turk Road Subdivision Trips		**18**	**3**	**21**	**4**	**0**	**4**	**0**	**31**	**31**
Build Volumes		**50**	**13**	**64**	**5**	**129**	**134**	**136**	**60**	**196**

JM Turk Road Subdivision Traffic Impact Study
Hall County, Georgia

May 2023

Intersection: 4. JM Turk Road at Project Access

Weekday A.M. Peak Hour	Northbound JM Turk Road			Southbound JM Turk Road				Westbound Project Access		
	T	R	Tot	L	T	Tot		L	R	Tot
Counted Volumes (Tuesday, May 16, 2023 7:00-8:00)	**91**		**91**		**50**	**50**				
Total Annual Background Growth	15.9%				15.9%					
2028 No-Build Volumes	**105**		**105**		**58**	**58**				
Proposed JM Turk Road Subdivision Trips	**0**	**11**	**11**	**42**	**0**	**42**		**31**	**125**	**156**
Build Volumes	**105**	**11**	**116**	**42**	**58**	**100**		**31**	**125**	**156**

Weekday P.M. Peak Hour	Northbound JM Turk Road			Southbound JM Turk Road				Westbound Project Access		
	T	R	Tot	L	T	Tot		L	R	Tot
Counted Volumes (Tuesday, May 16, 2023 4:45-5:45)	**58**		**58**		**77**	**77**				
Total Annual Background Growth	15.9%				15.9%					
2028 No-Build Volumes	**67**		**67**		**89**	**89**				
Proposed JM Turk Road Subdivision Trips	**0**	**35**	**35**	**136**	**0**	**136**		**21**	**84**	**105**
Build Volumes	**67**	**35**	**102**	**136**	**89**	**225**		**21**	**84**	**105**

JM Turk Road at project access location **Tuesday, May 16, 2023**
Peak Hour Calculation

	NB		SB		2-Way	
Begin Time	**15 min**	**Hourly**	**15 min**	**Hourly**	**15 min**	**Hourly**
7:00 AM	21		10		31	
7:15 AM	21		13		34	
7:30 AM	20		16		36	
7:45 AM	***29***	***91***	***11***	***50***	***40***	***141***
8:00 AM	14	84	15	55	29	139
8:15 AM	24	87	5	47	29	134
8:30 AM	8	75	6	37	14	112
8:45 AM	13	59	8	34	21	93
4:00 PM	13		25		38	
4:15 PM	12		22		34	
4:30 PM	14		13		27	
4:45 PM	11	50	19	79	30	129
5:00 PM	9	46	20	74	29	120
5:15 PM	18	52	19	71	37	123
5:30 PM	***20***	***58***	***19***	***77***	***39***	***135***
5:45 PM	8	55	16	74	24	129
6:00 PM	7	53	22	76	29	129
6:15 PM	14	49	17	74	31	123
24-Hour	**692**		**724**		**1416**	

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TMC Data
Martin Rd @ J M Turk Rd (Roundabout)
Flowery Branch, GA
7-9 AM | 4-6 PM

File Name : 47830001
Site Code : 47830001
Start Date : 5/16/2023
Page No : 1

Groups Printed- Cars, Buses and Trucks

	J M Turk Rd Northbound					Martin Rd Southbound					Eastbound					Martin Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	33	2	0	35	58	7	0	0	65	0	0	0	0	0	5	0	94	0	99	199
07:15 AM	0	38	5	0	43	95	17	0	0	112	0	0	0	0	0	6	0	93	0	99	254
07:30 AM	0	37	2	0	39	110	25	0	0	135	0	0	0	0	0	4	0	109	0	113	287
07:45 AM	0	40	9	0	49	59	17	0	0	76	0	0	0	0	0	7	0	120	0	127	252
Total	0	148	18	0	166	322	66	0	0	388	0	0	0	0	0	22	0	416	0	438	992
08:00 AM	0	34	7	0	41	56	17	0	0	73	0	0	0	0	0	2	0	125	0	127	241
08:15 AM	0	28	6	0	34	54	15	0	0	69	0	0	0	0	0	3	0	75	0	78	181
08:30 AM	0	15	7	0	22	61	17	0	0	78	0	0	0	0	0	6	0	77	0	83	183
08:45 AM	0	18	2	0	20	35	27	0	0	62	0	0	0	0	0	7	0	72	0	79	161
Total	0	95	22	0	117	206	76	0	0	282	0	0	0	0	0	18	0	349	0	367	766
*** BREAK ***																					
04:00 PM	0	16	5	0	21	116	33	0	0	149	0	0	0	0	0	6	0	55	0	61	231
04:15 PM	0	13	5	0	18	125	35	0	0	160	0	0	0	0	0	3	0	82	0	85	263
04:30 PM	0	16	2	0	18	114	29	0	0	143	0	0	0	0	0	13	0	72	0	85	246
04:45 PM	0	20	8	0	28	115	28	0	0	143	0	0	0	0	0	10	0	77	0	87	258
Total	0	65	20	0	85	470	125	0	0	595	0	0	0	0	0	32	0	286	0	318	998
05:00 PM	0	27	6	0	33	112	34	0	0	146	0	0	0	0	0	9	0	75	0	84	263
05:15 PM	0	36	8	0	44	101	37	0	0	138	0	0	0	0	0	8	0	73	0	81	263
05:30 PM	0	26	6	0	32	115	31	0	0	146	0	0	0	0	0	8	0	83	0	91	269
05:45 PM	0	16	2	0	18	107	34	0	0	141	0	0	0	0	0	6	0	75	0	81	240
Total	0	105	22	0	127	435	136	0	0	571	0	0	0	0	0	31	0	306	0	337	1035
Grand Total	0	413	82	0	495	1433	403	0	0	1836	0	0	0	0	0	103	0	1357	0	1460	3791
Apprch %	0	83.4	16.6	0		78.1	21.9	0	0		0	0	0	0		7.1	0	92.9	0		
Total %	0	10.9	2.2	0	13.1	37.8	10.6	0	0	48.4	0	0	0	0	0	2.7	0	35.8	0	38.5	

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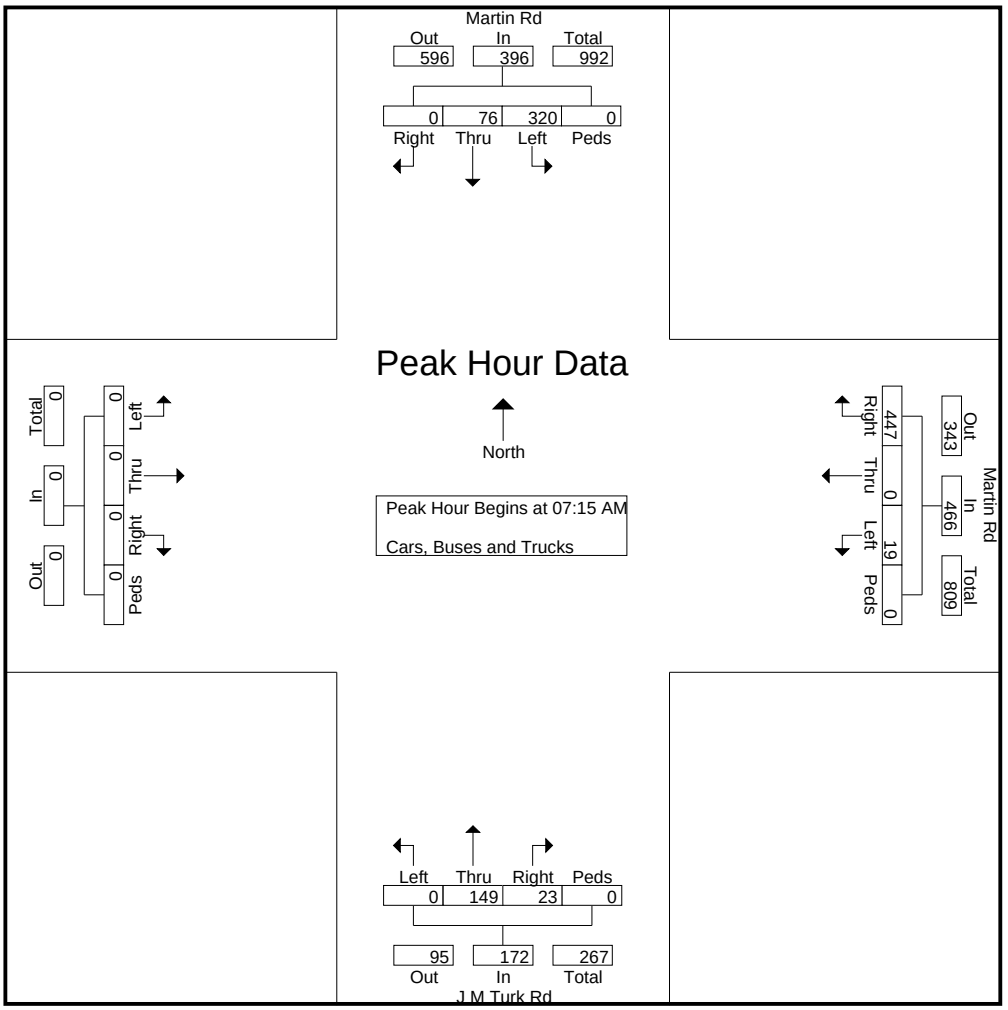
TMC Data
Martin Rd @ J M Turk Rd (Roundabout)
Flowery Branch, GA
7-9 AM | 4-6 PM

File Name : 47830001
Site Code : 47830001
Start Date : 5/16/2023
Page No : 2

	J M Turk Rd Northbound					Martin Rd Southbound					Eastbound					Martin Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	38	5	0	43	95	17	0	0	112	0	0	0	0	0	6	0	93	0	99	254
07:30 AM	0	37	2	0	39	**110**	**25**	0	0	**135**	0	0	0	0	0	4	0	109	0	113	**287**
07:45 AM	0	**40**	**9**	0	**49**	59	17	0	0	76	0	0	0	0	0	**7**	0	120	0	**127**	252
08:00 AM	0	34	7	0	41	56	17	0	0	73	0	0	0	0	0	2	0	**125**	0	127	241
Total Volume	0	149	23	0	172	320	76	0	0	396	0	0	0	0	0	19	0	447	0	466	1034
% App. Total		86.6	13.4			80.8	19.2											95.9			
PHF	.000	.931	.639	.000	.878	.727	.760	.000	.000	.733	.000	.000	.000	.000	.000	.679	.000	.894	.000	.917	.901



