

**DAWSON COUNTY BOARD OF COMMISSIONERS  
VOTING SESSION AGENDA - THURSDAY, JUNE 20, 2019  
DAWSON COUNTY GOVERNMENT CENTER ASSEMBLY ROOM  
25 JUSTICE WAY, DAWSONVILLE, GEORGIA 30534  
6:00 PM**

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**A. ROLL CALL**

**B. INVOCATION**

**C. PLEDGE OF ALLEGIANCE**

**D. ANNOUNCEMENTS**

**E. APPROVAL OF MINUTES**

[Minutes](#) of the Work Session held on June 6, 2019

[Minutes](#) of the Voting Session held on June 6, 2019

**F. APPROVAL OF AGENDA**

**G. PUBLIC COMMENT**

**H. ZONINGS**

1. [ZA 19-05](#) - Dawson Village Partners has made a request to rezone property located at TMP 112-019, 113-057-002, 112-109, 104-065, 104-028, 104-029, 112-018 and 104-027 from CHB (Commercial Highway Business), RA (Residential Agriculture), RPC (Residential Planned Community), CPCD (Commercial Planned Community Development) and COI (Commercial Office/Institution) to Mixed Use Village. *(Tabled from the May 16, 2019, Voting Session)*
2. [ZA 19-06](#) - PR Acquisitions LLC requests a Residential Planned Community Master Plan and zoning condition update for TMP 107-013 pursuant to zoning case ZA 06-10.
3. [ZA 19-07](#) - Judd Hughes requests the rezoning of TMP 114-022-006 and 114-022-007 from RA (Residential Agriculture) to RMF (Residential Multi-Family) for the proposed use of a 240-unit apartment development and associated amenities.

**I. UNFINISHED BUSINESS**

1. Land Use Resolution Update *(A portion was tabled from the May 16, 2019, Voting Session; Public hearings were held on May 2 and May 16, 2019)*

**J. NEW BUSINESS**

1. Consideration of Proposal for Dawson County Food Drive Spearheaded by Public Defender's Office
2. Consideration of Request to Build Bocce Ball Courts at Rock Creek Park as Eagle Scout Project

3. Consideration of Amicalola Electric Membership Corporation Power Easement for Public Works Complex
4. Consideration of Request for No Thru Truck Traffic on Blacks Mill Road
5. Consideration of Request for Red Rider Road Improvements
6. Consideration of Board Appointment:

**a. Library Board**

- i. Gail Smith- *reappointment* (Term: July 2019 through June 2023)

**K. PUBLIC COMMENT**

**L. ADJOURNMENT**

*Those with disabilities who require certain accommodations in order to allow them to observe and/or participate in this meeting, or who have questions regarding the accessibility of the meeting, should contact the ADA Coordinator at 706-344-3666, extension 44514. The county will make reasonable accommodations for those persons.*



**DAWSON COUNTY BOARD OF COMMISSIONERS  
WORK SESSION MINUTES – JUNE 6, 2019  
DAWSON COUNTY GOVERNMENT CENTER ASSEMBLY ROOM  
25 JUSTICE WAY, DAWSONVILLE, GEORGIA 30534  
4:00 PM**

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*Those present were Chairman Thurmond; Commissioner Fausett, District 1; Commissioner Gaines, District 2; Commissioner Nix, District 4; County Manager Headley; Interim County Attorney Davis; County Clerk Cloud; and interested citizens of Dawson County. District 3 Commissioner Satterfield was not present.*

**NEW BUSINESS**

1. Presentation of Proposal for Dawson County Food Drive Spearheaded by Public Defender's Office- Assistant Public Defender Kyle Denslow  
*This item will be placed on the June 20, 2019, Voting Session Agenda.*
2. Presentation of Request to Build Bocce Ball Courts at Rock Creek Park as Eagle Scout Project- Parks & Recreation Director Matt Payne  
*This item, also presented by Life Scout Thomas Livingstone, will be placed on the June 20, 2019, Voting Session Agenda.*
3. Presentation of IFB #338-19 - Veterans Memorial Park Pavilion, Playground and Multi-Purpose Field- Parks & Recreation Director Matt Payne / Purchasing Manager Melissa Hawk  
*This item, presented by Special Purpose Local Option Sales Tax (SPLOST) Administrator / Public Works Director David McKee, will be placed on the June 20, 2019, Work Session Agenda.*
4. Presentation of Amicalola Electric Membership Corporation Power Easement for Public Works Complex- Public Works Director David McKee  
*This item will be placed on the June 20, 2019, Voting Session Agenda.*
5. Presentation of Request for No Thru Truck Traffic on Blacks Mill Road- Public Works Director David McKee  
*This item will be placed on the June 20, 2019, Voting Session Agenda.*
6. Presentation of Request for Red Rider Road Improvements- Public Works Director David McKee  
*This item will be placed on the June 20, 2019, Voting Session Agenda.*
7. Presentation of Board Appointment:
  - a. **Library Board**
    - i. Gail Smith- *reappointment* (Term: July 2019 through June 2023)  
*This item will be placed on the June 20, 2019, Voting Session Agenda.*
8. County Manager Report  
*This item was for information only.*

9. County Attorney Report

*Interim County Attorney Davis had no information to report and requested an Executive Session.*

**EXECUTIVE SESSION**

Motion passed 3-0 to enter into Executive Session to discuss litigation and personnel.  
Gaines/Fausett

APPROVE:

ATTEST:

\_\_\_\_\_  
Billy Thurmond, Chairman

\_\_\_\_\_  
Kristen Cloud, County Clerk

DRAFT



**Item Attachment Documents:**

Minutes of the Voting Session held on June 6, 2019

**DAWSON COUNTY BOARD OF COMMISSIONERS  
VOTING SESSION MINUTES – JUNE 6, 2019  
DAWSON COUNTY GOVERNMENT CENTER ASSEMBLY ROOM  
25 JUSTICE WAY, DAWSONVILLE, GEORGIA 30534  
6:00 PM**

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**ROLL CALL:** Those present were Chairman Thurmond; Commissioner Fausett, District 1; Commissioner Gaines, District 2; Commissioner Nix, District 4; County Manager Headley; Interim County Attorney Davis; County Clerk Cloud; and interested citizens of Dawson County. District 3 Commissioner Satterfield was not present.

Motion passed 3-0 to come out Executive Session. Fausett/Gaines

**OPENING PRESENTATION:**

Tourism Update- Chamber of Commerce President Christie Moore

**INVOCATION:** Chairman Thurmond

**PLEDGE OF ALLEGIANCE:** Chairman Thurmond

**ANNOUNCEMENTS:**

Chairman Thurmond announced that Family Connection's annual Celebrity Waiter Breakfast fundraiser would be held from 7:30-9:30 a.m. June 7, 2019, at LongHorn Steakhouse.

**APPROVAL OF MINUTES:**

Motion passed 3-0 to approve the Minutes of the Work Session held on May 16, 2019. Gaines/Nix

Motion passed 3-0 to approve the Minutes of the Voting Session held on May 16, 2019. Nix/Fausett

Motion passed 3-0 to approve the Minutes of Special Called Meeting held on May 30, 2019. Fausett/Gaines

**APPROVAL OF AGENDA:**

Motion passed 3-0 to approve the agenda as presented. Nix/Gaines

**PUBLIC COMMENT:**

None

**NEW BUSINESS:**

Consideration of Special Event Business License Application - Kathy Roos TNT Fireworks (Ingles Parking Lot)

Motion passed 3-0 to approve the Special Event Business License Application - Kathy Roos TNT Fireworks (Ingles Parking Lot). Fausett/Gaines

Consideration of Special Event Business License Application - Kathy Roos TNT Fireworks (Walmart Parking Lot)



Motion passed 3-0 to approve the Special Event Business License Application - Kathy Roos TNT Fireworks (Walmart Parking Lot). Gaines/Fausett

Consideration of Resolution Authorizing the Disposition of Certain County Property by Sealed Bid in Accordance with O.C.G.A § 36-9-3(a)

Motion passed 3-0 to approve the Resolution Authorizing the Disposition of Certain County Property - Designated as Tax Parcel 092-001-001 - by Sealed Bid in Accordance with O.C.G.A § 36-9-3(a). Nix/Gaines

**PUBLIC COMMENT:**

None

**ADJOURNMENT:**

APPROVE:

ATTEST:

\_\_\_\_\_  
Billy Thurmond, Chairman

\_\_\_\_\_  
Kristen Cloud, County Clerk

DRAFT

**Item Attachment Documents:**

1. ZA 19-05 - Dawson Village Partners has made a request to rezone property located at TMP 112-019, 113-057-002, 112-109, 104-065, 104-028, 104-029, 112-018 and 104-027 from CHB (Commercial Highway Business), RA (Residential Agriculture), RPC (Residential Planned Community), CPCD (Commercial Planned Community Development) and COI (Commercial Office/Institution) to Mixed Use Village. *(Tabled from the May 16, 2019, Voting Session)*

# DAWSON COUNTY REZONING APPLICATION

\*\*\*This portion to be completed by Zoning Administrator\*\*\*

ZA 19.05

Tax Map & Parcel # (TMP):

112 019, 113 057 002, 112 109, 104 065, 104 028, 104 029, 112 018, 104 027

Submittal Date: 2-8

Time: 12:00

am/pm

Received by: Ug

(staff initials)

Fees Assessed: \$2900

Paid: check #109

Commission District: 11 024 001

Planning Commission Meeting Date: March 19, 2019

Board of Commissioners Meeting Date: April 18, 2019

## APPLICANT INFORMATION (or Authorized Representative)

Printed Name: Dawson Village Partners c/o Shaun R. Adams, Esq. of Andersen Tate & Carr, P.C.

Address: 1960 Satellite Blvd., Suite 4000, Duluth, GA 30097

Phone: Listed \_\_\_\_\_ Unlisted \_\_\_\_\_ Email: Business \_\_\_\_\_ Personal \_\_\_\_\_

Status: [ ] Owner [  ] Authorized Agent [ ] Lessee [ ] Option to purchase

*Notice: If applicant is other than owner, enclosed Property Owner Authorization form must be completed.*

I have  /have not \_\_\_\_\_ participated in a Pre-application meeting with Planning Staff.

If not, I agree \_\_\_\_\_ /disagree \_\_\_\_\_ to schedule a meeting the week following the submittal deadline.

Meeting Date: Dec. 11, 2018

Applicant Signature: [Signature]

## PROPERTY OWNER/PROPERTY INFORMATION

Name: Barry Conner (112 019, 113 057 002, 112 109, 104 065, 104 028, 104 029)/Doris Byrd Stephens (112 018)/Gordon Fishburne(104 027)/Mitigation Resource Group (111 024 001)

Street Address of Property being rezoned: Eastern Boundary: Corner Ga 400 & Lumpkin Campground Rd

Western Boundary: 1094 Etowah River Road

Rezoning from: R-A, RPC, C-HB, C-PCD, & C-CI

to: MUV-Mixed Use Village District

Total acreage being rezoned: 974

Directions to Property: North on Ga 400 to Lumpkin Campground Rd. Property is on the NW corner of intersection and extends north almost to Grant Rd

Subdivision Name (if applicable): Etowah Village Lot(s) #: 2,492 + 235 Assist Lvg

Current Use of Property: Agriculture

Any prior rezoning requests for property? yes if yes, please provide rezoning case #: ZA 00-14

**\*\*\*Please refer to Dawson County's Georgia 400 Corridor Guidelines and Maps to answer the following:**

Does the plan lie within the Georgia 400 Corridor? YES (yes/no)

If yes, what section? \_\_\_\_\_

**SURROUNDING PROPERTY ZONING CLASSIFICATION:**

North \_\_\_\_\_ South \_\_\_\_\_ East \_\_\_\_\_ West \_\_\_\_\_

Future Land Use Map Designation: Commercial Highway Business, Campus Style Business Park, Multi-Family, Planned Residential Community, Suburban Residential, Agriculture, & Parks/Recreation

Access to the development will be provided from:

Road Name: Ga 400, Lumpkin Campground Rd, SR 53, Etowah River Rd Type of Surface: Asphalt

**REQUESTED ACTION & DETAILS OF PROPOSED USE**

[X] Rezoning to: MUV- Mixed Use Village [ ] Special Use Permit for: \_\_\_\_\_

Proposed Use: a Master Planned Community with a broad mix of uses to complement each other and the surrounding community.

Existing Utilities: [x] Water [ ] Sewer [x] Gas [x] Electric

Proposed Utilities: [ ] Water [x] Sewer [ ] Gas [ ] Electric

**RESIDENTIAL**

No. of Lots: 2492+235 Assist Lvg Minimum Lot Size: 4,000 sf (acres) No. of Units: 2,727

Minimum Heated Floor Area: varies sq. ft. Density/Acre: 2.8/ac

Type: [x] Apartments [x] Condominiums [x] Townhomes [x] Single-family [x] Other

Is an Amenity Area proposed: yes; if yes, what? Standard neighborhood amenities+public park, canoe launch, walking trails, museums, retail within walking distance,

**COMMERCIAL & INDUSTRIAL**

Building area: Retail: 538,780 SF No. of Parking Spaces: varies per use but meets Dawson Co  
Office: 243,200 Regulations  
Convention & Performing Arts Center: 110,000

**APPLICANT CERTIFICATION**

I hereby request the action contained within this application relative to the property shown on the attached plats and site plan and further request that this item be placed on both the Planning Commission and Board of Commissioners agenda(s) for a public hearing.

I understand that the Planning & Development staff may either accept or reject my request upon review. My request will be rejected if all the necessary data is not presented.

I understand that I have the obligation to present all data necessary and required by statute to enable the Planning Commission and the Board of Commissioners to make an informed determination on my request. I will seek the advice of an attorney if I am not familiar with the zoning and land use requirements.

I understand that my request will be acted upon at the Planning Commission and Board of Commissioner hearings and that I am required to be present or to be represented by someone able to present all facts. I understand that failure to appear at a public hearing may result in the postponement or denial of my rezoning of special use application. I further understand that it is my responsibility to be aware of relevant public hearing dates and times regardless of notification from Dawson County.

I hereby certify that I have read the above and that the above information as well as the attached information is true and correct.

Signature  Date 2/5/19  
Witness Anjala Bryant Date 2/5/19

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**WITHDRAWAL**

*Notice: This section only to be completed if application is being withdrawn.*

I hereby withdraw application # \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

**Withdrawal of Application:**

Withdrawals of any application may be accommodated within the Planning & Development Department if requested before the Planning Commission agenda is set. Therefore, withdrawals may not be made after ten (10) days prior to the scheduled Planning Commission meeting hearing, unless accompanied by written request stating specific reasons for withdrawal. This withdrawal request is to be published in the legal organ prior to the meeting. Following the written request and publication the Planning Commission will vote to remove the item from the agenda at the scheduled hearing. Please note that should the withdrawal be denied, the item will receive deliberation and public hearing with a decision by the Planning Commission. Further, the applicant is encouraged to be present at the hearing to substantiate reasons for withdrawal. Please note that no refund of application fees may be made unless directed by the Board of Commissioners.

ZA \_\_\_\_\_

TMP#: \_\_\_\_\_

**List of Adjacent Property Owners**

It is the responsibility of the Applicant to provide a list of adjacent property owners. This list must include the name and mailing address of anyone who has property touching your property or who has property directly across the street from your property.

**\*\*Please note this information should be obtained using the Tax Map & Parcel (TMP) listing for any parcel(s) adjoining or adjacent to the parcel where a variance or rezone is being requested.**

|           | <u>Name</u>          | <u>Address</u> |
|-----------|----------------------|----------------|
| TMP _____ | 1. See Attached List | _____          |
| TMP _____ | 2.                   | _____          |
| TMP _____ | 3.                   | _____          |
| TMP _____ | 4.                   | _____          |
| TMP _____ | 5.                   | _____          |
| TMP _____ | 6.                   | _____          |
| TMP _____ | 7.                   | _____          |
| TMP _____ | 8.                   | _____          |
| TMP _____ | 9.                   | _____          |
| TMP _____ | 10.                  | _____          |
| TMP _____ | 11.                  | _____          |
| TMP _____ | 12.                  | _____          |
| TMP _____ | 13.                  | _____          |
| TMP _____ | 14.                  | _____          |
| TMP _____ | 15.                  | _____          |

Use additional sheets if necessary.

| Tax Map Parcel | Name   | Address                                    | City           | State   | Zip Code | Zoning |
|----------------|--|--|----------------|---------|----------|--------|
| 103-025-001    | Kenneth B. Clary   | 5825 Glen Ridge Drive,<br>BLDG. 2 STE. 111 | Atlanta        | Georgia | 30328    | RA     |
| 103-025        | James Wesley Gasaway   | 7685 Chestnut Hill Road                    | Cumming        | Georgia | 30041    | RA     |
| 103-005        | Green William & James A<br>Green III Trust & Ann Green<br>Mosley | 472 Indian Creek Drive                     | Cocoa Beach    | Florida | 32931    | RA     |
| 111-022        | Herman Chester   | 1689 Etowah River Road                     | Dawsonville    | Georgia | 30534    | RA     |
| 111-110        | Ricky Raye Nelson  | 3315 Shady Cover Road                      | Cumming        | Georgia | 30041    | RA     |
| 111-021        | Grafstein Michael H & David J<br>Savula                          | 253 Station Trail                          | Dawsonville    | Georgia | 30534    | RSR    |
| 111-020        | Grafstein Michael H & David J<br>Savula                          | 253 Station Trail                          | Dawsonville    | Georgia | 30534    | RSR    |
| 111-024-003    | Cotter Dawn & Grady B  | 2150 Etowah River Road                     | Dawsonville    | Georgia | 30534    | RSR    |
| 112-001        | McClure C N  | 772 Stowers Road W                         | Dawsonville    | Georgia | 30534    | RSR    |
| 112-001-001    | McClure C N  | 772 Stowers Road W                         | Dawsonville    | Georgia | 30534    | RSR    |
| 112-017-001    | Behrmann Heidi J   | 12033 Gandy Blvd N, Apt<br>181             | St. Petersburg | Florida | 33702    | RA     |
| 112-105        | Sweetland Investments LLC  | 5384 Fox Hill Drive                        | Norcross       | Georgia | 30092    | RSR    |
| 112-015        | Hartner Christie   | 317 Grant Road W                           | Dawsonville    | Georgia | 30534    | RA     |
| 112-106        | Wiechard Greg & Kelly  | 267 Grant Road W                           | Dawsonville    | Georgia | 30534    | RSR    |
| 112-014        | Topper Mary A  | 101 Grant Road West                        | Dawsonville    | Georgia | 30534    | RSR    |
| 104-027        | Fishburner Gordon T &<br>Louella H                               | 1094 Etowah River Road                     | Dawsonville    | Georgia | 30534    | RA     |
| 112-108        | Ray Richard  | 5235 HWY 53 East                           | Dawsonville    | Georgia | 30534    | RA     |
| 104-067-001    | Gober Family Limited<br>Partnership                              | 46 Riverview Drive                         | Dawsonville    | Georgia | 30534    | RS     |
| 104-067-002    | Thompson Mary Lelia Gober  | 46 Riverview Drive                         | Dawsonville    | Georgia | 30534    | RS     |
| 104-067-003    | Clark David W & Leigh A  | 56 Riverview Drive                         | Dawsonville    | Georgia | 30534    | RS     |
| 104-067-006    | Minor William W & Treva K  | 126 Riverview Drive                        | Dawsonville    | Georgia | 30534    | RS     |
| 104-067-008    | Link Harold H & Theresia   | 162 Riverview Drive                        | Dawsonville    | Georgia | 30534    | RS     |
| 104-067-009    | Bianchini John P & Julie M<br>Zeidler                            | 188 Riverview Drive                        | Dawsonville    | Georgia | 30534    | RS     |
| 104-067-010    | Tamasi Terry M   | 189 Riverview Drive                        | Dawsonville    | Georgia | 30534    | RS     |
| 104-067        | Chestatee LLC  | 8595 Dunwoody Place                        | Atlanta        | Georgia | 30350    | RS     |
| 104-063        | Chestatee LLC  | 8595 Dunwoody Place                        | Atlanta        | Georgia | 30350    | RSR    |
| 104-173        | McMicheal Holdings LLC C/O<br>Richard Waites                     | 3585 Northside Pkwy NW                     | Atlanta        | Georgia | 30327    | RA     |
| 104-024        | Bishop Gary  | 904 Etowah River Road                      | Dawsonville    | Georgia | 30534    | RA     |
| 104-025        | Holcombe Patricia  | 947 Etowah River Road                      | Dawsonville    | Georgia | 30534    | RA     |
| 104-026-001    | Hubbard Leland B   | 1017 Etowah River Road                     | Dawsonville    | Georgia | 30534    | RA     |
| 103-026        | Stapler Kathy T J  | 1933 Seed Tick Road                        | Dawsonville    | Georgia | 30534    | RA     |
| 112-025-002    | Red Rock LLC Woodruff<br>Management Group C/O<br>Brenda Duffy    | 5430 New Northside<br>Drive, STE 200       | Atlanta        | Georgia | 30339    | C-HB   |
| 113-057-002    | America's Home Place, INC  | PO Box 1316                                | Gainseville    | Georgia | 30503    | RA     |
| 113-095        | Stephens Christopher B &<br>Vaudell                              | 995 Lumpkin Cmpgd<br>Road N                | Dawsonville    | Georgia | 30534    | RA     |
| 113-044-010    | Stephens Jr. Roger Lanier  | 859 Lumpkin<br>Campground Road             | Dawsonville    | Georgia | 30534    | RA     |

|             |                                       |                                |             |         |       |     |
|-------------|---------------------------------------|--------------------------------|-------------|---------|-------|-----|
| 113-044-001 | Stephens Marjorie Ann                 | 759 Lumpkin<br>Campground Road | Dawsonville | Georgia | 30534 | RA  |
| 113-032-004 | Stephens Edna K                       | 445 Lumpkin<br>Campground Road | Dawsonville | Georgia | 30534 | VCR |
| 113-032-001 | Stephens Russell N & Felicia D        | 555 Lumpkin<br>Campground Road | Dawsonville | Georgia | 30534 | RA  |
| 112-098-007 | Frazier Michael Wayne &<br>Kimberly A | 326 Brights Way                | Dawsonville | Georgia | 30534 | RS  |
| 112-098-008 | Pagel Keith John                      | 334 Brights Way                | Dawsonville | Georgia | 30534 | RS  |
| 112-098-009 | Poisson Daniel C & Rebecca C          | 340 Brights Way                | Dawsonville | Georgia | 30534 | RS  |
| 112-098-010 | Lewis Bruce Wayne                     | PO Box 2703                    | Cumming     | Georgia | 30028 | RS  |
| 112-098-011 | Petersw Dana W & Judith M             | 444 Brights Way                | Dawsonville | Georgia | 30534 | RS  |
| 112-098-035 | Brantly Brian D & Stella Y            | 650 Brights Way                | Dawsonville | Georgia | 30534 | RS  |
| 112-098-015 | Matson Thomas D & Cathy A             | 645 Brights Way                | Dawsonville | Georgia | 30534 | RS  |
| 112-023     | Parker Jeffery K                      | 209 Martin Road                | Dawsonville | Georgia | 30534 | RA  |



**NOTICE OF RESIDENTIAL EXURBAN/AGRICULTURAL DISTRICT (R-A) ADJACENCY**

Agricultural districts include uses of land primarily for active farming activities and result in odors, noise, dust and other effects, which may not be compatible with adjacent development. Future abutting developers in non RA land use districts shall be provided with this "Notice of RA Adjacency" prior to administrative action on either the land use district or the issuance of a building or occupancy permit.

Prior to administrative action the applicant shall be required to sign this waiver which indicates that the applicant understands that a use is ongoing adjacent to his use which will produce odors, noise, dust and other effects which may not be compatible with the applicant's development. Nevertheless, understanding the effects of the adjacent RA use, the applicant agrees by executing this form to waive any objection to those effects and understands that his district change and/or his permits are issued and processed in reliance on his agreement not to bring any action asserting that the adjacent uses in the RA district constitute a nuisance) against local governments and adjoining landowners whose property is located in an RA district.

This notice and acknowledgement shall be public record.

Applicant Signature: 

Applicant Printed Name: Shaun R. Adams, Esq.

Application Number: \_\_\_\_\_

Date Signed: 2/5/19

Sworn and subscribed before me

this 5<sup>th</sup> day of February, 2019.

Angela Gratz

Notary Public

My Commission Expires: Jan. 2, 2023



**DISCLOSURE OF CAMPAIGN CONTRIBUTIONS**  
**(APPLICANT(S) AND REPRESENTATIVE(S) OF REZONING)**

Pursuant to O.C.G.A. Section 36-67 A-3.A, the following disclosure is mandatory when an applicant or any representation of application for rezoning has been made within two (2) years immediately preceding the filing of the applicant's request for rezoning, campaign contributions aggregating \$250.00 or more to a local government official who will consider the application for rezoning.

It shall be the duty of the applicant and the attorney representing the applicant to file a disclosure with the governing authority of the respective local government showing the following:

1. Name of local official to whom campaign contribution was made:

\_\_\_\_\_

2. The dollar amount and description of each campaign contribution made by the opponent to the local government official during the two (2) years immediately preceding the filing of the application for the rezoning action and the date of each such contribution.

Amount \$ \_\_\_\_\_ Date: \_\_\_\_\_

Enumeration and description of each gift when the total value of all gifts is \$250.00 or more made to the local government official during the two (2) years immediately preceding the filing of application for rezoning:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Signature of Applicant/Representative of Applicant:

\_\_\_\_\_ Date: \_\_\_\_\_

**BY NOT COMPLETING THIS FORM YOU ARE MAKING A STATEMENT THAT NO  
DISCLOSURE IS REQUIRED**

This form may be copied for each applicant. Please attach additional sheets if needed.

**PROPERTY OWNER AUTHORIZATION**

I/we, Barry Conner, hereby swear that I/we own the property located at (fill in address and/or tax map & parcel #):

112 019, 112 109, 112 013, 104 028, 104 029,  
104 065 and 113 057 002

as shown in the tax maps and/or deed records of Dawson County, Georgia, and which parcel will be affected by this request.

I hereby authorize the person named below to act as the applicant or agent in pursuit of the rezoning requested on this property. I understand that any rezone granted, and/or conditions or stipulations placed on the property will be binding upon the property regardless of ownership. The under signer below is authorized to make this application. The under signer is aware that no application or reapplication affecting the same land shall be acted upon within six (6) months from the date of the last action by the Board of Commissioners.

Printed Name of applicant or agent: Shaun R. Adams, Esq. of Andersen, Tate & Carr, P.C.

Signature of applicant or agent: [Signature] Date: 2/5/19

\*\*\*\*\*

Printed Name of Owner(s): Barry Conner, America's Home Place & Lumpkin Campground, LLC

Signature of Owner(s): [Signature] Date: 2/5/19

Mailing address: \_\_\_\_\_

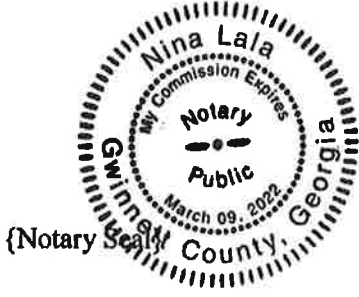
City, State, Zip: \_\_\_\_\_

Telephone Number:  Listed  Unlisted

Sworn and subscribed before me this 5 day of February, 2019.

[Signature]  
Notary Public

My Commission Expires: March 9, 2022



(The complete names of all owners must be listed; if the owner is a partnership, the names of all partners must be listed; if a joint venture, the names of all members must be listed. If a separate sheet is needed to list all names, please identify as applicant or owner and have the additional sheet notarized also.)

**PROPERTY OWNER AUTHORIZATION**

I/we, Chris Stephens, hereby swear that I/we own the property located at (fill in address and/or tax map & parcel #):

112018

as shown in the tax maps and/or deed records of Dawson County, Georgia, and which parcel will be affected by this request.

I hereby authorize the person named below to act as the applicant or agent in pursuit of the rezoning requested on this property. I understand that any rezone granted, and/or conditions or stipulations placed on the property will be binding upon the property regardless of ownership. The under signer below is authorized to make this application. The under signer is aware that no application or reapplication affecting the same land shall be acted upon within six (6) months from the date of the last action by the Board of Commissioners.

Printed Name of applicant or agent: Shaun R. Adams, Esq. of Andersen, Tate & Carr, P.C.

Signature of applicant or agent: [Signature] Date: 2/15/19

\*\*\*\*\*

Printed Name of Owner(s): Chris Stephens

Signature of Owner(s): Chris Stephens Date: 2/15/19

Mailing address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Telephone Number:  Listed  Unlisted \_\_\_\_\_

Sworn and subscribed before me this 8 day of February, 2019.

Rachel Baxter  
Notary Public

My Commission Expires: 2/12/2022



(The complete names of all owners must be listed; if the owner is a partnership, the names of all partners must be listed; if a joint venture, the names of all members must be listed. If a separate sheet is needed to list all names, please identify as applicant or owner and have the additional sheet notarized also.)

**PROPERTY OWNER AUTHORIZATION**

I/we, Gordon Fishburne Louella H. Fishburne, hereby swear that I/we own the property located at (fill in address and/or tax map & parcel #):

1094 Etowah River Rd.

Dawsonville, Ga. 30534

as shown in the tax maps and/or deed records of Dawson County, Georgia, and which parcel will be affected by this request.

I hereby authorize the person named below to act as the applicant or agent in pursuit of the rezoning requested on this property. I understand that any rezone granted, and/or conditions or stipulations placed on the property will be binding upon the property regardless of ownership. The under signer below is authorized to make this application. The under signer is aware that no application or reapplication affecting the same land shall be acted upon within six (6) months from the date of the last action by the Board of Commissioners.

Printed Name of applicant or agent: Shaun R. Adams, Esq. of Andersen, Tate & Carr, P.C.

Signature of applicant or agent: [Signature] Date: 2/5/19

\*\*\*\*\*

Printed Name of Owner(s): Gordon Fishburne Louella H. Fishburne

Signature of Owner(s): Gordon Fishburne Louella H. Fishburne Date: 2/7/19

Mailing address: \_\_\_\_\_

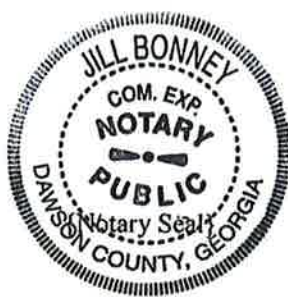
City, State, Zip: \_\_\_\_\_

Telephone Number:  Listed  Unlisted \_\_\_\_\_

Sworn and subscribed before me this 7<sup>th</sup> day of February, 2019.

[Signature]  
Notary Public

My Commission Expires: Aug. 26, 2022



(The complete names of all owners must be listed; if the owner is a partnership, the names of all partners must be listed; if a joint venture, the names of all members must be listed. If a separate sheet is needed to list all names, please identify as applicant or owner and have the additional sheet notarized also.)

**PROPERTY OWNER AUTHORIZATION**

I/we, Gordon Fishburne Louella H. Fishburne, hereby swear that I/we own the property located at (fill in address and/or tax map & parcel #):

1094 Etowah River Rd.

Dawsonville, Ga. 30534

as shown in the tax maps and/or deed records of Dawson County, Georgia, and which parcel will be affected by this request.

I hereby authorize the person named below to act as the applicant or agent in pursuit of the rezoning requested on this property. I understand that any rezone granted, and/or conditions or stipulations placed on the property will be binding upon the property regardless of ownership. The under signer below is authorized to make this application. The under signer is aware that no application or reapplication affecting the same land shall be acted upon within six (6) months from the date of the last action by the Board of Commissioners.

Printed Name of applicant or agent: Shaun R. Adams, Esq. of Andersen, Tate & Carr, P.C.

Signature of applicant or agent: [Signature] Date: 2/5/19

\*\*\*\*\*

Printed Name of Owner(s): Gordon Fishburne Louella H. Fishburne

Signature of Owner(s): Gordon Fishburne Louella H. Fishburne Date: 2/7/19

Mailing address: \_\_\_\_\_

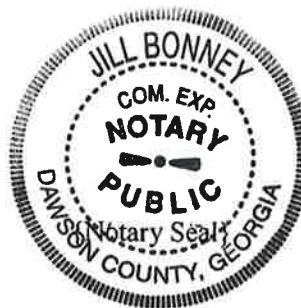
City, State, Zip: \_\_\_\_\_

Telephone Number: Listed xxx-xxx-xxxx  
Unlisted \_\_\_\_\_

Sworn and subscribed before me this 7<sup>th</sup> day of February, 2019.

[Signature]  
Notary Public

My Commission Expires: Aug. 26, 2022



(The complete names of all owners must be listed; if the owner is a partnership, the names of all partners must be listed; if a joint venture, the names of all members must be listed. If a separate sheet is needed to list all names, please identify as applicant or owner and have the additional sheet notarized also.)

## DRI INFORMATION

IF YOUR DEVELOPMENT FALLS WITHIN ANY OF THE FOLLOWING THRESHOLDS,  
PLEASE ASK PLANNING STAFF FOR DRI REVIEW CHECKLISTS.

**Table 1: Developments of Regional Impact - Tiers and Development Thresholds  
Effective January 1, 2005**

| Type of Development   | Non-metropolitan Regions (Dawson County status eff. 1/2005)   |
|---|---|
| (1) Office  | Greater than 125,000 gross square feet  |
| (2) Commercial  | Greater than 175,000 gross square feet  |
| (3) Wholesale & Distribution  | Greater than 175,000 gross square feet  |
| (4) Hospitals and Health Care Facilities  | Greater than 200 new beds; or generating more than 250 peak hour vehicle trips per day  |
| (5) Housing   | Greater than 125 new lots or units  |
| (6) Industrial  | Greater than 175,000 gross square feet; or employing more than 500 workers; or covering more than 125 acres   |
| (7) Hotels  | Greater than 250 rooms  |
| (8) Mixed Use   | Gross square feet greater than 125,000 (with residential units calculated at 1800 square feet per unit toward the total gross square footage); or covering more than 40 acres; or if any of the individual uses meets or exceeds a threshold as identified herein |
| (9) Airports  | Any new airport with a paved runway; or runway additions of more than 25% of existing runway length   |
| (10) Attractions & Recreational Facilities  | Greater than 1,500 parking spaces or a seating capacity of more than 6,000  |
| (11) Post-Secondary School  | New school with a capacity of more than 750 students, or expansion by at least 25 percent of capacity   |
| (12) Waste Handling Facilities  | New facility or expansion of use of an existing facility by 50 percent or more  |
| (13) Quarries, Asphalt & Cement Plants  | New facility or expansion of existing facility by more than 50 percent  |
| (14) Wastewater Treatment Facilities  | New facility or expansion of existing facility by more than 50 percent  |
| (15) Petroleum Storage Facilities   | Storage greater than 50,000 barrels if within 1,000 feet of any water supply; otherwise, storage capacity greater than 200,000 barrels  |
| (16) Water Supply Intakes/Reservoirs  | New Facilities  |
| (17) Intermodal Terminals   | New Facilities  |
| (18) Truck Stops  | A new facility with more than three diesel fuel pumps; or containing a half acre of truck parking or 10 truck parking spaces.   |
| (19) Any other development types not identified above (includes parking facilities) | 1000 parking spaces   |

**Dawson County, Georgia Board of Commissioners**

**Affidavit for Issuance of a Public Benefit**

**As Required by the Georgia Illegal Immigration Reform and Enforcement Act of 2011**

By executing this affidavit under oath, as an applicant for a Dawson County Business License, Out of County Business Registration, Alcohol License, or other public benefit as referenced in the Georgia Illegal Immigration Reform and Enforcement Act of 2011 [O.C.G.A. § 50-36-1(e)(2)], I am stating the following with respect to my application for such Dawson County public benefit.

I am a United States citizen.

I am a legal permanent resident of the United States. (FOR NON-CITIZENS)

I am a qualified alien or non-immigrant under the Federal Immigration and Nationality Act with an alien number issued by the Department of Homeland Security or other federal immigration agency. (FOR NON-CITIZENS)

My alien number issued by the Department of Homeland Security or other federal immigration agency is:

The undersigned applicant also hereby verifies that he or she is 18 years of age or older and has provided at least one **secure and verifiable document**, as required by O.C.G.A. § 50-36-1(e)(1), with this affidavit. (See reverse side of this affidavit for a list of secure and verifiable documents.)

The secure and verifiable document provided with this affidavit can best be classified as:

US PASSPORT

In making the above representation under oath, I understand that any person who knowingly and willfully makes a false, fictitious, or fraudulent statement or representation in an affidavit shall be guilty of a violation of O.C.G.A. § 16-10-20 and face criminal penalties as allowed by such criminal statute.

Executed in Dawson Vill (city), GA (state)

Signature of Applicant [Handwritten Signature]

Printed Name Yong Pan

Date 2-8-2019

Name of Business Dawson Village Partners, LLC.