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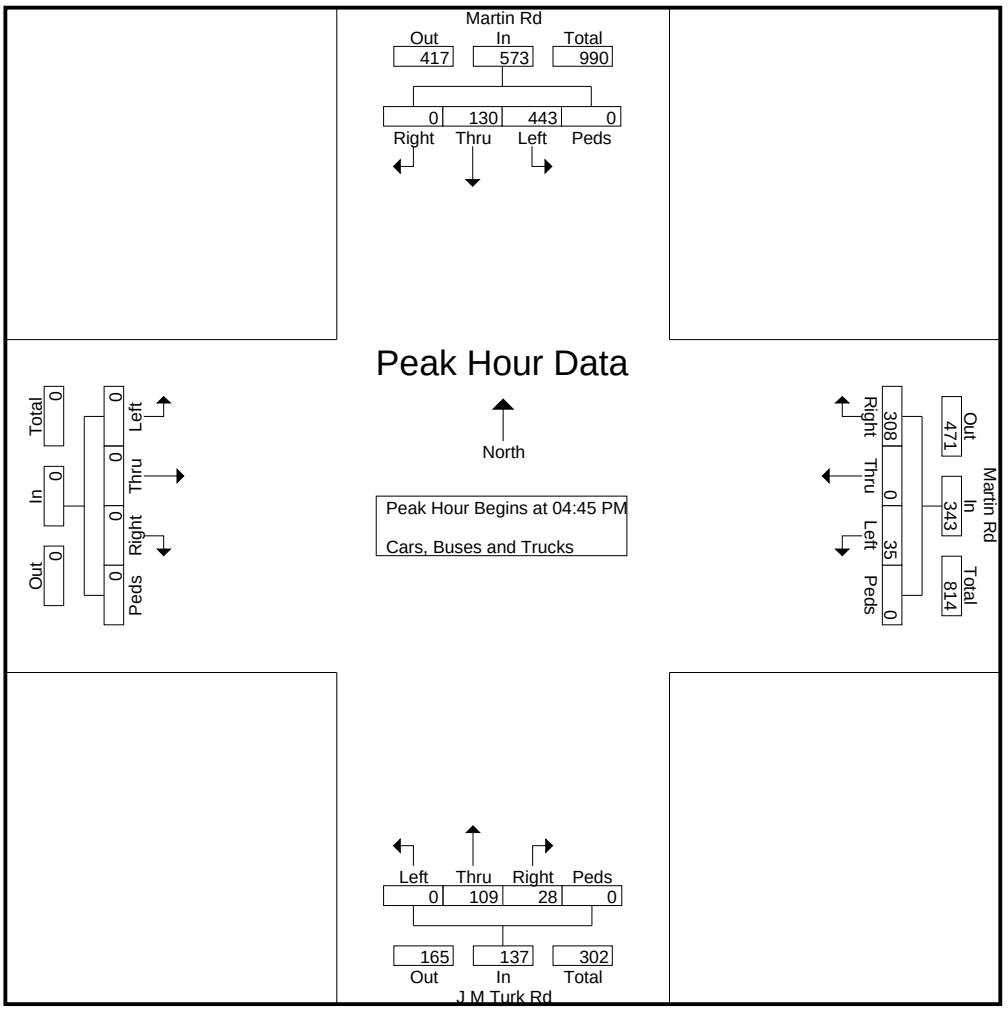
TMC Data
Martin Rd @ J M Turk Rd (Roundabout)
Flowery Branch, GA
7-9 AM | 4-6 PM

File Name : 47830001
Site Code : 47830001
Start Date : 5/16/2023

	J M Turk Rd Northbound					Martin Rd Southbound					Eastbound					Martin Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	20	**8**	0	28	**115**	28	0	0	143	0	0	0	0	0	**10**	0	77	0	87	258
05:00 PM	0	27	6	0	33	112	34	0	0	**146**	0	0	0	0	0	9	0	75	0	84	263
05:15 PM	0	**36**	8	0	**44**	101	**37**	0	0	138	0	0	0	0	0	8	0	73	0	81	263
05:30 PM	0	26	6	0	32	115	31	0	0	146	0	0	0	0	0	8	0	**83**	0	**91**	**269**
Total Volume	0	109	28	0	137	443	130	0	0	573	0	0	0	0	0	35	0	308	0	343	1053
% App. Total		79.6	20.4			77.3	22.7									10.2		89.8			
PHF	.000	.757	.875	.000	.778	.963	.878	.000	.000	.981	.000	.000	.000	.000	.000	.875	.000	.928	.000	.942	.979



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TMC Data
J M Turk Rd @ Grandview Pkwy
Flowery Branch, GA
7-9 AM | 4-6 PM

File Name : 47830002
Site Code : 47830002
Start Date : 5/16/2023
Page No : 1

Groups Printed- Cars, Buses and Trucks

	J M Turk Rd Northbound					J M Turk Rd Southbound					Grandview Pkwy Eastbound					Private Drwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	18	0	0	18	0	6	3	0	9	17	0	5	0	22	0	0	0	0	0	49
07:15 AM	2	21	0	0	23	0	11	4	0	15	16	0	0	0	16	0	0	0	0	0	54
07:30 AM	1	21	0	0	22	0	15	10	0	25	23	0	4	0	27	0	0	0	0	0	74
07:45 AM	0	28	0	0	28	0	8	8	0	16	19	0	1	0	20	0	0	0	0	0	64
Total	3	88	0	0	91	0	40	25	0	65	75	0	10	0	85	0	0	0	0	0	241
08:00 AM	0	16	0	0	16	0	14	6	0	20	20	0	1	0	21	0	0	0	0	0	57
08:15 AM	4	21	0	0	25	0	3	7	0	10	11	0	2	0	13	0	0	0	0	0	48
08:30 AM	0	8	0	0	8	0	5	9	0	14	8	0	2	0	10	0	0	0	0	0	32
08:45 AM	1	13	0	0	14	0	6	5	0	11	7	0	1	0	8	0	0	1	0	1	34
Total	5	58	0	0	63	0	28	27	0	55	46	0	6	0	52	0	0	1	0	1	171
*** BREAK ***																					
04:00 PM	2	12	0	0	14	0	22	17	0	39	9	0	2	0	11	0	0	0	0	0	64
04:15 PM	2	7	0	0	9	0	18	17	0	35	8	0	4	0	12	1	0	0	0	1	57
04:30 PM	6	9	0	0	15	0	14	18	0	32	9	0	1	0	10	0	0	0	0	0	57
04:45 PM	1	10	0	0	11	0	13	27	0	40	14	0	2	0	16	0	0	0	0	0	67
Total	11	38	0	0	49	0	67	79	0	146	40	0	9	0	49	1	0	0	0	1	245
05:00 PM	5	8	0	0	13	0	21	21	0	42	19	0	2	0	21	0	0	0	0	0	76
05:15 PM	3	14	0	0	17	0	17	20	0	37	26	0	2	0	28	0	0	0	0	0	82
05:30 PM	6	11	0	0	17	1	13	16	0	30	15	0	4	0	19	0	0	0	0	0	66
05:45 PM	0	6	0	0	6	0	12	15	0	27	14	0	4	0	18	0	0	0	0	0	51
Total	14	39	0	0	53	1	63	72	0	136	74	0	12	0	86	0	0	0	0	0	275
Grand Total	33	223	0	0	256	1	198	203	0	402	235	0	37	0	272	1	0	1	0	2	932
Apprch %	12.9	87.1	0	0		0.2	49.3	50.5	0		86.4	0	13.6	0		50	0	50	0		
Total %	3.5	23.9	0	0	27.5	0.1	21.2	21.8	0	43.1	25.2	0	4	0	29.2	0.1	0	0.1	0	0.2	

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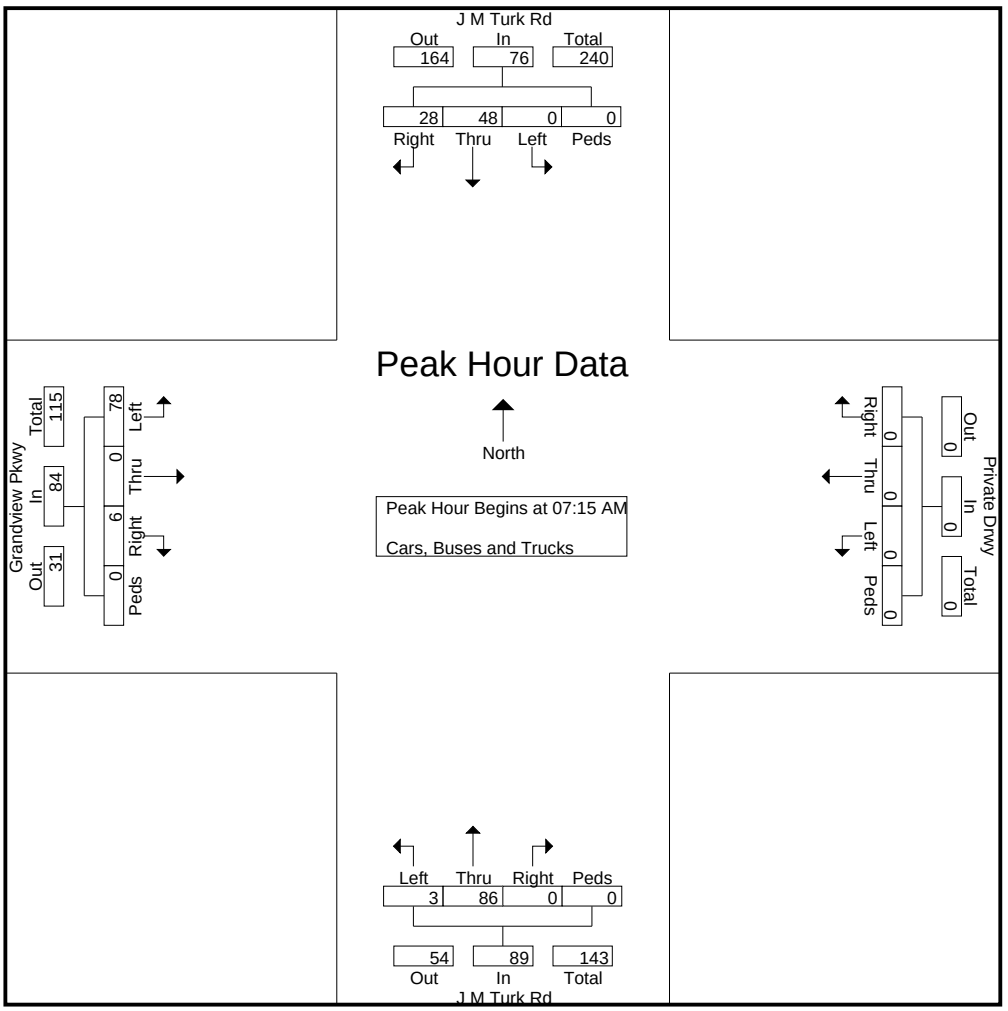
TMC Data
J M Turk Rd @ Grandview Pkwy
Flowery Branch, GA
7-9 AM | 4-6 PM