SUBSCRIBED AND SWORN BEFORE ME ON

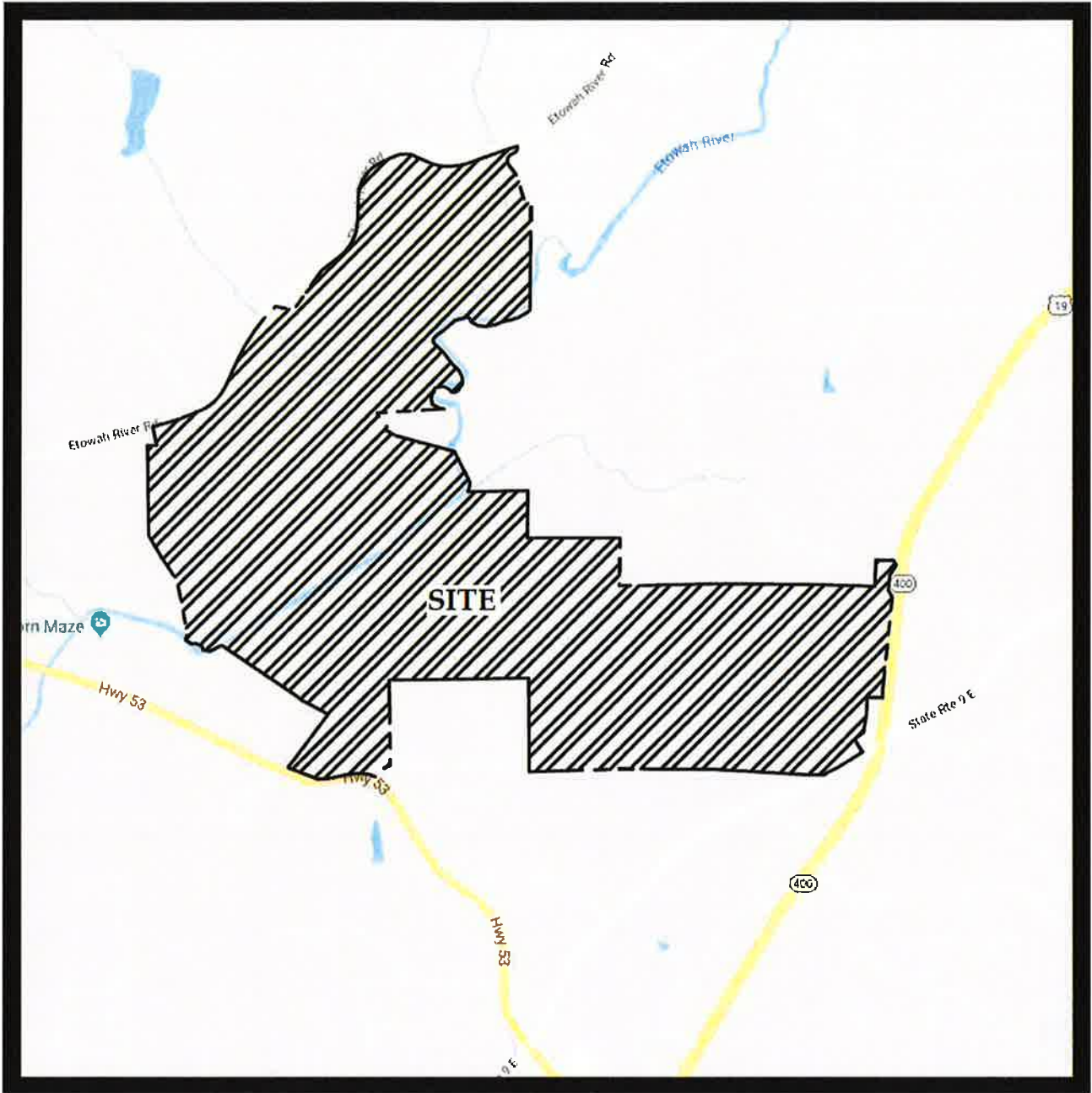
THIS 8<sup>th</sup> DAY OF February, 2019

[Handwritten Signature] Notary Public

My Commission Expires: Aug. 26, 2022







MAP DATE: GOOGLE © 2015

# SITE LOCATION MAP

N.T.S.

**Owner Information**

---

STEPHENS DORIS BYRD  
C/O MYRA AMOS  
1431 PIEDMONT DR NE  
DALTON, GA 30721

**Payment Information**

---

|                   |            |
|-------------------|------------|
| Status            | Paid       |
| Last Payment Date | 11/14/2018 |
| Amount Paid       | \$453.81   |

**Property Information**

---

|                 |                                |
|-----------------|--------------------------------|
| Parcel Number   | 112.018                        |
| District        | 1 DAWSON COUNTY UNINCORPORATED |
| Acres           | 69.76                          |
| Description     | LL 133 134 166 167 LD 135      |
| Assessed Value  | \$187,440                      |
| Appraised Value | \$468,600                      |

**Bill Information**

---

|                |            |
|----------------|------------|
| Record Type    | Property   |
| Tax Year       | 2018       |
| Bill Number    | 13025      |
| Account Number | 38081      |
| Due Date       | 12/01/2018 |

**Taxes**

---

|                  |               |
|------------------|---------------|
| Base Taxes       | \$453.81      |
| Penalty          | \$0.00        |
| Interest         | \$0.00        |
| <b>Total Due</b> | <b>\$0.00</b> |

**Owner Information**

---

FISHBURNE GORDON T & LOUELLA H  
1094 ETOWAH RIVER RD  
DAWSONVILLE, GA 30534

**Payment Information**

---

|                   |            |
|-------------------|------------|
| Status            | Paid       |
| Last Payment Date | 10/11/2018 |
| Amount Paid       | \$503.10   |

**Property Information**

---

|                  |                                |
|------------------|--------------------------------|
| Parcel Number    | 104 027                        |
| District         | 1 DAWSON COUNTY UNINCORPORATED |
| Acres            | 7                              |
| Description      | LL 74 LD 135                   |
| Property Address | 1094 ETOWAH RIVER RD           |
| Assessed Value   | \$94,800                       |
| Appraised Value  | \$237,000                      |

**Bill Information**

---

|                |            |
|----------------|------------|
| Record Type    | Property   |
| Tax Year       | 2018       |
| Bill Number    | 5026       |
| Account Number | 37101      |
| Due Date       | 12/01/2018 |

**Taxes**

---

|                  |               |
|------------------|---------------|
| Base Taxes       | \$503.10      |
| Penalty          | \$0.00        |
| Interest         | \$0.00        |
| <b>Total Due</b> | <b>\$0.00</b> |

**Owner Information**

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MITIGATION RESOURCE GROUP LLC  
931 MONROE DR NE  
SUITE A-102 #302  
ATLANTA, GA 30308

**Payment Information**

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|                   |            |
|-------------------|------------|
| Status            | Paid       |
| Last Payment Date | 11/29/2018 |
| Amount Paid       | \$6,457.32 |

**Property Information**

---

|                  |   |
|------------------|---|
| Parcel Number    | 111 024 001                                 |
| District         | 1 DAWSON COUNTY UNINCORPORATED              |
| Acres            | 193.43                                      |
| Description      | LL 13 14 15 47 48 49 533 534 561 562 LD 135 |
| Property Address | 1892 ETOWAH RIVER RD                        |
| Assessed Value   | \$270,000                                   |
| Appraised Value  | \$675,000                                   |

**Bill Information**

---

|                |            |
|----------------|------------|
| Record Type    | Property   |
| Tax Year       | 2018       |
| Bill Number    | 9652       |
| Account Number | 52663      |
| Due Date       | 12/01/2018 |

**Taxes**

---

|                  |               |
|------------------|---------------|
| Base Taxes       | \$6,457.32    |
| Penalty          | \$0.00        |
| Interest         | \$0.00        |
| <b>Total Due</b> | <b>\$0.00</b> |

**Owner Information**

LUMPKIN CAMPGROUND ROAD LLC  
P O BOX 1316  
GAINESVILLE, GA 30503

**Payment Information**

|                   |            |
|-------------------|------------|
| Status            | Paid       |
| Last Payment Date | 11/19/2018 |
| Amount Paid       | \$2,553.74 |

**Property Information**

|                 |  |
|-----------------|--|
| Parcel Number   | 112 019                                |
| District        | 1 DAWSON COUNTY UNINCORPORATED         |
| Acres           | 352.69                                 |
| Description     | LL 135 136 137 138 139 161 162 163 164 |
| Assessed Value  | \$2,488,920                            |
| Appraised Value | \$6,222,300                            |

**Bill Information**

|                |            |
|----------------|------------|
| Record Type    | Property   |
| Tax Year       | 2018       |
| Bill Number    | 8743       |
| Account Number | 38082      |
| Due Date       | 12/01/2018 |

**Taxes**

|                  |               |
|------------------|---------------|
| Base Taxes       | \$2,553.74    |
| Penalty          | \$0.00        |
| Interest         | \$0.00        |
| <b>Total Due</b> | <b>\$0.00</b> |

**Owner Information**

---

CONNER BARRY  
P O BOX 1316  
GAINESVILLE, GA 30503

**Payment Information**

---

| Status            | Paid       |
|-------------------|------------|
| Last Payment Date | 11/19/2018 |
| Amount Paid       | \$1,095.79 |

**Property Information**

---

|                 |                                |
|-----------------|--------------------------------|
| Parcel Number   | 104 028                        |
| District        | 1 DAWSON COUNTY UNINCORPORATED |
| Acres           | 76.6                           |
| Description     | LL 49 74 75 76 106 107 LD 13-5 |
| Assessed Value  | \$474,080                      |
| Appraised Value | \$1,185,200                    |

**Bill Information**

---

|                |            |
|----------------|------------|
| Record Type    | Property   |
| Tax Year       | 2018       |
| Bill Number    | 2979       |
| Account Number | 37102      |
| Due Date       | 12/01/2018 |

**Taxes**

---

|                  |               |
|------------------|---------------|
| Base Taxes       | \$1,095.79    |
| Penalty          | \$0.00        |
| Interest         | \$0.00        |
| <b>Total Due</b> | <b>\$0.00</b> |

**Owner Information**

---

CONNER BARRY  
P O BOX 1316  
GAINESVILLE, GA 30503

**Payment Information**

---

|                   |            |
|-------------------|------------|
| Status            | Paid       |
| Last Payment Date | 11/19/2018 |
| Amount Paid       | \$2,143.86 |

**Property Information**

---

|                 |                                      |
|-----------------|--------------------------------------|
| Parcel Number   | 104 029                              |
| District        | 1 DAWSON COUNTY UNINCORPORATED       |
| Acres           | 175.4                                |
| Description     | LL 73 74 107 108 109 132 133 LD 13-5 |
| Assessed Value  | \$519,040                            |
| Appraised Value | \$1,297,600                          |

**Bill Information**

---

|                |            |
|----------------|------------|
| Record Type    | Property   |
| Tax Year       | 2018       |
| Bill Number    | 2980       |
| Account Number | 37103      |
| Due Date       | 12/01/2018 |

**Taxes**

---

|                  |               |
|------------------|---------------|
| Base Taxes       | \$2,143.86    |
| Penalty          | \$0.00        |
| Interest         | \$0.00        |
| <b>Total Due</b> | <b>\$0.00</b> |

**Owner Information**

CONNER BARRY  
P O BOX 1316  
GAINESVILLE, GA 30503

**Payment Information**

| Status            | Paid       |
|-------------------|------------|
| Last Payment Date | 11/19/2018 |
| Amount Paid       | \$403.94   |

**Property Information**

|                 |                                |
|-----------------|--------------------------------|
| Parcel Number   | 112 109                        |
| District        | 1 DAWSON COUNTY UNINCORPORATED |
| Acres           | 56.09                          |
| Description     | LL 106 107 LD 13-5             |
| Assessed Value  | \$209,440                      |
| Appraised Value | \$523,600                      |

**Bill Information**

|                |            |
|----------------|------------|
| Record Type    | Property   |
| Tax Year       | 2018       |
| Bill Number    | 2981       |
| Account Number | 47554      |
| Due Date       | 12/01/2018 |

**Taxes**

|                  |               |
|------------------|---------------|
| Base Taxes       | \$403.94      |
| Penalty          | \$0.00        |
| Interest         | \$0.00        |
| <b>Total Due</b> | <b>\$0.00</b> |



**Owner Information**

---

CONNER BARRY  
P O BOX 1316  
GAINESVILLE, GA 30503

**Payment Information**

---

|                   |            |
|-------------------|------------|
| Status            | Paid       |
| Last Payment Date | 11/19/2018 |
| Amount Paid       | \$403.94   |

**Property Information**

---

|                 |                                |
|-----------------|--------------------------------|
| Parcel Number   | 112 109                        |
| District        | 1 DAWSON COUNTY UNINCORPORATED |
| Acres           | 56.09                          |
| Description     | LL 106 107 LD 13-5             |
| Assessed Value  | \$209,440                      |
| Appraised Value | \$523,600                      |

**Bill Information**

---

|                |            |
|----------------|------------|
| Record Type    | Property   |
| Tax Year       | 2018       |
| Bill Number    | 2981       |
| Account Number | 47554      |
| Due Date       | 12/01/2018 |

**Taxes**

---

|                  |               |
|------------------|---------------|
| Base Taxes       | \$403.94      |
| Penalty          | \$0.00        |
| Interest         | \$0.00        |
| <b>Total Due</b> | <b>\$0.00</b> |

# Rezoning Narrative

---

Dawson Village Partners, LLC | Etowah Village, Ga 400 | February 2019

The applicant, Dawson Village Partners, LLC requests the Rezoning of Parcel Numbers: 112 019, 112 109, 112 018, 104 027, 104 028, 104 029, 104 065, 113 057 002, 112 025 002, and 111 024 001 from R-A, RPC, C-HB, C-PCD, & C-CI to MUV- Mixed Use Village District in order to build a Master Planned Community on 974 acres bordered on the East by Ga 400 and Lumpkin Campground Road and on the West by Etowah River Road. The site is the former location of the defunct Southern Catholic College. The existing zoning, based upon the Southern Catholic Master Plan, permits a variety of uses of which most are mirrored within the proposed development plans: Retail, Office, Multi-Family and Single-Family Residences. The applicant wishes to modify the arrangement of these uses and add additional parcels to create a viable alternative use for this tract that will become an asset to Dawson County.

The gross density for all residential components combined is 2.8 units/acre. This remarkable development will consist of the following uses:

- 338,000 Square Feet of Retail/Service Space. This area will be designed with an Avalon-Urban Village Life-Style, incorporating Residential Living on the 2<sup>nd</sup> & 3<sup>rd</sup> Story above the Retail Area.
- 243,200 Square Feet of Class A Office Space with a building height up to 10 Stories
- A Convention and Performing Arts Center
- Site for a future Fire Station on Ga 400
- An Historic Chinese Cultural Center providing Public Awareness of the Chinese Arts, Gardens, Herbal Medicine, and Lifestyle. This area will also provide an additional 199,000 Square Feet of Retail Space, Restaurants, and Retail Service including a 4-Story Hotel.
- 800 Units of Multi-Family Living
- 101 Units of Single-Family Attached Homes
- A 350-Unit Continuing Care Retirement Community providing for both Independent and Assisted Living
- 604 Single Family Detached Homes divided within 3 separate neighborhoods
- 273 acres Preserved for Parks and Greenspace
- A 40-acre Public Park on the Etowah River, complete with Canoe Launch
- A Winery and Vineyard

The property is bisected by the Etowah River and bordered on the West by Etowah River Road. It is bordered on the east by Ga 400, and on the North and South by various Residential and Agricultural properties. This property is designated as Commercial-Highway, Multi-Family, Campus-Style Business Park, Planned Residential, Suburban Residential, Agriculture, and Parks/Recreation on the Future Land Use Plan which is what was used to guide our Master Plan. The proximity to a major transportation corridor warrants a higher density in order to condense development, concentrate growth along arterial roads, and minimize the impact on secondary roads.

The proposed Retail Village will contain shopping, offices, and restaurants that will be integrated into the Residential Neighborhoods providing a walkable and sustainable live-work-play community. It will also serve the surrounding area and become a sister-destination to the Outlet Mall expanding the shopping visitor's experience in Dawson County. The architecture will portray a traditional village and will complement the streetscape.

The Cultural Center is expected to be a Regional Destination for tourists drawing not only from the Outlet Mall, but from the entire Southeastern US Region. A similar Center was opened in Portland in 2000 and draws 170,000 visiting tourist per year. The Hotel, Conference Center, and Fine-Dining Restaurants will

provide a much-needed overnight option for out-of-state and international tourists visiting the outlet mall. Maximizing the stay and experience of tourists maximizes the income for Dawson County. Medical Offices providing organic and holistic medicinal solutions will be located here to both educate and treat the proposed, as well as, the existing local residents.

Pocket Parks and Sidewalks will be integrated throughout the Master-Planned community to create pedestrian-friendly environment and provide social gathering areas for the residents. By decreasing the size of the lots, we increased open space. We are preserving a remarkable 233 acres of Open Space. This land will be utilized to create large usable and meaningful green areas that can realistically sustain wildlife habitats and be enjoyed by the entire community. In addition, 40 acres on the Etowah River is being established as a Public Park and will provide a much-needed north location for a canoe launch on the Etowah River. The applicant's vision/hope is that this Park will serve as a stimulus for the County to initiate a Greenway connection from this Park along the river down to Rock Creek Park.

The residential neighborhoods will be integrally connected to the proposed retail areas to provide a true Live, Work, Play destination for the community. The 400-home neighborhood on the west side of the Etowah River will be age-restricted to 55 and older. The neighborhood will be a vibrant senior living retirement community in Dawsonville promoting an active lifestyle including resort-style amenities specifically with Senior Citizens in mind. To appease County concerns regarding the traffic impact to local roads, we will not open this neighborhood until the bridge connecting the west side to the east side of the Etowah River is in place and functioning. This coupled with the fact that it is a Senior's Community, will insure that the traffic impact to Etowah River Road is minimal.

The Primary access points for the community will be Ga 400 and Lumpkin Campground Rd just west of Ga 400. Minor ingress/egress will be provided to Etowah River Road, SR 53, and Grant Road at Ga 400. A Traffic Study has been performed and Traffic improvements identified by the Study will be implemented throughout the development phases as they are warranted. The nature of the proposed Mixed-Use Development greatly reduces traffic by providing easy access to most needs within the community. It is also well documented that Senior-Oriented Developments, similar to this, generate far less traffic than traditional neighborhoods.

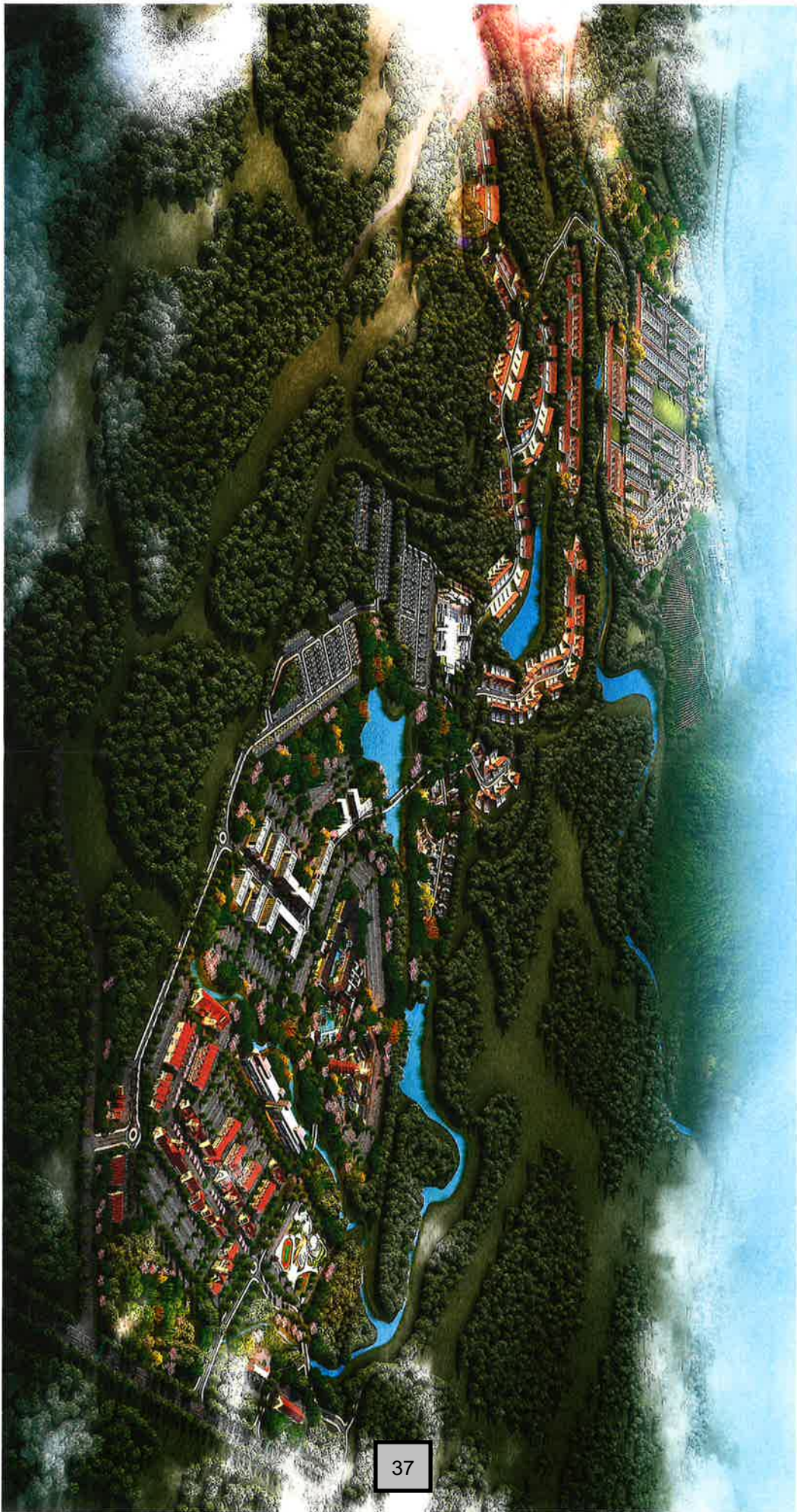
# Dawson Village

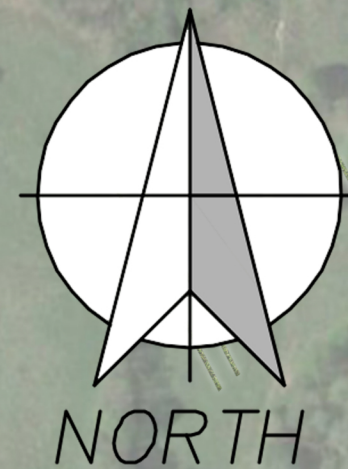
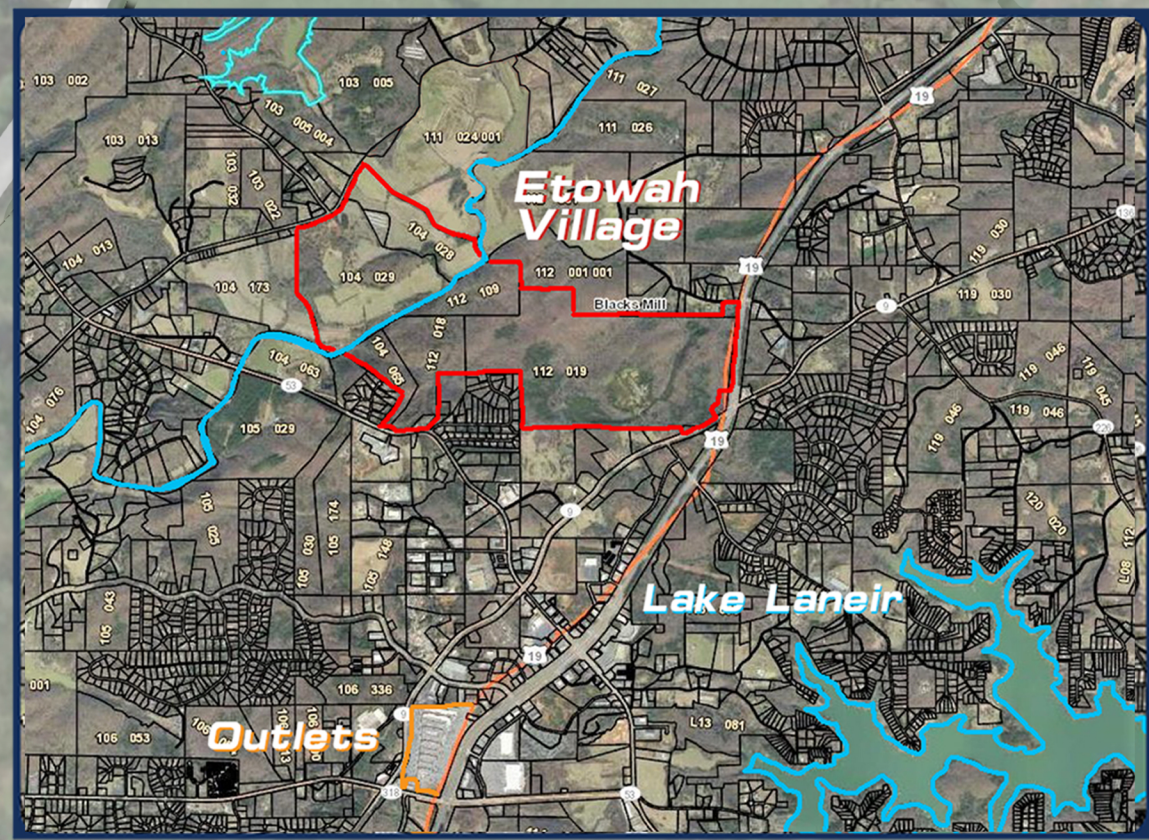
*Mixed Use development project*

**LEGEND:**

- A. Village Style Retail, Service and Office uses
- B. Fire Station
- C. Retail, Service
- D. Convention and Performing Art Center
- E. Luxury Boutique Hotel with Garden Access
- F. Chinese Classical Garden, Cultural Museum, Retail and Service
- G. High End Garden Style Apartments
- H. High End Single Family Attached Dwellings
- I. Assisted Living and Independent Living Facility
- J. Active Adult Single Family Detached Dwellings
- K. High End Single Family Detached Dwellings
- L. High End Single Family Detached Dwellings
- M. Retail, Service and Convenience Store
- N. 55+ Single Family Detached Dwellings
- O. Country Community Park
- P. Retail, Services, Vineyard and Hotel
- Q. Community Outdoor Activity Space (Horse Riding, Hunting, Fishing, etc)







# ETOWAH VILLAGE

Mixed-use Village Project  
Dawson County, GA

**POD A: RETAIL**

- 1. Fire Station (4.18 acres)
- 2. Cinema
- 3. Office Space

**POD B: ARTS CENTER**

- 4. Convention & Performing Arts Center (8.07 acres)

**POD C: HOTEL +TOUR CENTER**

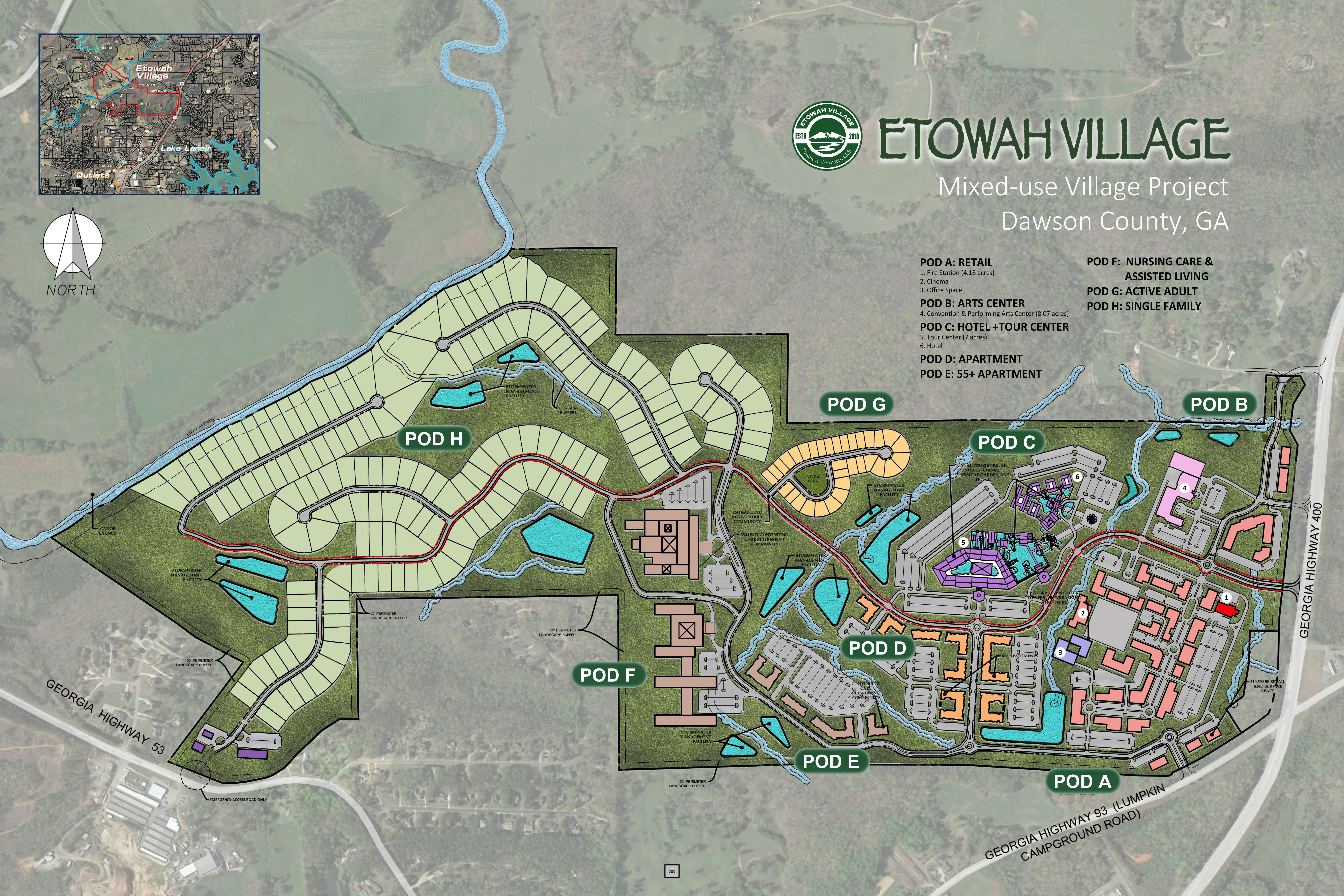
- 5. Tour Center (7 acres)
- 6. Hotel

**POD D: APARTMENT**

**POD E: 55+ APARTMENT**

**POD F: NURSING CARE & ASSISTED LIVING**

**POD G: ACTIVE ADULT**  
**POD H: SINGLE FAMILY**





**MEMORANDUM**

**TO:** Jameson Kinley, Director  
Dawson County Planning and Development  
Other Interested Parties

**FROM:** Adam Hazell, AICP, Planning Director



**DATE:** March 22, 2019

**SUBJECT:** DRI Project Review, Dawson County

**PROJECT:** **DRI-2905**, Etowah Village

---

The Georgia Mountains Regional Commission (GMRC) has completed the review of the project identified above. Based on comments received and staff analysis of this project, conducted in accordance with the Georgia Department of Community Affairs' Procedures for the Review of Developments of Regional Impact, the GMRC finds that the proposed action does **NOT** present any potential adverse inter-jurisdictional impacts. Please note that this finding is advisory only and assumes the project will proceed as presented to the GMRC and will comply with all applicable local, State and federal rules and regulations.

Copies of the staff review, any comments from interested stakeholders and any recommendations have been included with this memo. They should be considered and addressed by the local government in its final determination and review/permitting procedures for the finding to remain as stated.



DRI #2905 – Etowah Village

## STATEMENT OF FINDING

---

Based on the information provided, comments received, a review of the local comprehensive plan and prevailing DRI review criteria, the GMRC staff analysis finds that this project does **NOT** present any potential adverse inter-jurisdictional impacts. The finding assumes the project will proceed as presented to the GMRC and only if the project complies with all applicable local, State and federal rules and regulations and if the following advisory comments and recommendations are considered and addressed.

### Summary of Staff Review

- This project is a proposal for a mixed-use village of approximately 775 acres, centering around a traditional Chinese Garden with retail, offices, luxury hotel and conference center, CCRC facilities, active adult housing, apartments, winery & vineyard, museum, fire station, and a 40 ac park including a canoe launch. Proposal includes 2,727 residential units, 300 rooms lodging, More than 100,000 sf of recreational facilities plus a 40ac park.
- The development calls for a variety of uses stretching from GA 400, with a mix of commercial and lodging near the highway giving way to a blend of residential types and scales as the property moves west. The property sits about 1 mile north of the major intersection of GA 400 and GA 53 which marks the top end of a mile stretch of regional commercial power centers anchored by the North Georgia Premium Outlets. Overall, the subject property is within a major development corridor for the county and has been targeted by local plans for comparable scale activity. *No regional concerns regarding utilities.*
- The application indicates the presence of wetlands, floodplains, and water supply watersheds on the site. According to the applicant *“The site will maintain stream buffers and direct storm drainage into detention and water quality facilities. Proposed impacts to streams or wetlands will be minimized and will be mitigated for if they’re necessary. ... Additional buffers proposed on the Etowah River (with the exception of the Canoe Launch). Impacts to the water supply will be minimized utilizing water quality features to achieve 80% TSS removal project-wide. Additionally, all stormwater discharges will travel through opens spaces within the proposed development and not directly into the River.*

*Stream and wetland disturbances will be kept to a minimum, but road crossings will be necessary to access portions of the property. Disturbances will be*





*kept under 0.5 ac of wetlands, and 300 lf of streams. Minor encroachments will be necessary to cross Etowah River and base flood elevations will be evaluated to ensure proposed structures and existing upstream properties are not adversely impacted.” Assuming compliance with State and local regulations, no regional concerns regarding environmental protection. However, best environmental practices are encouraged regarding stormwater management.*

- According the traffic analysis provided “*the development will produce approximately 40,800 trips per day with about 1,800 occurring in the AM peak hour and 2,500 occurring in the PM peak hour. ... The existing conditions for the study intersections are adequate with the exception of two stopcontrolled intersections (Thompson/Etowah River Road at SR 53 and Grant Road at GA 400). The LOS of those intersections is driven by the small amount of traffic on the side streets and the high volume on the state routes. The intersections do not produce long queues and thus the existing conditions warrant no mitigation. The addition of project traffic and driveways does present worsened conditions at multiple intersections.*” Proposed improvements include:
  - Project entry 4 at SR 53: Signalized Continuous Green T
  - SR 9E at SR 53: Add left and right turn lanes on both legs of SR 9E. Add right turn lane on SR 53 WB
  - Project entry 3 at SR 9E: Signal may be warranted; WB free flow right needed; heavy SB left turn traffic; roundabout may work
  - SR 9E at GA 400: Dual EB lefts needed (add two lanes)

The conceptual design does feature a notable volume of internal cul-de-sacs, funneling traffic to one of 6 access points, 4 of which are on or immediately adjacent to GA 400. While this area will harbor the most traffic due to commercial activities, it may also bottle the traffic flowing into and out from the site along the sole GA 53 access point and/or Stowers Road. Given the isolation of some residential pods (namely E and F) there is some concern over the caliber of interconnectedness between these areas and the other uses and access points. Emphasizing high quality pedestrian connections as well as maintaining the area in a safe and clean manner to imbue a sense of community would aid not only in the accessibility of these pods but also strengthen their commercial appeal over time.

*Assuming the applicants proposed recommendations (or comparable measures) are implemented, there are no regional concerns regarding traffic or transportation infrastructure.*



| <b>CONSISTENCY REVIEW</b>   |  |
|---|--|
| <b>Is the proposed DRI compliant with ...</b>   | <b>Comment</b>   |
| <i>The GMRC Regional Plan?</i>  | Yes, though ensuring quality pedestrian connections within the development would be considered an improvement. |
| <i>Other State or regional plans for the area?</i>                                    | Yes  |
| <i>Applicable Service Delivery Agreements and/or land use management measures?</i>    | Yes  |
| <i>Projected capacity for utilities and services?</i>                                 | Yes  |
| <i>Are there any potential inter-jurisdictional conflicts identified by the GMRC?</i> | No significant or standing conflict was raised or identified by staff.   |

**Outside Comments Received**

(Copies of full comments can be found as submitted attached to this report.)

- Northwest Georgia RC

**From:** [Julianne Meadows](#)  
**To:** [Adam Hazell](#)  
**Subject:** RE: Notice of DRI review - 2905  
**Date:** Thursday, February 28, 2019 12:00:19 PM

---

Adam,

Looks like an interesting project. NWGRC has reviewed and has no comment on the proposed development.

*Julianne Meadows*

Northwest Georgia Regional Commission  
1 Jackson Hill Drive/ PO Box 1798  
Rome GA 30162-1798  
[www.nwgrc.org](http://www.nwgrc.org)  
(706) 295-6485

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**From:** Adam Hazell <ahazell@gmrc.ga.gov>  
**Sent:** Thursday, February 28, 2019 10:38 AM  
**To:** Jameson Kinley (jkinley@dawsoncounty.org) <jkinley@dawsoncounty.org>; Harmony Gee (hgee@dawsoncounty.org) <hgee@dawsoncounty.org>  
**Cc:** 'robbie.irvin@dawsonville-ga.gov' <robbie.irvin@dawsonville-ga.gov>; Bob Bolz <citymanager@dawsonville-ga.gov>; Bruce Georgia <Bruce.Georgia@LumpkinCounty.GOV>; syamala@hallcounty.org; VDBernstein@forsythco.com; 'dlwebb@forsythco.com' <dlwebb@forsythco.com>; Jeff Watkins <jwatkins@cherokeega.com>; mstallings@cherokeega.com; khenson@gilmercounty-ga.gov; rbuckingham@pickenscountyga.gov; Julianne Meadows <jmeadows@nwgrc.org>  
**Subject:** RE: Notice of DRI review - 2905

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning, everyone.

Please note that the document marked "site plan" in the Etowah Village email was added in error and is from another project. The site plan for the Etowah village project is included within the traffic study on pages 21 and 23. My apologies for the confusion.

Adam

**CONFLICT OF INTEREST IN ZONING**  
**Disclosure of Financial Interests**  
**(Required by Title 36, Chapter 67A, Official Code of Georgia Annotated)**

Public Hearing Dates: Planning Commission April 16, 2019 Board of Commissioners May 16, 2019

The Conflict of Interest in Zoning Actions Act (OCGA Chapter 67A) requires disclosure of property and financial interests by a public official who will consider rezoning actions. *Property Interest* is defined as ownership of real property, including any percentage of ownership less than total ownership. *Financial Interest* is defined as all direct ownership interests of the total assets or capital stock of a business entity (corporation, partnership, limited partnership, firm, enterprise, franchise, association, or trust) where such ownership interest is 10 percent or more. Disclosure must also be made if a public official has a member of the family (spouse, mother, father, brother, sister, son or daughter) having a property or financial interest in the applicant's property.

Please indicate by circling the appropriate response if either a property or financial interest exists in the zoning application listed below. If "yes" is indicated, the attached "Disclosure of Financial Interests" form must be completed for each zoning application.

Case # ZA 19-05 Proposed Use: to rezone property from R-A, RPC, C-HB, CPCD, C-OI to a MUV  
 Rezoning From: R-A, RPC, C-HB, COCD, C-OI to MUV Location: Lumpkin Campground Rd & GA Hwy 400 to Etowah River Rd.  
 TMP#: 112 019, 113 057 002, 112 109, 104 065, 104 028, 104 029, 112 018, 104 027

Applicant: Dawson Village Partners, LLC Owner(s): Barry Conner, Chris Stephens obo Doris Byrd Stephens, Gordon & Louella Fishburne

**44 LANNING BOARD MEMBERS**

|   |  |   |  |   |                                     |
|---|--|---|--|---|-------------------------------------|
| Property<br><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | Financial<br><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <br>Emory Dooley, Member               | Property<br><input type="checkbox"/> Yes <input type="checkbox"/> No | Financial<br><input type="checkbox"/> Yes <input type="checkbox"/> No | <u>Billy Thurmond, Chairman</u>     |
| Property<br><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | Financial<br><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <br>Jason Hamby, Chairman, District 1 | Property<br><input type="checkbox"/> Yes <input type="checkbox"/> No | Financial<br><input type="checkbox"/> Yes <input type="checkbox"/> No | <u>Sharon Fausett, District 1</u>   |
| Property<br><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | Financial<br><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <br>John Maloney, Member, District 2 | Property<br><input type="checkbox"/> Yes <input type="checkbox"/> No | Financial<br><input type="checkbox"/> Yes <input type="checkbox"/> No | <u>Chris Gaines, District 2</u>     |
| Property<br><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | Financial<br><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <br>Tim Bennett, Member, District 3  | Property<br><input type="checkbox"/> Yes <input type="checkbox"/> No | Financial<br><input type="checkbox"/> Yes <input type="checkbox"/> No | <u>Tim Saterfield, District 3</u>   |
| Property<br><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | Financial<br><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <br>Neil Hornsey, Member, District 4 | Property<br><input type="checkbox"/> Yes <input type="checkbox"/> No | Financial<br><input type="checkbox"/> Yes <input type="checkbox"/> No | <u>Julie Hughes-Nix, District 4</u> |

**BOARD OF COMMISSION MEMBERS**

|  |   |                                     |
|--|---|-------------------------------------|
| Property<br><input type="checkbox"/> Yes <input type="checkbox"/> No | Financial<br><input type="checkbox"/> Yes <input type="checkbox"/> No | <u>Billy Thurmond, Chairman</u>     |
| Property<br><input type="checkbox"/> Yes <input type="checkbox"/> No | Financial<br><input type="checkbox"/> Yes <input type="checkbox"/> No | <u>Sharon Fausett, District 1</u>   |
| Property<br><input type="checkbox"/> Yes <input type="checkbox"/> No | Financial<br><input type="checkbox"/> Yes <input type="checkbox"/> No | <u>Chris Gaines, District 2</u>     |
| Property<br><input type="checkbox"/> Yes <input type="checkbox"/> No | Financial<br><input type="checkbox"/> Yes <input type="checkbox"/> No | <u>Tim Saterfield, District 3</u>   |
| Property<br><input type="checkbox"/> Yes <input type="checkbox"/> No | Financial<br><input type="checkbox"/> Yes <input type="checkbox"/> No | <u>Julie Hughes-Nix, District 4</u> |

# DENIAL

## Public Hearing of Rezoning Request

We, the Dawson County Planning Commission, do hereby recommend denial of the following rezoning request:

ZA 14-05

Date of Hearing: 4-16-19

Applicant's Name: Dawson Village Partners

Address: \_\_\_\_\_

Tax Map Parcel Number: TMP112019--

Parcel Currently Zoned: CHB RA RPL CPD + C01

Rezoning Requested: Mixed Use Village

This recommendation for denial is based upon the following which we feel will/will not:

- A. Affect the property values of surrounding property.
- B. Affect the health, safety or general welfare of the public.
- C. Impose special hardships on the surrounding property owners.

This recommendation for denial was based on the following:

that it would affect the health safety & general welfare of citizens.  
Environmental impact to the Etowah River floodplain

  
\_\_\_\_\_

Chairman Jason Hamby

4-16-19  
\_\_\_\_\_

Date

Dawson County Planning Commissioner

**Item Attachment Documents:**

2. ZA 19-06 - PR Acquisitions LLC requests a Residential Planned Community Master Plan and zoning condition update for TMP 107-013 pursuant to zoning case ZA 06-10.

**DAWSON COUNTY REZONING APPLICATION**

\*\*\*This portion to be completed by Zoning Administrator\*\*\*

ZA 19-06 Tax Map & Parcel # (TMP): 107-013  
 Submittal Date: 4-11-19 Time: 11:45 (am/pm) Received by: Ung (staff initials)  
 Fees Assessed: \$500 Paid: check Commission District: 4  
 Planning Commission Meeting Date: May 14, 2019  
 Board of Commissioners Meeting Date: June 20, 2019

**APPLICANT INFORMATION** (or Authorized Representative)

Printed Name: PR ACQUISITIONS, LLC c/o MICHAEL MILLER  
 Address: \_\_\_\_\_

Phone:  Listed \_\_\_\_\_  Unlisted \_\_\_\_\_ Email:  Business \_\_\_\_\_  Personal \_\_\_\_\_

Status:  Owner [ ] Authorized Agent [ ] Lessee [ ] Option to purchase

*Notice: If applicant is other than owner, enclosed Property Owner Authorization form must be completed.*

I have  /have not \_\_\_\_\_ participated in a Pre-application meeting with Planning Staff.

If not, I agree \_\_\_\_\_ /disagree \_\_\_\_\_ to schedule a meeting the week following the submittal deadline.

Meeting Date: 3.29.19 Applicant Signature: [Signature]

**PROPERTY OWNER/PROPERTY INFORMATION**

Name: SAME AS APPLICANT

Street Address of Property being rezoned: (NO STREET NUMBER) HARRY SOSEBEE RD AND LUMPKIN-CAMPGROUND ROAD (TAX PARCEL 107-013)

Rezoning from: RPC to: RPC Total acreage being rezoned: 159.586 AC

Directions to Property: FROM DAWSONVILLE - SR 53 TO LUMPKIN-CAMPGROUND ROAD, TURN RIGHT ONTO LUMPKIN-CAMPGROUND ROAD. GO 2.5 MILES (PAST OUTLET MALL & KROGER) THEN TAKE RIGHT ONTO HARRY SOSEBEE ROAD, PROPERTY IS ON THE RIGHT.

Subdivision Name (if applicable): N/A Lot(s) #: N/A

Current Use of Property: UNDEVELOPED AND UNIMPROVED AGRICULTURE

Any prior rezoning requests for property? YES if yes, please provide rezoning case #: ZA 06-10

**\*\*\*Please refer to Dawson County's Georgia 400 Corridor Guidelines and Maps to answer the following:**

Does the plan lie within the Georgia 400 Corridor? YES (yes/no)

If yes, what section? SOUTH (ALONG FRONTAGE ON LUMPKIN-CAMPGROUND ROAD

**SURROUNDING PROPERTY ZONING CLASSIFICATION:**

North RA & RSRMM South RSRMM East RA & RSRMM West RA & RSRMM

Future Land Use Map Designation: PLANNED RESIDEDENTIAL COMMUNITY

Access to the development will be provided from:

Road Name: LUMPKIN-CAMPGROUND RD & HARRY SOSEBEE RD Type of Surface: ASPHALT

**REQUESTED ACTION & DETAILS OF PROPOSED USE**

Rezoning to: RPC  Special Use Permit for: \_\_\_\_\_

Proposed Use: RESIDENTIAL PLANNED COMMUNITY

Existing Utilities:  Water  Sewer  Gas  Electric

Proposed Utilities:  Water  Sewer  Gas  Electric

**RESIDENTIAL**

No. of Lots: 338 Minimum Lot Size: 0.1 (acres) No. of Units: \_\_\_\_\_

Minimum Heated Floor Area: 1,000 sq. ft. Density/Acre: 2.12

Type:  Apartments  Condominiums  Townhomes  Single-family  Other

Is an Amenity Area proposed: YES; if yes, what? TBD

**COMMERCIAL & INDUSTRIAL**

Building area: 25,000 SF MAX No. of Parking Spaces: 125



PR ACQUISITIONS, LLC  
285 Parkway 575  
Woodstock, Georgia 30188

April 10, 2019  
Dawson County Planning and Development  
25 Planning & Zoning Division Manager  
25 Justice Way, Suite 2322  
Dawsonville, GA 30534

Re: Zoning Application for Tax Parcel No. 107 013

To Whom It May Concern:

PR Acquisitions, LLC is submitting the above referenced zoning application for the purpose of modifying certain existing zoning conditions on the property. The property is currently zoned RPC pursuant to zoning case #ZA 06-10. The intent of this application is to modify the conditions be consistent with the realignment of a portion of Harry Sosebee Road to intersect with a to-be-constructed roundabout at the intersection of Lumpkin Campground Road and Lee Castleberry Road, to revise or delete certain other conditions which are no longer applicable and to revise certain buffers.

The requested modifications to the existing conditions under case #ZA 06-10 are as follows:

1. No change
2. No change
3. No change
4. Delete (no longer necessary due to gravity sewer availability)
5. No change
6. Delete (no longer constructing private sewer facility)
7. Delete (replaced with obligation to construct the realigned Harry Sosebee Road and improvements to Lumpkin Campground pursuant to new condition #18)
8. No change
9. Revise as follows:
  - The following buffers shall be required:
    - Northern boundary – 50' buffer which may be disturbed and replanted
    - Southern boundaries – 50' buffer which may be disturbed and replanted
    - Extreme Westernmost boundary – 100' undisturbed buffer so long as the adjoining property continues to be zoned agricultural; thereafter, a 50' buffer which may be disturbed and replanted
    - Commercial property – 50' buffer along any boundary adjoining any residential zoned property which may be disturbed and replanted including the requirement that upon the development of the commercial property, the outermost 25' of said buffer shall be a landscape buffer which shall be planted, bermed, and/or fenced where necessary to fill in gaps in the existing plant and tree material so as to provide visual screening to a height of at least six feet around the perimeter of the property, provided that if any fencing is used, it shall be erected at least ten feet inside of the perimeter of the property
    - The following shall be allowed within any and all of the above buffers: entrances, utility crossings (including stormwater and sanitary sewer), planting of additional trees and shrubs
10. Delete (no longer necessary due to gravity sewer availability)

11. Delete (replaced with obligation to construct the realigned Harry Sosebee Road and improvements to Lumpkin Campground pursuant to new condition #18)
12. Delete (replaced with obligation to construct the realigned Harry Sosebee Road and improvements to Lumpkin Campground pursuant to new condition #18)
13. No change
14. Insert "Except as modified by these conditions" at the beginning of the condition
15. Delete based on development subsequent to original zoning
16. Insert the word "Commercial" at beginning of the condition
17. Delete (subsequent development regulations now cover this)

NEW CONDITION TO BE ADDED:

18. In accordance with plans to be approved by the County, Developer shall construct a new road which shall replace Harry Sosebee Road beginning at the westernmost corner of the subject property along Harry Sosebee Road and continuing to a to-be-constructed roundabout at the intersection of Lumpkin Campground Road and Lee Castleberry Road as follows:
  - Developer shall pay for the design of both the realigned portion of Harry Sosebee Road and the future roundabout and shall deliver construction plans to the County for the roundabout no later than \_\_\_\_\_. Such plans shall clearly delineate the limits of construction of the roundabout
  - Developer shall contribute, at no cost to the County, any required right-of-way which is currently owned by Developer and which is required for the proposed improvements
  - Developer shall be responsible for funding and constructing the realigned portion of Harry Sosebee Road in conjunction with the development of the residential portion of the property, which may occur subsequent to construction of the roundabout by the County.
  - The County shall be responsible for funding and constructing the roundabout.
  - If the realignment of Harry Sosebee Road occurs prior to construction of the roundabout, the Developer shall connect the realigned Harry Sosebee Road to Lumpkin Campground Road so as to form a full intersection with Lee Castleberry Road. In such case, Developer shall not be required to construct any decel or turn lanes along either Harry Sosebee Road or Lumpkin Campground Road nor any signalization for such intersection.
  - The design of the realigned Harry Sosebee Road shall only require right turn decel lanes into any entrances of the proposed development within the property

Sincerely,

PR ACQUISITIONS, LLC

By: \_\_\_\_\_



**APPLICANT CERTIFICATION**

I hereby request the action contained within this application relative to the property shown on the attached plats and site plan and further request that this item be placed on both the Planning Commission and Board of Commissioners agenda(s) for a public hearing.

I understand that the Planning & Development staff may either accept or reject my request upon review. My request will be rejected if all the necessary data is not presented.

I understand that I have the obligation to present all data necessary and required by statute to enable the Planning Commission and the Board of Commissioners to make an informed determination on my request. I will seek the advice of an attorney if I am not familiar with the zoning and land use requirements.

I understand that my request will be acted upon at the Planning Commission and Board of Commissioner hearings and that I am required to be present or to be represented by someone able to present all facts. I understand that failure to appear at a public hearing may result in the postponement or denial of my rezoning of special use application. I further understand that it is my responsibility to be aware of relevant public hearing dates and times regardless of notification from Dawson County.

I hereby certify that I have read the above and that the above information as well as the attached information is true and correct.

Signature by: PR ACQUISITIONS, LLC  Date 4.11.19  
Witness Samantha Daugherty Date 4.11.19

**WITHDRAWAL**

*Notice: This section only to be completed if application is being withdrawn.*

I hereby withdraw application # \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

**Withdrawal of Application:**

Withdrawals of any application may be accommodated within the Planning & Development Department if requested before the Planning Commission agenda is set. Therefore, withdrawals may not be made after ten (10) days prior to the scheduled Planning Commission meeting hearing, unless accompanied by written request stating specific reasons for withdrawal. This withdrawal request is to be published in the legal organ prior to the meeting. Following the written request and publication the Planning Commission will vote to remove the item from the agenda at the scheduled hearing. Please note that should the withdrawal be denied, the item will receive deliberation and public hearing with a decision by the Planning Commission. Further, the applicant is encouraged to be present at the hearing to substantiate reasons for withdrawal. Please note that no refund of application fees may be made unless directed by the Board of Commissioners.

ZA 19.06

TMP#: 107-013

**List of Adjacent Property Owners**

It is the responsibility of the Applicant to provide a list of adjacent property owners. This list must include the name and mailing address of anyone who has property touching your property or who has property directly across the street from your property.

**\*\*Please note this information should be obtained using the Tax Map & Parcel (TMP) listing for any parcel(s) adjoining or adjacent to the parcel where a variance or rezone is being requested.**

Name

Address

- |           |                       |       |
|-----------|-----------------------|-------|
| TMP _____ | 1. SEE ATTACHED SHEET | _____ |
| TMP _____ | 2.                    | _____ |
| TMP _____ | 3.                    | _____ |
| TMP _____ | 4.                    | _____ |
| TMP _____ | 5.                    | _____ |
| TMP _____ | 6.                    | _____ |
| TMP _____ | 7.                    | _____ |
| TMP _____ | 8.                    | _____ |
| TMP _____ | 9.                    | _____ |
| TMP _____ | 10.                   | _____ |
| TMP _____ | 11.                   | _____ |
| TMP _____ | 12.                   | _____ |
| TMP _____ | 13.                   | _____ |
| TMP _____ | 14.                   | _____ |
| TMP _____ | 15.                   | _____ |

Use additional sheets if necessary.

|                 | NAME  | MAILING ADDRESS            | LOCATION ADDRESS                                    |
|-----------------|---|----------------------------|---|
| TMP 107 016     | 1 LYNN TALMADGE   | PO BOX 253                 | 410 RED RIDER RD<br>DAWSONVILLE, GA 30534           |
| TMP 107 066     | 3 NORMA OXYER   | 472 RED RIDER RD           | 472 RED RIDER RD<br>DAWSONVILLE, GA 30534           |
| TMP 107 061     | 4 GREG GILREATH   | 2012 LUMPKIN CAMPGROUND RD | 2012 LUMPKIN CAMPGROUND RD<br>DAWSONVILLE, GA 30534 |
| TMP 107 060     | 5 SUE S BOUTILIER   | 2134 LUMPKIN CAMPGROUND RD | 2134 LUMPKIN CAMPGROUND RD<br>DAWSONVILLE, GA 30534 |
| TMP 107 031     | 6 ERNEST C PRATHER  | 471 HARRY SOSEBEE RD       | 471 HARRY SOSEBEE RD<br>DAWSONVILLE, GA 30534       |
| TMP 107 239     | 7 ED CHRISTOPHER HEAD   | 414 CASEY'S DR             | 94 PINE NEEDLE DR<br>WINDER, GA 30680               |
| TMP 107 029     | 8 ROBIN BENNETT   | 156 PINE NEEDLE DR         | 156 PINE NEEDLE DR<br>DAWSONVILLE, GA 30534         |
| TMP 107 028 001 | 9 RONALD JUNIOR SHOOK   | 192 PINE NEEDLE DR         | 192 PINE NEEDLE DR<br>DAWSONVILLE, GA 30534         |
| TMP 107 028     | 10 LLOYD LEE SHOOK  | 210 PINE NEEDLE DR         | 210 PINE NEEDLE DR<br>DAWSONVILLE, GA 30534         |
| TMP 107 027     | 11 TOSHA N FRADY  | 228 PINE NEEDLE DR         | 228 PINE NEEDLE DR<br>DAWSONVILLE, GA 30534         |
| TMP 107 017     | 12 THOMAS WAYNE & KA JOHNSON  | 231 PINE NEEDLE DR         | 231 PINE NEEDLE DR<br>DAWSONVILLE, GA 30534         |
| TMP 107 247     | 13 DARLENE W & SCOTT SATTERFIELD  | 24 WALLS DR                | 24 WALLS DR<br>DAWSONVILLE, GA 30534                |
| TMP 107 246 002 | 14 ROBERT T & JULIE G JORDAN  | 72 WALLS DR                | 72 WALLS DR<br>DAWSONVILLE, GA 30534                |
| TMP 107 246 001 | 15 SPENCER E & PAULA M SMITH  | 115 WALLS DR               | 115 WALLS DR<br>DAWSONVILLE, GA 30534               |
| TMP 107 273     | 16 RICHARD G & SANDRA D KRITIKOS  | 1105 BLACKS MILL RD        | 1105 BLACKS MILL RD<br>DAWSONVILLE, GA 30534        |
| TMP 107 125     | 17 HEATHER DELONG & DEBRA ANN BROWN   | 2251 HOWLAND WILSON RD     | 1163 BLACKS MILL RD<br>CORTLAND, OH 44410           |
| TMP 107 230     | 18 MICHAEL HUNTER   | 62 PINEBRIDGE DR           | 62 PINEBRIDGE DR<br>DAWSONVILLE, GA 30534           |
| TMP 107 231     | 19 DEBORAH HUNTER   | 62 PINEBRIDGE DR           | 65 PINEBRIDGE DR<br>DAWSONVILLE, GA 30534           |
| TMP 107 232     | 20 CELERINO GARCIA  | 82 GREENFIELD DR           | 55 PINEBRIDGE DR<br>DAWSONVILLE, GA 30534           |
| TMP 107 015     | 21 BLACK MILL PRESERVE HOMEOWNERS ASSOCIATION<br>C/O GEORGIA COMMUNITY MANAGEMENT INC | PO BOX 2750                | 334 RED RIDER RD<br>DAWSONVILLE, GA 30534           |
| TMP 107 040     | 22 GARY WHITMIRE  | 2476 LUMPKIN CAMPGROUND RD | 2476 LUMPKIN CAMPGROUND RD<br>DAWSONVILLE, GA 30534 |
| TMP 107 039     | 23 PEGGY ANN W SEXTON   | 8500 FRIENDSHIP CHURCH RD  | 484 HARRY SOSEBEE RD<br>BARTOW, GA 30413            |
| TMP 107 134     | 24 BILLY G HUGHES   | 33 PARKSIDE CIRCLE         | N/A<br>DAWSONVILLE, GA 30534                        |

# NOTICE OF RESIDENTIAL EXURBAN/AGRICULTURAL DISTRICT (R-A) ADJACENCY

Agricultural districts include uses of land primarily for active farming activities and result in odors, noise, dust and other effects, which may not be compatible with adjacent development. Future abutting developers in non RA land use districts shall be provided with this "Notice of RA Adjacency" prior to administrative action on either the land use district or the issuance of a building or occupancy permit.

Prior to administrative action the applicant shall be required to sign this waiver which indicates that the applicant understands that a use is ongoing adjacent to his use which will produce odors, noise, dust and other effects which may not be compatible with the applicant's development. Nevertheless, understanding the effects of the adjacent RA use, the applicant agrees by executing this form to waive any objection to those effects and understands that his district change and/or his permits are issued and processed in reliance on his agreement not to bring any action asserting that the adjacent uses in the RA district constitute a nuisance) against local governments and adjoining landowners whose property is located in an RA district.

This notice and acknowledgement shall be public record.

Applicant Signature: 

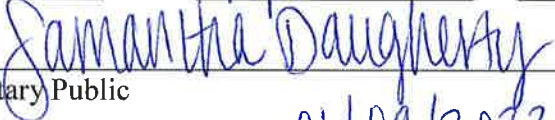
Applicant Printed Name: PR ACQUISITIONS, LLC by Michael Miller

Application Number: \_\_\_\_\_

Date Signed: 4.11.19

Sworn and subscribed before me

this 11 day of April, 2019.

  
Notary Public

My Commission Expires: 01/09/2023



**DISCLOSURE OF CAMPAIGN CONTRIBUTIONS**  
**(APPLICANT(S) AND REPRESENTATIVE(S) OF REZONING)**

Pursuant to O.C.G.A. Section 36-67 A-3.A, the following disclosure is mandatory when an applicant or any representation of application for rezoning has been made within two (2) years immediately preceding the filing of the applicant's request for rezoning, campaign contributions aggregating \$250.00 or more to a local government official who will consider the application for rezoning.

It shall be the duty of the applicant and the attorney representing the applicant to file a disclosure with the governing authority of the respective local government showing the following:

1. Name of local official to whom campaign contribution was made:

None

2. The dollar amount and description of each campaign contribution made by the opponent to the local government official during the two (2) years immediately preceding the filing of the application for the rezoning action and the date of each such contribution.

Amount \$ \_\_\_\_\_ Date: \_\_\_\_\_

Enumeration and description of each gift when the total value of all gifts is \$250.00 or more made to the local government official during the two (2) years immediately preceding the filing of application for rezoning:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Signature of Applicant/Representative of Applicant:

PR ACQUISITIONS, LLC by



Date:

4.11.19

**BY NOT COMPLETING THIS FORM YOU ARE MAKING A STATEMENT THAT NO  
DISCLOSURE IS REQUIRED**

This form may be copied for each applicant. Please attach additional sheets if needed.

**PROPERTY OWNER AUTHORIZATION**

I/we, PR ACQUISITIONS, LLC, hereby swear that I/we own the property located at (fill in address and/or tax map & parcel #):

Tax Parcel #107 013

as shown in the tax maps and/or deed records of Dawson County, Georgia, and which parcel will be affected by this request.

I hereby authorize the person named below to act as the applicant or agent in pursuit of the rezoning requested on this property. I understand that any rezone granted, and/or conditions or stipulations placed on the property will be binding upon the property regardless of ownership. The under signer below is authorized to make this application. The under signer is aware that no application or reapplication affecting the same land shall be acted upon within six (6) months from the date of the last action by the Board of Commissioners.

Printed Name of applicant or agent: PR ACQUISITIONS, LLC

Signature of applicant or agent: [Signature] Date: 4.11.19

\*\*\*\*\*

Printed Name of Owner(s): PR ACQUISITIONS, LLC

Signature of Owner(s): \_\_\_\_\_ Date: \_\_\_\_\_

Mailing address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_ 3

Telephone Number:  Listed \_\_\_\_\_  
 Unlisted \_\_\_\_\_

Sworn and subscribed before me this 11 day of April, 20 19.

Samantha Daugherty  
Notary Public

My Commission Expires: 01/09/2023



(The complete names of all owners must be listed; if the owner is a partnership, the names of all partners must be listed; if a joint venture, the names of all members must be listed. If a separate sheet is needed to list all names, please identify as applicant or owner and have the additional sheet notarized also.)



## DRI INFORMATION

IF YOUR DEVELOPMENT FALLS WITHIN ANY OF THE FOLLOWING THRESHOLDS,  
PLEASE ASK PLANNING STAFF FOR DRI REVIEW CHECKLISTS.

**Table 1: Developments of Regional Impact - Tiers and Development Thresholds  
Effective January 1, 2005**

| Type of Development   | Non-metropolitan Regions (Dawson County status eff. 1/2005)   |
|---|---|
| (1) Office  | Greater than 125,000 gross square feet  |
| (2) Commercial  | Greater than 175,000 gross square feet  |
| (3) Wholesale & Distribution  | Greater than 175,000 gross square feet  |
| (4) Hospitals and Health Care Facilities  | Greater than 200 new beds; or generating more than 250 peak hour vehicle trips per day  |
| (5) Housing   | Greater than 125 new lots or units  |
| (6) Industrial  | Greater than 175,000 gross square feet; or employing more than 500 workers; or covering more than 125 acres   |
| (7) Hotels  | Greater than 250 rooms  |
| (8) Mixed Use   | Gross square feet greater than 125,000 (with residential units calculated at 1800 square feet per unit toward the total gross square footage); or covering more than 40 acres; or if any of the individual uses meets or exceeds a threshold as identified herein |
| (9) Airports  | Any new airport with a paved runway; or runway additions of more than 25% of existing runway length   |
| (10) Attractions & Recreational Facilities  | Greater than 1,500 parking spaces or a seating capacity of more than 6,000  |
| (11) Post-Secondary School  | New school with a capacity of more than 750 students, or expansion by at least 25 percent of capacity   |
| (12) Waste Handling Facilities  | New facility or expansion of use of an existing facility by 50 percent or more  |
| (13) Quarries, Asphalt & Cement Plants  | New facility or expansion of existing facility by more than 50 percent  |
| (14) Wastewater Treatment Facilities  | New facility or expansion of existing facility by more than 50 percent  |
| (15) Petroleum Storage Facilities   | Storage greater than 50,000 barrels if within 1,000 feet of any water supply; otherwise, storage capacity greater than 200,000 barrels  |
| (16) Water Supply Intakes/Reservoirs  | New Facilities  |
| (17) Intermodal Terminals   | New Facilities  |
| (18) Truck Stops  | A new facility with more than three diesel fuel pumps; or containing a half acre of truck parking or 10 truck parking spaces.   |
| (19) Any other development types not identified above (includes parking facilities) | 1000 parking spaces   |

**Dawson County, Georgia Board of Commissioners**  
**Affidavit for Issuance of a Public Benefit**  
**As Required by the Georgia Illegal Immigration Reform and Enforcement Act of 2011**

By executing this affidavit under oath, as an applicant for a Dawson County Business License, Out of County Business Registration, Alcohol License, or other public benefit as referenced in the Georgia Illegal Immigration Reform and Enforcement Act of 2011 [O.C.G.A. § 50-36-1(e)(2)], I am stating the following with respect to my application for such Dawson County public benefit.

X

I am a United States citizen.

\_\_\_\_\_

I am a legal permanent resident of the United States. (FOR NON-CITIZENS)

\_\_\_\_\_

I am a qualified alien or non-immigrant under the Federal Immigration and Nationality Act with an alien number issued by the Department of Homeland Security or other federal immigration agency. (FOR NON-CITIZENS)

My alien number issued by the Department of Homeland Security or other federal immigration agency is:

\_\_\_\_\_

The undersigned applicant also hereby verifies that he or she is 18 years of age or older and has provided at least one **secure and verifiable document**, as required by O.C.G.A. § 50-36-1(e)(1), with this affidavit. (See reverse side of this affidavit for a list of secure and verifiable documents.)

The secure and verifiable document provided with this affidavit can best be classified as:

\_\_\_\_\_

In making the above representation under oath, I understand that any person who knowingly and willfully makes a false, fictitious, or fraudulent statement or representation in an affidavit shall be guilty of a violation of O.C.G.A. § 16-10-20 and face criminal penalties as allowed by such criminal statute.

Executed in Woodstock (city), GA (state)

[Signature]  
Signature of Applicant

4.11.19  
Date

Michael Miller  
Printed Name

PR Acquisitions, LLC  
Name of Business

SUBSCRIBED AND SWORN BEFORE ME ON

THIS 11 DAY OF April, 2019

[Signature] Notary Public

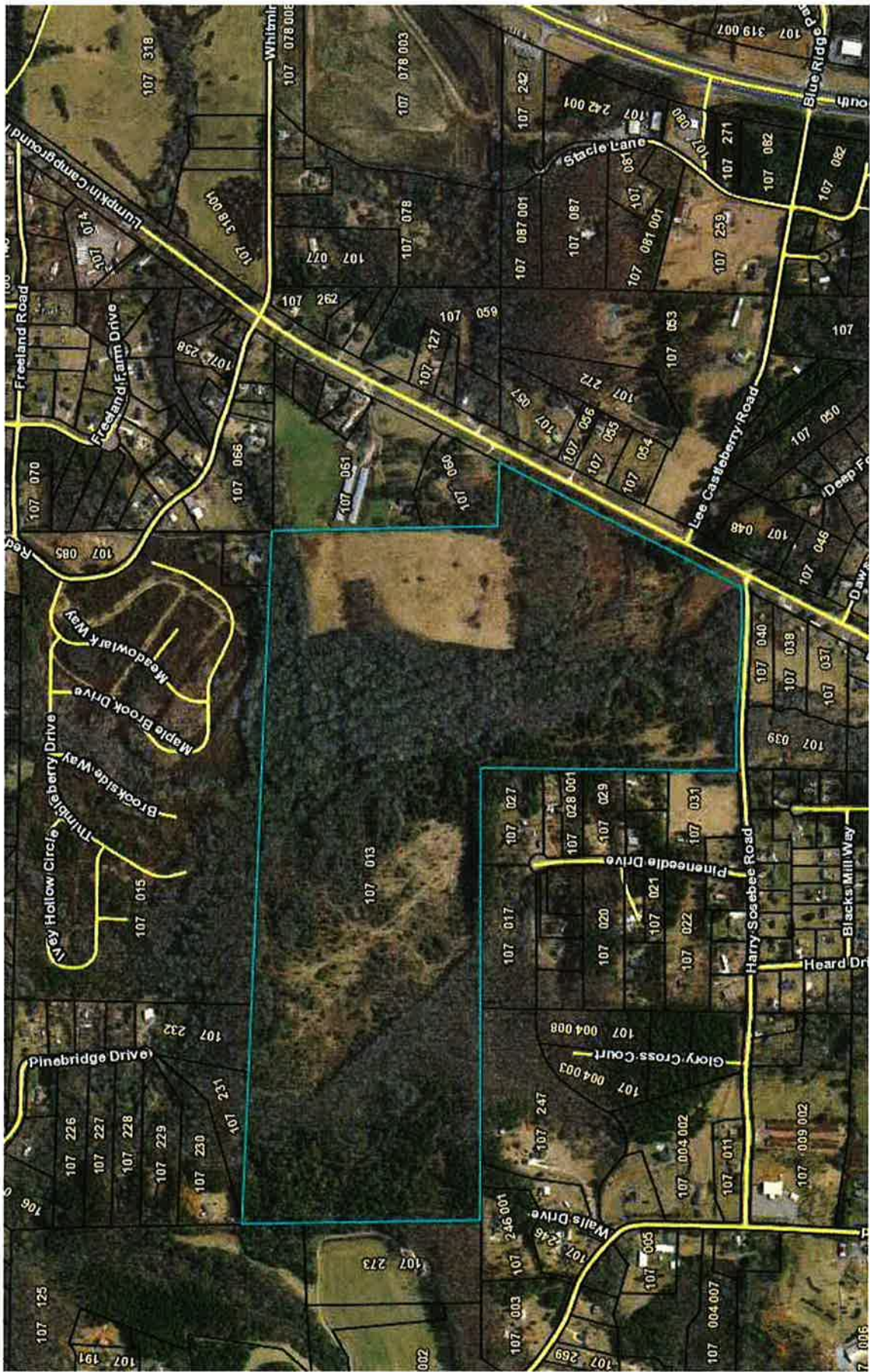
My Commission Expires: 01/09/2023



### Secure and Verifiable Documents Under O.C.G.A. § 50-36-2

The following list of secure and verifiable documents, published under the authority of O.C.G.A. § 50-36-2, contains documents that are verifiable for identification purposes, and documents on this list may not necessarily be indicative of residency or immigration status.

- A **United States Passport or Passport Card** [O.C.G.A. § 50-36-2(b)(3); 8 CFR § 274a.2]
- A **United States Military Identification card** [O.C.G.A. § 50-36-2(b)(3); 8 CFR § 274a.2]
- A **Driver's License** issued by one of the United States, the District of Columbia, the Commonwealth of Puerto Rico, Guam, the Commonwealth of the Northern Marianas Islands, the United States Virgin Island, American Samoa, or the Swain Islands, provided that it contains a photograph of the bearer or lists sufficient identifying information regarding the bearer, such as name, date of birth, gender, height, eye color, and address to enable the identification of the bearer [O.C.G.A. § 50-36-2(b)(3); 8 CFR § 274a.2]
- An **Identification Card** issued by one of the United States, the District of Columbia, the Commonwealth of Puerto Rico, Guam, the Commonwealth of the Northern Marianas Islands, the United States Virgin Island, American Samoa, or the Swain Islands, provided that it contains a photograph of the bearer or lists sufficient identifying information regarding the bearer, such as name, date of birth, gender, height, eye color, and address to enable the identification of the bearer [O.C.G.A. § 50-36-2(b)(3); 8 CFR § 274a.2]
- A **Tribal Identification Card** of a federally recognized Native American tribe, provided that it contains a photograph of the bearer or lists sufficient identifying information regarding the bearer, such as name, date of birth, gender, height, eye color, and address to enable the identification of the bearer. A listing of federally recognized Native American tribes may be found at:  
<http://www.bia.gov/WhoWeAre/BIA/OIS/TribalGovernmentServices/TribalDirectory/index.htm>  
[O.C.G.A. § 50-36-2(b)(3); 8 CFR § 274a.2]
- A **United States Permanent Resident Card or Alien Registration Receipt Card** [O.C.G.A. § 50-36-2(b)(3); 8 CFR § 274a.2]
- An **Employment Authorization Document** that contains a photograph of the bearer [O.C.G.A. § 50-36-2(b)(3); 8 CFR § 274a.2]
- A **Passport Issued by a Foreign Government** [O.C.G.A. § 50-36-2(b)(3); 8 CFR § 274a.2]
- A **Merchant Mariner Document or Merchant Mariner Credential** issued by the United States Coast Guard [O.C.G.A. § 50-36-2(b)(3); 8 CFR § 274a.2]
- A **Free and Secure Trade (FAST) card** [O.C.G.A. § 50-36-2(b)(3); 22 CFR § 41.2]
- A **NEXUS Card** [O.C.G.A. § 50-36-2(b)(3); 22 CFR § 41.2]
- A **Secure Electronic Network for Travelers Rapid Inspection (SENTRI) card** [O.C.G.A. § 50-36-2(b)(3); 22 CFR § 41.2]
- A **Driver's License issued by a Canadian Government Authority** [O.C.G.A. § 50-36-2(b)(3); 8 CFR § 274a.2]
- A **Certificate of Citizenship** issued by the United States Department of Citizenship and Immigration Services (USCIS) (Form N-560 or Form N-561) [O.C.G.A. § 50-36-2(b)(3); 6 CFR § 37.11]
- A **Certificate of Naturalization** issued by the United States Department of Citizenship and Immigration Services (USCIS) (Form N-550 or Form N-570) [O.C.G.A. § 50-36-2(b)(3); 6 CFR § 37.11]





**DAWSON COUNTY PLANNING COMMISSION  
PLANNING STAFF REPORT AND RECOMMENDATION**

**Applicant**.....PR Acquisitions, LLC

**Amendment #** .....ZA 19-06

**Request**.....Master Plan and Zoning Condition Update

**Proposed Use** .....Residential Planned Community

**Current Zoning** .....Residential Planned Community

**Size**.....159.586± acres

**Location** ..... Lumpkin Campground Rd. & Harry  
Sosebee Rd.

**Tax Parcel** .....107 013

**Planning Commission Date** .....May 21, 2019

**Applicant Proposal**

The applicant is seeking to modify existing zoning conditions that were stipulated per the 2006 rezoning application so that they are consistent with the realignment of a portion of Harry Sosebee Road \to intersect with a to-be-constructed roundabout at the intersection of Lumpkin Campground Road and Lee Castleberry Road. They also would like to revise or delete certain other conditions which are no longer applicable and to revise certain buffers.

**History and Existing Land Uses**

This property was originally rezoned in 2006 from to RPCD but currently sits vacant.

| <b>Adjacent Land Uses</b> | <b>Existing zoning</b> | <b>Existing Use</b> |
|---------------------------|------------------------|---------------------|
| North                     | R-A                    | VCR                 |
| South                     | R-A                    | RSRMM               |
| East                      | R-A                    | R-A & RSRMM         |
| West                      | R-A                    | R-A & RSRMM         |

### **Development Support and Constraints**

The developer is to pay for the design and realignment of Lee Castleberry and Harry Sosebee Roads. Dedication of right of way to the county.

### **Relationship to the Comprehensive Plan and FLUP (Future Land Use Plan)**

According to the Comprehensive Plan and accompanying FLUP (Future Land Use Plan), the subject property is identified as Residential Planned Community.

### **Public Facilities/Impacts**

**Engineering Department** – “County roads providing access: Harry Sosebee and Lumpkin Campground. Nearest major thoroughfare: Lee Castleberry at SR 400. Description of access roads: Harry Sosebee is a degraded 21’ asphalt road in need of widening, intersection of Lumpkin campground has inadequate sight distance for proposed development. Moderate traffic flow on Lumpkin Campground; proposed changes address sight distance concerns. Additional remarks: The developer has stated they will realign Harry Sosebee Road and provide design for the round-a-bout as shown on master plan. Dawson County will be responsible for the round-a-bout construction. Developer will be responsible for all Harry Sosebee improvements.”

**Environmental Health Department** – “This development will be served by Etowah Water and Sewer Authority.”

**Emergency Services** – “Comments on Piedmont Tracts A & B

- 1) Fire apparatus access roads and fire hydrants shall be installed and made serviceable prior to construction with combustible materials.
- 2) Street name signs to be installed once roadways allow vehicle passage.
- 3) All fire apparatus access roads to comply with 2012 International Fire Code Sect. 503, w/ GA Amendments. Not less than 20 feet of unobstructed clear width, exclusive of shoulders. Vertical clearance of not less than 13 feet 6 inches, dead ends >150 ft shall provide cul-de-sac of 90 ft min diameter.
- 4) No vehicle parking permitted on apparatus access roads, to include posted signage stating “NO PARKING-FIRE LANE”. (2012 IFC, Sect 503.3 – 503.4)
- 5) Hydrant spacing not to exceed 500 ft. Hydrants properly oriented with steamer cap facing roadway, distance from center of discharge caps to finished grade not less than 20”, min 36” circumferential clearance of all obstructions.
- 6) Street addresses shall be posted at road side so as to be visible from either direction of vehicle travel. Min height 4 in, 1/2-inch brushstroke, reflective on contrasting background color.
- 7) Both tracts A and B are to include secondary and remote subdivision entrances via approved and maintained roadways.
- 8) Take adequate measures (TBD) to prevent or limit potential ignition of organic debris piles/mulched timber from clearing and grading activities. (limited pile sizes)

9) Exterior walls of structures to comply with fire resistance ratings as required by IRC, IFC, GA amendments, and local ordinances relating to construction type and fire separation distances.