File Name : 47830002
Site Code : 47830002
Start Date : 5/16/2023
Page No : 2

	J M Turk Rd Northbound					J M Turk Rd Southbound					Grandview Pkwy Eastbound					Private Drwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**2**	21	0	0	23	0	11	4	0	15	16	0	0	0	16	0	0	0	0	0	54
07:30 AM	1	21	0	0	22	0	**15**	**10**	0	**25**	**23**	0	**4**	0	**27**	0	0	0	0	0	**74**
07:45 AM	0	**28**	0	0	**28**	0	8	8	0	16	19	0	1	0	20	0	0	0	0	0	64
08:00 AM	0	16	0	0	16	0	14	6	0	20	20	0	1	0	21	0	0	0	0	0	57
Total Volume	3	86	0	0	89	0	48	28	0	76	78	0	6	0	84	0	0	0	0	0	249
% App. Total		96.6					63.2	36.8			92.9										
PHF	.375	.768	.000	.000	.795	.000	.800	.700	.000	.760	.848	.000	.375	.000	.778	.000	.000	.000	.000	.000	.841



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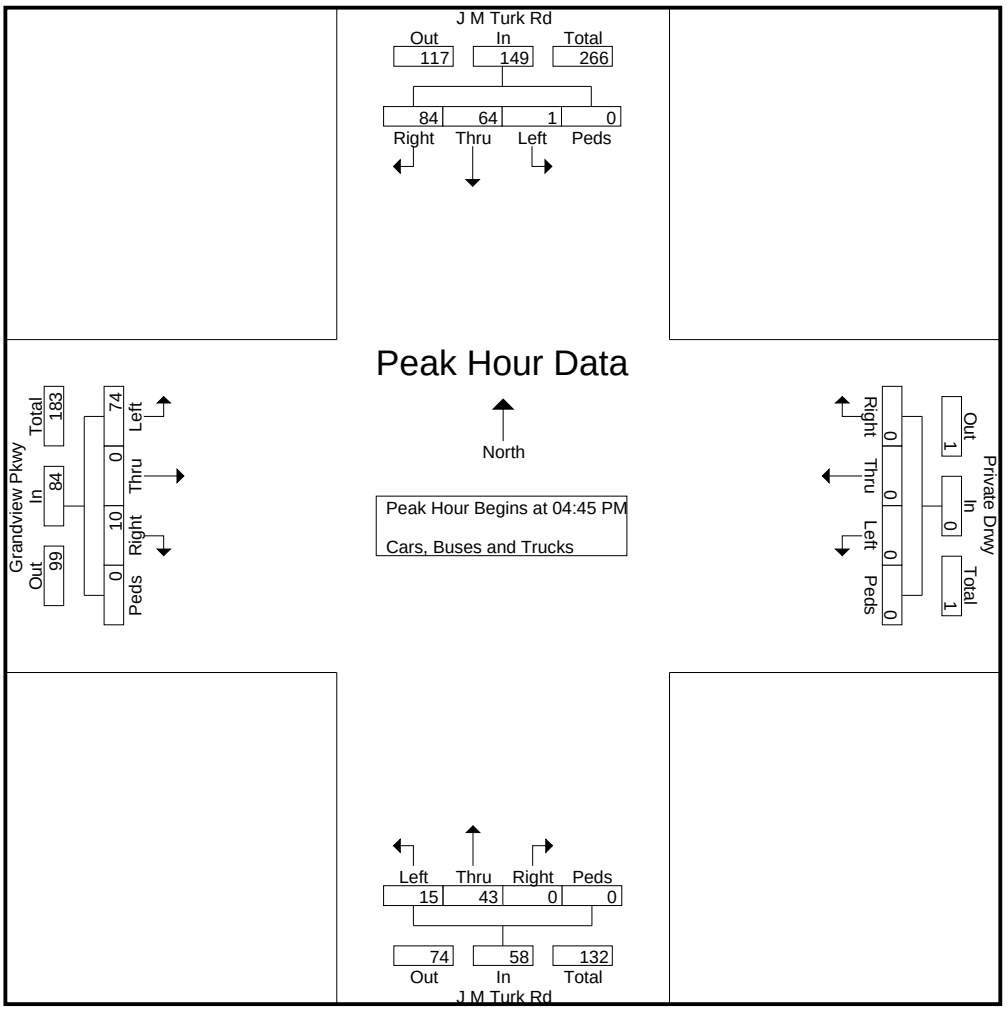
TMC Data
J M Turk Rd @ Grandview Pkwy
Flowery Branch, GA
7-9 AM | 4-6 PM

File Name : 47830002
Site Code : 47830002
Start Date : 5/16/2023
Page No : 3

	J M Turk Rd Northbound					J M Turk Rd Southbound					Grandview Pkwy Eastbound					Private Drwy Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	1	10	0	0	11	0	13	**27**	0	40	14	0	2	0	16	0	0	0	0	0	67
05:00 PM	5	8	0	0	13	0	**21**	21	0	**42**	19	0	2	0	21	0	0	0	0	0	76
05:15 PM	3	**14**	0	0	**17**	0	17	20	0	37	**26**	0	2	0	**28**	0	0	0	0	0	**82**
05:30 PM	**6**	11	0	0	17	**1**	13	16	0	30	15	0	**4**	0	19	0	0	0	0	0	66
Total Volume	15	43	0	0	58	1	64	84	0	149	74	0	10	0	84	0	0	0	0	0	291
% App. Total	25.9	74.1						56.4			88.1		11.9								
PHF	.625	.768	.000	.000	.853	.250	.762	.778	.000	.887	.712	.000	.625	.000	.750	.000	.000	.000	.000	.000	.887



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TMC Data
J M Turk Rd @ Cash Rd
Flowery Branch, GA
7-9 AM | 4-6 PM

File Name : 47830003
Site Code : 47830003
Start Date : 5/16/2023
Page No : 1

Groups Printed- Cars, Buses and Trucks

	Northbound					J M Turk Rd Southbound					Cash Rd Eastbound					Cash Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	4	0	0	0	4	1	22	0	0	23	0	15	9	0	24	51
07:15 AM	0	0	0	0	0	5	0	1	0	6	1	46	0	0	47	0	34	13	0	47	100
07:30 AM	0	0	0	0	0	14	0	1	0	15	1	48	0	0	49	0	56	14	0	70	134
07:45 AM	0	0	0	0	0	8	0	0	0	8	1	28	0	0	29	0	45	7	0	52	89
Total	0	0	0	0	0	31	0	2	0	33	4	144	0	0	148	0	150	43	0	193	374
08:00 AM	0	0	0	0	0	4	0	0	0	4	0	27	0	0	27	0	54	4	0	58	89
08:15 AM	0	0	0	0	0	5	0	0	0	5	1	34	0	0	35	0	32	11	0	43	83
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	15	0	0	15	0	12	0	0	12	28
08:45 AM	0	0	0	0	0	5	0	1	0	6	4	14	0	0	18	0	17	6	0	23	47
Total	0	0	0	0	0	15	0	1	0	16	5	90	0	0	95	0	115	21	0	136	247
*** BREAK ***																					
04:00 PM	0	0	0	0	0	15	0	0	0	15	2	27	0	0	29	0	34	5	0	39	83
04:15 PM	0	0	0	0	0	9	0	1	0	10	0	23	0	0	23	0	25	5	0	30	63
04:30 PM	0	0	0	0	0	5	0	1	0	6	2	24	0	0	26	0	16	7	0	23	55
04:45 PM	0	0	0	0	0	7	0	4	0	11	0	17	0	0	17	0	26	9	0	35	63
Total	0	0	0	0	0	36	0	6	0	42	4	91	0	0	95	0	101	26	0	127	264
05:00 PM	0	0	0	0	0	5	0	2	0	7	0	31	0	0	31	0	25	5	0	30	68
05:15 PM	0	0	0	0	0	8	0	3	0	11	0	36	0	0	36	0	28	5	0	33	80
05:30 PM	0	0	0	0	0	8	0	2	0	10	0	22	0	0	22	0	37	9	0	46	78
05:45 PM	0	0	0	0	0	7	0	2	0	9	1	22	0	0	23	0	27	6	0	33	65
Total	0	0	0	0	0	28	0	9	0	37	1	111	0	0	112	0	117	25	0	142	291
Grand Total	0	0	0	0	0	110	0	18	0	128	14	436	0	0	450	0	483	115	0	598	1176
Apprch %	0	0	0	0		85.9	0	14.1	0		3.1	96.9	0	0		0	80.8	19.2	0		
Total %	0	0	0	0	0	9.4	0	1.5	0	10.9	1.2	37.1	0	0	38.3	0	41.1	9.8	0	50.9	

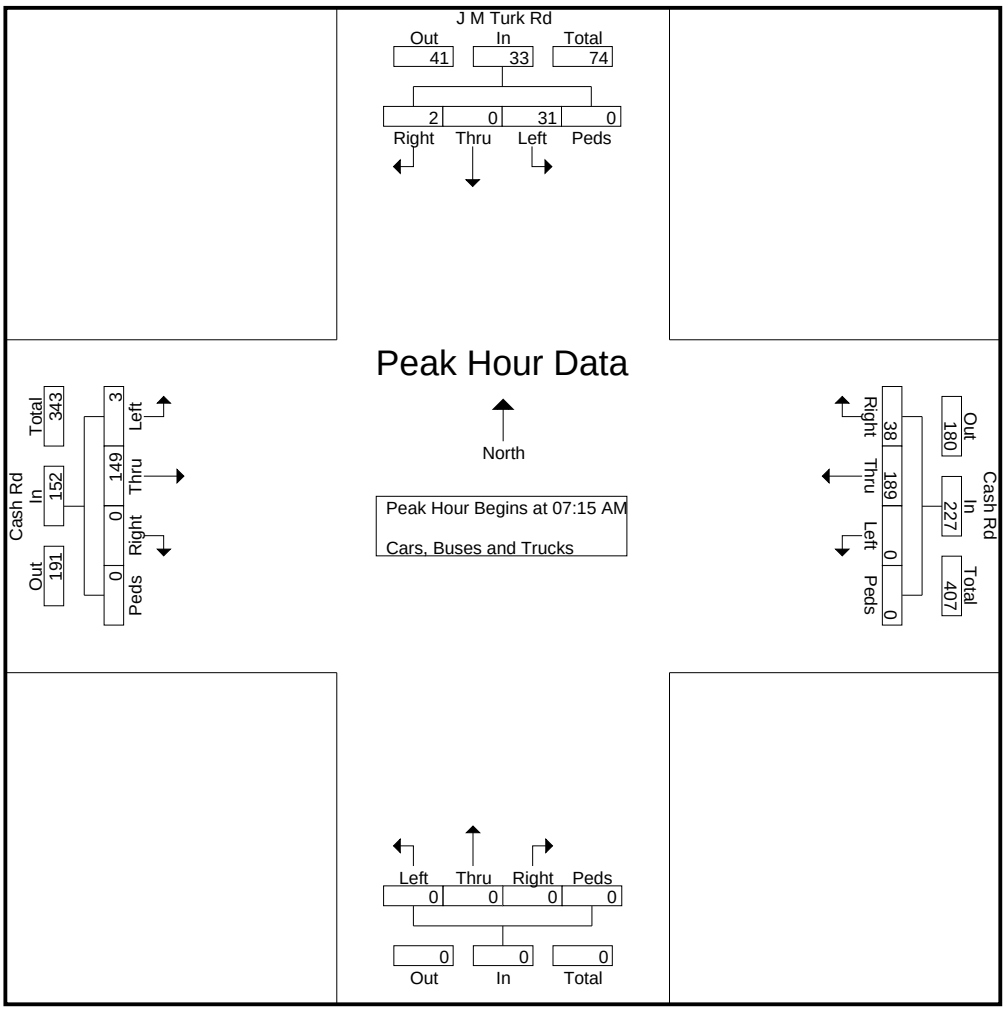
Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