**Etowah Water & Sewer Authority** “Water is partially available at this site. The existing water line is 3”-6” along Lumpkin Campground & Harry Sosebee Rd. and is adequate for domestic use. To be determined if adequate for additional fire protection. Water main extensions and upgrades will be required to service development and must be funded by the developer. Sewer is available at the project, it is stubbed at the North property line from Blacks Mill Preserve. Sewer Main extension and upgrades will be required to service development and must be funded by the developer.”

**Dawson County Sheriff’s Office** – “ Police protection in this area is not adequate presently, it falls within the Ga. 400 Corridor. Improvements planned are annual requests for additional staffing. An increase of 338 additional homes/lots is anticipated to result in increased calls for service and an increased patrolling area. That particular area/zone incorporates a portion of the Ga 400 Corridor which consumes a large portion of staffing resources.”

**Board of Education** – “Dawson Co. High School recommended capacity 1440 latest enrollment 772. Dawson Co. Junior High (8-9) recommended capacity 725 the latest enrollment 571. Dawson Co. Middle School recommended capacity 725 the latest enrollment 554. Black’s Mill Elementary recommended capacity 725 latest enrollment 311. Unknown number of students projected for this development. Teacher and staff would be added as necessary. No improvements are planned at this time.”

**Georgia Department of Transportation** – “While not on a state route, may have significant impacts to state routes namely Lee Castleberry and SR 400.”

**Analysis**

- It is to our understanding that the realignment of Harry Sosebee and Lee Castleberry roads would improve traffic flow and road connectivity within Dawson County. There will be no additional density added to the already pre-approved 388 homes.

**The following observations should be noted with respect to this request:**

- A. The existing uses and classification of nearby property.**  
The surrounding properties range from residential to agricultural farms.
- B. The extent to which property values are diminished by the particular land use classification.**  
There should be no diminishment of property values.



**C. The extent to which the destruction of property values of the applicant promotes the health, safety, morals, or general welfare of the public.**

There should be no destruction of property values.

**D. The relative gain to the public, as compared to the hardship imposed upon the individual property owner.**

The public stands to gain a smoother flow of traffic provided by the roundabout.

**E. The suitability of the subject property for the proposed land use classification.**

While the subject property does not conform to our Future Land Use as zoned, it is currently zoned RPC per ZA 06-10

**F. The length of time the property has been vacant under the present classification, considered in the context of land development in the area in the vicinity of the property.**

The land has been vacant since the zoning of 2006 with no development.

**G. The specific, unusual, or unique facts of each case, which give rise to special hardships, incurred by the applicant and/or surrounding property owners.**

Storm water issues will cause the developer to encroach on buffers that were stipulated by the 2006 zoning. Any disturbances within the flood plain needs to meet EPD requirements.

**Staff Recommendation**

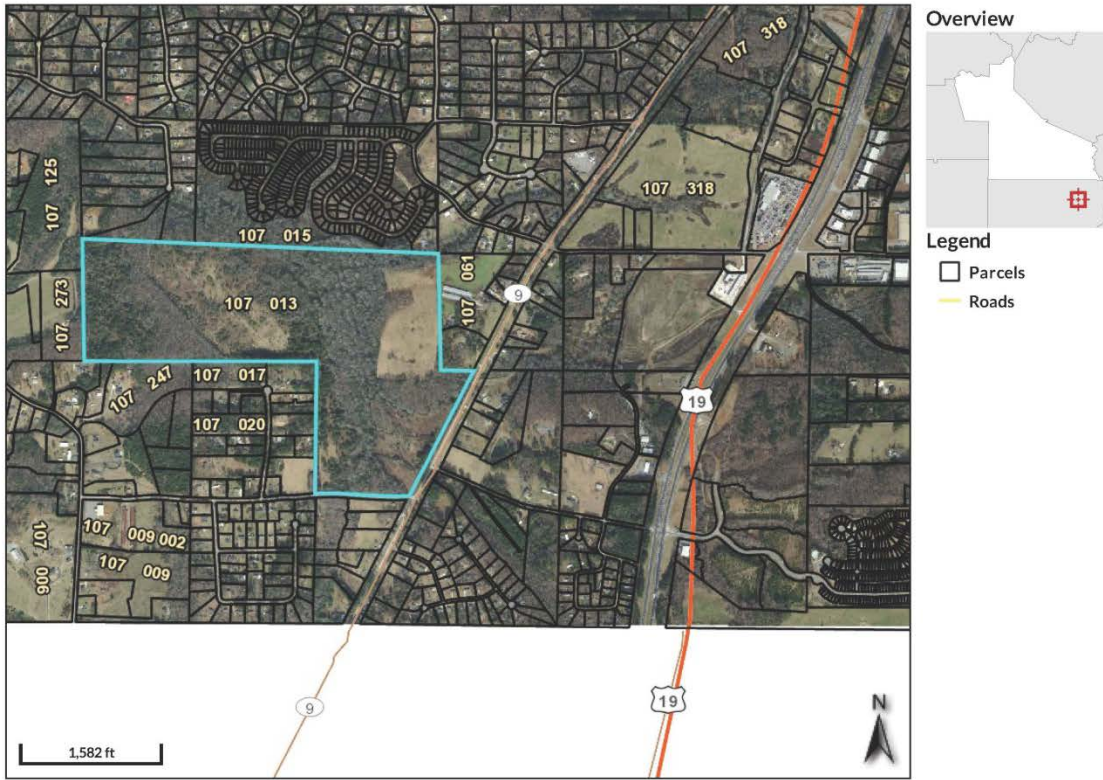
Planning Staff does not foresee any issues and does not wish to add any stipulations above what has already been set forth.

Pictures of Property:



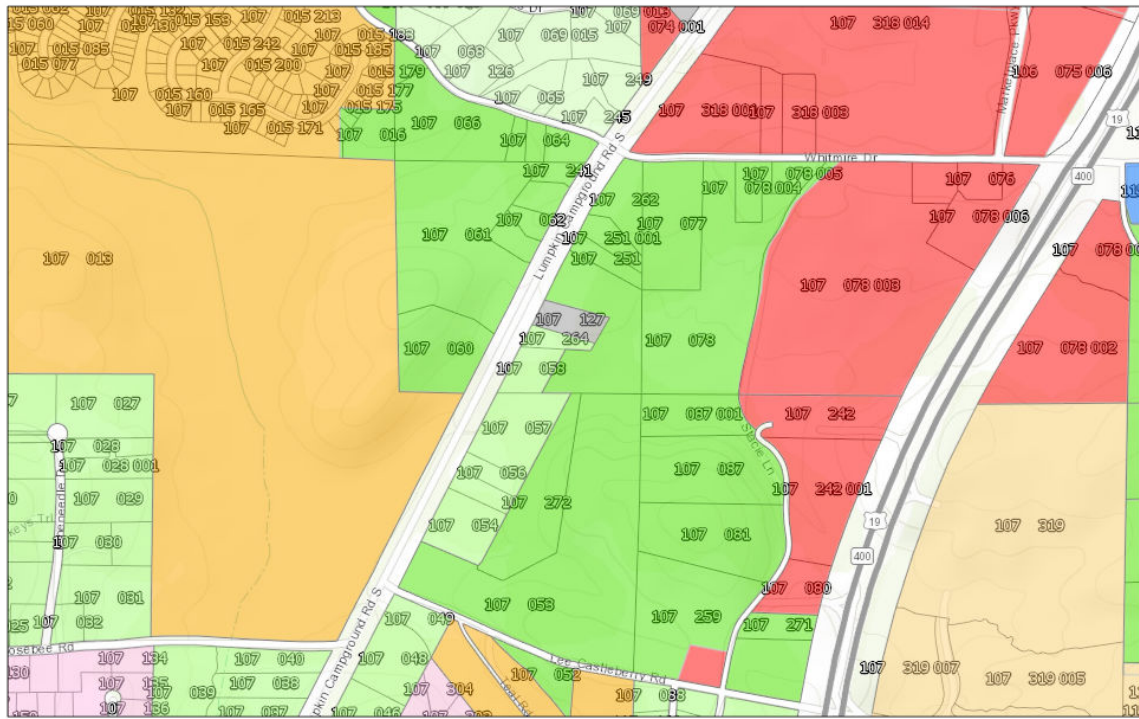


Aerial View:



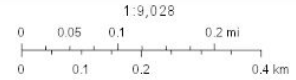
Current Zoning Map:

Dawson County



5/7/2019, 12:32:00 PM

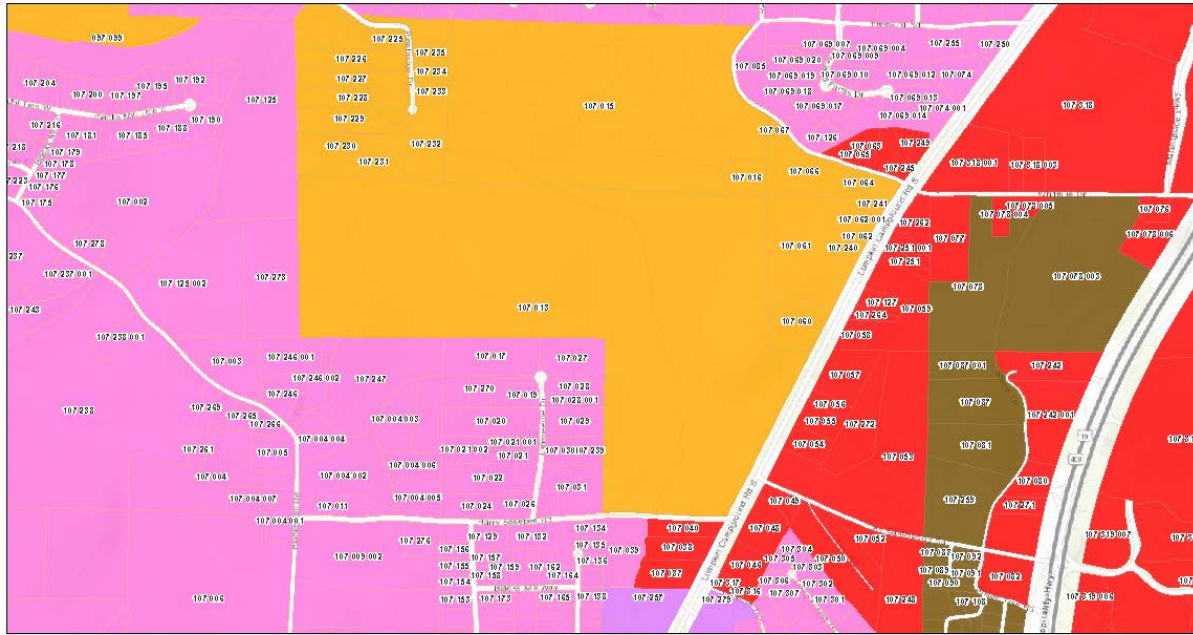
|        |     |       |      |       |        |
|--------|-----|-------|------|-------|--------|
| Zoning | VCR | RSRMM | C-IR | RS    | RMF    |
|        | RA  | C-HB  | RPC  | C-PCD | C-01   |
|        |     |       |      |       | Parcel |



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, Planning and Development  
 Esri, HERE, Garmin, INCREMENT P, Intermap, USGS, METI/NSA, EPA, USDA

Future Land Use Map:

Future Land Use Map



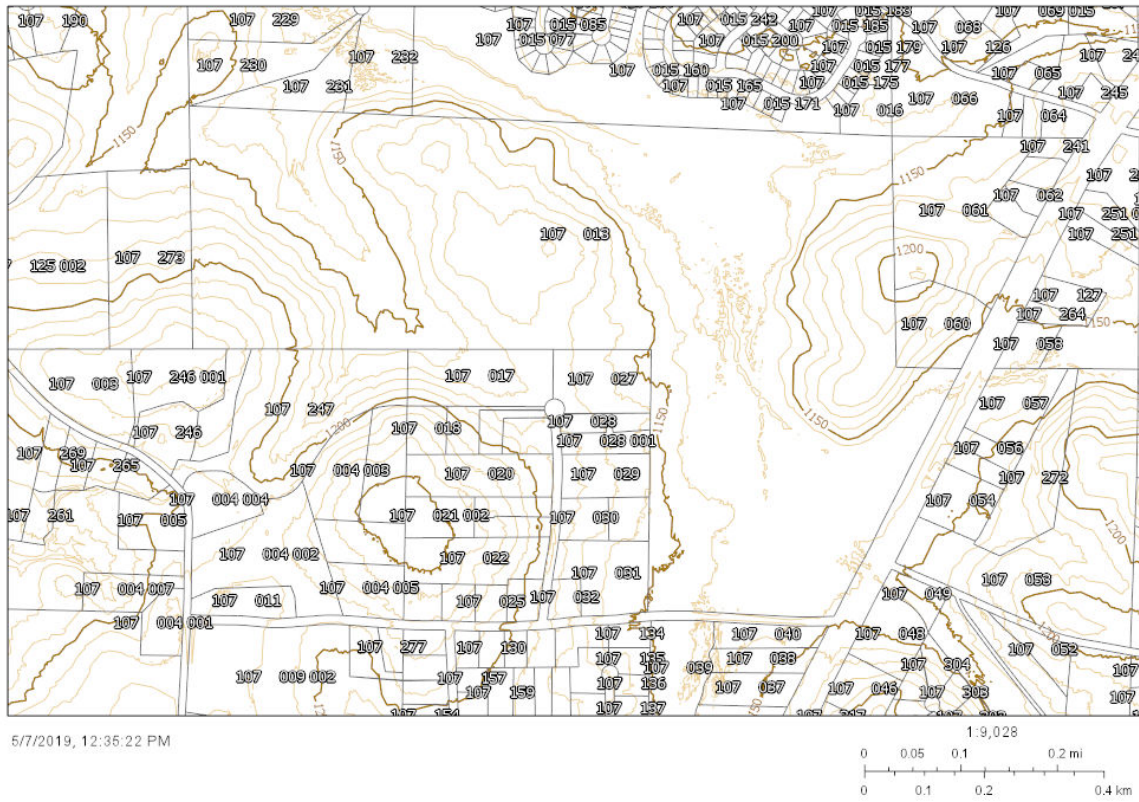
May 15, 2019  
 FLU SR MFR  
 PRC CHB OP

1:9,028  
 0 0.07 0.15 0.3 mi  
 0 0.15 0.3 0.6 km

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, Mapbox, and the GIS User Community

Topography:

Topo Map



# APPROVAL

## Public Hearing of Rezoning Request

We, the Dawson County Planning Commission, do hereby recommend approval of the following rezoning request:

ZA 19-06

Date of Hearing: 5-21-19

Applicant's Name: PR Acquisitions, LLC

Address: \_\_\_\_\_

Tax Map Parcel Number: 107-013

Parcel Currently Zoned: RPC

Rezoning Requested: RPC

This recommendation for approval is based upon the following which we feel will/will not:

- A. Affect the property values of surrounding property.
- B. Affect the health, safety or general welfare of the public.
- C. Impose special hardships on the surrounding property owners.

This recommendation for approval is, however, subject to the following stipulations and/or modifications:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Jason Hamby  
Chairman Jason Hamby

5-21-19  
Date

Dawson County Planning Commissioner



**BOARD OF DAWSON COUNTY COMMISSIONERS  
MEETING HELD JULY 20, 2006**

**APPROVAL FORM**

**PUBLIC HEARING OF LAND USE CHANGE REQUEST**

We, the Dawson County Board of Commissioners, do hereby **APPROVE** the following Land Use Change Request:

**REQUEST:           ZA 06-10**

Applicant's Name:       PEC Development Group  
Applicant's Address:   2018 Powers Ferry Road, Suite 650, Atlanta, GA 30339  
Location:               Lumpkin Campground Road & Harry Sosebee Road  
TMP:                    107-13  
From:                    RPCD Site  
To:                       Plan Revision  
Property Usage:        The applicant proposes to remove approximately 59 units from the master plan while also including 2 acres of commercial.

This approval is based upon the following factors that we believe will/will not:

- A. Affect the property values of surrounding property.
- B. Affect the health, safety or general welfare of the public.
- C. Impose special hardships on the surrounding property owners.
- D. The subject property is suited for the proposed land use.

This approval is, however, subject to the following stipulations and/or modification:

1. All homes or unit owners within the development shall be required to be members of a Homeowners Association, which will collect dues for continued maintenance of the properties and landscaping.
2. The required minimum heated square footage for homes within the development are as follows:
  - a. Active Adult Quad Units – 800 square feet
  - b. Attached Townhome Units – 1,000 square feet
  - c. Single Family Homes – 1,000 square feet

\*The revised site plan does not show any quad units or townhome units, but we would like to reserve the right to change the site plan if future market conditions change. Any site plan changes would have to be resubmitted to the Dawson County Board of Commissioners for approval.

3. The future development tract on the western boundary of the property can only be developed as detached single family residential to a density of no more than two units per acre; and the final Site Plan therefore shall be subject to approval by the Board of Commissioners, which shall not be unreasonably withheld or delayed.
4. Before any sewer treatment plant or field may be erected on the Subject Property, the Dawson County Board of Commissioners shall be given the right of review and approval over the plans and specifications therefore, which approval shall not be unreasonably withheld or delayed.
5. Variance to allow a density greater than one unit per acre.
6. Phasing to allow a maximum of 125 homes per year.
7. PEC will contribute \$25,000.00 toward improvements along the property's frontage on Harry Sosebee Road.
8. Density reduction from 403 total units to 338 single family units and a 2 acre commercial corner at the intersection of Harry Sosebee Road and Lumpkin Campground Road. Commercial square footage is not to exceed 25,000 square feet.
9. With the exception of entrances, utility crossings, and the planting of additional trees and shrubs, the developer will commit to a fifty-foot (50') undisturbed buffer and setback along the entire perimeter of the property, which shall be a tree protection zone, except that the buffer shall be one hundred feet (100') wide along the extreme western boundary of the property, next to adjacent agricultural lands that adjoin the Future Development Tract, so long as the same continues to be zoned Agricultural; provided that within the outermost portion of said fifty-foot buffer within the 2-acre commercial tract there shall be a twenty-

five-foot (25') landscape buffer which shall be planted, bermed, and/or fenced where necessary to fill in gaps in the existing plant and tree material so as to provide visual screening to a height of at least six feet around the perimeter of the property, provided that if any fencing is used it shall be erected at least ten feet inside of the perimeter of the property.

10. Development of the package plan to serve this and all adjacent developments and sized with the capacity to serve the basin and subject to County review and specifications offered by the applicant.
11. Appropriate deceleration lanes provided at the proposed residential entrance on Lumpkin Campground Road and a turn lane for the intersection of Harry Sosebee and Lumpkin Campground Road on Lumpkin Campground Road.
12. At the time of the development of the Commercial parcel a new traffic impact model to be completed for the entire plan with recommendations for improvements.
13. The Commercial parcel to be limited to no more than 25,000 sq. ft. as offered by the applicant.
14. All prior stipulations fro zoning and those included in the May 16, 2006 letter are to be followed.
15. Provide stub streets for interconnectivity to undeveloped adjacent property including on the northern side of the development on both the east and west sides of the creek. Connecting shall be coordinated and agreed upon between both land owners and shall be constructed within that phase of development.
16. Development shall conform to all applicable items of the GA 400 Corridor Guidelines.
17. Development shall conform to all the requirements of the North Metro Water Planning District.

Tammy Y. Clement  
Tammy Clement, County Clerk

7-20-06

Date

**Item Attachment Documents:**

3. ZA 19-07 - Judd Hughes requests the rezoning of TMP 114-022-006 and 114-022-007 from RA (Residential Agriculture) to RMF (Residential Multi-Family) for the proposed use of a 240-unit apartment development and associated amenities.

**DAWSON COUNTY REZONING APPLICATION**

\*\*\*This portion to be completed by Zoning Administrator\*\*\*

ZA 19-07 Tax Map & Parcel # (TMP): 114 022 006 + 114 022 007  
Submittal Date: 4-19-19 Time: 11:49 am/pm Received by: YHJ (staff initials)  
Fees Assessed: 350- Paid:  Commission District: 3  
Planning Commission Meeting Date: May 21, 2019  
Board of Commissioners Meeting Date: June 20, 2019

**APPLICANT INFORMATION** (or Authorized Representative)

Printed Name: JUDD HUGHES (AUTHORIZED REPRESENTATIVE)  
Address: \_\_\_\_\_

Phone: Listed \_\_\_\_\_ Unlisted \_\_\_\_\_ Email: Business \_\_\_\_\_ Personal \_\_\_\_\_

Status:  Authorized Agent [ ] Lessee [ ] Option to purchase

Notice: If applicant is other than owner, enclosed Property Owner Authorization form must be completed.

I have  /have not \_\_\_\_\_ participated in a Pre-application meeting with Planning Staff.

If not, I agree \_\_\_\_\_ /disagree \_\_\_\_\_ to schedule a meeting the week following the submittal deadline.

Meeting Date: 4.2.2019 Applicant Signature: Billy Hughes III. (Judd)

**PROPERTY OWNER/PROPERTY INFORMATION**

Name: DAVID JAMES, ROCKY PHILLIPS + BILLY G HUGHES

Street Address of Property being rezoned: DAWSON FOREST RD  
PARCELS 114 022 006 + 114 022 007

Rezoning from: RA to: RMF Total acreage being rezoned: 40 acres

Directions to Property: GA 400 NORTH TO EAST ON DAWSON FOREST RD. PROPERTY IS 1/2 MILE ON SOUTHSIDE OF DAWSON FOREST RD

Subdivision Name (if applicable): \_\_\_\_\_ Lot(s) #: \_\_\_\_\_

Current Use of Property: RAW LAND

Any prior rezoning requests for property? No if yes, please provide rezoning case #: ZA \_\_\_\_\_

\*\*\*Please refer to Dawson County's Georgia 400 Corridor Guidelines and Maps to answer the following:

Does the plan lie within the Georgia 400 Corridor? YES (yes/no)

If yes, what section? SOUTH

**SURROUNDING PROPERTY ZONING CLASSIFICATION:**

North CS commercial South RA East C-HB, RA West RA

Future Land Use Map Designation: \_\_\_\_\_

Access to the development will be provided from:

Road Name: DAWSON FOREST RD Type of Surface: ASPHALT

**REQUESTED ACTION & DETAILS OF PROPOSED USE**

Rezoning to: RMF [ ] Special Use Permit for: \_\_\_\_\_

Proposed Use: 240 UNIT APARTMENT DEVELOPMENT + ASSOCIATED AMENIT.

Existing Utilities: [ ] Water [ ] Sewer [ ] Gas [ ] Electric 6 UNITS PER ACRE

Proposed Utilities: [ ] Water [ ] Sewer [ ] Gas [ ] Electric

**RESIDENTIAL**

No. of Lots: \_\_\_\_\_ Minimum Lot Size: \_\_\_\_\_ (acres) No. of Units: 240

Minimum Heated Floor Area: 700 sq. ft. Density/Acre: 6

Type:  Apartments [ ] Condominiums [ ] Townhomes [ ] Single-family [ ] Other

Is an Amenity Area proposed: YES; if yes, what? ~ 4,000 sqft clubhouse + leasing pool + pool deck

**COMMERCIAL & INDUSTRIAL**

Building area: \_\_\_\_\_ No. of Parking Spaces: \_\_\_\_\_

**APPLICANT CERTIFICATION**

I hereby request the action contained within this application relative to the property shown on the attached plats and site plan and further request that this item be placed on both the Planning Commission and Board of Commissioners agenda(s) for a public hearing.

I understand that the Planning & Development staff may either accept or reject my request upon review. My request will be rejected if all the necessary data is not presented.

I understand that I have the obligation to present all data necessary and required by statute to enable the Planning Commission and the Board of Commissioners to make an informed determination on my request. I will seek the advice of an attorney if I am not familiar with the zoning and land use requirements.

I understand that my request will be acted upon at the Planning Commission and Board of Commissioner hearings and that I am required to be present or to be represented by someone able to present all facts. I understand that failure to appear at a public hearing may result in the postponement or denial of my rezoning of special use application. I further understand that it is my responsibility to be aware of relevant public hearing dates and times regardless of notification from Dawson County.

I hereby certify that I have read the above and that the above information as well as the attached information is true and correct.

Signature Bill H. Hight III (Judd) Date 04-10-2019  
Witness Jasmine Wood Date 4.10.2019

---

**WITHDRAWAL**

*Notice: This section only to be completed if application is being withdrawn.*

I hereby withdraw application # \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

**Withdrawal of Application:**

Withdrawals of any application may be accommodated within the Planning & Development Department if requested before the Planning Commission agenda is set. Therefore, withdrawals may not be made after ten (10) days prior to the scheduled Planning Commission meeting hearing, unless accompanied by written request stating specific reasons for withdrawal. This withdrawal request is to be published in the legal organ prior to the meeting. Following the written request and publication the Planning Commission will vote to remove the item from the agenda at the scheduled hearing. Please note that should the withdrawal be denied, the item will receive deliberation and public hearing with a decision by the Planning Commission. Further, the applicant is encouraged to be present at the hearing to substantiate reasons for withdrawal. Please note that no refund of application fees may be made unless directed by the Board of Commissioners.

ZA 19.07

114 022 006  
TMP#: 114 022 007

List of Adjacent Property Owners

It is the responsibility of the Applicant to provide a list of adjacent property owners. This list must include the name and mailing address of anyone who has property touching your property or who has property directly across the street from your property.

**\*\*Please note this information should be obtained using the Tax Map & Parcel (TMP) listing for any parcel(s) adjoining or adjacent to the parcel where a variance or rezone is being requested.**

|                              | <u>Name</u>                       | <u>Address</u>                                      |
|------------------------------|-----------------------------------|---|
| TMP ALT 8308<br>114 022 005  | 1. Hughes, David, Rocky, Billy    | 244 Thompson Creek Park Rd<br>Dawsonville, GA 30534 |
| TMP ALT 15502<br>114 022 003 | 2. Hughes, David, Rocky, Billy    | 244 Thompson Creek Park Rd<br>Dawsonville, GA 30534 |
| TMP ALT 15450<br>114 003 005 | 3. Hughes - David, Rocky, Karen   | 244 Thompson Creek Park Rd<br>Dawsonville, GA 30534 |
| TMP 16172                    | 4. GA 400 Industrial Park         | 6840 Bennett Rd Cumming GA 30041                    |
| TMP 14676                    | 5. Etowah Water & Sewer Authority | 1162 Hwy 53E Dawsonville, GA 30534                  |
| TMP ALT 9276                 | 6. Hughes David, Rocky, Billy     | 244 Thompson Creek Park Rd<br>Dawsonville GA 30534  |
| TMP ALT 9692                 | 7. Hughes, Sara Phillips          | 7580 Hwy 53E Dawsonville, GA 30534                  |
| TMP ALT 9277                 | 8. Hughes, David James            | 250 West Broad St #805 Athens, GA 3060              |
| TMP 8307                     | 9. Byrd Elliott Properties        | 7342 Hwy 53E Dawsonville, GA 30534                  |
| TMP ALT 15505                | 10. Hughes - David, Rocky, Billy  | 244 Thompson Creek Park Rd Dawsonville<br>GA 30534  |
| TMP                          | 11.                               |   |
| TMP                          | 12.                               |   |
| TMP                          | 13.                               |   |
| TMP                          | 14.                               |   |
| TMP                          | 15.                               |   |

Use additional sheets if necessary.

# NOTICE OF RESIDENTIAL EXURBAN/AGRICULTURAL DISTRICT (R-A) ADJACENCY

Agricultural districts include uses of land primarily for active farming activities and result in odors, noise, dust and other effects, which may not be compatible with adjacent development. Future abutting developers in non RA land use districts shall be provided with this "Notice of RA Adjacency" prior to administrative action on either the land use district or the issuance of a building or occupancy permit.

Prior to administrative action the applicant shall be required to sign this waiver which indicates that the applicant understands that a use is ongoing adjacent to his use which will produce odors, noise, dust and other effects which may not be compatible with the applicant's development. Nevertheless, understanding the effects of the adjacent RA use, the applicant agrees by executing this form to waive any objection to those effects and understands that his district change and/or his permits are issued and processed in reliance on his agreement not to bring any action asserting that the adjacent uses in the RA district constitute a nuisance) against local governments and adjoining landowners whose property is located in an RA district.

This notice and acknowledgement shall be public record.

Applicant Signature: \_\_\_\_\_

Applicant Printed Name: \_\_\_\_\_

Application Number: \_\_\_\_\_

Date Signed: \_\_\_\_\_

Sworn and subscribed before me

this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
Notary Public

My Commission Expires: \_\_\_\_\_

{  
Notary Public Seal

NOT APPLICABLE



**DISCLOSURE OF CAMPAIGN CONTRIBUTIONS**  
**(APPLICANT(S) AND REPRESENTATIVE(S) OF REZONING)**

Pursuant to O.C.G.A. Section 36-67 A-3.A, the following disclosure is mandatory when an applicant or any representation of application for rezoning has been made within two (2) years immediately preceding the filing of the applicant's request for rezoning, campaign contributions aggregating \$250.00 or more to a local government official who will consider the application for rezoning.

It shall be the duty of the applicant and the attorney representing the applicant to file a disclosure with the governing authority of the respective local government showing the following:

1. Name of local official to whom campaign contribution was made:

NONE

2. The dollar amount and description of each campaign contribution made by the opponent to the local government official during the two (2) years immediately preceding the filing of the application for the rezoning action and the date of each such contribution.

Amount \$ \_\_\_\_\_ Date: \_\_\_\_\_

Enumeration and description of each gift when the total value of all gifts is \$250.00 or more made to the local government official during the two (2) years immediately preceding the filing of application for rezoning:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Signature of Applicant/Representative of Applicant:

\_\_\_\_\_ Date: \_\_\_\_\_

**BY NOT COMPLETING THIS FORM YOU ARE MAKING A STATEMENT THAT NO  
DISCLOSURE IS REQUIRED**

This form may be copied for each applicant. Please attach additional sheets if needed.

**PROPERTY OWNER AUTHORIZATION**

I/we, Billy G. Hughes, hereby swear that I/we own the property located at (fill in address and/or tax map & parcel #):

PARCEL ID 114 022 006

PARCEL ID 114 022 007

as shown in the tax maps and/or deed records of Dawson County, Georgia, and which parcel will be affected by this request.

I hereby authorize the person named below to act as the applicant or agent in pursuit of the rezoning requested on this property. I understand that any rezone granted, and/or conditions or stipulations placed on the property will be binding upon the property regardless of ownership. The under signer below is authorized to make this application. The under signer is aware that no application or reapplication affecting the same land shall be acted upon within six (6) months from the date of the last action by the Board of Commissioners.

Printed Name of applicant or agent: Billy G. Hughes III (Judd)  
Signature of applicant or agent: Billy G. Hughes III (Judd) Date: 4-10-19

\*\*\*\*\*

Printed Name of Owner(s): Billy G. Hughes  
Signature of Owner(s): Billy G. Hughes Date: 4-10-19  
Mailing address: 441 HERMAN JOSEBEE ROAD  
City, State, Zip: DAWSONVILLE, GA 30534  
Telephone Number: Listed (770) 530-0253  
Unlisted

Sworn and subscribed before me this 10 day of April, 2019.  
Deanna MCBayer  
Notary Public

My Commission Expires: \_\_\_\_\_

**DEANNA MCBAYER**  
NOTARY PUBLIC  
Dawson County  
State of Georgia }  
My Comm. Expires Aug. 7, 2022

(The complete names of all owners must be listed; if the owner is a partnership, the names of all partners must be listed; if a joint venture, the names of all members must be listed. If a separate sheet is needed to list all names, please identify as applicant or owner and have the additional sheet notarized also.)

## DRI INFORMATION

IF YOUR DEVELOPMENT FALLS WITHIN ANY OF THE FOLLOWING THRESHOLDS,  
PLEASE ASK PLANNING STAFF FOR DRI REVIEW CHECKLISTS.

**Table 1: Developments of Regional Impact - Tiers and Development Thresholds  
Effective January 1, 2005**

| Type of Development   | Non-metropolitan Regions (Dawson County status eff. 1/2005)   |
|---|---|
| (1) Office  | Greater than 125,000 gross square feet  |
| (2) Commercial  | Greater than 175,000 gross square feet  |
| (3) Wholesale & Distribution  | Greater than 175,000 gross square feet  |
| (4) Hospitals and Health Care Facilities  | Greater than 200 new beds; or generating more than 250 peak hour vehicle trips per day  |
| (5) Housing   | Greater than 125 new lots or units  |
| (6) Industrial  | Greater than 175,000 gross square feet; or employing more than 500 workers; or covering more than 125 acres   |
| (7) Hotels  | Greater than 250 rooms  |
| (8) Mixed Use   | Gross square feet greater than 125,000 (with residential units calculated at 1800 square feet per unit toward the total gross square footage); or covering more than 40 acres; or if any of the individual uses meets or exceeds a threshold as identified herein |
| (9) Airports  | Any new airport with a paved runway; or runway additions of more than 25% of existing runway length   |
| (10) Attractions & Recreational Facilities  | Greater than 1,500 parking spaces or a seating capacity of more than 6,000  |
| (11) Post-Secondary School  | New school with a capacity of more than 750 students, or expansion by at least 25 percent of capacity   |
| (12) Waste Handling Facilities  | New facility or expansion of use of an existing facility by 50 percent or more  |
| (13) Quarries, Asphalt & Cement Plants  | New facility or expansion of existing facility by more than 50 percent  |
| (14) Wastewater Treatment Facilities  | New facility or expansion of existing facility by more than 50 percent  |
| (15) Petroleum Storage Facilities   | Storage greater than 50,000 barrels if within 1,000 feet of any water supply; otherwise, storage capacity greater than 200,000 barrels  |
| (16) Water Supply Intakes/Reservoirs  | New Facilities  |
| (17) Intermodal Terminals   | New Facilities  |
| (18) Truck Stops  | A new facility with more than three diesel fuel pumps; or containing a half acre of truck parking or 10 truck parking spaces.   |
| (19) Any other development types not identified above (includes parking facilities) | 1000 parking spaces   |

**Dawson County, Georgia Board of Commissioners**  
**Affidavit for Issuance of a Public Benefit**  
**As Required by the Georgia Illegal Immigration Reform and Enforcement Act of 2011**

By executing this affidavit under oath, as an applicant for a Dawson County Business License, Out of County Business Registration, Alcohol License, or other public benefit as referenced in the Georgia Illegal Immigration Reform and Enforcement Act of 2011 [O.C.G.A. § 50-36-1(e)(2)], I am stating the following with respect to my application for such Dawson County public benefit.

- I am a United States citizen.
- I am a legal permanent resident of the United States. (FOR NON-CITIZENS)
- I am a qualified alien or non-immigrant under the Federal Immigration and Nationality Act with an alien number issued by the Department of Homeland Security or other federal immigration agency. (FOR NON-CITIZENS)

My alien number issued by the Department of Homeland Security or other federal immigration agency is:

\_\_\_\_\_

The undersigned applicant also hereby verifies that he or she is 18 years of age or older and has provided at least one secure and verifiable document, as required by O.C.G.A. § 50-36-1(e)(1), with this affidavit. (See reverse side of this affidavit for a list of secure and verifiable documents.)

The secure and verifiable document provided with this affidavit can best be classified as:

\_\_\_\_\_

In making the above representation under oath, I understand that any person who knowingly and willfully makes a false, fictitious, or fraudulent statement or representation in an affidavit shall be guilty of a violation of O.C.G.A. § 16-10-20 and face criminal penalties as allowed by such criminal statute.

Executed in Dawsonville (city), GA (state)  
Billy G. Hughes 4-10-2019  
Signature of Applicant Date  
Billy G. Hughes  
Printed Name Name of Business

SUBSCRIBED AND SWORN BEFORE ME ON

THIS 10 DAY OF April, 2019  
Deanna McBrayer Notary Public  
My Commission Expires: \_\_\_\_\_

**DEANNA MCBRAYER**  
NOTARY PUBLIC  
Dawson County  
State of Georgia  
My Comm. Expires Aug. 7, 2022  
(Notary Seal)

### Secure and Verifiable Documents Under O.C.G.A. § 50-36-2

The following list of secure and verifiable documents, published under the authority of O.C.G.A. § 50-36-2, contains documents that are verifiable for identification purposes, and documents on this list may not necessarily be indicative of residency or immigration status.

- A **United States Passport or Passport Card** [O.C.G.A. § 50-36-2(b)(3); 8 CFR § 274a.2]
- A **United States Military Identification card** [O.C.G.A. § 50-36-2(b)(3); 8 CFR § 274a.2]
- A **Driver's License** issued by one of the United States, the District of Columbia, the Commonwealth of Puerto Rico, Guam, the Commonwealth of the Northern Marianas Islands, the United States Virgin Island, American Samoa, or the Swain Islands, provided that it contains a photograph of the bearer or lists sufficient identifying information regarding the bearer, such as name, date of birth, gender, height, eye color, and address to enable the identification of the bearer [O.C.G.A. § 50-36-2(b)(3); 8 CFR § 274a.2]
- An **Identification Card** issued by one of the United States, the District of Columbia, the Commonwealth of Puerto Rico, Guam, the Commonwealth of the Northern Marianas Islands, the United States Virgin Island, American Samoa, or the Swain Islands, provided that it contains a photograph of the bearer or lists sufficient identifying information regarding the bearer, such as name, date of birth, gender, height, eye color, and address to enable the identification of the bearer [O.C.G.A. § 50-36-2(b)(3); 8 CFR § 274a.2]
- A **Tribal Identification Card** of a federally recognized Native American tribe, provided that it contains a photograph of the bearer or lists sufficient identifying information regarding the bearer, such as name, date of birth, gender, height, eye color, and address to enable the identification of the bearer. A listing of federally recognized Native American tribes may be found at:  
<http://www.bia.gov/WhoWeAre/BIA/OIS/TribalGovernmentServices/TribalDirectory/index.htm>  
[O.C.G.A. § 50-36-2(b)(3); 8 CFR § 274a.2]
- A **United States Permanent Resident Card or Alien Registration Receipt Card** [O.C.G.A. § 50-36-2(b)(3); 8 CFR § 274a.2]
- An **Employment Authorization Document** that contains a photograph of the bearer [O.C.G.A. § 50-36-2(b)(3); 8 CFR § 274a.2]
- A **Passport Issued by a Foreign Government** [O.C.G.A. § 50-36-2(b)(3); 8 CFR § 274a.2]
- A **Merchant Mariner Document or Merchant Mariner Credential** issued by the United States Coast Guard [O.C.G.A. § 50-36-2(b)(3); 8 CFR § 274a.2]
- A **Free and Secure Trade (FAST) card** [O.C.G.A. § 50-36-2(b)(3); 22 CFR § 41.2]
- A **NEXUS Card** [O.C.G.A. § 50-36-2(b)(3); 22 CFR § 41.2]
- A **Secure Electronic Network for Travelers Rapid Inspection (SENTRI) card** [O.C.G.A. § 50-36-2(b)(3); 22 CFR § 41.2]
- A **Driver's License issued by a Canadian Government Authority** [O.C.G.A. § 50-36-2(b)(3); 8 CFR § 274a.2]
- A **Certificate of Citizenship** issued by the United States Department of Citizenship and Immigration Services (USCIS) (Form N-560 or Form N-561) [O.C.G.A. § 50-36-2(b)(3); 6 CFR § 37.11]
- A **Certificate of Naturalization** issued by the United States Department of Citizenship and Immigration Services USCIS) (Form N-550 or Form N-570) [O.C.G.A. § 50-36-2(b)(3); 6 CFR § 37.11]

## Brian Metzler

---

**From:** Brian Metzler  
**Sent:** Wednesday, April 10, 2019 2:33 PM  
**To:** Ringle, Bill  
**Subject:** RE: Re-Zoning Application

Thanks, Bill for the quick response. We are not planning food service or nightly rentals.  
Best,  
Brian

BRIAN METZLER | MANAGING PARTNER

 P E N L E R 2964 PEACHTREE RD NW | STE 620  
ATLANTA, GA 30305  
770.367.5508 | [bmetzler@penler.com](mailto:bmetzler@penler.com)  
[www.penler.com](http://www.penler.com)

**From:** Ringle, Bill <Bill.Ringle@dph.ga.gov>  
**Sent:** Wednesday, April 10, 2019 2:29 PM  
**To:** Brian Metzler <bmetzler@penler.com>  
**Subject:** Re: Re-Zoning Application

Brian,

Thank you for getting in touch with me, but it doesn't look like there is going to be anything about this development that would fall under our regulatory scope (unless you are planning food service, or nightly rentals). As far as the sewer system, we only deal with domestic, on-site sewage management (septic tank & drainfield systems). All public sewer plans would be under the authority of the Georgia Environmental Protection Division. You can begin your contact with them with the Cartersville Office at 770-387-4900. They'll point you in the right direction.