TMC Data
J M Turk Rd @ Cash Rd
Flowery Branch, GA
7-9 AM | 4-6 PM

File Name : 47830003
Site Code : 47830003
Start Date : 5/16/2023
Page No : 2

	Northbound					J M Turk Rd Southbound					Cash Rd Eastbound					Cash Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	5	0	**1**	0	6	**1**	46	0	0	47	0	34	13	0	47	100
07:30 AM	0	0	0	0	0	**14**	0	1	0	**15**	1	**48**	0	0	**49**	0	**56**	**14**	0	**70**	**134**
07:45 AM	0	0	0	0	0	8	0	0	0	8	1	28	0	0	29	0	45	7	0	52	89
08:00 AM	0	0	0	0	0	4	0	0	0	4	0	27	0	0	27	0	54	4	0	58	89
Total Volume	0	0	0	0	0	31	0	2	0	33	3	149	0	0	152	0	189	38	0	227	412
% App. Total						93.9											83.3	16.7			
PHF	.000	.000	.000	.000	.000	.554	.000	.500	.000	.550	.750	.776	.000	.000	.776	.000	.844	.679	.000	.811	.769



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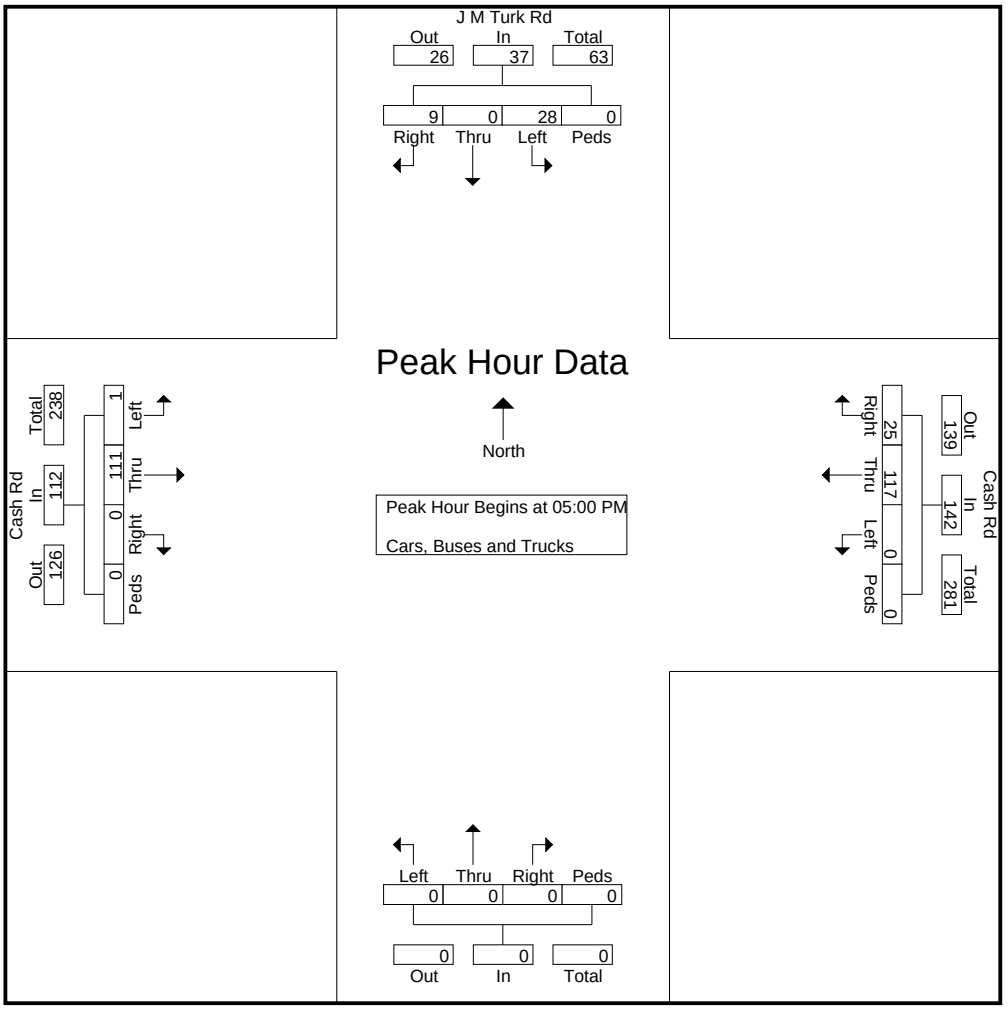
TMC Data
J M Turk Rd @ Cash Rd
Flowery Branch, GA
7-9 AM | 4-6 PM

File Name : 47830003
Site Code : 47830003
Start Date : 5/16/2023
Page No : 3

	Northbound					J M Turk Rd Southbound					Cash Rd Eastbound					Cash Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 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	5	0	2	0	7	0	31	0	0	31	0	25	5	0	30	68
05:15 PM	0	0	0	0	0	**8**	0	**3**	0	**11**	0	**36**	0	0	**36**	0	28	5	0	33	**80**
05:30 PM	0	0	0	0	0	8	0	2	0	10	0	22	0	0	22	0	**37**	**9**	0	**46**	78
05:45 PM	0	0	0	0	0	7	0	2	0	9	**1**	22	0	0	23	0	27	6	0	33	65
Total Volume	0	0	0	0	0	28	0	9	0	37	1	111	0	0	112	0	117	25	0	142	291
% App. Total						75.7		24.3				99.1					82.4	17.6			
PHF	.000	.000	.000	.000	.000	.875	.000	.750	.000	.841	.250	.771	.000	.000	.778	.000	.791	.694	.000	.772	.909



ADT Data

Reliable Traffic Data Services

Tel: (770) 578-8158 I Fax: (770) 578-8159
Info@reliabletraffic.org I www.reliabletraffic.org

Site Code: 47830101
J M Turk Rd south of Grandview Pkwy
Flowery Branch, GA

Start Time	16-May-23 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	6			0	11				
12:15		1	9			0	14				
12:30		0	10			0	6				
12:45		0	10	1	35	0	7	0	38	1	73
01:00		0	14			2	16				
01:15		0	12			0	6				
01:30		0	7			0	5				
01:45		0	9	0	42	0	8	2	35	2	77
02:00		0	7			0	16				
02:15		0	10			0	16				
02:30		0	17			2	16				
02:45		1	14	1	48	1	12	3	60	4	108
03:00		0	6			0	17				
03:15		0	10			0	14				
03:30		0	19			0	18				
03:45		2	16	2	51	0	26	0	75	2	126
04:00		0	13			0	25				
04:15		1	12			0	22				
04:30		2	14			1	13				
04:45		1	11	4	50	2	19	3	79	7	129
05:00		3	9			1	20				
05:15		2	18			0	19				
05:30		2	20			2	19				
05:45		8	8	15	55	1	16	4	74	19	129
06:00		2	7			3	22				
06:15		4	14			1	17				
06:30		10	6			2	14				
06:45		22	7	38	34	1	8	7	61	45	95
07:00		21	11			10	16				
07:15		21	11			13	8				
07:30		20	10			16	4				
07:45		29	6	91	38	11	7	50	35	141	73
08:00		14	3			15	7				
08:15		24	2			5	10				
08:30		8	4			6	5				
08:45		13	5	59	14	8	7	34	29	93	43
09:00		9	5			10	7				
09:15		15	2			6	5				
09:30		11	3			9	4				
09:45		13	2	48	12	9	3	34	19	82	31
10:00		4	1			6	4				
10:15		8	1			11	2				
10:30		9	2			11	1				
10:45		5	0	26	4	10	2	38	9	64	13
11:00		2	1			8	0				
11:15		8	1			10	4				
11:30		3	0			9	0				
11:45		7	2	20	4	3	1	30	5	50	9
Total		305	387			205	519			510	906
Percent		44.1%	55.9%			28.3%	71.7%			36.0%	64.0%
Grand Total		305	387			205	519			510	906
Percent		44.1%	55.9%			28.3%	71.7%			36.0%	64.0%
ADT		ADT 1,416		AADT 1,416							

Appendix B

Intersection Analysis Methodology

Intersection Analysis Methodology

The methodology used for evaluating traffic operations at intersections is presented in the Transportation Research Board's *Highway Capacity Manual*, 2016 edition (HCM 6). Synchro 10 software, which emulates the HCM 6 methodology, was used for all analyses. The following is an overview of the methodology employed for the analysis of signalized intersections and roundabouts and stop-sign controlled (unsignalized) intersections. Levels of service (LOS) are assigned letters A through F. LOS A indicates operations with very low control delay while LOS F describes operations with high control delay. LOS F is considered to be unacceptable by most drivers, while LOS E is typically considered to be the limit of acceptable delay.

Signalized Intersections and Roundabouts – Level of service for a signalized intersection and a roundabout is defined in terms of control delay per vehicle. For signalized intersections and roundabouts, a composite intersection level of service is determined. The thresholds for each level of service are higher for signalized intersections and roundabouts than for unsignalized intersections. This is attributable to a variety of factors including expectation and acceptance of higher delays at signals/roundabouts, and the fact that drivers can relax when waiting at a signal as opposed to having to remain attentive as they proceed through the unsignalized intersection. The level of service criteria for signalized intersections and roundabouts are shown in Table A.