Don't hesitate to contact me if you have any questions.

Thank you,

Bill

George W. "Bill" Ringle

Environmental Health Manager

Dawson County Environmental Health

189 Hwy 53 West

Suite 102

Dawsonville, GA 30534

phone 706-265-2930

fax 706-265-7529

---

**From:** Brian Metzler <[bmetzler@penler.com](mailto:bmetzler@penler.com)>

**Sent:** Wednesday, April 10, 2019 11:11:02 AM

**To:** Ringle, Bill

**Cc:** Brian Metzler

**Subject:** Re-Zoning Application

---

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

---

Bill Ringle (706-265-2930),

As a follow up to the voicemail I just left you. Please see the attached draft site plan. We met with Jameson a couple weeks ago and are going to submit for re-zoning for ~40 acres RMF asking for a 240 unit apartment project (6 units per acre). A narrative from our civil engineering team with a suggestion for how we might do utilities is below. I would like to connect with you to discuss further at your earliest convenience. Please let me know what might work best for you. Thanks, Brian

*There is an 8" water line in Dawson Forest Road. The Etowah Water and Sewer Authority is the provider. There will be a master meter for the development, but each dwelling unit will have its own private individual meter. Sanitary sewer will tie into the public sewer located on the north side of Dawson Forest Rd. We will likely design and install gravity sewer running from north to south near the creek and install a sewer lift station and force main to reach the existing sewer and lift station. If the existing lift station doesn't have capacity it will be upgraded.*

BRIAN METZLER | MANAGING PARTNER

 2964 PEACHTREE RD NW | STE 620  
ATLANTA, GA 30305  
770.367.5508 | [bmetzler@penler.com](mailto:bmetzler@penler.com)  
[www.penler.com](http://www.penler.com)

Printed: 4/10/2019 7:23:06 AM



**Official Tax Receipt**  
**Dawson County**  
**25 Justice Way, Suite 1222**  
**Dawsonville, GA 30534**  
**--Online Receipt--**

**Phone: (706) 344-3520**  
**Fax: (706) 344-3522**

| Trans No       | Property ID / District Description               | Original Due   | Interest & Penalty                   | Amount Due    | Amount Paid    | Transaction Balance |
|----------------|--|----------------|--------------------------------------|---------------|----------------|---------------------|
| 2018 - 7136    | 114 022 007 / 1<br>LL 403 LD 13-S<br>FMV: 222300 | \$77.68        | \$1.42<br>Fees:<br>\$0.00<br>\$12.50 | \$0.00        | \$91.60        | \$0.00              |
| <b>Totals:</b> |  | <b>\$77.68</b> | <b>\$13.92</b>                       | <b>\$0.00</b> | <b>\$91.60</b> | <b>\$0.00</b>       |

**Paid Date:** 3/28/2019

**Charge Amount:** \$91.60

HUGHES DAVID JAMES,  
 ROCKY PHILLIPS HUGHES &  
 BILLY G HUGHES JR  
 244 THOMPSON CREEK PK RD  
 DAWSONVILLE, GA 30534



Scan this code with your mobile phone to view this bill



Printed: 4/10/2019 7:24:54 AM



Official Tax Receipt  
 Dawson County  
 25 Justice Way, Suite 1222  
 Dawsonville, GA 30534  
 --Online Receipt--

Phone: (706) 344-3520  
 Fax: (706) 344-3522

| Trans No       | Property ID / District Description                    | Original Due    | Interest & Penalty                   | Amount Due    | Amount Paid     | Transaction Balance |
|----------------|---|-----------------|--------------------------------------|---------------|-----------------|---------------------|
| 2018 - 7135    | 114 022 006 / 1<br>LL 375 404 LD 13-S<br>FMV: 1629500 | \$332.34        | \$5.92<br>Fees:<br>\$0.00<br>\$62.50 | \$0.00        | \$400.76        | \$0.00              |
| <b>Totals:</b> |   | <b>\$332.34</b> | <b>\$68.42</b>                       | <b>\$0.00</b> | <b>\$400.76</b> | <b>\$0.00</b>       |

Paid Date: 3/28/2019

Charge Amount: \$400.76

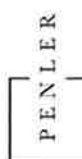
HUGHES DAVID JAMES,  
 ROCKY PHILLIPS HUGHES &  
 BILLY G HUGHES JR  
 244 THOMPSON CREEK PK RD  
 DAWSONVILLE, GA 30534



Scan this code with your  
 mobile phone to view this  
 bill



**DAWSON FOREST MULTIFAMILY**  
 DAWSONVILLE, GA  
 DENSITY STUDY • 04-04-2019





**DAWSON FOREST MULTIFAMILY**

DAWSONVILLE, GA

PROPERTY BOUNDARY • 04-10-2019

PEN2019-03



Letter of Intent Accompanying Dawson County Rezoning Application

April 12th, 2019

Parcel ID 114 022 006 & 114 022 007

The property is owned by brothers David, Rocky and Billy Hughes Jr. The applicant is Billy Hughes son, Billy "Judd" Hughes III. The subject site is bound by Dawson Forest Rd to the north, HWY 53 and Byrd Elliot Boat & RV Storage to the east and Thompson Creek to the south and west. The applicant is entering into a land purchase contract with Penler a multifamily developer based in Atlanta. The future land use for the subject is \_\_\_\_\_. The applicant requests a rezoning from RA (Residential Agricultural) to RMF (Residential Multi-Family) for parcel ID 114 022 006 & a portion of parcel ID 114 022 007. RMF zoning allows for 6 units per acre. The applicant is proposing a 240 unit rental apartment project and related amenities on 40 acres.

The apartment community will provide an additional much needed housing option for Dawson County residents. The project is luxury with attainably priced market rental rates with a near equal mix of one and two bedrooms and approximately 5% three bedrooms. The applicant doesn't expect many school aged children. The project will not be bond or tax credit financed. The project will provide high quality housing for the local employment base. The product will be direct unit entry "townhouse" style two story buildings. The homes will have direct entry and balconies. Some units will feature direct entry garages. The grounds will be professionally landscaped and maintained with a dog park, swimming pool and deck, ~4,000 sqft community clubhouse, fitness center, outdoor grilling areas and four open space park-like courtyards. Unit finishes will be "condo" quality with luxury finishes and interior upgrades.

There is an 8" water line in Dawson Forest Road. The Etowah Water and Sewer Authority is the provider. There will be a master meter for the development, but each dwelling unit will have its own private individual meter. Sanitary sewer will tie into the public sewer located on the north side of Dawson Forest Rd. We will likely design and install gravity sewer running from north to south near the creek and install a sewer lift station and force main to reach the existing sewer and lift station. If the existing lift station doesn't have capacity it will be upgraded.

There is strong demand for rental housing in this area. We think this high-quality project will be well received by the market and offer an incredible housing option for Dawson County residents.

**TRAFFIC IMPACT STUDY  
FOR  
DAWSON FOREST MULTIFAMILY RESIDENTIAL  
DEVELOPMENT**

**DAWSONVILLE, GEORGIA**



*Prepared for:*

**PENLER  
2964 Peachtree Road NW, suite 620  
Atlanta, GA 30305**

*Prepared By:*



**A&R Engineering Inc.**

2160 Kingston Court, Suite O  
Marietta, GA 30067  
Tel: (770) 690-9255 Fax: (770) 690-9210  
[www.areng.com](http://www.areng.com)

June 10, 2019  
A & R Project # 19-071

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| Figure 6 – Future Peak Hour Volumes .....  | 15          |
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## 1.0 INTRODUCTION

The purpose of this study is to determine the traffic impact that will result from the proposed 240-unit Dawson Forest multifamily residential development located on Dawson Forest Road in Dawsonville, Georgia. The traffic analysis evaluates the current operations compared to the future conditions with the traffic generated by the development.



The development proposes access at the following locations:

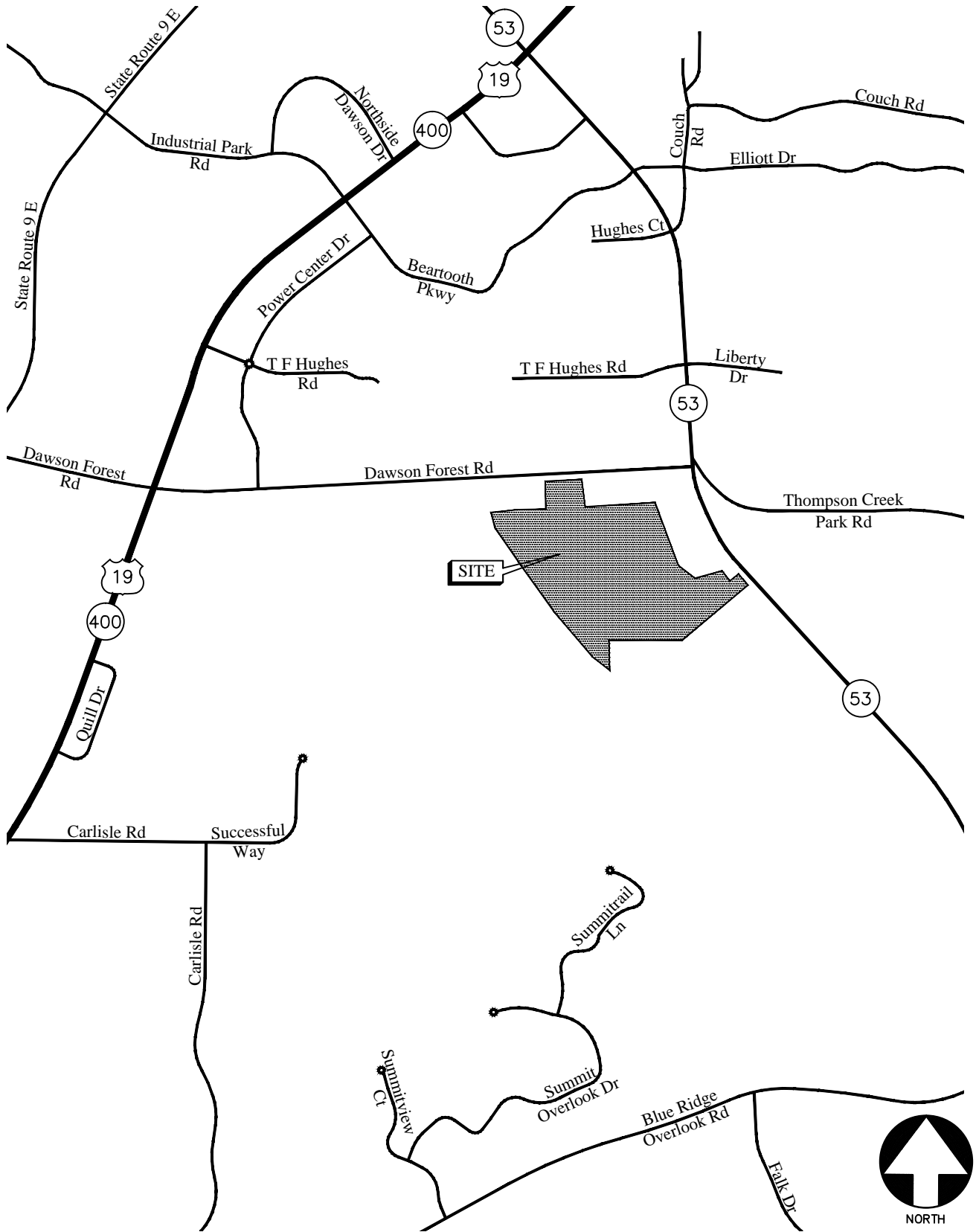
- Site Driveway 1: Full-access driveway on Dawson Forest Road
- Site Driveway 2: Exit-only driveway on SR 53

The AM and PM peak hours have been analyzed in this study. In addition to the site access points, this study includes the evaluation of traffic operations at the intersections of:

- GA 400 at Dawson Forest Road
- SR 53 at Dawson Forest Road / Thompson Creek Park Road

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





LOCATION MAP

FIGURE 1  
A&R Engineering Inc.

## **2.0 EXISTING FACILITIES / CONDITIONS**

### **2.1 Roadway Facilities**

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

#### **2.1.1 GA 400 (US 19)**

GA 400 is a north-south, four-lane, median-divided roadway with a posted speed limit of 55 mph in the vicinity of the site. GDOT traffic counts (Station ID's 085-0234 & 085-0236) indicate that the daily traffic volume on GA 400 in 2017 was 31,000 vehicles per day north of Lee Castleberry Road and 34,000 vehicles per day north of Donut Drive (N. Georgia Avenue). GDOT classifies GA 400 as an Urban Principal Arterial - Other roadway.

#### **2.1.2 State Route 53 (SR 53)**

SR 53 is a north-south, two-lane, undivided roadway in the vicinity of the site. SR 53 is posted with a speed limit of 55 mph south of U-Haul driveway located south of Dawson Forest Road, 45 mph between U-Haul driveway and T F Hughes Road / Liberty Drive and 35 mph north of T F Hughes Road / Liberty Drive. GDOT traffic counts (Station ID 085-0145) indicate that the daily traffic volume on SR 53 in 2017 was 15,000 vehicles per day north of Sundown Way. GDOT classifies SR 53 as an Urban Principal Arterial - Other roadway.

#### **2.1.3 Dawson Forest Road**

Dawson Forest Road is an east-west, two-lane, undivided roadway with a posted speed limit of 45 mph in the vicinity of the site. GDOT traffic counts (Station ID 085-0189) indicate that the daily traffic volume on Dawson Forest Road in 2017 was 4,300 vehicles per day west of SR 53. GDOT classifies Dawson Forest Road as an Urban Minor Collector roadway.

#### **2.1.4 Thompson Creek Park Road**

Thompson Creek Park Road is an east-west, two-lane, undivided roadway.

## 3.0 STUDY METHODOLOGY

In this study, the methodology used for evaluating traffic operations at each of the subject intersections is based on the criteria set forth in the Transportation Research Board's Highway Capacity Manual, 2010 edition (HCM 2010). Synchro software, which utilizes the HCM methodology, was used for the analysis. The following is a description of the methodology employed for the analysis of unsignalized and signalized intersections.

### 3.1 Unsignalized Intersections

For unsignalized intersections at which the side street or minor street is controlled by a stop sign, the criteria for evaluating traffic operations are the level-of-service (LOS) for the turning movements at the intersection and the level-of-service for the overall intersection. Level-of-service is based on the average controlled delay incurred at the intersection. Controlled delay for unsignalized intersections includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Several factors affect the controlled delay for unsignalized intersections, such as the availability and distribution of gaps in the conflicting traffic stream, critical gaps, and follow-up time for a vehicle in the queue.

Level-of-service is assigned a letter designation from "A" through "F". Level-of-service "A" indicates excellent operations with little delay to motorists, while level-of-service "F" exists when there are insufficient gaps of acceptable size to allow vehicles on the side street to cross safely, resulting in extremely long total delays and long queues. The level-of-service criteria for two-way stop-controlled and all-way stop-controlled (unsignalized) intersections are given in Table 1.

| <b>Level-of-service</b> | <b>Average Delay (sec)</b> |
|-------------------------|----------------------------|
| <b>A</b>                | ≤ 10                       |
| <b>B</b>                | > 10 and ≤ 15              |
| <b>C</b>                | > 15 and ≤ 25              |
| <b>D</b>                | > 25 and ≤ 35              |
| <b>E</b>                | > 35 and ≤ 50              |
| <b>F</b>                | > 50                       |

Source: 2010 Highway Capacity Manual

### 3.2 Signalized Intersections

For signalized intersections, it is necessary to evaluate both capacity and level-of-service in order to evaluate the overall operation of the intersection. The capacity analysis of an intersection is performed by comparing the volume of traffic using the various lane groups at the intersection to the capacity of those lane groups. This results in a volume/capacity (v/c) ratio for each lane group. A v/c ratio greater than 1.0 indicates that the volume of traffic has exceeded the capacity available, resulting in a temporary excess of demand. Although the capacity of the entire intersection is not defined, a composite v/c ratio for the sum of the critical lane groups within the intersection is computed. This composite v/c ratio is an indication of the overall intersection sufficiency.

Level-of-service for a signalized intersection is defined in terms of average controlled delay per vehicle, which is composed of initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The level-of-service criteria for signalized intersections, based on average controlled delay, are shown in Table 2. Level-of-service “A” indicates operations with very low controlled delay, while level-of-service “F” describes operations with extremely high average controlled delay. Level-of-service “E” is typically considered to be the limit of acceptable delay, and level-of-service “F” is considered unacceptable by most drivers.

| <b>TABLE 2 – LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS</b> |                                    |
|---|------------------------------------|
| <b>Level-of-service</b>   | <b>Average Control Delay (sec)</b> |
| <b>A</b>  | $\leq 10$                          |
| <b>B</b>  | $> 10$ and $\leq 20$               |
| <b>C</b>  | $> 20$ and $\leq 35$               |
| <b>D</b>  | $> 35$ and $\leq 55$               |
| <b>E</b>  | $> 55$ and $\leq 80$               |
| <b>F</b>  | $> 80$                             |

Source: 2010 Highway Capacity Manual

## 4.0 EXISTING TRAFFIC ANALYSIS

### 4.1 Existing Traffic Volumes

Existing traffic counts were obtained at the following study intersections:

- GA 400 at Dawson Forest Road
- SR 53 at Dawson Forest Road / Thompson Creek Park Road

Turning movement counts were collected on Wednesday, June 5, 2019. All turning movement counts were recorded during the AM and PM peak hours between 7:00am to 9:00am and 4:00pm to 6:00pm, respectively. The four consecutive 15-minute interval volumes that summed to produce the highest volume at the intersections were then determined. These volumes make up the peak hour traffic volumes for the intersections counted and are shown in Figure 2.

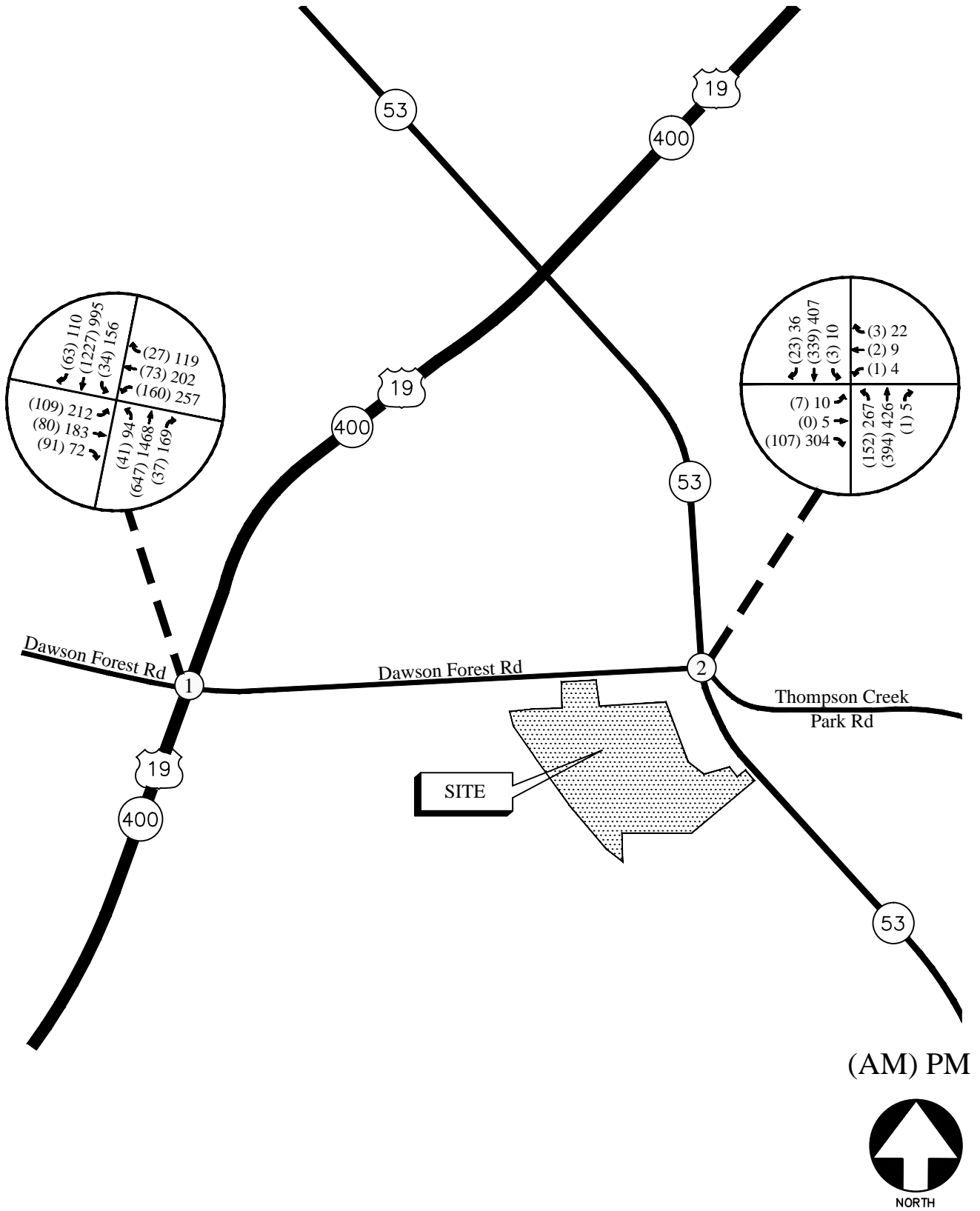
### 4.2 Existing Traffic Operations

Existing traffic operations were analyzed at the study intersections in accordance with the HCM methodology. A queue length analysis was also performed. The results of the analyses are shown in Tables 3 and 4. The existing traffic control and lane geometry for the intersections are shown in Figure 3.

| TABLE 3 – EXISTING INTERSECTION OPERATIONS |   |   |                        |                        |
|--|---|---|------------------------|------------------------|
| Intersection                               |   | Traffic Control                               | LOS (Delay)            |                        |
|  |   |   | AM Peak Hour           | PM Peak Hour           |
| 1  | <b><u>GA 400 @ Dawson Forest Rd</u></b>                         | Signalized                                    | <b><u>C (24.9)</u></b> | <b><u>D (41.5)</u></b> |
|  | -Eastbound Approach   |   | E (74.2)               | E (71.3)               |
|  | -Westbound Approach   |   | E (74.9)               | E (75.5)               |
|  | -Northbound Approach  |   | B (13.2)               | C (34.0)               |
|  | -Southbound Approach  |   | B (14.2)               | C (29.2)               |
| 2  | <b><u>SR 53 @ Dawson Forest Rd / Thompson Creek Park Rd</u></b> | Stop Controlled on<br>EB and WB<br>Approaches | B (10.8)               | C (17.5)               |
|  | -Eastbound Approach   |   | C (21.4)               | F (135.6)              |
|  | -Westbound Approach   |   | A (8.7)                | A (9.4)                |
|  | -Northbound Left  |   | A (8.2)                | A (8.3)                |
|  | -Southbound Left  |   |                        |                        |

The results of existing traffic operations analysis indicate that the signalized intersection of GA 400 at Dawson Forest Road is operating at level of service “D” or better in both the AM and PM peak hours. The stop-controlled westbound (Thompson Creek Park Road) approach to the un-signalized intersection of SR 53 at Dawson Forest Road / Thompson Creek Park Road is operating at level-of-service “F” in the PM peak hour. These areas are addressed in the Future Traffic Operations section.

As a “System Improvement”, we recommend re-striping of the westbound approach (Thompson Creek Park Road) to improve safety at the intersection of SR 53 at Dawson Forest Road/Thompson Creek Park Road. A concept plan showing the recommended striping is included in Appendix.






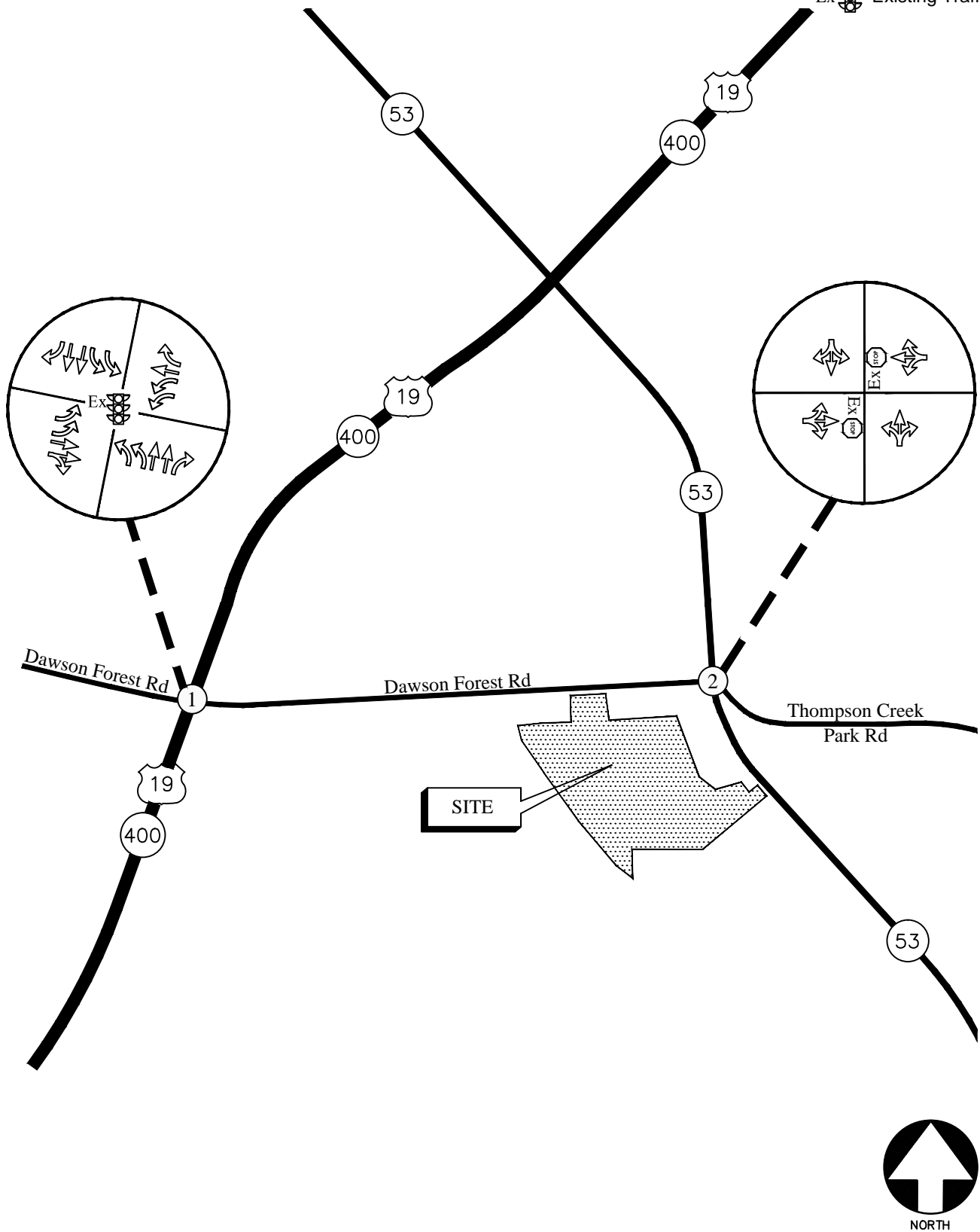
EXISTING WEEKDAY PEAK-HOUR VOLUMES

FIGURE 2

A&R Engineering Inc.

**LEGEND**

- Ex  Existing Signed Approach
-  Existing Lane Geometry
- Ex  Existing Traffic Signal



EXISTING TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 3

A&R Engineering Inc.

## 5.0 PROPOSED DEVELOPMENT

The proposed 240-unit Dawson Forest multifamily residential site will be located on Dawson Forest Road in Dawsonville, Georgia.

The development proposes access at the following locations:

- Site Driveway 1: Full-access driveway on Dawson Forest Road
- Site Driveway 2: Exit-only driveway on SR 53

A site plan is shown in Figure 4.

### 5.1 Trip Generation

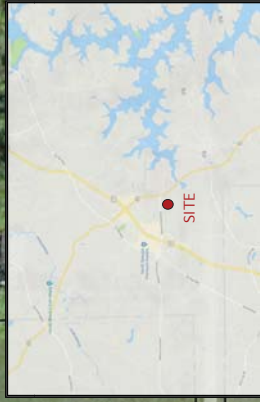
Trip generation estimates for the project were based on the rates and equations published in the 10th edition of the Institute of Transportation Engineers (ITE) Trip Generation report. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation was based on the following ITE Land Use: 220 – Multifamily Housing (Low-Rise). The calculated total trip generation for the proposed development is shown in Table 4.

| Land Use                                 | Size      | AM Peak Hour |      |       | PM Peak Hour |      |       | 24 Hr |
|--|-----------|--------------|------|-------|--------------|------|-------|-------|
|  |           | Enter        | Exit | Total | Enter        | Exit | Total | 2-way |
| ITE 220 – Multifamily Housing (Low-Rise) | 240 Units | 25           | 85   | 110   | 81           | 48   | 129   | 1,774 |

### 5.2 Trip Distribution

The trip distribution describes how traffic arrives and departs from the site. An overall trip distribution was developed for the site based on a review of the existing travel patterns in the area and the locations of major roadways and highways that will serve the development. The site-generated peak hour traffic volumes, shown in Table 4, were assigned to the study area intersections based on this distribution. The outer-leg distribution and AM and PM peak hour new traffic generated by the site are shown in Figure 5.



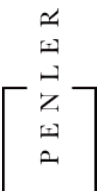


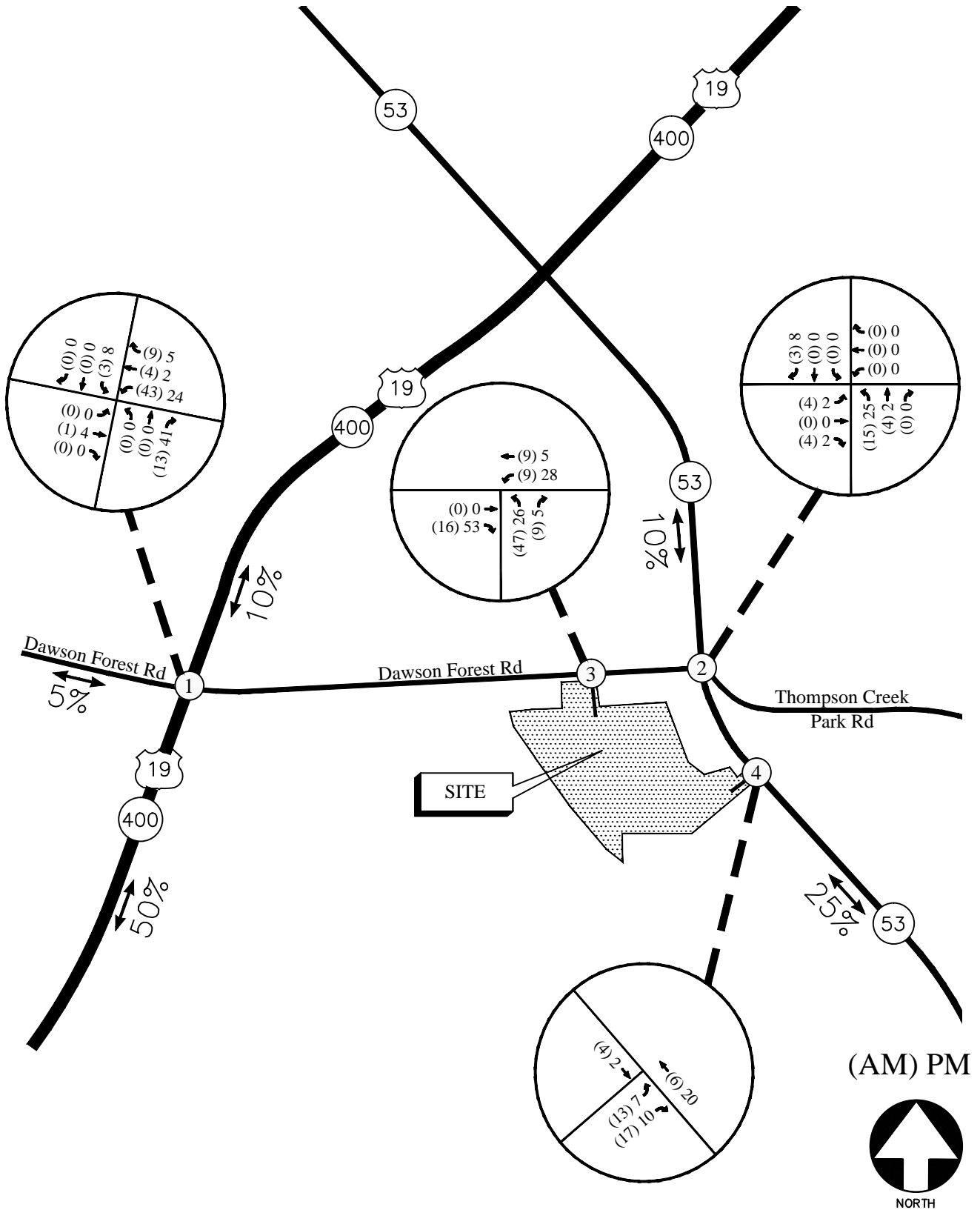
| DAWSON FOREST MULTIFAMILY    |            |
|------------------------------|------------|
| SITE DATA                    |            |
| EXISTING ZONING              | RA         |
| PROPOSED ZONING              | RWF        |
| TOTAL DEVELOPMENT            | 40.0 AC    |
| BUILDING DATA                |            |
| 2 LEVELS TYPE VA MULTIFAMILY | 240 UNITS  |
| 11 RESIDENTIAL BUILDINGS     | 240 UNITS  |
| TOTAL UNIT COUNT             | 240 UNITS  |
| DEVELOPMENT DENSITY          | 6 UNITS/AC |



**DAWSON FOREST MULTIFAMILY**  
 DAWSONVILLE, GA  
 DENSITY STUDY • 04-10-2019

PEN/2019/03





TRIP DISTRIBUTION AND SITE-GENERATED  
WEEKDAY PEAK HOUR VOLUMES

FIGURE 5  
A&R Engineering Inc.

## 6.0 FUTURE TRAFFIC ANALYSIS

The future traffic operations are analyzed for the “Build” conditions. This provides a basis of reference for determining both the contribution of the site to overall traffic conditions and the additional improvements needed to provide sufficient site access and capacity for passing traffic. System Improvements address deficiencies that are found within the existing road network prior to any impacts from the proposed development’s added traffic. Note that survey and construction drawings would be needed to verify the feasibility and extent of additional right-of-way required for any recommended improvements.

### 6.1.1 Future Traffic Volumes

In order to evaluate future traffic operations in this area, a projection of normal traffic growth was applied to the existing volumes. The Georgia Department of Transportation (GDOT) recorded average daily traffic (ADT) volumes at several locations in the vicinity of the site. Reviewing the growth over the last three years revealed growth of approximately 3% in the area. This growth factor was applied to the existing traffic volumes between collector and arterial roadways in order to estimate the future year traffic volumes prior to the addition of site-generated traffic. The additional traffic volumes from the site (Figure 5) were added to these resulting future volumes on the roadway prior to construction of the site to calculate the future traffic volumes after the construction of the development. These total future traffic volumes (Figure 6) were used to evaluate the future condition, which includes the projected site traffic.

### 6.1.2 Site Access Configuration

The site plan shows the following access configuration for the proposed site driveway intersections:

- Site Driveway 1: Full-access driveway on Dawson Forest Road
  - This driveway is proposed to consist of one entering and one exiting lane. The northbound (driveway) approach is proposed to have a shared left / right-turn lane for exiting traffic.
  - The intersection is proposed to be un-signalized with a STOP sign on the northbound approach.
  - Entering left-turn movements are proposed to be made from westbound through lane.
  - Entering right-turn movements are proposed to be made from eastbound through lane.
- Site Driveway 2: Exit-only driveway on SR 53
  - This driveway is proposed to consist of one exiting lane. The eastbound (driveway) approach is proposed to have a shared left / right-turn lane for exiting traffic.
  - The intersection is proposed to be un-signalized with a STOP sign on the eastbound approach.

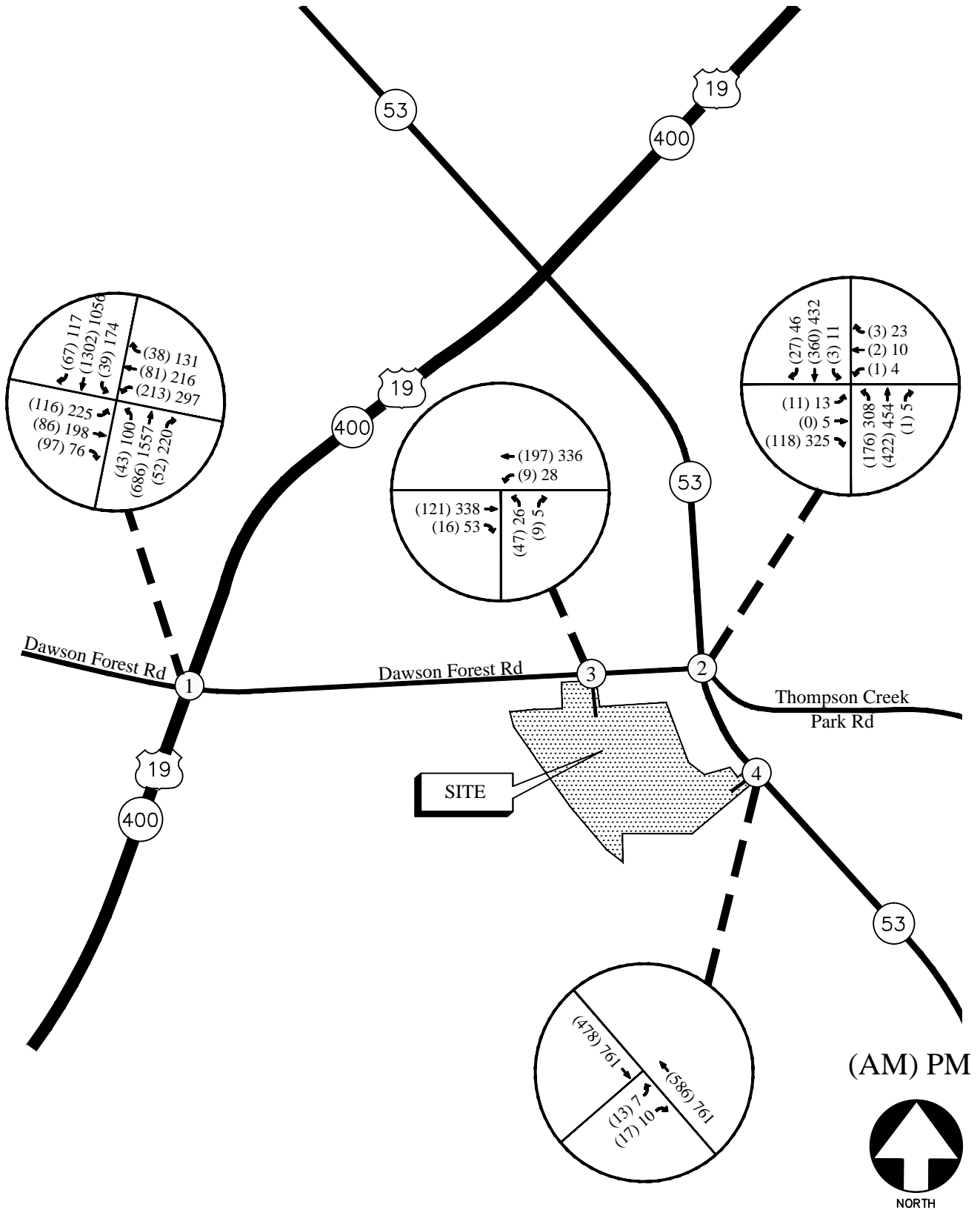
### 6.1.3 Future Traffic Operations

The results of the future traffic operations at the study intersections evaluated using the future volumes (Figure 6) are given in Table 5. Recommendations on traffic control and lane geometry are shown graphically in Figure 7.

**TABLE 5 – FUTURE INTERSECTION OPERATIONS**

| Intersection |   | Traffic Control                         | LOS (Delay)            |                        |
|--------------|---|---|------------------------|------------------------|
|              |   |   | AM Peak Hour           | PM Peak Hour           |
| 1            | <b><u>GA 400 @ Dawson Forest Rd</u></b>                         | Signalized                              | <b><u>C (27.3)</u></b> | <b><u>D (45.8)</u></b> |
|              | -Eastbound Approach   |   | E (74.8)               | E (72.2)               |
|              | -Westbound Approach   |   | E (74.1)               | E (77.5)               |
|              | -Northbound Approach  |   | B (14.3)               | D (40.7)               |
|              | -Southbound Approach  |   | B (16.4)               | C (32.0)               |
| 2            | <b><u>SR 53 @ Dawson Forest Rd / Thompson Creek Park Rd</u></b> | Stop Controlled on EB and WB Approaches | B (13.0)               | E (42.4)               |
|              | -Eastbound Approach   |   | D (25.4)               | F (329.9)              |
|              | -Westbound Approach   |   | A (8.9)                | A (9.8)                |
|              | -Northbound Left  |   | A (8.3)                | A (8.4)                |
|              | -Southbound Left  |   |                        |                        |
| 3            | <b><u>Dawson Forest Rd @ Site Drwy 1</u></b>                    | Stop Controlled on NB Approach          | A (7.5)                | A (8.8)                |
|              | -Westbound Left   |   | B (12.7)               | E (38.7)               |
|              | -Northbound Approach  |   |                        |                        |
| 4            | <b><u>SR 53 @ Site Drwy 2 (Exit-Only)</u></b>                   | Stop Controlled on EB Approach          | C (17.8)               | D (26.5)               |

The results of future traffic operations analysis indicate that the signalized intersection of GA 400 at Dawson Forest Road continues to operate at level of service “D” or better in both the AM and PM peak hours. The stop-controlled westbound (Thompson Creek Park Road) approach to the un-signalized intersection of SR 53 at Dawson Forest Road / Thompson Creek Park Road continues to operate at level-of-service “F” in the PM peak hour. Delays are caused by side-street wait times to turn left onto the mainline. As the intersection does not likely warrant construction of a signal to improve side-street delays, no additional improvements will aid left turn vehicles. Also, as it is not unusual for stop-controlled site-streets along arterial roadways to have elevated delays during peak periods, no changes have been recommended other than the re-striping of the westbound approach to the intersection, as mentioned in “Recommendations for System Improvements” in Conclusions section.




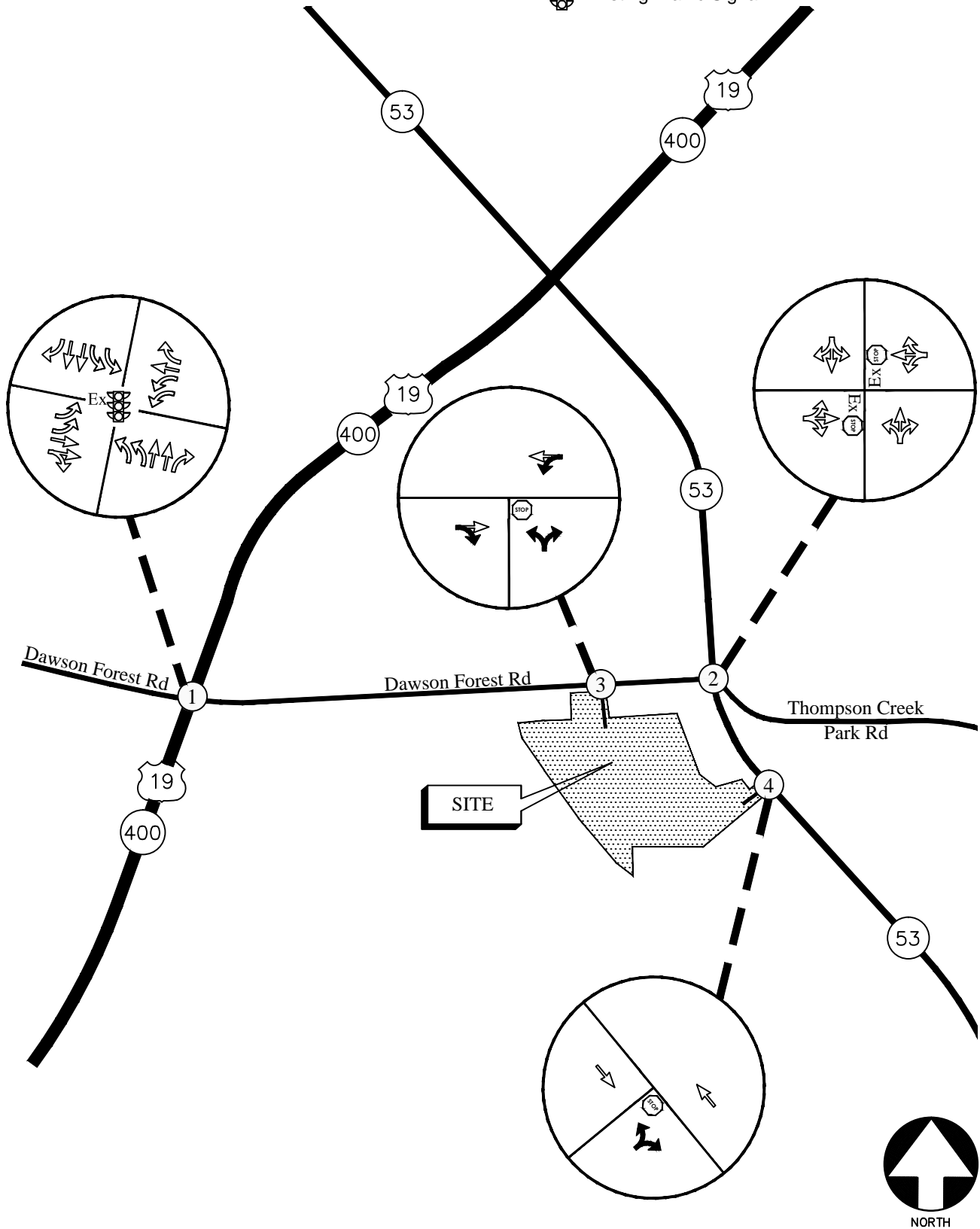
FUTURE (BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 6

A&R Engineering Inc.

**LEGEND**

- Ex  Existing Signed Approach
-  Existing Lane Geometry
- Ex  Existing Traffic Signal
-  Proposed Signed Approach
-  Proposed Lane Geometry



FUTURE TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 7

A&R Engineering Inc.

## 7.0 CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts were evaluated for the added traffic from the proposed 240-unit Dawson Forest multifamily residential development that will be located on Dawson Forest Road in Dawsonville, Georgia.

The development proposes one full-access driveway on Dawson Forest Road and one exit-only driveway on SR 53. Existing and future operations after completion of the project were analyzed at the intersections of:

- GA 400 at Dawson Forest Road
- SR 53 at Dawson Forest Road / Thompson Creek Park Road

The analysis included the evaluation of Future operations for “Build” conditions which account for increases in annual growth of through traffic. The results of the analysis are listed below:

The results of future traffic operations analysis indicate that the signalized intersection of GA 400 at Dawson Forest Road continues to operate at level of service “D” or better in both the AM and PM peak hours. The stop-controlled westbound (Thompson Creek Park Road) approach to the un-signalized intersection of SR 53 at Dawson Forest Road / Thompson Creek Park Road continues to operate at level-of-service “F” in the PM peak hour. Delays are caused by side-street wait times to turn left onto the mainline. As the intersection does not likely warrant construction of a signal to improve side-street delays, no additional improvements will aid left turn vehicles. Also, as it is not unusual for stop-controlled site-streets along arterial roadways to have elevated delays during peak periods, no changes have been recommended.

### 7.1 Site Access Configuration

The following access configuration is recommended for the site driveway intersections.

- Site Driveway 1: Full-access driveway on Dawson Forest Road
  - This driveway is recommended to consist of one entering and one exiting lane. The northbound (driveway) approach is recommended to have a shared left / right-turn lane for exiting traffic.
  - The intersection is recommended to be un-signalized with a STOP sign on the northbound approach.
  - Entering left-turn movements are recommended to be made from the westbound through lane. A dedicated left-turn lane is not warranted (See Appendix for details).
  - Entering right-turn movements are recommended to be made from the eastbound through lane. A deceleration lane is not warranted (See Appendix for details).
- Site Driveway 2: Exit-only driveway on SR 53
  - This driveway is recommended to consist of one exiting lane. The eastbound (driveway) approach is recommended to have a shared left / right-turn lane for exiting traffic.
  - The intersection is recommended to be un-signalized with a STOP sign on the eastbound approach.

## **7.2 Sight Distance**

The exact locations and grades on the driveways should be designed such that adequate sight distance is available to motorists entering and exiting the site.

## **7.3 Recommendations for “System Improvements”**

We recommend re-striping of the westbound approach (Thompson Creek Park Road) to improve safety at the intersection of SR 53 at Dawson Forest Road/Thompson Creek Park Road. A concept plan showing the recommended striping is included in Appendix.



## Appendix

|  |
|--|
| Existing Intersection Traffic Counts ..... |
| Linear Regression of Daily Traffic.....    |
| Existing Intersection Analysis.....        |
| Concept Showing System Improvements .....  |
| AASHTO Left Turn Lane Analysis.....        |
| NCHRP 457 Right Turn Lane Analysis.....    |
| Future “Build” Intersection Analysis.....  |
| Traffic Volume Worksheets .....            |

**EXISTING INTERSECTION TRAFFIC COUNTS**

# A & R Engineering, Inc.

2160 Kingston Court, Suite 'O',  
Marietta, GA 30067

TMC Data  
SR 53 @ Dawson Forest Rd / Thompson  
Creek Park Rd  
7-9 am | 4-6 pm

File Name : 20190107  
Site Code : 20190107  
Start Date : 6/5/2019  
Page No : 1

### Groups Printed- Cars, Trucks & Buses

| Start Time         | SR 53 Northbound |             |           |             | SR 53 Southbound |             |            |             | Dawson Forest Rd Eastbound |           |            |            | Thompson Creek Park Rd Westbound |           |           |            | Int. Total  |
|--------------------|------------------|-------------|-----------|-------------|------------------|-------------|------------|-------------|----------------------------|-----------|------------|------------|----------------------------------|-----------|-----------|------------|-------------|
|                    | Left             | Thru        | Right     | App. Total  | Left             | Thru        | Right      | App. Total  | Left                       | Thru      | Right      | App. Total | Left                             | Thru      | Right     | App. Total |             |
| 07:00 AM           | 29               | 74          | 1         | 104         | 0                | 82          | 5          | 87          | 0                          | 0         | 41         | 41         | 1                                | 0         | 2         | 3          | 235         |
| 07:15 AM           | 36               | 90          | 0         | 126         | 1                | 97          | 4          | 102         | 4                          | 0         | 26         | 30         | 0                                | 1         | 0         | 1          | 259         |
| 07:30 AM           | 47               | 107         | 0         | 154         | 1                | 74          | 5          | 80          | 0                          | 0         | 27         | 27         | 0                                | 0         | 3         | 3          | 264         |
| 07:45 AM           | 32               | 110         | 1         | 143         | 1                | 81          | 5          | 87          | 2                          | 0         | 28         | 30         | 0                                | 1         | 0         | 1          | 261         |
| <b>Total</b>       | <b>144</b>       | <b>381</b>  | <b>2</b>  | <b>527</b>  | <b>3</b>         | <b>334</b>  | <b>19</b>  | <b>356</b>  | <b>6</b>                   | <b>0</b>  | <b>122</b> | <b>128</b> | <b>1</b>                         | <b>2</b>  | <b>5</b>  | <b>8</b>   | <b>1019</b> |
| 08:00 AM           | 37               | 87          | 0         | 124         | 0                | 87          | 9          | 96          | 1                          | 0         | 26         | 27         | 1                                | 0         | 0         | 1          | 248         |
| 08:15 AM           | 28               | 54          | 0         | 82          | 0                | 70          | 2          | 72          | 4                          | 2         | 24         | 30         | 0                                | 2         | 2         | 4          | 188         |
| 08:30 AM           | 38               | 86          | 0         | 124         | 2                | 69          | 6          | 77          | 2                          | 0         | 27         | 29         | 0                                | 0         | 1         | 1          | 231         |
| 08:45 AM           | 32               | 86          | 0         | 118         | 1                | 65          | 7          | 73          | 1                          | 0         | 33         | 34         | 1                                | 0         | 1         | 2          | 227         |
| <b>Total</b>       | <b>135</b>       | <b>313</b>  | <b>0</b>  | <b>448</b>  | <b>3</b>         | <b>291</b>  | <b>24</b>  | <b>318</b>  | <b>8</b>                   | <b>2</b>  | <b>110</b> | <b>120</b> | <b>2</b>                         | <b>2</b>  | <b>4</b>  | <b>8</b>   | <b>894</b>  |
| *** BREAK ***      |                  |             |           |             |                  |             |            |             |                            |           |            |            |                                  |           |           |            |             |
| 04:00 PM           | 51               | 110         | 0         | 161         | 0                | 102         | 9          | 111         | 5                          | 0         | 74         | 79         | 0                                | 1         | 2         | 3          | 354         |
| 04:15 PM           | 44               | 87          | 2         | 133         | 0                | 107         | 11         | 118         | 6                          | 0         | 70         | 76         | 0                                | 0         | 0         | 0          | 327         |
| 04:30 PM           | 47               | 108         | 1         | 156         | 3                | 81          | 6          | 90          | 5                          | 2         | 59         | 66         | 0                                | 0         | 4         | 4          | 316         |
| 04:45 PM           | 54               | 97          | 0         | 151         | 4                | 109         | 10         | 123         | 4                          | 4         | 80         | 88         | 0                                | 0         | 3         | 3          | 365         |
| <b>Total</b>       | <b>196</b>       | <b>402</b>  | <b>3</b>  | <b>601</b>  | <b>7</b>         | <b>399</b>  | <b>36</b>  | <b>442</b>  | <b>20</b>                  | <b>6</b>  | <b>283</b> | <b>309</b> | <b>0</b>                         | <b>1</b>  | <b>9</b>  | <b>10</b>  | <b>1362</b> |
| 05:00 PM           | 59               | 103         | 0         | 162         | 5                | 94          | 5          | 104         | 1                          | 1         | 80         | 82         | 0                                | 0         | 5         | 5          | 353         |
| 05:15 PM           | 67               | 108         | 3         | 178         | 3                | 101         | 12         | 116         | 4                          | 2         | 86         | 92         | 3                                | 6         | 7         | 16         | 402         |
| 05:30 PM           | 69               | 111         | 1         | 181         | 1                | 113         | 6          | 120         | 4                          | 0         | 72         | 76         | 1                                | 1         | 4         | 6          | 383         |
| 05:45 PM           | 72               | 104         | 1         | 177         | 1                | 99          | 13         | 113         | 1                          | 2         | 66         | 69         | 0                                | 2         | 6         | 8          | 367         |
| <b>Total</b>       | <b>267</b>       | <b>426</b>  | <b>5</b>  | <b>698</b>  | <b>10</b>        | <b>407</b>  | <b>36</b>  | <b>453</b>  | <b>10</b>                  | <b>5</b>  | <b>304</b> | <b>319</b> | <b>4</b>                         | <b>9</b>  | <b>22</b> | <b>35</b>  | <b>1505</b> |
| <b>Grand Total</b> | <b>742</b>       | <b>1522</b> | <b>10</b> | <b>2274</b> | <b>23</b>        | <b>1431</b> | <b>115</b> | <b>1569</b> | <b>44</b>                  | <b>13</b> | <b>819</b> | <b>876</b> | <b>7</b>                         | <b>14</b> | <b>40</b> | <b>61</b>  | <b>4780</b> |
| Apprch %           | 32.6             | 66.9        | 0.4       |             | 1.5              | 91.2        | 7.3        |             | 5                          | 1.5       | 93.5       |            | 11.5                             | 23        | 65.6      |            |             |
| Total %            | 15.5             | 31.8        | 0.2       | 47.6        | 0.5              | 29.9        | 2.4        | 32.8        | 0.9                        | 0.3       | 17.1       | 18.3       | 0.1                              | 0.3       | 0.8       | 1.3        |             |

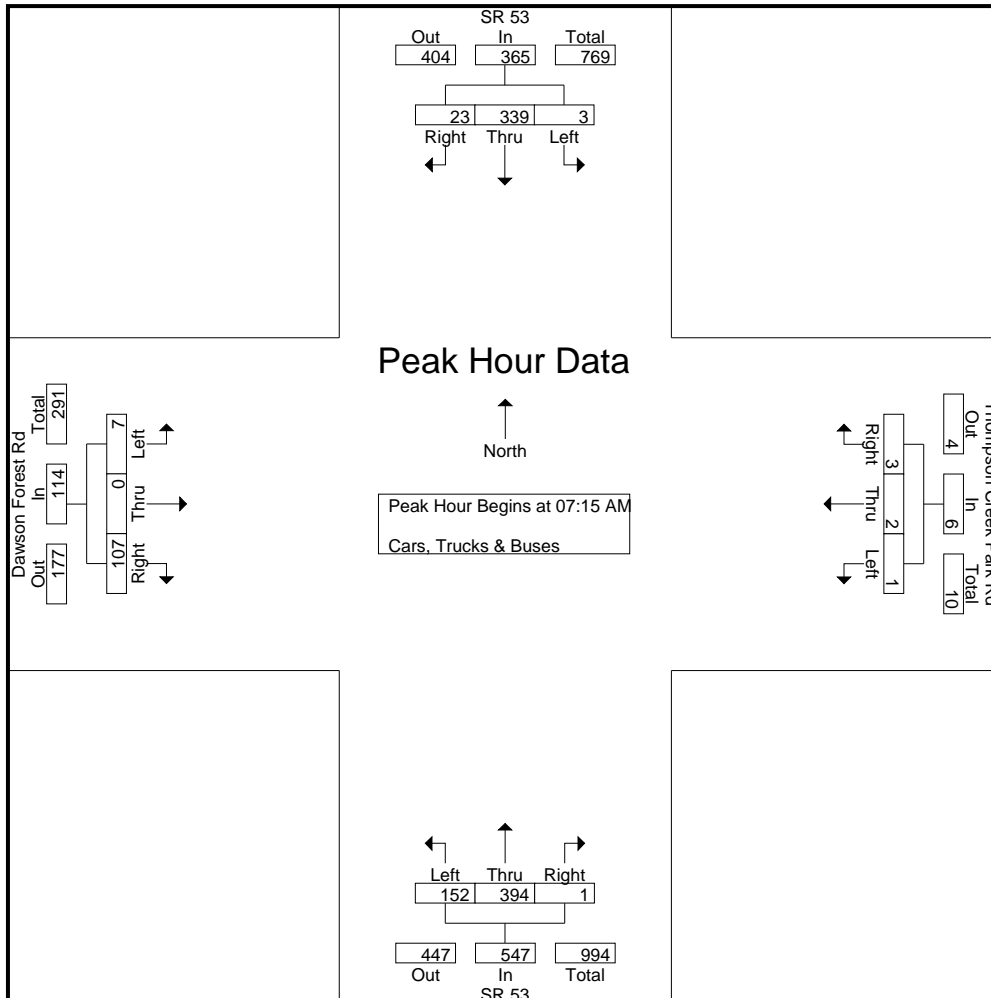
# A & R Engineering, Inc.

2160 Kingston Court, Suite 'O',  
Marietta, GA 30067

TMC Data  
SR 53 @ Dawson Forest Rd / Thompson  
Creek Park Rd  
7-9 am | 4-6 pm

File Name : 20190107  
Site Code : 20190107  
Start Date : 6/5/2019  
Page No : 2

| Start Time   | SR 53 Northbound |      |       |            | SR 53 Southbound |      |       |            | Dawson Forest Rd Eastbound |      |       |            | Thompson Creek Park Rd Westbound |      |       |            | Int. Total |
|--|------------------|------|-------|------------|------------------|------|-------|------------|----------------------------|------|-------|------------|----------------------------------|------|-------|------------|------------|
|  | Left             | Thru | Right | App. Total | Left             | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Left                             | Thru | Right | App. Total |            |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 |                  |      |       |            |                  |      |       |            |                            |      |       |            |                                  |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                  |      |       |            |                  |      |       |            |                            |      |       |            |                                  |      |       |            |            |
| 07:15 AM   | 36               | 90   | 0     | 126        | 1                | 97   | 4     | 102        | 4                          | 0    | 26    | 30         | 0                                | 1    | 0     | 1          | 259        |
| 07:30 AM   | 47               | 107  | 0     | 154        | 1                | 74   | 5     | 80         | 0                          | 0    | 27    | 27         | 0                                | 0    | 3     | 3          | 264        |
| 07:45 AM   | 32               | 110  | 1     | 143        | 1                | 81   | 5     | 87         | 2                          | 0    | 28    | 30         | 0                                | 1    | 0     | 1          | 261        |
| 08:00 AM   | 37               | 87   | 0     | 124        | 0                | 87   | 9     | 96         | 1                          | 0    | 26    | 27         | 1                                | 0    | 0     | 1          | 248        |
| Total Volume   | 152              | 394  | 1     | 547        | 3                | 339  | 23    | 365        | 7                          | 0    | 107   | 114        | 1                                | 2    | 3     | 6          | 1032       |
| % App. Total   | 27.8             | 72   | 0.2   |            | 0.8              | 92.9 | 6.3   |            | 6.1                        | 0    | 93.9  |            | 16.7                             | 33.3 | 50    |            |            |
| PHF  | .809             | .895 | .250  | .888       | .750             | .874 | .639  | .895       | .438                       | .000 | .955  | .950       | .250                             | .500 | .250  | .500       | .977       |



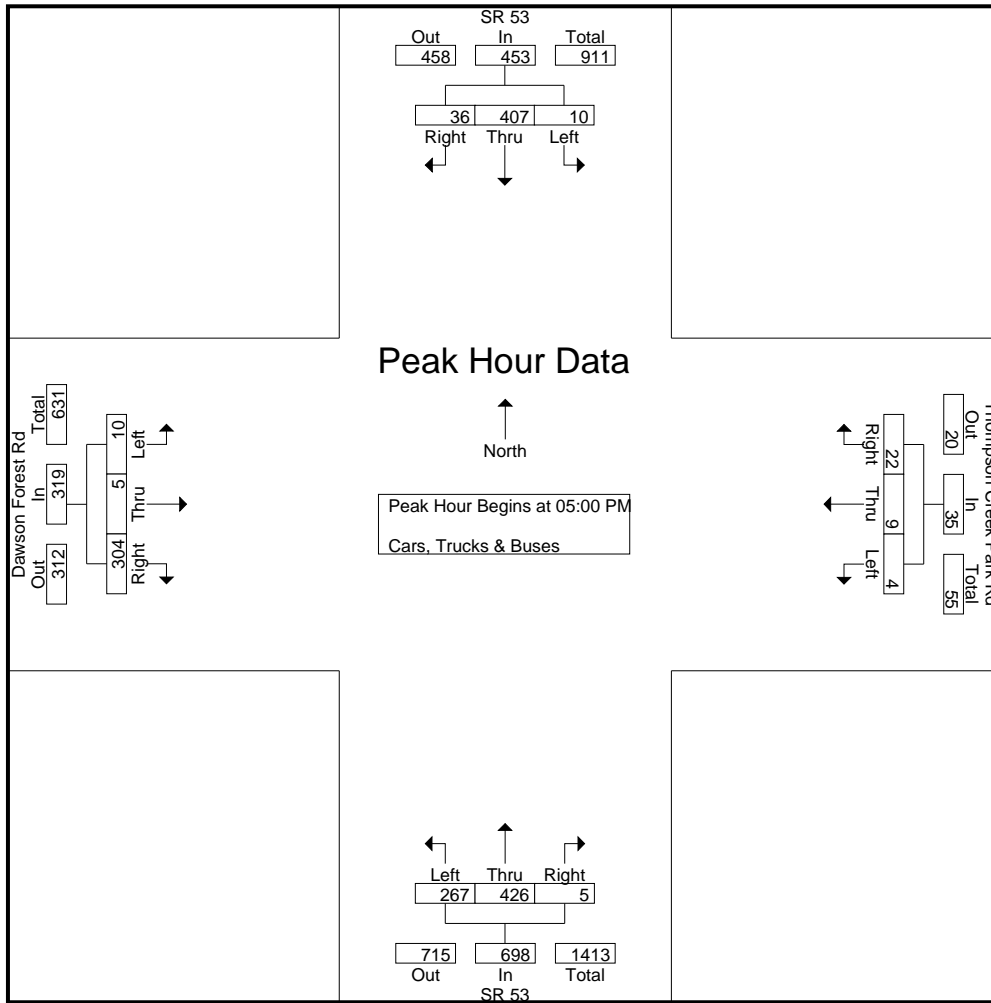
# A & R Engineering, Inc.

2160 Kingston Court, Suite 'O',  
Marietta, GA 30067

TMC Data  
SR 53 @ Dawson Forest Rd / Thompson  
Creek Park Rd  
7-9 am | 4-6 pm

File Name : 20190107  
Site Code : 20190107  
Start Date : 6/5/2019  
Page No : 3

| Start Time   | SR 53 Northbound |      |       |            | SR 53 Southbound |      |       |            | Dawson Forest Rd Eastbound |      |       |            | Thompson Creek Park Rd Westbound |      |       |            | Int. Total |
|--|------------------|------|-------|------------|------------------|------|-------|------------|----------------------------|------|-------|------------|----------------------------------|------|-------|------------|------------|
|  | Left             | Thru | Right | App. Total | Left             | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Left                             | Thru | Right | App. Total |            |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 |                  |      |       |            |                  |      |       |            |                            |      |       |            |                                  |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 05:00 PM       |                  |      |       |            |                  |      |       |            |                            |      |       |            |                                  |      |       |            |            |
| 05:00 PM   | 59               | 103  | 0     | 162        | 5                | 94   | 5     | 104        | 1                          | 1    | 80    | 82         | 0                                | 0    | 5     | 5          | 353        |
| 05:15 PM   | 67               | 108  | 3     | 178        | 3                | 101  | 12    | 116        | 4                          | 2    | 86    | 92         | 3                                | 6    | 7     | 16         | 402        |
| 05:30 PM   | 69               | 111  | 1     | 181        | 1                | 113  | 6     | 120        | 4                          | 0    | 72    | 76         | 1                                | 1    | 4     | 6          | 383        |
| 05:45 PM   | 72               | 104  | 1     | 177        | 1                | 99   | 13    | 113        | 1                          | 2    | 66    | 69         | 0                                | 2    | 6     | 8          | 367        |
| Total Volume   | 267              | 426  | 5     | 698        | 10               | 407  | 36    | 453        | 10                         | 5    | 304   | 319        | 4                                | 9    | 22    | 35         | 1505       |
| % App. Total   | 38.3             | 61   | 0.7   |            | 2.2              | 89.8 | 7.9   |            | 3.1                        | 1.6  | 95.3  |            | 11.4                             | 25.7 | 62.9  |            |            |
| PHF  | .927             | .959 | .417  | .964       | .500             | .900 | .692  | .944       | .625                       | .625 | .884  | .867       | .333                             | .375 | .786  | .547       | .936       |



# A & R Engineering, Inc.

2160 Kingston Court, Suite 'O',  
Marietta, GA 30067

TMC Data  
US 19/SR 400 @ Dawson Forest Rd  
7-9 am | 4-6 pm

File Name : 20190108 - without U-Turn  
Site Code : 20190108  
Start Date : 6/5/2019  
Page No : 1

### Groups Printed- Cars, Trucks & Buses

| Start Time         | US 19/SR 400 Northbound |             |            |             | US 19/SR 400 Southbound |             |            |             | Dawson Forest Rd Eastbound |            |            |             | Dawson Forest Rd Westbound |            |            |             | Int. Total   |
|--------------------|-------------------------|-------------|------------|-------------|-------------------------|-------------|------------|-------------|----------------------------|------------|------------|-------------|----------------------------|------------|------------|-------------|--------------|
|                    | Left                    | Thru        | Right      | App. Total  | Left                    | Thru        | Right      | App. Total  | Left                       | Thru       | Right      | App. Total  | Left                       | Thru       | Right      | App. Total  |              |
| 07:00 AM           | 9                       | 104         | 11         | 124         | 10                      | 318         | 18         | 346         | 19                         | 22         | 29         | 70          | 32                         | 15         | 5          | 52          | 592          |
| 07:15 AM           | 10                      | 177         | 6          | 193         | 4                       | 362         | 17         | 383         | 33                         | 25         | 24         | 82          | 40                         | 12         | 7          | 59          | 717          |
| 07:30 AM           | 14                      | 182         | 11         | 207         | 12                      | 284         | 12         | 308         | 27                         | 16         | 21         | 64          | 50                         | 20         | 10         | 80          | 659          |
| 07:45 AM           | 8                       | 184         | 9          | 201         | 8                       | 263         | 16         | 287         | 30                         | 17         | 17         | 64          | 38                         | 26         | 5          | 69          | 621          |
| <b>Total</b>       | <b>41</b>               | <b>647</b>  | <b>37</b>  | <b>725</b>  | <b>34</b>               | <b>1227</b> | <b>63</b>  | <b>1324</b> | <b>109</b>                 | <b>80</b>  | <b>91</b>  | <b>280</b>  | <b>160</b>                 | <b>73</b>  | <b>27</b>  | <b>260</b>  | <b>2589</b>  |
| 08:00 AM           | 4                       | 160         | 12         | 176         | 5                       | 257         | 7          | 269         | 19                         | 23         | 24         | 66          | 31                         | 21         | 6          | 58          | 569          |
| 08:15 AM           | 10                      | 134         | 13         | 157         | 8                       | 263         | 26         | 297         | 27                         | 18         | 21         | 66          | 36                         | 28         | 4          | 68          | 588          |
| 08:30 AM           | 8                       | 186         | 23         | 217         | 13                      | 282         | 18         | 313         | 24                         | 25         | 16         | 65          | 49                         | 25         | 7          | 81          | 676          |
| 08:45 AM           | 20                      | 151         | 23         | 194         | 18                      | 266         | 17         | 301         | 28                         | 27         | 19         | 74          | 29                         | 21         | 13         | 63          | 632          |
| <b>Total</b>       | <b>42</b>               | <b>631</b>  | <b>71</b>  | <b>744</b>  | <b>44</b>               | <b>1068</b> | <b>68</b>  | <b>1180</b> | <b>98</b>                  | <b>93</b>  | <b>80</b>  | <b>271</b>  | <b>145</b>                 | <b>95</b>  | <b>30</b>  | <b>270</b>  | <b>2465</b>  |
| *** BREAK ***      |                         |             |            |             |                         |             |            |             |                            |            |            |             |                            |            |            |             |              |
| 04:00 PM           | 20                      | 333         | 27         | 380         | 26                      | 203         | 23         | 252         | 39                         | 61         | 17         | 117         | 70                         | 50         | 22         | 142         | 891          |
| 04:15 PM           | 39                      | 373         | 39         | 451         | 34                      | 297         | 25         | 356         | 37                         | 36         | 38         | 111         | 58                         | 30         | 26         | 114         | 1032         |
| 04:30 PM           | 38                      | 311         | 36         | 385         | 51                      | 264         | 22         | 337         | 49                         | 44         | 26         | 119         | 44                         | 48         | 30         | 122         | 963          |
| 04:45 PM           | 19                      | 399         | 44         | 462         | 26                      | 207         | 19         | 252         | 64                         | 43         | 29         | 136         | 62                         | 48         | 32         | 142         | 992          |
| <b>Total</b>       | <b>116</b>              | <b>1416</b> | <b>146</b> | <b>1678</b> | <b>137</b>              | <b>971</b>  | <b>89</b>  | <b>1197</b> | <b>189</b>                 | <b>184</b> | <b>110</b> | <b>483</b>  | <b>234</b>                 | <b>176</b> | <b>110</b> | <b>520</b>  | <b>3878</b>  |
| 05:00 PM           | 23                      | 353         | 36         | 412         | 54                      | 253         | 25         | 332         | 43                         | 49         | 18         | 110         | 83                         | 47         | 29         | 159         | 1013         |
| 05:15 PM           | 19                      | 330         | 39         | 388         | 38                      | 250         | 30         | 318         | 54                         | 51         | 12         | 117         | 54                         | 57         | 28         | 139         | 962          |
| 05:30 PM           | 33                      | 386         | 50         | 469         | 38                      | 285         | 36         | 359         | 51                         | 40         | 13         | 104         | 58                         | 50         | 30         | 138         | 1070         |
| 05:45 PM           | 31                      | 321         | 34         | 386         | 31                      | 226         | 23         | 280         | 69                         | 48         | 15         | 132         | 64                         | 39         | 20         | 123         | 921          |
| <b>Total</b>       | <b>106</b>              | <b>1390</b> | <b>159</b> | <b>1655</b> | <b>161</b>              | <b>1014</b> | <b>114</b> | <b>1289</b> | <b>217</b>                 | <b>188</b> | <b>58</b>  | <b>463</b>  | <b>259</b>                 | <b>193</b> | <b>107</b> | <b>559</b>  | <b>3966</b>  |
| <b>Grand Total</b> | <b>305</b>              | <b>4084</b> | <b>413</b> | <b>4802</b> | <b>376</b>              | <b>4280</b> | <b>334</b> | <b>4990</b> | <b>613</b>                 | <b>545</b> | <b>339</b> | <b>1497</b> | <b>798</b>                 | <b>537</b> | <b>274</b> | <b>1609</b> | <b>12898</b> |
| Apprch %           | 6.4                     | 85          | 8.6        |             | 7.5                     | 85.8        | 6.7        |             | 40.9                       | 36.4       | 22.6       |             | 49.6                       | 33.4       | 17         |             |              |
| Total %            | 2.4                     | 31.7        | 3.2        | 37.2        | 2.9                     | 33.2        | 2.6        | 38.7        | 4.8                        | 4.2        | 2.6        | 11.6        | 6.2                        | 4.2        | 2.1        | 12.5        |              |

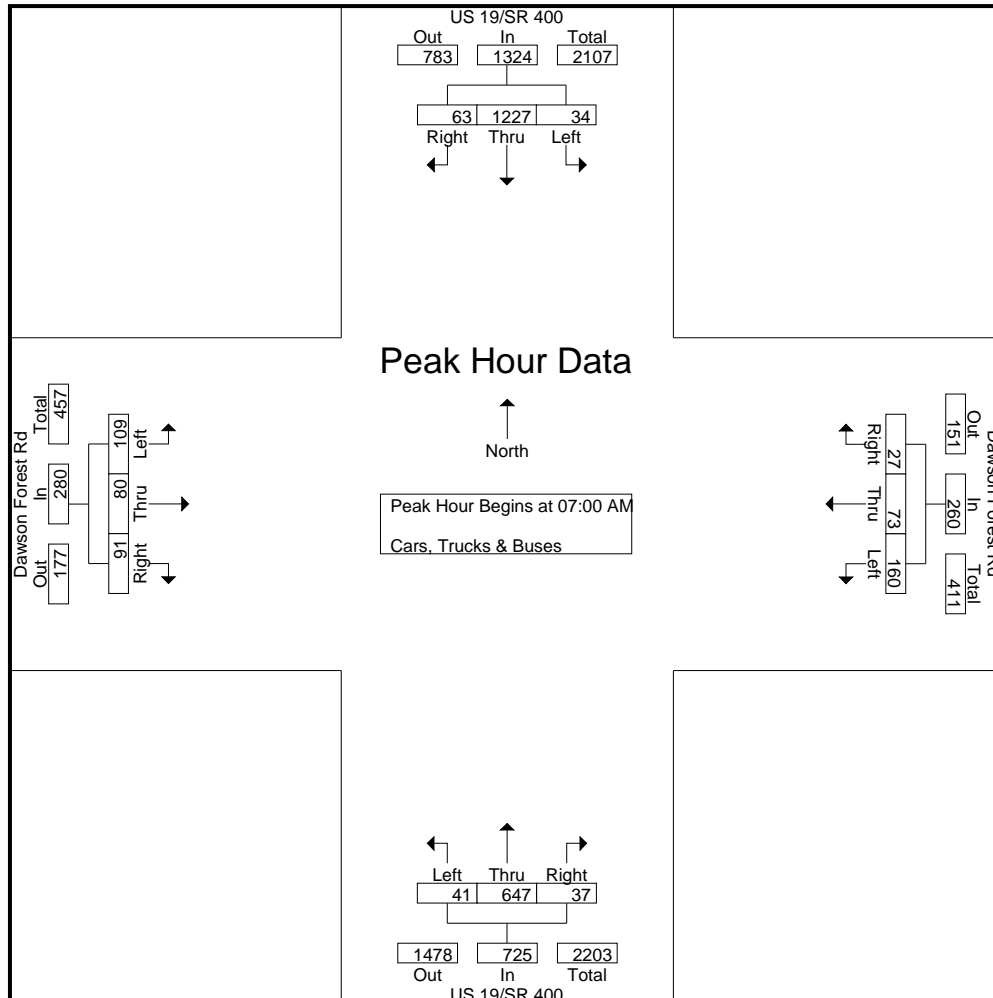
# A & R Engineering, Inc.