Table A – Level of Service Criteria for Signalized Intersections and Roundabouts

Control Delay (s/veh)	LOS
≤ 10	A
> 10 and ≤ 20	B
> 20 and ≤ 35	C
> 35 and ≤ 55	D
> 55 and ≤ 80	E
> 80	F

Source: Highway Capacity Manual 6

Unsignalized Intersections – Level of service for an unsignalized intersection is defined in terms of control delay per vehicle. Control delay is that portion of delay attributable to the control device and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The delays at unsignalized intersections are based on gap acceptance theory, factoring in availability of gaps, usefulness of the gaps, and the priority of right-of-way given to each traffic stream. The level of service criteria for unsignalized intersections are presented in Table B.

Table B – Level of Service Criteria for Unsignalized Intersections

Control Delay (s/veh)	LOS
0 – 10	A
> 10 and ≤ 15	B
> 15 and ≤ 25	C
> 25 and ≤ 35	D
> 35 and ≤ 50	E
> 50	F

Source: Highway Capacity Manual 6

Appendix C

Existing Intersection Operational Analysis

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	507	195	542
Demand Flow Rate, veh/h	523	201	558
Vehicles Circulating, veh/h	174	451	22
Vehicles Exiting, veh/h	478	129	675
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.1	6.7	6.7
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	523	201	558
Cap Entry Lane, veh/h	1155	871	1349
Entry HV Adj Factor	0.969	0.970	0.971
Flow Entry, veh/h	507	195	542
Cap Entry, veh/h	1120	845	1310
V/C Ratio	0.453	0.231	0.414
Control Delay, s/veh	8.1	6.7	6.7
LOS	A	A	A
95th %tile Queue, veh	2	1	2

JM Turk Road Subdivision
2: JM Turk Road & Grandview Parkway existing a.m.

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	78	6	3	86	48	28
Future Vol, veh/h	78	6	3	86	48	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	180
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	80	80	76	76
Heavy Vehicles, %	2	2	2	3	3	2
Mvmt Flow	100	8	4	108	63	37

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	179	63	100	0	-	0
Stage 1	63	-	-	-	-	-
Stage 2	116	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	811	1002	1493	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	909	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	809	1002	1493	-	-	-
Mov Cap-2 Maneuver	809	-	-	-	-	-
Stage 1	957	-	-	-	-	-
Stage 2	909	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1493	-	820	-	-
HCM Lane V/C Ratio	0.003	-	0.131	-	-
HCM Control Delay (s)	7.4	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

JM Turk Road Subdivision
3: Cash Road & JM Turk Road

existing a.m.

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	149	189	38	31	2
Future Vol, veh/h	3	149	189	38	31	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	81	81	55	55
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	4	191	233	47	56	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	280	0	-	0	456	257
Stage 1	-	-	-	-	257	-
Stage 2	-	-	-	-	199	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1277	-	-	-	561	779
Stage 1	-	-	-	-	784	-
Stage 2	-	-	-	-	832	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1277	-	-	-	559	779
Mov Cap-2 Maneuver	-	-	-	-	559	-
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	832	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1277	-	-	-	569
HCM Lane V/C Ratio	0.003	-	-	-	0.105
HCM Control Delay (s)	7.8	0	-	-	12.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection	
Intersection Delay, s/veh	6.8
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	365	176	585
Demand Flow Rate, veh/h	376	181	603
Vehicles Circulating, veh/h	144	466	38
Vehicles Exiting, veh/h	503	175	482
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.1	6.5	7.4
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	376	181	603
Cap Entry Lane, veh/h	1191	858	1327
Entry HV Adj Factor	0.971	0.971	0.970
Flow Entry, veh/h	365	176	585
Cap Entry, veh/h	1157	833	1288
V/C Ratio	0.316	0.211	0.454
Control Delay, s/veh	6.1	6.5	7.4
LOS	A	A	A
95th %tile Queue, veh	1	1	2

JM Turk Road Subdivision
2: JM Turk Road & Grandview Parkway existing p.m.

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	74	10	15	43	65	84
Future Vol, veh/h	74	10	15	43	65	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	180
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	85	85	89	89
Heavy Vehicles, %	2	2	2	3	3	2
Mvmt Flow	99	13	18	51	73	94

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	160	73	167	0	-	0
Stage 1	73	-	-	-	-	-
Stage 2	87	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	831	989	1411	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	936	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	820	989	1411	-	-	-
Mov Cap-2 Maneuver	820	-	-	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	936	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1411	-	837	-	-
HCM Lane V/C Ratio	0.013	-	0.134	-	-
HCM Control Delay (s)	7.6	0	10	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

JM Turk Road Subdivision
3: Cash Road & JM Turk Road

existing p.m.

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	111	117	25	28	9
Future Vol, veh/h	1	111	117	25	28	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	77	77	84	84
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	1	142	152	32	33	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	184	0	-	0	312	168
Stage 1	-	-	-	-	168	-
Stage 2	-	-	-	-	144	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1385	-	-	-	679	874
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	881	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1385	-	-	-	678	874
Mov Cap-2 Maneuver	-	-	-	-	678	-
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	881	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1385	-	-	-	717
HCM Lane V/C Ratio	0.001	-	-	-	0.061
HCM Control Delay (s)	7.6	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Appendix D

No-Build Intersection Operational Analysis

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	587	228	629
Demand Flow Rate, veh/h	605	235	648
Vehicles Circulating, veh/h	203	523	25
Vehicles Exiting, veh/h	555	150	783
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.8	7.9	7.7
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	605	235	648
Cap Entry Lane, veh/h	1122	809	1345
Entry HV Adj Factor	0.970	0.971	0.971
Flow Entry, veh/h	587	228	629
Cap Entry, veh/h	1088	786	1306
V/C Ratio	0.539	0.290	0.482
Control Delay, s/veh	9.8	7.9	7.7
LOS	A	A	A
95th %tile Queue, veh	3	1	3

JM Turk Road Subdivision
2: JM Turk Road & Grandview Parkway

no-build a.m.

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	90	7	3	100	56	32
Future Vol, veh/h	90	7	3	100	56	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	180
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	80	80	76	76
Heavy Vehicles, %	2	2	2	3	3	2
Mvmt Flow	115	9	4	125	74	42

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	207	74	116	0	-	0
Stage 1	74	-	-	-	-	-
Stage 2	133	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	781	988	1473	-	-	-
Stage 1	949	-	-	-	-	-
Stage 2	893	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	779	988	1473	-	-	-
Mov Cap-2 Maneuver	779	-	-	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	893	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1473	-	791	-	-
HCM Lane V/C Ratio	0.003	-	0.157	-	-
HCM Control Delay (s)	7.5	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

JM Turk Road Subdivision
3: Cash Road & JM Turk Road

no-build a.m.

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	173	219	44	36	2
Future Vol, veh/h	3	173	219	44	36	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	81	81	55	55
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	4	222	270	54	65	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	324	0	-	0	527	297
Stage 1	-	-	-	-	297	-
Stage 2	-	-	-	-	230	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1230	-	-	-	510	740
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	806	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1230	-	-	-	508	740
Mov Cap-2 Maneuver	-	-	-	-	508	-
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	806	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1230	-	-	-	517
HCM Lane V/C Ratio	0.003	-	-	-	0.134
HCM Control Delay (s)	7.9	0	-	-	13
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	424	203	677
Demand Flow Rate, veh/h	436	209	698
Vehicles Circulating, veh/h	167	539	45
Vehicles Exiting, veh/h	581	204	558
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.9	7.6	8.6
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	436	209	698
Cap Entry Lane, veh/h	1164	796	1318
Entry HV Adj Factor	0.972	0.972	0.970
Flow Entry, veh/h	424	203	677
Cap Entry, veh/h	1132	774	1279
V/C Ratio	0.375	0.262	0.530
Control Delay, s/veh	6.9	7.6	8.6
LOS	A	A	A
95th %tile Queue, veh	2	1	3

JM Turk Road Subdivision
2: JM Turk Road & Grandview Parkway

no-build p.m.

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	86	12	17	50	74	97
Future Vol, veh/h	86	12	17	50	74	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	180
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	85	85	89	89
Heavy Vehicles, %	2	2	2	3	3	2
Mvmt Flow	115	16	20	59	83	109

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	182	83	192	0	-	0
Stage 1	83	-	-	-	-	-
Stage 2	99	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	807	976	1381	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	925	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	795	976	1381	-	-	-
Mov Cap-2 Maneuver	795	-	-	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	925	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	1.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1381	-	813	-	-
HCM Lane V/C Ratio	0.014	-	0.161	-	-
HCM Control Delay (s)	7.6	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

JM Turk Road Subdivision
3: Cash Road & JM Turk Road

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	129	136	29	32	10
Future Vol, veh/h	1	129	136	29	32	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	77	77	84	84
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	1	165	177	38	38	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	215	0	-	0	363	196
Stage 1	-	-	-	-	196	-
Stage 2	-	-	-	-	167	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1349	-	-	-	634	843
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	860	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1349	-	-	-	633	843
Mov Cap-2 Maneuver	-	-	-	-	633	-
Stage 1	-	-	-	-	834	-
Stage 2	-	-	-	-	860	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1349	-	-	-	673
HCM Lane V/C Ratio	0.001	-	-	-	0.074
HCM Control Delay (s)	7.7	0	-	-	10.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Appendix E

Future Intersection Operational Analysis

JM Turk Road Subdivision
1: JM Turk Road & Martin Road

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	604	369	664
Demand Flow Rate, veh/h	622	381	684
Vehicles Circulating, veh/h	294	523	42
Vehicles Exiting, veh/h	610	203	874
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	12.1	11.0	8.4
Approach LOS	B	B	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	622	381	684
Cap Entry Lane, veh/h	1022	809	1322
Entry HV Adj Factor	0.971	0.970	0.971
Flow Entry, veh/h	604	369	664
Cap Entry, veh/h	993	785	1284
V/C Ratio	0.608	0.471	0.517
Control Delay, s/veh	12.1	11.0	8.4
LOS	B	B	A
95th %tile Queue, veh	4	3	3

JM Turk Road Subdivision
2: JM Turk Road & Grandview Parkway

future a.m.

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	90	7	3	225	98	32
Future Vol, veh/h	90	7	3	225	98	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	180
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	80	80	76	76
Heavy Vehicles, %	2	2	2	3	3	2
Mvmt Flow	115	9	4	281	129	42

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	418	129	171	0	-	0
Stage 1	129	-	-	-	-	-
Stage 2	289	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	591	921	1406	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	760	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	589	921	1406	-	-	-
Mov Cap-2 Maneuver	589	-	-	-	-	-
Stage 1	894	-	-	-	-	-
Stage 2	760	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.5	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1406	-	605	-	-
HCM Lane V/C Ratio	0.003	-	0.206	-	-
HCM Control Delay (s)	7.6	0	12.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.8	-	-

JM Turk Road Subdivision
3: Cash Road & JM Turk Road

future a.m.