2160 Kingston Court, Suite 'O',  
Marietta, GA 30067

TMC Data  
US 19/SR 400 @ Dawson Forest Rd  
7-9 am | 4-6 pm

File Name : 20190108 - without U-Turn  
Site Code : 20190108  
Start Date : 6/5/2019  
Page No : 2

| Start Time   | US 19/SR 400 Northbound |      |       |            | US 19/SR 400 Southbound |      |       |            | Dawson Forest Rd Eastbound |      |       |            | Dawson Forest Rd Westbound |      |       |            | Int. Total |
|--|-------------------------|------|-------|------------|-------------------------|------|-------|------------|----------------------------|------|-------|------------|----------------------------|------|-------|------------|------------|
|  | Left                    | Thru | Right | App. Total | Left                    | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Left                       | Thru | Right | App. Total |            |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 |                         |      |       |            |                         |      |       |            |                            |      |       |            |                            |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:00 AM       |                         |      |       |            |                         |      |       |            |                            |      |       |            |                            |      |       |            |            |
| 07:00 AM   | 9                       | 104  | 11    | 124        | 10                      | 318  | 18    | 346        | 19                         | 22   | 29    | 70         | 32                         | 15   | 5     | 52         | 592        |
| 07:15 AM   | 10                      | 177  | 6     | 193        | 4                       | 362  | 17    | 383        | 33                         | 25   | 24    | 82         | 40                         | 12   | 7     | 59         | 717        |
| 07:30 AM   | 14                      | 182  | 11    | 207        | 12                      | 284  | 12    | 308        | 27                         | 16   | 21    | 64         | 50                         | 20   | 10    | 80         | 659        |
| 07:45 AM   | 8                       | 184  | 9     | 201        | 8                       | 263  | 16    | 287        | 30                         | 17   | 17    | 64         | 38                         | 26   | 5     | 69         | 621        |
| Total Volume   | 41                      | 647  | 37    | 725        | 34                      | 1227 | 63    | 1324       | 109                        | 80   | 91    | 280        | 160                        | 73   | 27    | 260        | 2589       |
| % App. Total   | 5.7                     | 89.2 | 5.1   |            | 2.6                     | 92.7 | 4.8   |            | 38.9                       | 28.6 | 32.5  |            | 61.5                       | 28.1 | 10.4  |            |            |
| PHF  | .732                    | .879 | .841  | .876       | .708                    | .847 | .875  | .864       | .826                       | .800 | .784  | .854       | .800                       | .702 | .675  | .813       | .903       |



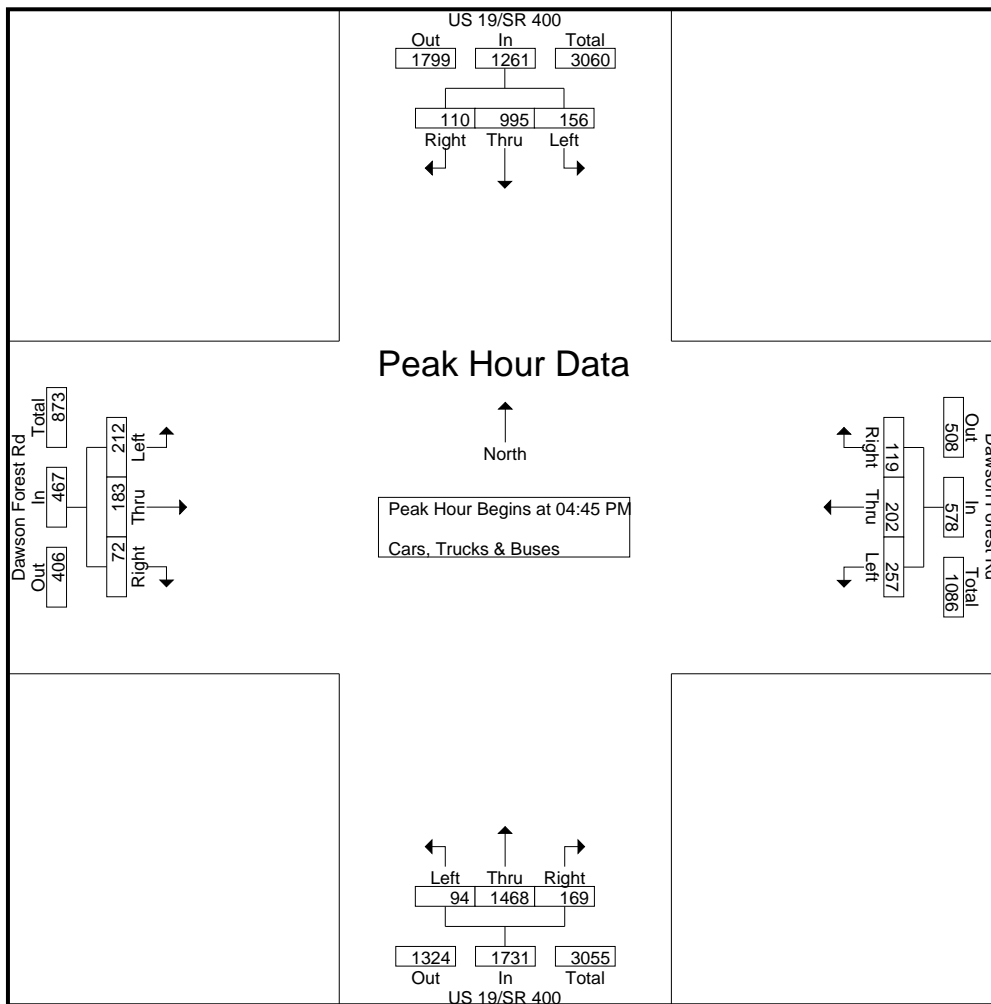
# A & R Engineering, Inc.

2160 Kingston Court, Suite 'O',  
Marietta, GA 30067

TMC Data  
US 19/SR 400 @ Dawson Forest Rd  
7-9 am | 4-6 pm

File Name : 20190108 - without U-Turn  
Site Code : 20190108  
Start Date : 6/5/2019  
Page No : 3

| Start Time   | US 19/SR 400 Northbound |            |           |            | US 19/SR 400 Southbound |            |           |            | Dawson Forest Rd Eastbound |           |           |            | Dawson Forest Rd Westbound |           |           |            | Int. Total  |
|--|-------------------------|------------|-----------|------------|-------------------------|------------|-----------|------------|----------------------------|-----------|-----------|------------|----------------------------|-----------|-----------|------------|-------------|
|  | Left                    | Thru       | Right     | App. Total | Left                    | Thru       | Right     | App. Total | Left                       | Thru      | Right     | App. Total | Left                       | Thru      | Right     | App. Total |             |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 |                         |            |           |            |                         |            |           |            |                            |           |           |            |                            |           |           |            |             |
| Peak Hour for Entire Intersection Begins at 04:45 PM       |                         |            |           |            |                         |            |           |            |                            |           |           |            |                            |           |           |            |             |
| 04:45 PM   | 19                      | <b>399</b> | 44        | 462        | 26                      | 207        | 19        | 252        | <b>64</b>                  | 43        | <b>29</b> | <b>136</b> | 62                         | 48        | <b>32</b> | 142        | 992         |
| 05:00 PM   | 23                      | 353        | 36        | 412        | <b>54</b>               | 253        | 25        | 332        | 43                         | 49        | 18        | 110        | <b>83</b>                  | 47        | 29        | <b>159</b> | 1013        |
| 05:15 PM   | 19                      | 330        | 39        | 388        | 38                      | 250        | 30        | 318        | 54                         | <b>51</b> | 12        | 117        | 54                         | <b>57</b> | 28        | 139        | 962         |
| 05:30 PM   | <b>33</b>               | 386        | <b>50</b> | <b>469</b> | 38                      | <b>285</b> | <b>36</b> | <b>359</b> | 51                         | 40        | 13        | 104        | 58                         | 50        | 30        | 138        | <b>1070</b> |
| Total Volume   | 94                      | 1468       | 169       | 1731       | 156                     | 995        | 110       | 1261       | 212                        | 183       | 72        | 467        | 257                        | 202       | 119       | 578        | 4037        |
| % App. Total   | 5.4                     | 84.8       | 9.8       |            | 12.4                    | 78.9       | 8.7       |            | 45.4                       | 39.2      | 15.4      |            | 44.5                       | 34.9      | 20.6      |            |             |
| PHF  | .712                    | .920       | .845      | .923       | .722                    | .873       | .764      | .878       | .828                       | .897      | .621      | .858       | .774                       | .886      | .930      | .909       | .943        |

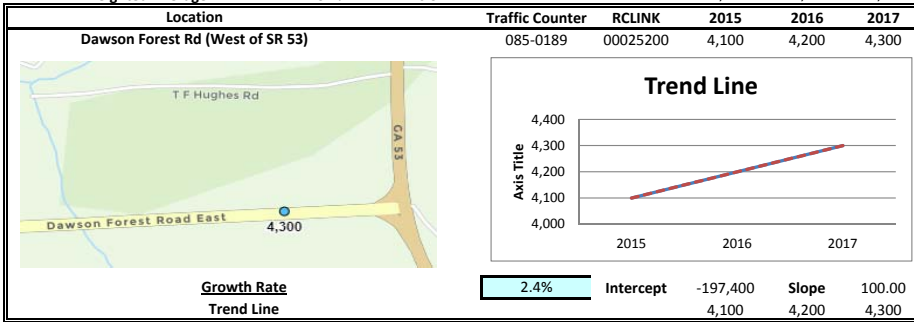




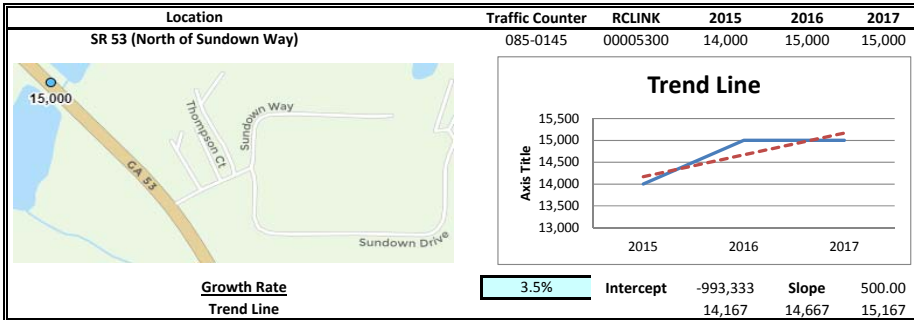
# LINEAR REGRESSION OF DAILY TRAFFIC

| Location                         | Growth Rate | R Squared | Station ID | Route    | 2015   | 2016   | 2017   |                            |
|----------------------------------|-------------|-----------|------------|----------|--------|--------|--------|----------------------------|
| Dawson Forest Rd (West of SR 53) | 2.4%        | 1.00      | 085-0189   | 00025200 | 4,100  | 4,200  | 4,300  | Minor Collector (Urban     |
| SR 53 (North of Sundown Way)     | 3.5%        | 0.75      | 085-0145   | 00005300 | 14,000 | 15,000 | 15,000 | Principal Arterial - Other |
| GA 400 (North of Donut Dr)       | 3.1%        | 1.00      | 085-0236   | 00040000 | 32,000 | 33,000 | 34,000 | Principal Arterial - Other |

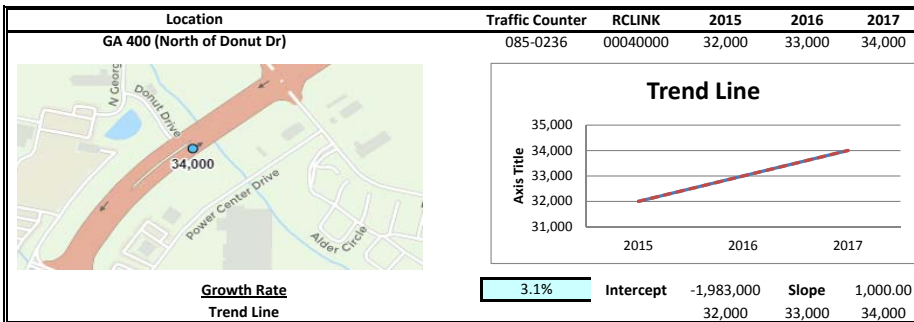
Weighted Average 3.1% 0.97 Sum of Count Stations = 50,100 52,200 53,300



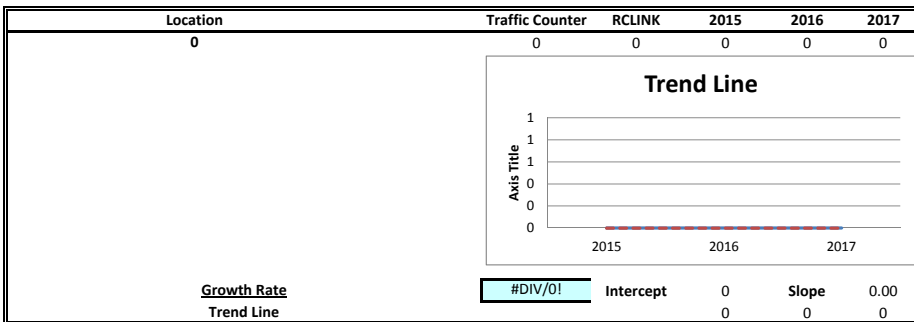
Sum X  
Sum Y  
Sum XY  
Sum X<sup>2</sup>  
Count  
a  
b  
Mean Y  
SS<sub>tot</sub>  
SS<sub>res</sub>  
R<sup>2</sup>



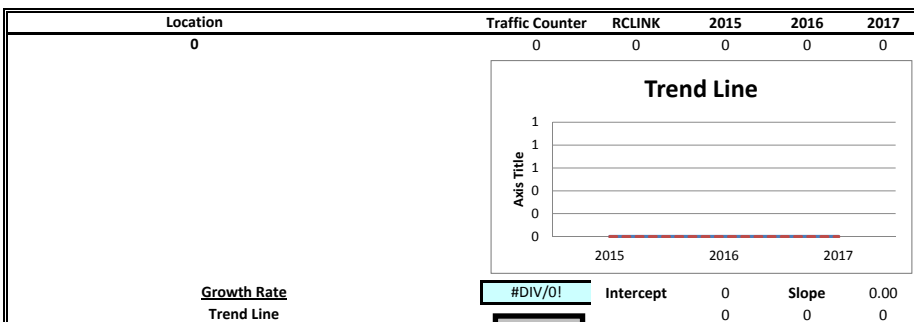
Sum X  
Sum Y  
Sum XY  
Sum X<sup>2</sup>  
Count  
a  
b  
Mean Y  
SS<sub>tot</sub>  
SS<sub>res</sub>  
R<sup>2</sup>



Sum X  
Sum Y  
Sum XY  
Sum X<sup>2</sup>  
Count  
a  
b  
Mean Y  
SS<sub>tot</sub>  
SS<sub>res</sub>  
R<sup>2</sup>



Sum X  
Sum Y  
Sum XY  
Sum X<sup>2</sup>  
Count  
a  
b  
Mean Y  
SS<sub>tot</sub>  
SS<sub>res</sub>  
R<sup>2</sup>



Sum X  
Sum Y  
Sum XY  
Sum X<sup>2</sup>  
Count  
a  
b  
Mean Y  
SS<sub>tot</sub>  
SS<sub>res</sub>  
R<sup>2</sup>

## EXISTING INTERSECTION ANALYSIS

Timings  
1: GA 400 & Dawson Forest Rd

Existing AM  
06/10/2019

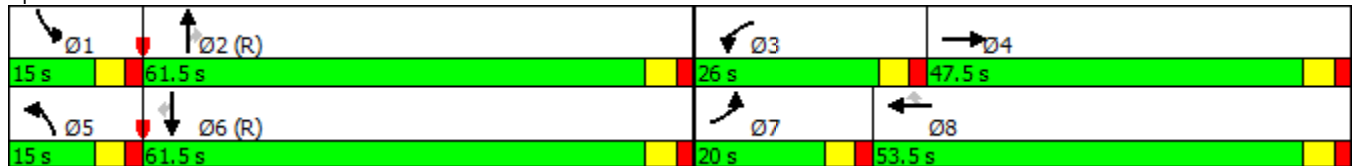


| Lane Group           | EBL   | EBT   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↔↔    | ↕↔    | ↔↔    | ↕     | ↕     | ↔↔    | ↕↕    | ↕     | ↔↔    | ↕↕    | ↕↔    |
| Traffic Volume (vph) | 109   | 80    | 160   | 73    | 27    | 41    | 647   | 37    | 34    | 1227  | 63    |
| Future Volume (vph)  | 109   | 80    | 160   | 73    | 27    | 41    | 647   | 37    | 34    | 1227  | 63    |
| Turn Type            | Prot  | NA    | Prot  | NA    | Perm  | Prot  | NA    | Perm  | Prot  | NA    | Perm  |
| Protected Phases     | 7     | 4     | 3     | 8     |       | 5     | 2     |       | 1     | 6     |       |
| Permitted Phases     |       |       |       |       | 8     |       |       | 2     |       |       | 6     |
| Detector Phase       | 7     | 4     | 3     | 8     | 8     | 5     | 2     | 2     | 1     | 6     | 6     |
| Switch Phase         |       |       |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 5.0   | 6.0   | 5.0   | 6.0   | 6.0   | 5.0   | 15.0  | 15.0  | 5.0   | 15.0  | 15.0  |
| Minimum Split (s)    | 15.0  | 58.5  | 15.0  | 57.5  | 57.5  | 15.0  | 38.5  | 38.5  | 15.0  | 40.5  | 40.5  |
| Total Split (s)      | 20.0  | 47.5  | 26.0  | 53.5  | 53.5  | 15.0  | 61.5  | 61.5  | 15.0  | 61.5  | 61.5  |
| Total Split (%)      | 13.3% | 31.7% | 17.3% | 35.7% | 35.7% | 10.0% | 41.0% | 41.0% | 10.0% | 41.0% | 41.0% |
| Yellow Time (s)      | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   |
| Lead/Lag             | Lead  | Lag   | Lead  | Lag   | Lag   | Lead  | Lag   | Lag   | Lead  | Lag   | Lag   |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | None  | None  | None  | C-Min | C-Min | None  | C-Min | C-Min |

Intersection Summary
























Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated

Splits and Phases: 1: GA 400 & Dawson Forest Rd



HCM 2010 Signalized Intersection Summary  
1: GA 400 & Dawson Forest Rd

Existing AM  
06/10/2019

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement                     | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations          |  |  |   |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 109   | 80  | 91  | 160   | 73  | 27  | 41   | 647   | 37  | 34  | 1227  | 63  |
| Future Volume (veh/h)        | 109   | 80  | 91  | 160   | 73  | 27  | 41   | 647   | 37  | 34  | 1227  | 63  |
| Number                       | 7   | 4   | 14  | 3   | 8   | 18  | 5  | 2   | 12  | 1   | 6   | 16  |
| Initial Q (Qb), veh          | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   | 0   | 0   | 0   |
| Ped-Bike Adj(A_pbT)          | 1.00  |   | 1.00  | 1.00  |   | 1.00  | 1.00   |   | 1.00  | 1.00  |   | 1.00  |
| Parking Bus, Adj             | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Adj Sat Flow, veh/h/ln       | 1863  | 1863  | 1900  | 1863  | 1863  | 1863  | 1863   | 1863  | 1863  | 1863  | 1863  | 1863  |
| Adj Flow Rate, veh/h         | 131   | 100   | 0   | 200   | 104   | 0   | 56   | 735   | 44  | 48  | 1444  | 72  |
| Adj No. of Lanes             | 2   | 2   | 0   | 2   | 1   | 1   | 2  | 2   | 1   | 2   | 2   | 1   |
| Peak Hour Factor             | 0.83  | 0.80  | 0.78  | 0.80  | 0.70  | 0.68  | 0.73   | 0.88  | 0.84  | 0.71  | 0.85  | 0.88  |
| Percent Heavy Veh, %         | 2   | 2   | 2   | 2   | 2   | 2   | 2  | 2   | 2   | 2   | 2   | 2   |
| Cap, veh/h                   | 179   | 181   | 0   | 254   | 135   | 115   | 104  | 2477  | 1108  | 99  | 2472  | 1106  |
| Arrive On Green              | 0.05  | 0.05  | 0.00  | 0.07  | 0.07  | 0.00  | 0.03   | 0.70  | 0.70  | 0.03  | 0.70  | 0.70  |
| Sat Flow, veh/h              | 3442  | 3632  | 0   | 3442  | 1863  | 1583  | 3442   | 3539  | 1583  | 3442  | 3539  | 1583  |
| Grp Volume(v), veh/h         | 131   | 100   | 0   | 200   | 104   | 0   | 56   | 735   | 44  | 48  | 1444  | 72  |
| Grp Sat Flow(s),veh/h/ln     | 1721  | 1770  | 0   | 1721  | 1863  | 1583  | 1721   | 1770  | 1583  | 1721  | 1770  | 1583  |
| Q Serve(g_s), s              | 5.6   | 4.1   | 0.0   | 8.6   | 8.2   | 0.0   | 2.4  | 11.8  | 1.3   | 2.1   | 31.2  | 2.2   |
| Cycle Q Clear(g_c), s        | 5.6   | 4.1   | 0.0   | 8.6   | 8.2   | 0.0   | 2.4  | 11.8  | 1.3   | 2.1   | 31.2  | 2.2   |
| Prop In Lane                 | 1.00  |   | 0.00  | 1.00  |   | 1.00  | 1.00   |   | 1.00  | 1.00  |   | 1.00  |
| Lane Grp Cap(c), veh/h       | 179   | 181   | 0   | 254   | 135   | 115   | 104  | 2477  | 1108  | 99  | 2472  | 1106  |
| V/C Ratio(X)                 | 0.73  | 0.55  | 0.00  | 0.79  | 0.77  | 0.00  | 0.54   | 0.30  | 0.04  | 0.48  | 0.58  | 0.07  |
| Avail Cap(c_a), veh/h        | 333   | 991   | 0   | 470   | 596   | 507   | 218  | 2477  | 1108  | 218   | 2472  | 1106  |
| HCM Platoon Ratio            | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Upstream Filter(I)           | 1.00  | 1.00  | 0.00  | 1.00  | 1.00  | 0.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Uniform Delay (d), s/veh     | 70.1  | 69.5  | 0.0   | 68.3  | 68.3  | 0.0   | 71.7   | 8.5   | 7.0   | 71.7  | 11.5  | 7.1   |
| Incr Delay (d2), s/veh       | 5.7   | 2.6   | 0.0   | 5.4   | 8.8   | 0.0   | 4.3  | 0.3   | 0.1   | 3.6   | 1.0   | 0.1   |
| Initial Q Delay(d3),s/veh    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| %ile BackOfQ(95%),veh/ln     | 5.1   | 3.8   | 0.0   | 7.7   | 8.1   | 0.0   | 2.2  | 9.8   | 1.0   | 1.9   | 21.8  | 1.8   |
| LnGrp Delay(d),s/veh         | 75.7  | 72.1  | 0.0   | 73.7  | 77.1  | 0.0   | 76.0   | 8.8   | 7.0   | 75.4  | 12.5  | 7.3   |
| LnGrp LOS                    | E   | E   |   | E   | E   |   | E  | A   | A   | E   | B   | A   |
| Approach Vol, veh/h          |   | 231   |   |   | 304   |   |  | 835   |   |   | 1564  |   |
| Approach Delay, s/veh        |   | 74.2  |   |   | 74.9  |   |  | 13.2  |   |   | 14.2  |   |
| Approach LOS                 |   | E   |   |   | E   |   |  | B   |   |   | B   |   |
| Timer                        | 1   | 2   | 3   | 4   | 5   | 6   | 7  | 8   |   |   |   |   |
| Assigned Phs                 | 1   | 2   | 3   | 4   | 5   | 6   | 7  | 8   |   |   |   |   |
| Phs Duration (G+Y+Rc), s     | 9.8   | 110.5   | 16.6  | 13.2  | 10.0  | 110.3   | 13.3   | 16.4  |   |   |   |   |
| Change Period (Y+Rc), s      | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5  | 5.5   |   |   |   |   |
| Max Green Setting (Gmax), s  | 9.5   | 56.0  | 20.5  | 42.0  | 9.5   | 56.0  | 14.5   | 48.0  |   |   |   |   |
| Max Q Clear Time (g_c+I1), s | 4.1   | 13.8  | 10.6  | 6.1   | 4.4   | 33.2  | 7.6  | 10.2  |   |   |   |   |
| Green Ext Time (p_c), s      | 0.0   | 41.9  | 0.5   | 0.7   | 0.0   | 22.7  | 0.2  | 0.7   |   |   |   |   |
| <b>Intersection Summary</b>  |   |   |   |   |   |   |  |   |   |   |   |   |
| HCM 2010 Ctrl Delay          |   |   | 24.9  |   |   |   |  |   |   |   |   |   |
| HCM 2010 LOS                 |   |   | C   |   |   |   |  |   |   |   |   |   |
| <b>Notes</b>                 |   |   |   |   |   |   |  |   |   |   |   |   |

| Intersection             |      |      |       |      |      |      |      |      |      |      |      |       |
|--------------------------|------|------|-------|------|------|------|------|------|------|------|------|-------|
| Int Delay, s/veh         | 2.9  |      |       |      |      |      |      |      |      |      |      |       |
| Movement                 | EBL  | EBT  | EBR   | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR   |
| Lane Configurations      |      | ↕    |       |      | ↕    |      |      | ↕    |      |      | ↕    |       |
| Traffic Vol, veh/h       | 7    | 0    | 107   | 1    | 2    | 3    | 152  | 394  | 1    | 3    | 339  | 23    |
| Future Vol, veh/h        | 7    | 0    | 107   | 1    | 2    | 3    | 152  | 394  | 1    | 3    | 339  | 23    |
| Conflicting Peds, #/hr   | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| Sign Control             | Stop | Stop | Stop  | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free  |
| RT Channelized           | -    | -    | Yield | -    | -    | None | -    | -    | None | -    | -    | Yield |
| Storage Length           | -    | -    | -     | -    | -    | -    | -    | -    | -    | -    | -    | -     |
| Veh in Median Storage, # | -    | 0    | -     | -    | 0    | -    | -    | 0    | -    | -    | 0    | -     |
| Grade, %                 | -    | 0    | -     | -    | 0    | -    | -    | 0    | -    | -    | 0    | -     |
| Peak Hour Factor         | 44   | 92   | 95    | 25   | 50   | 25   | 81   | 90   | 25   | 75   | 87   | 64    |
| Heavy Vehicles, %        | 2    | 2    | 2     | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2     |
| Mvmt Flow                | 16   | 0    | 113   | 4    | 4    | 12   | 188  | 438  | 4    | 4    | 390  | 36    |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |   |   |       |   |   |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 1221   | 1215  | 390    | 1213  | 1213   | 440   | 390    | 0 | 0 | 442   | 0 | 0 |
| Stage 1              | 398    | 398   | -      | 815   | 815    | -     | -      | - | - | -     | - | - |
| Stage 2              | 823    | 817   | -      | 398   | 398    | -     | -      | - | - | -     | - | - |
| Critical Hdwy        | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | - | - | 4.12  | - | - |
| Critical Hdwy Stg 1  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Follow-up Hdwy       | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver   | 157    | 181   | 658    | 159   | 182    | 617   | 1169   | - | - | 1118  | - | - |
| Stage 1              | 628    | 603   | -      | 371   | 391    | -     | -      | - | - | -     | - | - |
| Stage 2              | 368    | 390   | -      | 628   | 603    | -     | -      | - | - | -     | - | - |
| Platoon blocked, %   |        |       |        |       |        |       |        | - | - | -     | - | - |
| Mov Cap-1 Maneuver   | 126    | 142   | 658    | 110   | 143    | 617   | 1169   | - | - | 1118  | - | - |
| Mov Cap-2 Maneuver   | 126    | 142   | -      | 110   | 143    | -     | -      | - | - | -     | - | - |
| Stage 1              | 494    | 600   | -      | 292   | 308    | -     | -      | - | - | -     | - | - |
| Stage 2              | 280    | 307   | -      | 518   | 600    | -     | -      | - | - | -     | - | - |

| Approach             | EB   |  | WB   |  | NB  |  | SB  |  |
|----------------------|------|--|------|--|-----|--|-----|--|
| HCM Control Delay, s | 10.8 |  | 21.4 |  | 2.6 |  | 0.1 |  |
| HCM LOS              | B    |  | C    |  |     |  |     |  |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1WBLn1 | SBL   | SBT   | SBR |
|-----------------------|-------|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h)      | 1169  | -   | -   | 751        | 239   | 1118  | -   |
| HCM Lane V/C Ratio    | 0.161 | -   | -   | 0.171      | 0.084 | 0.004 | -   |
| HCM Control Delay (s) | 8.7   | 0   | -   | 10.8       | 21.4  | 8.2   | 0   |
| HCM Lane LOS          | A     | A   | -   | B          | C     | A     | A   |
| HCM 95th %tile Q(veh) | 0.6   | -   | -   | 0.6        | 0.3   | 0     | -   |

Timings  
1: GA 400 & Dawson Forest Rd

Existing PM  
06/10/2019

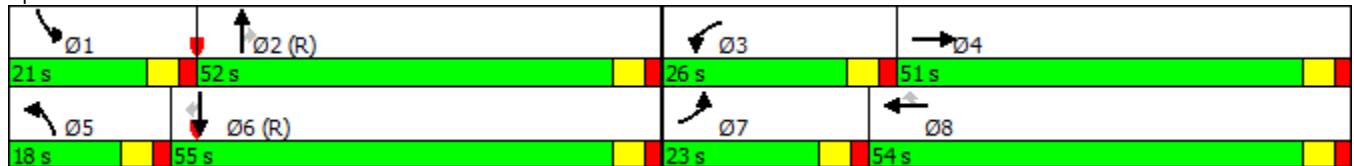


| Lane Group           | EBL   | EBT   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↖↗    | ↕     | ↖↗    | ↕     | ↖     | ↖↗    | ↕↕    | ↖     | ↖↗    | ↕↕    | ↖     |
| Traffic Volume (vph) | 212   | 183   | 257   | 202   | 119   | 94    | 1468  | 169   | 156   | 995   | 110   |
| Future Volume (vph)  | 212   | 183   | 257   | 202   | 119   | 94    | 1468  | 169   | 156   | 995   | 110   |
| Turn Type            | Prot  | NA    | Prot  | NA    | Perm  | Prot  | NA    | Perm  | Prot  | NA    | Perm  |
| Protected Phases     | 7     | 4     | 3     | 8     |       | 5     | 2     |       | 1     | 6     |       |
| Permitted Phases     |       |       |       |       | 8     |       |       | 2     |       |       | 6     |
| Detector Phase       | 7     | 4     | 3     | 8     | 8     | 5     | 2     | 2     | 1     | 6     | 6     |
| Switch Phase         |       |       |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 5.0   | 6.0   | 15.0  | 6.0   | 6.0   | 5.0   | 15.0  | 15.0  | 5.0   | 15.0  | 15.0  |
| Minimum Split (s)    | 15.0  | 58.5  | 20.5  | 57.5  | 57.5  | 15.0  | 38.5  | 38.5  | 15.0  | 40.5  | 40.5  |
| Total Split (s)      | 23.0  | 51.0  | 26.0  | 54.0  | 54.0  | 18.0  | 52.0  | 52.0  | 21.0  | 55.0  | 55.0  |
| Total Split (%)      | 15.3% | 34.0% | 17.3% | 36.0% | 36.0% | 12.0% | 34.7% | 34.7% | 14.0% | 36.7% | 36.7% |
| Yellow Time (s)      | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   |
| Lead/Lag             | Lead  | Lag   | Lead  | Lag   | Lag   | Lead  | Lag   | Lag   | Lead  | Lag   | Lag   |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | None  | None  | None  | C-Min | C-Min | None  | C-Min | C-Min |

Intersection Summary
























Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated

Splits and Phases: 1: GA 400 & Dawson Forest Rd



HCM 2010 Signalized Intersection Summary  
1: GA 400 & Dawson Forest Rd

Existing PM  
06/10/2019

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement                     | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations          |  |  |   |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 212   | 183   | 72  | 257   | 202   | 119   | 94   | 1468  | 169   | 156   | 995   | 110   |
| Future Volume (veh/h)        | 212   | 183   | 72  | 257   | 202   | 119   | 94   | 1468  | 169   | 156   | 995   | 110   |
| Number                       | 7   | 4   | 14  | 3   | 8   | 18  | 5  | 2   | 12  | 1   | 6   | 16  |
| Initial Q (Qb), veh          | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   | 0   | 0   | 0   |
| Ped-Bike Adj(A_pbT)          | 1.00  |   | 1.00  | 1.00  |   | 1.00  | 1.00   |   | 1.00  | 1.00  |   | 1.00  |
| Parking Bus, Adj             | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Adj Sat Flow, veh/h/ln       | 1863  | 1863  | 1900  | 1863  | 1863  | 1863  | 1863   | 1863  | 1863  | 1863  | 1863  | 1863  |
| Adj Flow Rate, veh/h         | 255   | 203   | 0   | 334   | 227   | 0   | 132  | 1596  | 201   | 217   | 1144  | 145   |
| Adj No. of Lanes             | 2   | 2   | 0   | 2   | 1   | 1   | 2  | 2   | 1   | 2   | 2   | 1   |
| Peak Hour Factor             | 0.83  | 0.90  | 0.62  | 0.77  | 0.89  | 0.93  | 0.71   | 0.92  | 0.84  | 0.72  | 0.87  | 0.76  |
| Percent Heavy Veh, %         | 2   | 2   | 2   | 2   | 2   | 2   | 2  | 2   | 2   | 2   | 2   | 2   |
| Cap, veh/h                   | 306   | 421   | 0   | 386   | 265   | 225   | 179  | 1929  | 863   | 266   | 2018  | 903   |
| Arrive On Green              | 0.09  | 0.12  | 0.00  | 0.11  | 0.14  | 0.00  | 0.05   | 0.54  | 0.54  | 0.08  | 0.57  | 0.57  |
| Sat Flow, veh/h              | 3442  | 3632  | 0   | 3442  | 1863  | 1583  | 3442   | 3539  | 1583  | 3442  | 3539  | 1583  |
| Grp Volume(v), veh/h         | 255   | 203   | 0   | 334   | 227   | 0   | 132  | 1596  | 201   | 217   | 1144  | 145   |
| Grp Sat Flow(s),veh/h/ln     | 1721  | 1770  | 0   | 1721  | 1863  | 1583  | 1721   | 1770  | 1583  | 1721  | 1770  | 1583  |
| Q Serve(g_s), s              | 10.9  | 8.0   | 0.0   | 14.3  | 17.9  | 0.0   | 5.7  | 56.1  | 9.9   | 9.3   | 30.8  | 6.5   |
| Cycle Q Clear(g_c), s        | 10.9  | 8.0   | 0.0   | 14.3  | 17.9  | 0.0   | 5.7  | 56.1  | 9.9   | 9.3   | 30.8  | 6.5   |
| Prop In Lane                 | 1.00  |   | 0.00  | 1.00  |   | 1.00  | 1.00   |   | 1.00  | 1.00  |   | 1.00  |
| Lane Grp Cap(c), veh/h       | 306   | 421   | 0   | 386   | 265   | 225   | 179  | 1929  | 863   | 266   | 2018  | 903   |
| V/C Ratio(X)                 | 0.83  | 0.48  | 0.00  | 0.87  | 0.86  | 0.00  | 0.74   | 0.83  | 0.23  | 0.82  | 0.57  | 0.16  |
| Avail Cap(c_a), veh/h        | 402   | 1074  | 0   | 470   | 602   | 512   | 287  | 1929  | 863   | 356   | 2018  | 903   |
| HCM Platoon Ratio            | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Upstream Filter(I)           | 1.00  | 1.00  | 0.00  | 1.00  | 1.00  | 0.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Uniform Delay (d), s/veh     | 67.3  | 61.8  | 0.0   | 65.5  | 62.8  | 0.0   | 70.1   | 28.3  | 17.8  | 68.2  | 20.5  | 15.2  |
| Incr Delay (d2), s/veh       | 11.0  | 0.9   | 0.0   | 13.4  | 7.8   | 0.0   | 5.8  | 4.2   | 0.6   | 10.4  | 1.2   | 0.4   |
| Initial Q Delay(d3),s/veh    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| %ile BackOfQ(95%),veh/ln     | 9.6   | 7.2   | 0.0   | 12.0  | 14.9  | 0.0   | 5.1  | 37.1  | 8.0   | 8.4   | 21.7  | 5.2   |
| LnGrp Delay(d),s/veh         | 78.3  | 62.6  | 0.0   | 78.8  | 70.7  | 0.0   | 75.9   | 32.5  | 18.4  | 78.5  | 21.6  | 15.6  |
| LnGrp LOS                    | E   | E   |   | E   | E   |   | E  | C   | B   | E   | C   | B   |
| Approach Vol, veh/h          |   | 458   |   |   | 561   |   |  | 1929  |   |   | 1506  |   |
| Approach Delay, s/veh        |   | 71.3  |   |   | 75.5  |   |  | 34.0  |   |   | 29.2  |   |
| Approach LOS                 |   | E   |   |   | E   |   |  | C   |   |   | C   |   |
| Timer                        | 1   | 2   | 3   | 4   | 5   | 6   | 7  | 8   |   |   |   |   |
| Assigned Phs                 | 1   | 2   | 3   | 4   | 5   | 6   | 7  | 8   |   |   |   |   |
| Phs Duration (G+Y+Rc), s     | 17.1  | 87.2  | 22.3  | 23.3  | 13.3  | 91.0  | 18.8   | 26.8  |   |   |   |   |
| Change Period (Y+Rc), s      | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5  | 5.5   |   |   |   |   |
| Max Green Setting (Gmax), s  | 15.5  | 46.5  | 20.5  | 45.5  | 12.5  | 49.5  | 17.5   | 48.5  |   |   |   |   |
| Max Q Clear Time (g_c+I1), s | 11.3  | 58.1  | 16.3  | 10.0  | 7.7   | 32.8  | 12.9   | 19.9  |   |   |   |   |
| Green Ext Time (p_c), s      | 0.3   | 0.0   | 0.5   | 1.5   | 0.2   | 16.7  | 0.4  | 1.5   |   |   |   |   |
| <b>Intersection Summary</b>  |   |   |   |   |   |   |  |   |   |   |   |   |
| HCM 2010 Ctrl Delay          |   |   | 41.5  |   |   |   |  |   |   |   |   |   |
| HCM 2010 LOS                 |   |   | D   |   |   |   |  |   |   |   |   |   |
| <b>Notes</b>                 |   |   |   |   |   |   |  |   |   |   |   |   |