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	173	219	54	64	5
Future Vol, veh/h	4	173	219	54	64	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	81	81	55	55
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	5	222	270	67	116	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	337	0	-	0	536	304
Stage 1	-	-	-	-	304	-
Stage 2	-	-	-	-	232	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1217	-	-	-	504	733
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	804	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1217	-	-	-	501	733
Mov Cap-2 Maneuver	-	-	-	-	501	-
Stage 1	-	-	-	-	742	-
Stage 2	-	-	-	-	804	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	14.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1217	-	-	-	513
HCM Lane V/C Ratio	0.004	-	-	-	0.245
HCM Control Delay (s)	8	0	-	-	14.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	1

JM Turk Road Subdivision
4: JM Turk Road & project access

future a.m.

Intersection	
Int Delay, s/veh	5.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	125	105	11	42	58
Future Vol, veh/h	31	125	105	11	42	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	70	70	80	80	76	76
Heavy Vehicles, %	2	2	3	2	2	3
Mvmt Flow	44	179	131	14	55	76

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	317	131	0	0	145	0
Stage 1	131	-	-	-	-	-
Stage 2	186	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	676	919	-	-	1437	-
Stage 1	895	-	-	-	-	-
Stage 2	846	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	650	919	-	-	1437	-
Mov Cap-2 Maneuver	650	-	-	-	-	-
Stage 1	861	-	-	-	-	-
Stage 2	846	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	3.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	849	1437	-
HCM Lane V/C Ratio	-	-	0.262	0.038	-
HCM Control Delay (s)	-	-	10.7	7.6	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	1.1	0.1	-

JM Turk Road Subdivision
1: JM Turk Road & Martin Road

Intersection	
Intersection Delay, s/veh	10.0
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	478	310	764
Demand Flow Rate, veh/h	492	319	787
Vehicles Circulating, veh/h	235	539	101
Vehicles Exiting, veh/h	623	349	626
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.5	9.7	11.1
Approach LOS	A	A	B

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	492	319	787
Cap Entry Lane, veh/h	1086	796	1245
Entry HV Adj Factor	0.972	0.972	0.970
Flow Entry, veh/h	478	310	764
Cap Entry, veh/h	1055	774	1208
V/C Ratio	0.453	0.401	0.632
Control Delay, s/veh	8.5	9.7	11.1
LOS	A	A	B
95th %tile Queue, veh	2	2	5

JM Turk Road Subdivision
2: JM Turk Road & Grandview Parkway

future p.m.

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	86	12	17	134	210	97
Future Vol, veh/h	86	12	17	134	210	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	180
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	85	85	89	89
Heavy Vehicles, %	2	2	2	3	3	2
Mvmt Flow	115	16	20	158	236	109

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	434	236	345	0	-	0
Stage 1	236	-	-	-	-	-
Stage 2	198	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	579	803	1214	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	569	803	1214	-	-	-
Mov Cap-2 Maneuver	569	-	-	-	-	-
Stage 1	789	-	-	-	-	-
Stage 2	835	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.8	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1214	-	590	-	-
HCM Lane V/C Ratio	0.016	-	0.221	-	-
HCM Control Delay (s)	8	0	12.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-

JM Turk Road Subdivision
3: Cash Road & JM Turk Road

future p.m.

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	129	136	60	50	13
Future Vol, veh/h	5	129	136	60	50	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	77	77	84	84
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	6	165	177	78	60	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	255	0	-	0	393	216
Stage 1	-	-	-	-	216	-
Stage 2	-	-	-	-	177	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1304	-	-	-	610	821
Stage 1	-	-	-	-	818	-
Stage 2	-	-	-	-	851	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1304	-	-	-	607	821
Mov Cap-2 Maneuver	-	-	-	-	607	-
Stage 1	-	-	-	-	814	-
Stage 2	-	-	-	-	851	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1304	-	-	-	642
HCM Lane V/C Ratio	0.005	-	-	-	0.117
HCM Control Delay (s)	7.8	0	-	-	11.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

JM Turk Road Subdivision
4: JM Turk Road & project access

future p.m.

Intersection	
Int Delay, s/veh	5.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	84	67	35	136	89
Future Vol, veh/h	21	84	67	35	136	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	150	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	70	70	85	85	89	89
Heavy Vehicles, %	2	2	3	2	2	3
Mvmt Flow	30	120	79	41	153	100

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	485	79	0	0	120	0
Stage 1	79	-	-	-	-	-
Stage 2	406	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	541	981	-	-	1468	-
Stage 1	944	-	-	-	-	-
Stage 2	673	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	485	981	-	-	1468	-
Mov Cap-2 Maneuver	485	-	-	-	-	-
Stage 1	846	-	-	-	-	-
Stage 2	673	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	4.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	814	1468	-
HCM Lane V/C Ratio	-	-	0.184	0.104	-
HCM Control Delay (s)	-	-	10.4	7.7	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0.3	-

CITY OF
GAINESVILLE

WATER RESOURCES

September 28, 2023

Alliance Planning and Engineering
Attn: Tyler Lasser
299 South Main Street
Alpharetta, GA 30009

Re: Water Availability
Proposed 324-Unit Residential Development
JM Turk Road at Stanley Road
Parcel 15044 000034 and multiple other parcels

Dear Mr. Lasser,

The purpose of this letter is to confirm the availability of water service to the above referenced project.

The City of Gainesville owns and operates an existing 8-inch ductile iron water main in the right-of-way of JM Turk Road approximately 800 feet from the intersection of Stanley Road. A developer-constructed water main extension meeting all City of Gainesville Department of Water Resources regulations will be required to connect to the City's public water system.

Currently, the City has adequate domestic water capacity to serve your proposed 324-unit residential development.

This confirmation of water availability is good for one year from the date of this letter at which time, it will become null and void unless engineered plans have been submitted for issuance of a development permit.

Please call me at (770) 538-2452 should you have any questions.

Sincerely,

Nick Swafford

Nick Swafford
Permitting Services Manager

cc: Tracy Robar, P.E., Engineering and Construction Division Manager

Anael Dominguez (CDI: Planning)

From: Emily McGahee (Environmental Health)
Sent: Thursday, August 31, 2023 4:53 PM
To: Anael Dominguez (CDI: Planning); Randi Doveton (CDI: Planning); Beth Garmon (CDI: Planning)
Cc: Chad Harper (Environmental Health); Kelly Hairston (Environmental Health)
Subject: HCPC Tentative Agenda 10.2.23

Please find Environmental Health comments below:

Items 1A-C, 8730 Forrester Road, Crumley: No comment.

Item 2, 4057 Sargent Circle, Drees: All proposed structures must meet all residential permitting requirements and/or required setbacks to existing septic system. Area for a feasible, full conventional recovery system must be available for the number of bedrooms requested. Existing system evaluation and/or septic system modification may be required for system serving existing home on property. Level 3 Soil Evaluation will be required prior to application if existing septic system will not be used. Any abandoned well shall be properly closed as per Water Well Standards Act by a certified well driller.

Items 3A&B, 812 Atlanta Hwy, Murillo: Connecting to Public sewer. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

Item 4, 2122/0 Browns Bridge Road, Duran: No comment. Public sewer.

Item 5, 3321 Montvale Drive, Milne: All proposed lots must meet Hall County Board of Health Lot Size Resolution requirements. Further determination will be made during the plat review process. All proposed plats must be submitted to the Hall County Plat Review Team for review and approval prior to submittal to Clerk of Courts for recordation.

Item 6, 3902/0 Belmont Hwy, Simpson: Must meet all Environmental Health commercial septic system permitting requirements. Further determination will be made during the civil plan review process. A detailed business plan must be submitted to Hall County Environmental Health for review. Additional items, including, but not limited to: recorded plat, soil evaluation, and septic system installation/modification may be required after review of business plan.

Item 7, 0/4611/4627 Guth Road, 4561/4613 J. M. Turk, 4590/4601/4610 Stanley, Kappler: The entire development (all pods) must be developed on sewer. No onsite sewage management systems to be permitted by Environmental Health. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

Items 8 and 9, 6777/6804 Spout Springs, Walker Anderson Homes: Public sewer. Any abandoned well shall be properly closed as per Water Well Standards Act. Any abandoned septic tank shall be pumped by a State certified pumper/hauler and crushed/filled.

Item 10, Code Amendment: No comment.

Anael Dominguez (CDI: Planning)

From: Chavers, Veronica E <VChavers@dot.ga.gov>
Sent: Friday, August 25, 2023 10:51 AM
To: Anael Dominguez (CDI: Planning); Randi Doveton (CDI: Planning)
Subject: RE: Tentative Planning Agenda for October 2, 2023

See comments in red, below.

Veronica Chavers
D1TO Civil Engineer 3

GDOT Georgia Department of Transportation

District 1 Traffic Operations
1475 Jesse Jewell Pkwy
Suite 100
Gainesville, GA, 30501
770.533.8488 office

From: Anael Dominguez (CDI: Planning) <adominguez@hallcounty.org>
Sent: Thursday, August 24, 2023 12:20 PM
Subject: Tentative Planning Agenda for October 2, 2023

Good afternoon –

Here is the Tentative Agenda and Maps for the **Monday, October 2, 2023** Hall County Planning Commission Meeting.

Please use the links to review the documents and respond with comments to Hall County Planning and Development. Failure to provide comments in a timely manner may result in the information not being included in the staff report.

When submitting comments, please include the name of the applicant along with the address of the property with the corresponding comment.

Comments are due by **Thursday, August 31st.** Email comments to Randi (rdoveton@hallcounty.org) and Ana (adominguez@hallcounty.org).

CALL TO ORDER

AGENDA REVIEW

APPROVAL OF MINUTES – September 18, 2023
N
NEW BUSINESS

1. (A) **8730 Forrester Road | Use Subject to County Commission Approval** | on a 5.57± acre tract located on the east side of Forrester Road, approximately 297 feet from its intersection with Forrester Road | Zoned AR-IV; Tax Parcel 12128 000009 (pt.) | **Proposed use: expansion of commercial kennel** | ** Commission District 3 | **Steven & Holly Crumley, applicants.**

(B) **8730 Forrester Road | Variance** | from 17.240.060 to reduce the setback for commercial kennels from 200 feet to 48 feet | on a 5.57± acre tract located on the east side of Forrester Road, approximately 297 feet from its intersection with Forrester Road | Zoned AR-IV; Tax Parcel 12128 000009 (pt.) **| Proposed use: commercial kennel structures** | ** Commission District 3 | **Steven & Holly Crumley, applicants.**

(C) **8730 Forrester Road | Variance** | from 17.240.060 to reduce the setback for commercial kennels from 200 feet to 44 feet | on a 5.57± acre tract located on the east side of Forrester Road, approximately 297 feet from its intersection with Forrester Road | Zoned AR-IV; Tax Parcel 12128 000009 (pt.) **| Proposed use: commercial kennel structures** | ** Commission District 3 | **Steven & Holly Crumley, applicants.** **No GDOT coordination required**

4057 Sargent Circle | Variance | from 17.240.010 to reduce the front yard setback from 55 feet from centerline to 41 feet from centerline on a 0.85± acre parcel located on the east side of Sargent Circle approximately 210 feet from its intersection with Cochran Road | Zoned R-I; Tax Parcel 10120 000071 | **Proposed Use: single-family residence** | * Commission District 2 | **Dennis Drees, Applicant** **No GDOT coordination required**

2.

3. (A) **812 Atlanta Highway | Use Subject to Planning Commission Approval |** on a 0.25± acre parcel located on the west side of Atlanta Highway at its intersection with Conner Street | Zoned H-B, Tax Parcel 00127 002001 | **Proposed Use: expansion of a non-conforming use |** * Commission District 4 **| Robert Murillo, applicant.** **GDOT coordination required for any encroachment onto the right-of-way**

   (B) **812 Atlanta Highway | Variance** | from 17.240.010 to reduce the front yard setback from 55 feet from centerline to 14 feet from centerline of road on a 0.25± acre parcel located on the west side of Atlanta Highway at its intersection with Conner Street | Zoned H-B, Tax Parcels 00127 002001 | **Proposed Use: residential addition** | * Commission District 4 **| Robert Murillo, applicant.** **GDOT coordination required for any encroachment onto the right-of-way**

4. **2122 & 0 Browns Bridge Road | Use Subject to County Commission Approval |** on a 1.708± acre tract located on the west side of Browns Bridge Road, approximately 62 feet from its intersection with Hilton Drive | Zoned H-B / GCOD; Tax Parcel 00122 001021 & 001031B | **Proposed use: used vehicle sales lot |** ** Commission District 4 **| Antonio Duran, applicant.** **GDOT coordination required for access on SR 369/ Browns Bridge Rd**

5. **3321 Montvale Drive | Use Subject to County Commission Approval |** on a 7.88± acre tract located on the south side of Montvale Drive, at its intersection with Manor Ridge | Zoned R-I & AR-III; Tax Parcel 10046 000015 **| Proposed use: 4-lot subdivision |** ** Commission District 2 **| Zachary Lewis Boyd Milne, applicant.** **No GDOT coordination required**

6. **3902 & 0 Belmont Highway | Rezone |** from Agricultural Residential IV (AR-IV) to Planned Industrial Development (PID) /GCOD on 15.75± acres located on the southeastern side of Belmont Highway, approximately 1,780 feet north of its intersection with Mountain Creek Road | Zoned AR-IV, Tax Parcels: 15013 000017B and 000074 (pt.) **| Proposed Use: truck parking and office|** ** Commission District 3 **| Gus E. Simpson, applicant.** **GDOT coordination required**

7. **0, 4611,4627 Guth Road & 0, 4561, 4613 J M Turk Road & 4590, 4601, 4610 Stanley Road | Rezone |** from Agricultural Residential III (AR-III) to Planned Residential Development (PRD) on 117.31± acres located on the east side of J M Turk Road at its intersection with Guth Road | Zoned AR-III; Tax Parcels 15043 000027, 000109, 000128, 000201 & 15044 000035, 000035B, 000043, 000100, 000127 **| Proposed Use: 324 lot residential development |** ** Commission District 1 **| Thompson O'Brien Kappler & Nasuti PC, applicant.** **No GDOT coordination required**

8. **6777 and 6804 Spout Springs Road | Rezone |** from Agricultural Residential III (AR-III) and Planned Residential Development (PRD) to Planned Residential Development (PRD) on a combined 22.88± acres located on the west side of Spout Springs Road, approximately 100 feet from its intersection with Lancaster Crossing | Zoned AR-III & PRD; Tax Parcels 15042 000018 and 000140 (pt.) **| Proposed Use: 95-unit townhome development |** ** Commission District 1 **| Walker Anderson Homes, applicant.** **No GDOT coordination required**

9. **6804 Spout Springs Road | Amend Condition of PRD |** on a 20.37± acre parcel located on the west side of Spout Springs Road, at its intersection with Lancaster Crossing | Zoned PRD; Tax Parcels 15042 000018 **| Proposed Use: 95-unit townhome development |** ** Commission District 1 **| Walker Anderson Homes, applicant.** **No GDOT coordination required**

10. **Public Hearing to Amend sections 17.410,** Standards for Telecommunication Antennas and Towers, and 17.412,Standards for Small Wireless Facilities Placed in the County Right-of-Way, Title 17 of the Official Code of Hall County, Georgia; to repeal conflicting ordinances and resolutions; and for other purposes. **** | Hall County Planning Staff, applicant.** **No GDOT coordination required**

*The Planning Commission's decision will be the final action taken unless appealed to the Board of Commissioners. To do so, file an application with the Planning Department within 30 days of the Planning Commission's decision.

Hall County Government

COMMUNITY DEVELOPMENT AND INFRASTRUCTURE
PUBLIC WORKS AND UTILITIES

M E M O R A N D U M

HALL COUNTY
GEORGIA

POST OFFICE DRAWER 1435
GAINESVILLE, GA 30503

t: 770.531.6800 | f: 770.531.3945

DIRECTOR
Srikanth Yamala

PUBLIC WORKS AND
UTILITIES DIRECTOR
Bill Nash, P.E.

To: Randi Doveton, Director of Planning and Development

From: Bill Nash, Director of Public Works and Utilities

Date: August 31, 2023

Subject: October 2, 2023 - Hall County Planning Commission Agenda

Please be advised that our office has reviewed the Hall County Planning Commission agenda for the October 2, 2023 meeting. Upon review, we provide the following comments.

1. (A) **8730 Forrester Road | Use Subject to County Commission Approval** | on a 5.57± acre tract located on the east side of Forrester Road, approximately 297 feet from its intersection with Forrester Road | Zoned AR-IV; Tax Parcel 12128 000009 (pt.) **| Proposed use: expansion of commercial kennel** | ** Commission District 3 **| Steven & Holly Crumley, applicants.**
   (B) **8730 Forrester Road | Variance** | from 17.240.060 to reduce the setback for commercial kennels from 200 feet to 48 feet | on a 5.57± acre tract located on the east side of Forrester Road, approximately 297 feet from its intersection with Forrester Road | Zoned AR-IV; Tax Parcel 12128 000009 (pt.) **| Proposed use: commercial kennel structures** | ** Commission District 3 | **Steven & Holly Crumley, applicants.**
   (C) **8730 Forrester Road | Variance** | from 17.240.060 to reduce the setback for commercial kennels from 200 feet to 44 feet | on a 5.57± acre tract located on the east side of Forrester Road, approximately 297 feet from its intersection with Forrester Road | Zoned AR-IV; Tax Parcel 12128 000009 (pt.) **| Proposed use: commercial kennel structures** | ** Commission District 3 | **Steven & Holly Crumley, applicants.**

   a. **Engineering:** The site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage
   b. **Traffic:** No Comment
   c. **Utilities:** No Comment

2. **4057 Sargent Circle | Variance |** from 17.240.010 to reduce the front yard setback from 55 feet from centerline to 41 feet from centerline on a 0.85± acre parcel located on the east side of Sargent Circle approximately 210 feet from its intersection with Cochran Road | Zoned R-I; Tax Parcel 10120 000071 | **Proposed Use: single-family residence** | * Commission District 2 **| Dennis Drees, Applicant**

   a. **Engineering:** No Comment
   b. **Traffic:** No Comment
   c. **Utilities:** No Comment

3. (A) **812 Atlanta Highway | Use Subject to Planning Commission Approval |** on a 0.25± acre parcel located on the west side of Atlanta Highway at its intersection with Conner Street | Zoned H-B, Tax Parcel 00127 002001 |

Proposed Use: expansion of a non-conforming use | * Commission District 4 **| Robert Murillo, applicant.**
(B) **812 Atlanta Highway | Variance** | from 17.240.010 to reduce the front yard setback from 55 feet from centerline to 14 feet from centerline of road on a 0.25± acre parcel located on the west side of Atlanta Highway at its intersection with Conner Street | Zoned H-B, Tax Parcels 00127 002001 | **Proposed Use: residential addition** | * Commission District 4 | **Robert Murillo, applicant.**

a. **Engineering:** No Comment
b. **Traffic:** No Comment
c. **Utilities:** No Comment

4. **2122 & 0 Browns Bridge Road | Use Subject to County Commission Approval |** on a 1.708± acre tract located on the west side of Browns Bridge Road, approximately 62 feet from its intersection with Hilton Drive | Zoned H-B / GCOD; Tax Parcel 00122 001021 & 001031B | **Proposed use: used vehicle sales lot |** ** Commission District 4 **| Antonio Duran, applicant.**

a. **Engineering:** The site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage
Show stream buffer and impervious setback from wrested vegetation not centerline of stream.
FEMA and Hall County studied Flood plains present on site.
b. **Traffic:** Improvements along Baker Lane and Baker Circle may be required
c. **Utilities:** No sewer available

5. **3321 Montvale Drive | Use Subject to County Commission Approval |** on a 7.88± acre tract located on the south side of Montvale Drive, at its intersection with Manor Ridge | Zoned R-I & AR-III; Tax Parcel 10046 000015 **| Proposed use: 4-lot subdivision |** ** Commission District 2 **| Zachary Lewis Boyd Milne, applicant.**

a. **Engineering:** Further subdivisions of these lots will result in the necessity of a stormwater management plan if the total number of lots reaches more than 6.
b. **Traffic:** No Comment
c. **Utilities:** No Comment

6. **3902 & 0 Belmont Highway | Rezone |** from Agricultural Residential IV (AR-IV) to Planned Industrial Development (PID) /GCOD on 15.75± acres located on the southeastern side of Belmont Highway, approximately 1,780 feet north of its intersection with Mountain Creek Road | Zoned AR-IV, Tax Parcels: 15013 000017B and 000074 (pt.) **| Proposed Use: truck parking and office|** ** Commission District 3 **| Gus E. Simpson, applicant.**

a. **Engineering:** This site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage
Show stream buffer and impervious setback from wrested vegetation not centerline of stream.
b. **Traffic:** Access must be approved/permitted by GDOT
c. **Utilities:** No Comment

7. **0, 4611,4627 Guth Road & 0, 4561, 4613 J M Turk Road & 4590, 4601, 4610 Stanley Road | Rezone |** from Agricultural Residential III (AR-III) to Planned Residential Development (PRD) on 117.31± acres located on the east side of J M Turk Road at its intersection with Guth Road | Zoned AR-III; Tax Parcels 15043 000027, 000109, 000128, 000201 & 15044 000035, 000035B, 000043, 000100, 000127 **| Proposed Use: 324 lot residential development |** ** Commission District 1 **| Thompson O'Brien Kappler & Nasuti PC, applicant.**

a. **Engineering:** No dead end streets
Show stream buffer and impervious setback from wrested vegetation not centerline of stream
The site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage

b. **Traffic:** A left turn lane and decel lane will be required for the entrance.
Any required roadway improvements will be the financial responsibility of the developer
A cul-de-sac should be provided for Guth Road at the proposed end of county maintenance

c. **Utilities:** No sanitary sewer in area.

8. **6777 and 6804 Spout Springs Road | Rezone |** from Agricultural Residential III (AR-III) and Planned Residential Development (PRD) to Planned Residential Development (PRD) on a combined 22.88± acres located on the west side of Spout Springs Road, approximately 100 feet from its intersection with Lancaster Crossing | Zoned AR-III & PRD; Tax Parcels 15042 000018 and 000140 (pt.) **| Proposed Use: 95-unit townhome development |** ** Commission District 1 **| Walker Anderson Homes, applicant.**

a. **Engineering:** The site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage
Show stream buffer and impervious setback from wrested vegetation not centerline of stream
Current layout provided for zoning does not meet Hall County Road standards
No on-street parking on public right-of-way.
Floodplain present on site

b. **Traffic:** will need to coordinate entrance design and location with Hall County Engineering with regards to Spout Springs Road Phase 2 Widening.

c. **Utilities:** Sewer required off-site easement
Must extend 30 feet sanitary sewer to up stream proposed line.

9. **6804 Spout Springs Road | Amend Condition of PRD |** on a 20.37± acre parcel located on the west side of Spout Springs Road, at its intersection with Lancaster Crossing | Zoned PRD; Tax Parcels 15042 000018 **| Proposed Use: 95-unit townhome development |** ** Commission District 1 **| Walker Anderson Homes, applicant.**

a. **Engineering:** The site may require a stormwater management report should the site plan indicate the proposed development meets stormwater thresholds for impervious surfaces and/or disturbed acreage
Show stream buffer and impervious setback from wrested vegetation not centerline of stream
Current layout provided for zoning does not meet Hall County Road standards
No on-street parking on public right-of-way.
Floodplain present on site

b. **Traffic:** will need to coordinate entrance design and location with Hall County Engineering with regards to Spout Springs Road Phase 2 Widening.
c. **Utilities:** Sewer required off-site easement
Must extend 30 feet sanitary sewer to up stream proposed line.

10. **Public Hearing to Amend sections 17.410,** Standards for Telecommunication Antennas and Towers, and 17.412,Standards for Small Wireless Facilities Placed in the County Right-of-Way, Title 17 of the Official Code of Hall County, Georgia; to repeal conflicting ordinances and resolutions; and for other purposes. **** | Hall County Planning Staff, applicant.**

a. **Engineering:** No Comment
b. **Traffic:** No Comment
c. **Utilities:** No Comment

Anael Dominguez (CDI: Planning)

From: Nicole Griffin (Tax Assessors)
Sent: Thursday, August 24, 2023 12:46 PM
To: Anael Dominguez (CDI: Planning); Randi Doveton (CDI: Planning)
Cc: Steve Watson (Real Property); Susan Taylor (Tax Assessors); Lisa Niles (Tax Assessors)
Subject: RE: Tentative Planning Agenda for October 2, 2023

Good afternoon,

On item # 7 parcels

15043 000027- CUVA- starting 2022
15043 000128- CUVA starting 2022
15044 000035- CUVA starting in 2019

The re-zoning application itself would not cause a breach but if the property is sold or developed with the proposed 324 lot residential development after the re-zoning then the conservation covenant could/would be breached and result in a penalty on each parcel.

Please let us know if you have any questions.

Thank you,

Nicole Griffin
Appraisal Systems Coordinator
Hall County Tax Assessors Office
Hall County Government
(Office) 770-718-5712
Nicole.Griffin@Hallcounty.org

HALL COUNTY
GEORGIA
We have it all in Hall

From: Anael Dominguez (CDI: Planning) <adominguez@hallcounty.org>
Sent: Thursday, August 24, 2023 12:20 PM
Subject: Tentative Planning Agenda for October 2, 2023

Good afternoon –

Here is the Tentative Agenda and Maps for the **Monday, October 2, 2023** Hall County Planning Commission Meeting.

Anael Dominguez (CDI: Planning)

From: John Hornick (Fire Services)
Sent: Thursday, August 31, 2023 4:52 PM
To: Anael Dominguez (CDI: Planning)
Cc: Randi Doveton (CDI: Planning)
Subject: Fire Comments

Monday, October 2, 2023 Hall County Planning Commission Meeting.

1. **0, 4611,4627 Guth Road & 0, 4561, 4613 J M Turk Road & 4590, 4601, 4610 Stanley Road | Rezone |** from Agricultural Residential III (AR-III) to Planned Residential Development (PRD) on 117.31± acres located on the east side of J M Turk Road at its intersection with Guth Road | Zoned AR-III; Tax Parcels 15043 000027, 000109, 000128, 000201 & 15044 000035, 000035B, 000043, 000100, 000127 | **Proposed Use: 324 lot residential development |** ** Commission District 1 | **Thompson O'Brien Kappler & Nasuti PC, applicant.**

   Hall County Fire Marshal's comments: Current concept plan will need to be modified to meet the below fire code requirements.

International Fire Code 503.1.1 Buildings and facilities. 2018 Edition
Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet (45 720 mm) of all portions of the facility and all portions of the *exterior walls* of the first story of the building as measured by an *approved* route around the exterior of the building or facility. This code requirement applies to the townhome buildings.

7. **Add a new section, Appendix D 107.1, as follows:**

   Developments of one- or two-family dwellings where the number of dwelling units exceeds 120 shall be provided with two separate and approved fire apparatus access roads.

   Exceptions:

   1. Where there are more than 120 dwelling units on a single public or private fire apparatus access road and all dwelling units are equipped throughout with an approved automatic sprinkler system in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3, access from two directions shall not be required.

   2. The number of dwelling units on a single fire apparatus access road shall not be increased unless fire apparatus access roads will connect with future development, as determined by the fire code official**.**

   3. **Add a new section, Appendix D 107.2, as follows:**

      Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.

Anael Dominguez (CDI: Planning)

From: Katie L. Greenway (CDI: Planning)
Sent: Friday, September 8, 2023 2:51 PM
To: Anael Dominguez (CDI: Planning)
Cc: Randi Doveton (CDI: Planning); Beth Garmon (CDI: Planning)
Subject: FW: Opposition to HZON23-0041

Ana,

Please add for public comment.

Thank you,

Katie Greenway
Principal Planner
Hall County Community Development and Infrastructure
(office) 770-297-2649
(direct) 470-978-8272
klgreenway@hallcounty.org

HALL COUNTY
GEORGIA
We have it all in Hall

From: jayglez@bellsouth.net <jayglez@bellsouth.net>
Sent: Friday, September 8, 2023 2:12 PM
To: Katie L. Greenway (CDI: Planning) <klgreenway@hallcounty.org>
Subject: Opposition to HZON23-0041

September 8, 2023

Dear Council,

As a resident of Quailwood subdivision, and in agreement with the majority in our community, I am writing to register strong opposition to the HZON23-0041 - rezoning for a Single-Family Subdivision located on the east side of JM Turk Road intersection with Guth and Stanley Roads. We understand the need for affordable housing in our city, however, we believe that this high-density development would have a detrimental impact on our community and the surrounding communities.

We believe that the lot size, home size, and location of this residential development may negatively result in economic, environmental, and social impacts on Quailwood, Grandview Estates, Martin Crossing, Laurel Oaks, and countless stand-alone homes along Martin, JM Turk, and Stanley Roads. We think these communities

would be better served alongside new residential homes and developments that a comparable in price, lot size, and home size.

The type and square footage of these proposed single-family residences and townhomes might drastically alter the aesthetic of our area, replacing the existing greenery and open spaces with a high-density housing complex. A development of this magnitude may also reduce environmental amenities causing significant environmental damage, destroying and displacing natural wildlife habitats, and increasing wildlife migration into residential communities.

We also think the proposed high-density development might be too large for this area. The increase in population density may place a strain on the existing infrastructure, possibly leading to increased traffic, congestion, pollution, road safety issues, and stress on our public & local services. High-density developments, like this one, may be better suited in areas where the infrastructure, schools, and public and local services can effectively support population growth.

Additionally, this development may harm property values in and around the surrounding areas. The influx of 300+ moderate-priced homes could lead to an increase in crime rate, diminution of property values, and generate lower home prices, making it difficult for current residents to sell their homes and move elsewhere.

On the other hand, given the desirability of our neighborhood and surrounding communities, this development may garner large profit margins for their stakeholders.
For years, South Hall has been growing at an all-time high. Rezoning and open lots have been filled with apartments, townhomes, and warehouses which impact the existing road network and public infrastructure. In our immediate area, we have personally experienced massive growth (as listed below) without enough infrastructure upgrades. We have experienced various tax increases, as shown in the substantial increases in property assessment taxes, without the new economic growth shouldering their share of the tax burden.

Justo (“Jay”) Gonzalez
4656 Quailwood Drive
Flowery Branch, GA 30542
Home: 770-965-1815
Cell: 770-540-5011
jayglez@bellsouth.net

Print

Planning Commission Comments - October 2, 2023 - Submission #79746

Date Submitted: 9/26/2023

Comments completed in the form below will be submitted into the record for the October 2, 2023 meeting of the Hall County Planning Commission.

First Name*

Nathan

Last Name*

Goss

Address1*

4710 Crestview Way

Address2

City*

Flowery Branch

State*

GA

Zip*

30542

Zoning Item for Comment*

9. 0, 4611,4627 Guth Road & 0, 4561, 4613 J M Turk Road & 4590, 4601, 4610 Stanley Road

Select from the list below which zoning item you would like to register a comment on. Items are listed in the order in which they appear on the agenda.

Your Comments*

We are vehemently opposed to the proposed single family homes and townhomes that are under consideration off of JM Turk Road for several important reasons:
1. The impact of these smaller homes and townhomes on our homes value in the Grandview Estates subdivision.
2. Increased traffic on infrastructure that is barely able to keep up with existing volumes.
3. The proliferation of high-density housing has to come to an end in Hall County. We are sick of seeing these townhomes and apartment complexes that decrease home values, increase traffic and the subsequent safety issues associated with the volume of population. Having teen aged drivers in our family is our concern and high volume populations in our area are not welcome. Go find your tax dollars elsewhere.

Please write your comments in the box above.

File Upload

Choose File No file chosen

If you have files, such as photos, videos or text documents to include with your comments, upload them in the box above.

Would you like follow-up communication?

ncgoss@att.net

Please leave an email address and/or phone number if you would like a Hall County staff member to follow-up with you.