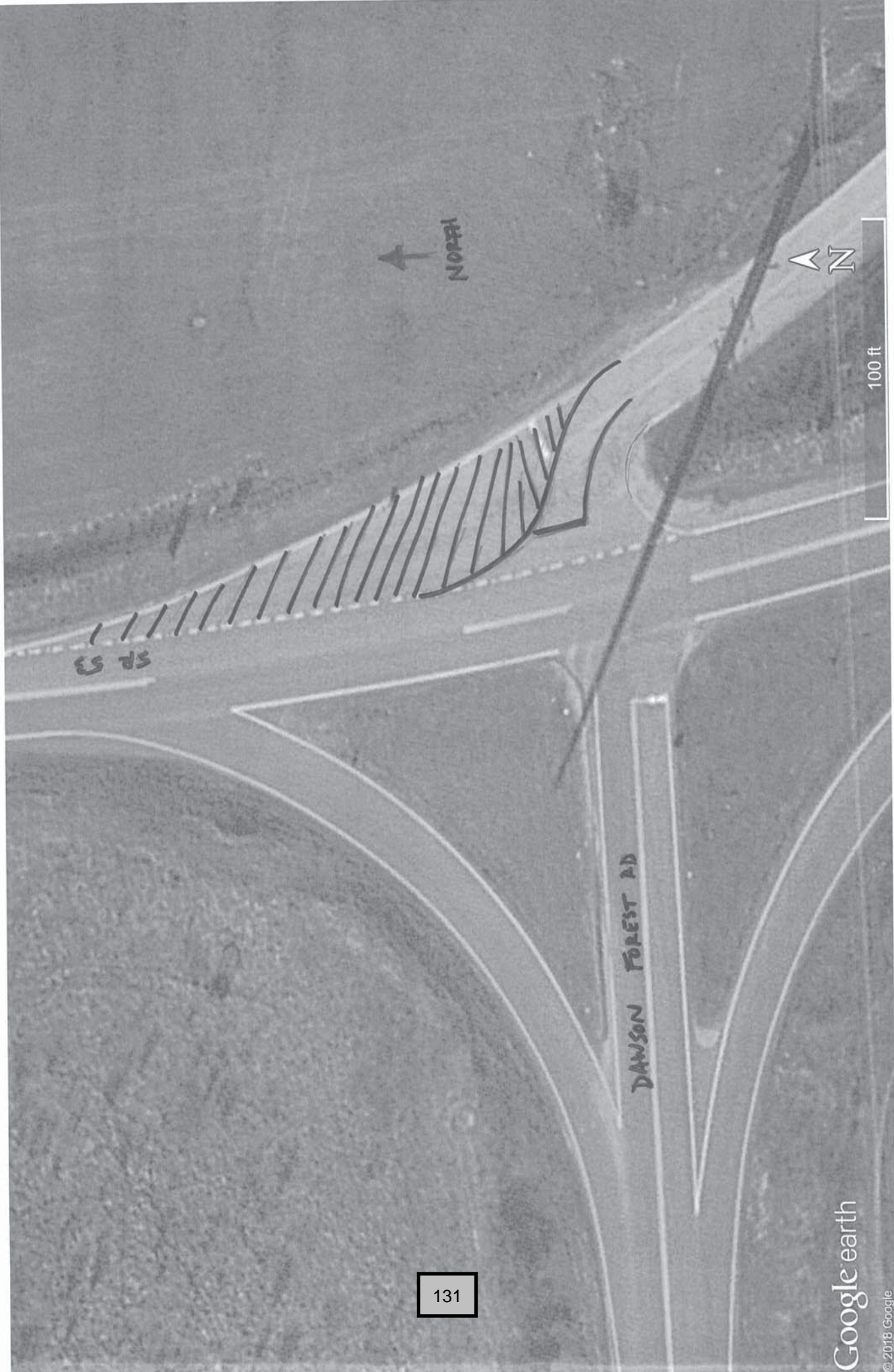
| Intersection             |      |      |       |      |      |      |      |      |      |      |      |       |
|--------------------------|------|------|-------|------|------|------|------|------|------|------|------|-------|
| Int Delay, s/veh         | 10.5 |      |       |      |      |      |      |      |      |      |      |       |
| Movement                 | EBL  | EBT  | EBR   | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR   |
| Lane Configurations      |      | ↕    |       |      | ↕    |      |      | ↕    |      |      | ↕    |       |
| Traffic Vol, veh/h       | 10   | 5    | 304   | 4    | 9    | 22   | 267  | 426  | 5    | 10   | 407  | 36    |
| Future Vol, veh/h        | 10   | 5    | 304   | 4    | 9    | 22   | 267  | 426  | 5    | 10   | 407  | 36    |
| Conflicting Peds, #/hr   | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| Sign Control             | Stop | Stop | Stop  | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free  |
| RT Channelized           | -    | -    | Yield | -    | -    | None | -    | -    | None | -    | -    | Yield |
| Storage Length           | -    | -    | -     | -    | -    | -    | -    | -    | -    | -    | -    | -     |
| Veh in Median Storage, # | -    | 0    | -     | -    | 0    | -    | -    | 0    | -    | -    | 0    | -     |
| Grade, %                 | -    | 0    | -     | -    | 0    | -    | -    | 0    | -    | -    | 0    | -     |
| Peak Hour Factor         | 62   | 62   | 88    | 33   | 38   | 79   | 93   | 96   | 42   | 50   | 90   | 69    |
| Heavy Vehicles, %        | 2    | 2    | 2     | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2     |
| Mvmt Flow                | 16   | 8    | 345   | 12   | 24   | 28   | 287  | 444  | 12   | 20   | 452  | 52    |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |   |   |       |   |   |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 1542   | 1522  | 452    | 1520  | 1516   | 450   | 452    | 0 | 0 | 456   | 0 | 0 |
| Stage 1              | 492    | 492   | -      | 1024  | 1024   | -     | -      | - | - | -     | - | - |
| Stage 2              | 1050   | 1030  | -      | 496   | 492    | -     | -      | - | - | -     | - | - |
| Critical Hdwy        | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | - | - | 4.12  | - | - |
| Critical Hdwy Stg 1  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Follow-up Hdwy       | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver   | 94     | 118   | 608    | 97    | 119    | 609   | 1109   | - | - | 1105  | - | - |
| Stage 1              | 558    | 548   | -      | 284   | 313    | -     | -      | - | - | -     | - | - |
| Stage 2              | 275    | 311   | -      | 556   | 548    | -     | -      | - | - | -     | - | - |
| Platoon blocked, %   |        |       |        |       |        |       |        | - | - | -     | - | - |
| Mov Cap-1 Maneuver   | 50     | 75    | 608    | 28    | 76     | 609   | 1109   | - | - | 1105  | - | - |
| Mov Cap-2 Maneuver   | 50     | 75    | -      | 28    | 76     | -     | -      | - | - | -     | - | - |
| Stage 1              | 364    | 534   | -      | 185   | 204    | -     | -      | - | - | -     | - | - |
| Stage 2              | 151    | 203   | -      | 231   | 534    | -     | -      | - | - | -     | - | - |

| Approach             | EB   |  | WB    |  | NB  |  | SB  |  |
|----------------------|------|--|-------|--|-----|--|-----|--|
| HCM Control Delay, s | 17.5 |  | 135.6 |  | 3.6 |  | 0.3 |  |
| HCM LOS              | C    |  | F     |  |     |  |     |  |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1WBLn1 | SBL   | SBT   | SBR |
|-----------------------|-------|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h)      | 1109  | -   | -   | 651        | 81    | 1105  | -   |
| HCM Lane V/C Ratio    | 0.259 | -   | -   | 0.568      | 0.786 | 0.018 | -   |
| HCM Control Delay (s) | 9.4   | 0   | -   | 17.5       | 135.6 | 8.3   | 0   |
| HCM Lane LOS          | A     | A   | -   | C          | F     | A     | A   |
| HCM 95th %tile Q(veh) | 1     | -   | -   | 3.6        | 3.9   | 0.1   | -   |

# CONCEPT SHOWING SYSTEM IMPROVEMENTS



↑ NORTH

← N

100 ft

SR 53

DANSON FOREST AD

# AASHTO LEFT TURN LANE ANALYSIS

## LEFT TURN LANE ANALYSIS per AASHTO standards

The following left turn lane analyses were used to determine the need for dedicated turn bays at the proposed site driveway locations that are not located on State Routes.

### 7.2 Methodology

M.D. Harmelink utilized a probabilistic model to establish left turn lane warrants for two-lane and four-lane highways at unsignalized T-intersections. These warrants are the basis for AASHTO guidelines for justifying a left-turn lane at an unsignalized intersection. The warrants developed are in the form of sets of different volume combinations, specifically, the advancing volume, the percentage of left-turns in the advancing volume, and the opposing volume. These warrants are based on maximum allowable probabilities that one or more through vehicles are present in the queue formed by the left-turning vehicles that is waiting for a suitable gap. The warrants, as summarized by AASHTO, were developed for the approach speeds of 40, 50 and 60 mph and left turn volumes that are 5%, 10%, 20%, and 30% of the advancing stream.

| AASHTO THRESHOLDS (EXHIBIT 9-75, PG 685), 40 MPH |                                    |       |       |       |
|--|------------------------------------|-------|-------|-------|
| Opposing Volumes                                 | Advancing Volumes (by left turn %) |       |       |       |
|  | 5%                                 | 10.0% | 20.0% | 30.0% |
| <b>100</b>                                       | 720                                | 515   | 390   | 340   |
| <b>200</b>                                       | 640                                | 470   | 350   | 305   |
| <b>400</b>                                       | 510                                | 380   | 275   | 245   |
| <b>600</b>                                       | 410                                | 305   | 225   | 200   |
| <b>800</b>                                       | 330                                | 240   | 180   | 160   |

An interpolation of the thresholds is needed for other volumes and percentages that are not in the AASHTO table for left turn percentages that are not represented in the table.

### 7.3 Results

A graphic of the peak hour turning movements for the site, as they relate to the AASHTO criteria are provided in the following figures.

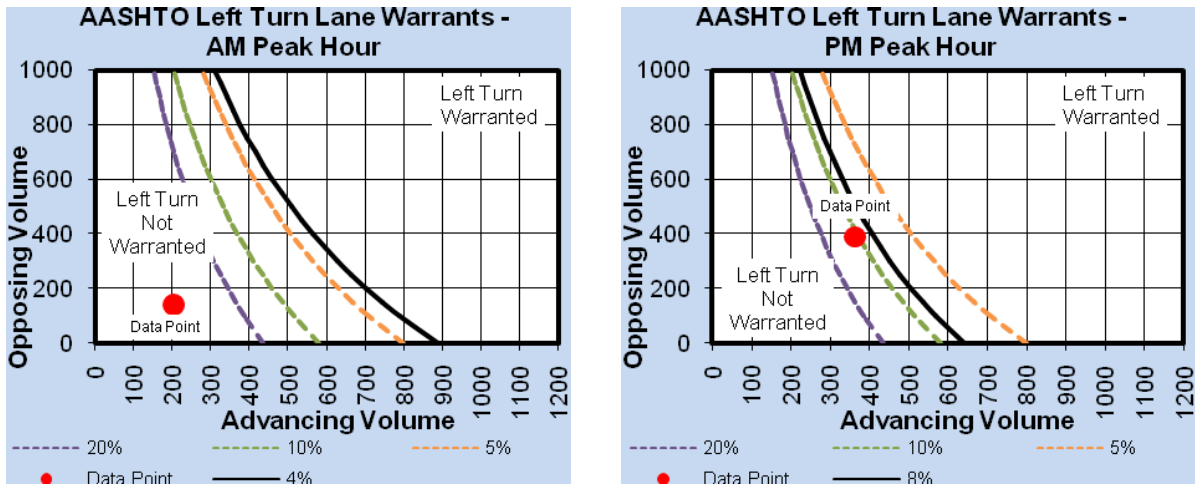


Figure 1 – AASHTO Left Turn Lane Guidelines: Dawson Forest Road @ Site Driveway 1

## 7.4 Findings

The results of the analysis show that the probability of one or more vehicles queuing behind a waiting left-turn vehicle is below the 2% probability criterion. Therefore, unless stopping sight distance (500 feet for 45 mph) is obstructed on the westbound approach, a left turn lane is not warranted per AASHTO criteria at the site driveway on Dawson Forest Road.

**NCHRP 457 RIGHT TURN LANE ANALYSIS**

# RIGHT TURN LANE ANALYSIS per NCHRP 457 guidelines

The following right turn lane analyses were used to determine the need for dedicated turn bays at the proposed site driveway locations that are not located on State Routes.

## 7.5 Methodology

Guidelines for determining when to provide a right-turn bay on the major road of a two-way stop-controlled intersection are provided in Hasan, T. and Stokes, R.W. "Guidelines for Right-Turn Treatments at Unsignalized Intersections and Driveways on Rural Highways" (Transportation Research Record 1579). These guidelines were based on an evaluation of the operating and collisions costs associated with the right turn maneuver relative to the cost of construction. The operating costs included those of road-user fuel and delay. Separate guidelines were developed for two-lane and four-lane roadways, which are found in the NCHRP Report 457 "Evaluating Intersection Improvements: An Engineering Study Guide".

## 7.6 Results

An evaluation of site traffic in relation to these guidelines is shown graphically in the following figure.

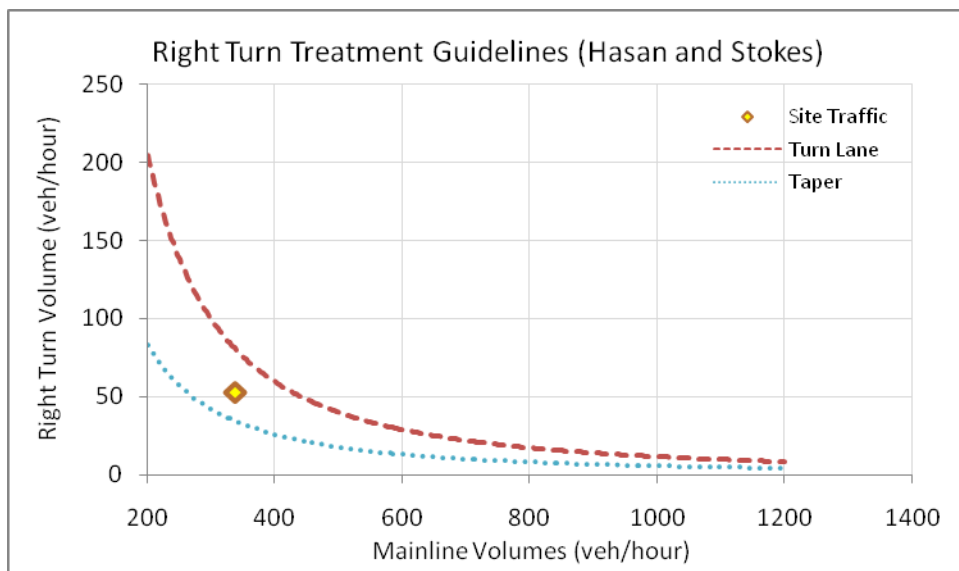


Figure 1 – NCHRP 457 Right Turn Lane Guidelines: Dawson Forest Road @ Site Driveway 1

## 7.7 Findings

The low volumes and speed on the roadway would lessen the need for deceleration outside of the through lane. Therefore, unless stopping sight distance (430 feet for 45 mph) is obstructed on the eastbound approach, a right turn lane is not warranted on the mainline at the site driveway on Dawson Forest Road using the criteria in the NCHRP Report 457.



## FUTURE “BUILD” INTERSECTION ANALYSIS

Timings  
1: GA 400 & Dawson Forest Rd

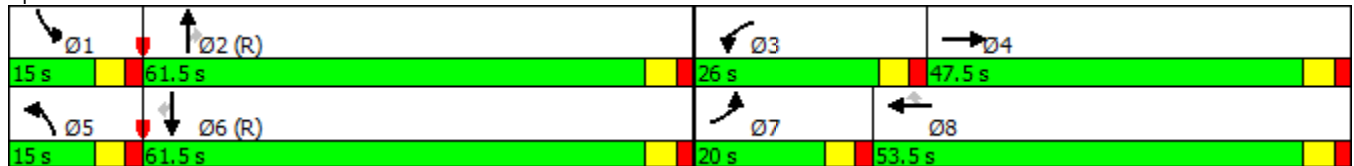
Future Build AM  
06/10/2019

| Lane Group           | EBL   | EBT   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |  |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|
| Lane Configurations  |       |       |       |       |       |       |       |       |       |       |       |  |
| Traffic Volume (vph) | 116   | 86    | 213   | 81    | 38    | 43    | 686   | 52    | 39    | 1302  | 67    |  |
| Future Volume (vph)  | 116   | 86    | 213   | 81    | 38    | 43    | 686   | 52    | 39    | 1302  | 67    |  |
| Turn Type            | Prot  | NA    | Prot  | NA    | Perm  | Prot  | NA    | Perm  | Prot  | NA    | Perm  |  |
| Protected Phases     | 7     | 4     | 3     | 8     |       | 5     | 2     |       | 1     | 6     |       |  |
| Permitted Phases     |       |       |       |       | 8     |       |       | 2     |       |       | 6     |  |
| Detector Phase       | 7     | 4     | 3     | 8     | 8     | 5     | 2     | 2     | 1     | 6     | 6     |  |
| Switch Phase         |       |       |       |       |       |       |       |       |       |       |       |  |
| Minimum Initial (s)  | 5.0   | 6.0   | 5.0   | 6.0   | 6.0   | 5.0   | 15.0  | 15.0  | 5.0   | 15.0  | 15.0  |  |
| Minimum Split (s)    | 15.0  | 58.5  | 15.0  | 57.5  | 57.5  | 15.0  | 38.5  | 38.5  | 15.0  | 40.5  | 40.5  |  |
| Total Split (s)      | 20.0  | 47.5  | 26.0  | 53.5  | 53.5  | 15.0  | 61.5  | 61.5  | 15.0  | 61.5  | 61.5  |  |
| Total Split (%)      | 13.3% | 31.7% | 17.3% | 35.7% | 35.7% | 10.0% | 41.0% | 41.0% | 10.0% | 41.0% | 41.0% |  |
| Yellow Time (s)      | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   |  |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   |  |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |  |
| Total Lost Time (s)  | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   |  |
| Lead/Lag             | Lead  | Lag   | Lead  | Lag   | Lag   | Lead  | Lag   | Lag   | Lead  | Lag   | Lag   |  |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |       |       |       |       |  |
| Recall Mode          | None  | None  | None  | None  | None  | None  | C-Min | C-Min | None  | C-Min | C-Min |  |

Intersection Summary
























Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated

Splits and Phases: 1: GA 400 & Dawson Forest Rd



HCM 2010 Signalized Intersection Summary  
1: GA 400 & Dawson Forest Rd

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06/10/2019

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement                     | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations          |  |  |   |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 116   | 86  | 97  | 213   | 81  | 38  | 43   | 686   | 52  | 39  | 1302  | 67  |
| Future Volume (veh/h)        | 116   | 86  | 97  | 213   | 81  | 38  | 43   | 686   | 52  | 39  | 1302  | 67  |
| Number                       | 7   | 4   | 14  | 3   | 8   | 18  | 5  | 2   | 12  | 1   | 6   | 16  |
| Initial Q (Qb), veh          | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   | 0   | 0   | 0   |
| Ped-Bike Adj(A_pbT)          | 1.00  |   | 1.00  | 1.00  |   | 1.00  | 1.00   |   | 1.00  | 1.00  |   | 1.00  |
| Parking Bus, Adj             | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Adj Sat Flow, veh/h/ln       | 1863  | 1863  | 1900  | 1863  | 1863  | 1863  | 1863   | 1863  | 1863  | 1863  | 1863  | 1863  |
| Adj Flow Rate, veh/h         | 140   | 108   | 0   | 266   | 116   | 0   | 59   | 780   | 62  | 55  | 1532  | 76  |
| Adj No. of Lanes             | 2   | 2   | 0   | 2   | 1   | 1   | 2  | 2   | 1   | 2   | 2   | 1   |
| Peak Hour Factor             | 0.83  | 0.80  | 0.78  | 0.80  | 0.70  | 0.68  | 0.73   | 0.88  | 0.84  | 0.71  | 0.85  | 0.88  |
| Percent Heavy Veh, %         | 2   | 2   | 2   | 2   | 2   | 2   | 2  | 2   | 2   | 2   | 2   | 2   |
| Cap, veh/h                   | 188   | 171   | 0   | 320   | 161   | 137   | 105  | 2414  | 1080  | 103   | 2412  | 1079  |
| Arrive On Green              | 0.05  | 0.05  | 0.00  | 0.09  | 0.09  | 0.00  | 0.03   | 0.68  | 0.68  | 0.03  | 0.68  | 0.68  |
| Sat Flow, veh/h              | 3442  | 3632  | 0   | 3442  | 1863  | 1583  | 3442   | 3539  | 1583  | 3442  | 3539  | 1583  |
| Grp Volume(v), veh/h         | 140   | 108   | 0   | 266   | 116   | 0   | 59   | 780   | 62  | 55  | 1532  | 76  |
| Grp Sat Flow(s),veh/h/ln     | 1721  | 1770  | 0   | 1721  | 1863  | 1583  | 1721   | 1770  | 1583  | 1721  | 1770  | 1583  |
| Q Serve(g_s), s              | 6.0   | 4.5   | 0.0   | 11.4  | 9.1   | 0.0   | 2.5  | 13.5  | 1.9   | 2.4   | 36.5  | 2.4   |
| Cycle Q Clear(g_c), s        | 6.0   | 4.5   | 0.0   | 11.4  | 9.1   | 0.0   | 2.5  | 13.5  | 1.9   | 2.4   | 36.5  | 2.4   |
| Prop In Lane                 | 1.00  |   | 0.00  | 1.00  |   | 1.00  | 1.00   |   | 1.00  | 1.00  |   | 1.00  |
| Lane Grp Cap(c), veh/h       | 188   | 171   | 0   | 320   | 161   | 137   | 105  | 2414  | 1080  | 103   | 2412  | 1079  |
| V/C Ratio(X)                 | 0.74  | 0.63  | 0.00  | 0.83  | 0.72  | 0.00  | 0.56   | 0.32  | 0.06  | 0.53  | 0.64  | 0.07  |
| Avail Cap(c_a), veh/h        | 333   | 991   | 0   | 470   | 596   | 507   | 218  | 2414  | 1080  | 218   | 2412  | 1079  |
| HCM Platoon Ratio            | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Upstream Filter(I)           | 1.00  | 1.00  | 0.00  | 1.00  | 1.00  | 0.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Uniform Delay (d), s/veh     | 69.9  | 70.1  | 0.0   | 66.9  | 66.7  | 0.0   | 71.7   | 9.7   | 7.9   | 71.7  | 13.4  | 8.0   |
| Incr Delay (d2), s/veh       | 5.7   | 3.8   | 0.0   | 7.9   | 5.9   | 0.0   | 4.7  | 0.4   | 0.1   | 4.2   | 1.3   | 0.1   |
| Initial Q Delay(d3),s/veh    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| %ile BackOfQ(95%),veh/ln     | 5.4   | 4.1   | 0.0   | 9.7   | 8.6   | 0.0   | 2.3  | 10.8  | 1.6   | 2.1   | 25.1  | 2.0   |
| LnGrp Delay(d),s/veh         | 75.6  | 73.9  | 0.0   | 74.8  | 72.6  | 0.0   | 76.4   | 10.1  | 8.0   | 75.9  | 14.7  | 8.1   |
| LnGrp LOS                    | E   | E   |   | E   | E   |   | E  | B   | A   | E   | B   | A   |
| Approach Vol, veh/h          |   | 248   |   |   | 382   |   |  | 901   |   |   | 1663  |   |
| Approach Delay, s/veh        |   | 74.8  |   |   | 74.1  |   |  | 14.3  |   |   | 16.4  |   |
| Approach LOS                 |   | E   |   |   | E   |   |  | B   |   |   | B   |   |
| Timer                        | 1   | 2   | 3   | 4   | 5   | 6   | 7  | 8   |   |   |   |   |
| Assigned Phs                 | 1   | 2   | 3   | 4   | 5   | 6   | 7  | 8   |   |   |   |   |
| Phs Duration (G+Y+Rc), s     | 10.0  | 107.8   | 19.5  | 12.7  | 10.1  | 107.7   | 13.7   | 18.5  |   |   |   |   |
| Change Period (Y+Rc), s      | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5  | 5.5   |   |   |   |   |
| Max Green Setting (Gmax), s  | 9.5   | 56.0  | 20.5  | 42.0  | 9.5   | 56.0  | 14.5   | 48.0  |   |   |   |   |
| Max Q Clear Time (g_c+I1), s | 4.4   | 15.5  | 13.4  | 6.5   | 4.5   | 38.5  | 8.0  | 11.1  |   |   |   |   |
| Green Ext Time (p_c), s      | 0.0   | 40.3  | 0.6   | 0.7   | 0.0   | 17.5  | 0.2  | 0.8   |   |   |   |   |
| <b>Intersection Summary</b>  |   |   |   |   |   |   |  |   |   |   |   |   |
| HCM 2010 Ctrl Delay          |   |   | 27.3  |   |   |   |  |   |   |   |   |   |
| HCM 2010 LOS                 |   |   | C   |   |   |   |  |   |   |   |   |   |
| <b>Notes</b>                 |   |   |   |   |   |   |  |   |   |   |   |   |

| Intersection             |      |      |       |      |      |      |      |      |      |      |      |       |
|--------------------------|------|------|-------|------|------|------|------|------|------|------|------|-------|
| Int Delay, s/veh         | 3.4  |      |       |      |      |      |      |      |      |      |      |       |
| Movement                 | EBL  | EBT  | EBR   | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR   |
| Lane Configurations      |      | ↕    |       |      | ↕    |      |      | ↕    |      |      | ↕    |       |
| Traffic Vol, veh/h       | 11   | 0    | 118   | 1    | 2    | 3    | 176  | 422  | 1    | 3    | 360  | 27    |
| Future Vol, veh/h        | 11   | 0    | 118   | 1    | 2    | 3    | 176  | 422  | 1    | 3    | 360  | 27    |
| Conflicting Peds, #/hr   | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| Sign Control             | Stop | Stop | Stop  | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free  |
| RT Channelized           | -    | -    | Yield | -    | -    | None | -    | -    | None | -    | -    | Yield |
| Storage Length           | -    | -    | -     | -    | -    | -    | -    | -    | -    | -    | -    | -     |
| Veh in Median Storage, # | -    | 0    | -     | -    | 0    | -    | -    | 0    | -    | -    | 0    | -     |
| Grade, %                 | -    | 0    | -     | -    | 0    | -    | -    | 0    | -    | -    | 0    | -     |
| Peak Hour Factor         | 44   | 92   | 95    | 25   | 50   | 25   | 81   | 90   | 25   | 75   | 87   | 64    |
| Heavy Vehicles, %        | 2    | 2    | 2     | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2     |
| Mvmt Flow                | 25   | 0    | 124   | 4    | 4    | 12   | 217  | 469  | 4    | 4    | 414  | 42    |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |   |   |       |   |   |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 1335   | 1329  | 414    | 1327  | 1327   | 471   | 414    | 0 | 0 | 473   | 0 | 0 |
| Stage 1              | 422    | 422   | -      | 905   | 905    | -     | -      | - | - | -     | - | - |
| Stage 2              | 913    | 907   | -      | 422   | 422    | -     | -      | - | - | -     | - | - |
| Critical Hdwy        | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | - | - | 4.12  | - | - |
| Critical Hdwy Stg 1  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Follow-up Hdwy       | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver   | 131    | 155   | 638    | 132   | 155    | 593   | 1145   | - | - | 1089  | - | - |
| Stage 1              | 609    | 588   | -      | 331   | 355    | -     | -      | - | - | -     | - | - |
| Stage 2              | 328    | 355   | -      | 609   | 588    | -     | -      | - | - | -     | - | - |
| Platoon blocked, %   |        |       |        |       |        |       |        | - | - | -     | - | - |
| Mov Cap-1 Maneuver   | 100    | 115   | 638    | 85    | 115    | 593   | 1145   | - | - | 1089  | - | - |
| Mov Cap-2 Maneuver   | 100    | 115   | -      | 85    | 115    | -     | -      | - | - | -     | - | - |
| Stage 1              | 452    | 585   | -      | 246   | 264    | -     | -      | - | - | -     | - | - |
| Stage 2              | 235    | 264   | -      | 488   | 585    | -     | -      | - | - | -     | - | - |

| Approach             | EB |  | WB   |  | NB  |  | SB  |  |
|----------------------|----|--|------|--|-----|--|-----|--|
| HCM Control Delay, s | 13 |  | 25.4 |  | 2.8 |  | 0.1 |  |
| HCM LOS              | B  |  | D    |  |     |  |     |  |

| Minor Lane/Major Mvmt | NBL  | NBT | NBR | EBLn1WBLn1 | SBL   | SBT   | SBR |
|-----------------------|------|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h)      | 1145 | -   | -   | 597        | 196   | 1089  | -   |
| HCM Lane V/C Ratio    | 0.19 | -   | -   | 0.25       | 0.102 | 0.004 | -   |
| HCM Control Delay (s) | 8.9  | 0   | -   | 13         | 25.4  | 8.3   | 0   |
| HCM Lane LOS          | A    | A   | -   | B          | D     | A     | A   |
| HCM 95th %tile Q(veh) | 0.7  | -   | -   | 1          | 0.3   | 0     | -   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.4  |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      |      |      |      |      |      |      |
| Traffic Vol, veh/h       | 121  | 16   | 9    | 197  | 47   | 9    |
| Future Vol, veh/h        | 121  | 16   | 9    | 197  | 47   | 9    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 50   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 132  | 17   | 10   | 394  | 51   | 10   |

| Major/Minor          | Major1 | Major2 | Minor1 |   |       |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 0      | 0      | 149    | 0 | 554   |
| Stage 1              | -      | -      | -      | - | 140   |
| Stage 2              | -      | -      | -      | - | 414   |
| Critical Hdwy        | -      | -      | 4.12   | - | 6.42  |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.42  |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.42  |
| Follow-up Hdwy       | -      | -      | 2.218  | - | 3.518 |
| Pot Cap-1 Maneuver   | -      | -      | 1432   | - | 493   |
| Stage 1              | -      | -      | -      | - | 887   |
| Stage 2              | -      | -      | -      | - | 667   |
| Platoon blocked, %   | -      | -      | -      | - | -     |
| Mov Cap-1 Maneuver   | -      | -      | 1432   | - | 489   |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 489   |
| Stage 1              | -      | -      | -      | - | 887   |
| Stage 2              | -      | -      | -      | - | 661   |

| Approach             | EB | WB  | NB   |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0  | 0.2 | 12.7 |
| HCM LOS              |    |     | B    |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 528   | -   | -   | 1432  | -   |
| HCM Lane V/C Ratio    | 0.115 | -   | -   | 0.007 | -   |
| HCM Control Delay (s) | 12.7  | -   | -   | 7.5   | 0   |
| HCM Lane LOS          | B     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 0.4   | -   | -   | 0     | -   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.5  |      |      |      |      |      |
| Movement                 | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
| Lane Configurations      | ↔    |      |      | ↑    | ↑    |      |
| Traffic Vol, veh/h       | 13   | 17   | 0    | 586  | 478  | 0    |
| Future Vol, veh/h        | 13   | 17   | 0    | 586  | 478  | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 90   | 87   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 14   | 18   | 0    | 651  | 549  | 0    |

| Major/Minor          | Minor2 | Major1 | Major2 |   |   |   |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1200   | 549    | -      | 0 | - | 0 |
| Stage 1              | 549    | -      | -      | - | - | - |
| Stage 2              | 651    | -      | -      | - | - | - |
| Critical Hdwy        | 6.42   | 6.22   | -      | - | - | - |
| Critical Hdwy Stg 1  | 5.42   | -      | -      | - | - | - |
| Critical Hdwy Stg 2  | 5.42   | -      | -      | - | - | - |
| Follow-up Hdwy       | 3.518  | 3.318  | -      | - | - | - |
| Pot Cap-1 Maneuver   | 204    | 535    | 0      | - | - | 0 |
| Stage 1              | 579    | -      | 0      | - | - | 0 |
| Stage 2              | 519    | -      | 0      | - | - | 0 |
| Platoon blocked, %   |        |        |        | - | - |   |
| Mov Cap-1 Maneuver   | 204    | 535    | -      | - | - | - |
| Mov Cap-2 Maneuver   | 204    | -      | -      | - | - | - |
| Stage 1              | 579    | -      | -      | - | - | - |
| Stage 2              | 519    | -      | -      | - | - | - |

| Approach             | EB   | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 17.8 | 0  | 0  |
| HCM LOS              | C    |    |    |

| Minor Lane/Major Mvmt | NBT EBLn1 | SBT |
|-----------------------|-----------|-----|
| Capacity (veh/h)      | - 314     | -   |
| HCM Lane V/C Ratio    | - 0.104   | -   |
| HCM Control Delay (s) | - 17.8    | -   |
| HCM Lane LOS          | - C       | -   |
| HCM 95th %tile Q(veh) | - 0.3     | -   |

Timings  
1: GA 400 & Dawson Forest Rd

Future Build PM  
06/10/2019

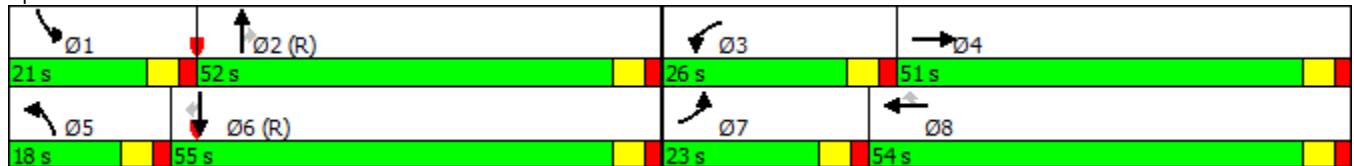


| Lane Group           | EBL   | EBT   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
|----------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↖↗    | ↕     | ↖↗    | ↕     | ↖     | ↖↗    | ↕↕    | ↖     | ↖↗    | ↕↕    | ↖     |
| Traffic Volume (vph) | 225   | 198   | 297   | 216   | 131   | 100   | 1557  | 220   | 174   | 1056  | 117   |
| Future Volume (vph)  | 225   | 198   | 297   | 216   | 131   | 100   | 1557  | 220   | 174   | 1056  | 117   |
| Turn Type            | Prot  | NA    | Prot  | NA    | Perm  | Prot  | NA    | Perm  | Prot  | NA    | Perm  |
| Protected Phases     | 7     | 4     | 3     | 8     |       | 5     | 2     |       | 1     | 6     |       |
| Permitted Phases     |       |       |       |       | 8     |       |       | 2     |       |       | 6     |
| Detector Phase       | 7     | 4     | 3     | 8     | 8     | 5     | 2     | 2     | 1     | 6     | 6     |
| Switch Phase         |       |       |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)  | 5.0   | 6.0   | 15.0  | 6.0   | 6.0   | 5.0   | 15.0  | 15.0  | 5.0   | 15.0  | 15.0  |
| Minimum Split (s)    | 15.0  | 58.5  | 20.5  | 57.5  | 57.5  | 15.0  | 38.5  | 38.5  | 15.0  | 40.5  | 40.5  |
| Total Split (s)      | 23.0  | 51.0  | 26.0  | 54.0  | 54.0  | 18.0  | 52.0  | 52.0  | 21.0  | 55.0  | 55.0  |
| Total Split (%)      | 15.3% | 34.0% | 17.3% | 36.0% | 36.0% | 12.0% | 34.7% | 34.7% | 14.0% | 36.7% | 36.7% |
| Yellow Time (s)      | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   |
| Lead/Lag             | Lead  | Lag   | Lead  | Lag   | Lag   | Lead  | Lag   | Lag   | Lead  | Lag   | Lag   |
| Lead-Lag Optimize?   |       |       |       |       |       |       |       |       |       |       |       |
| Recall Mode          | None  | None  | None  | None  | None  | None  | C-Min | C-Min | None  | C-Min | C-Min |

Intersection Summary
























Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 145  
 Control Type: Actuated-Coordinated

Splits and Phases: 1: GA 400 & Dawson Forest Rd



HCM 2010 Signalized Intersection Summary  
1: GA 400 & Dawson Forest Rd

Future Build PM  
06/10/2019

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement                     | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations          |  |  |   |  |  |  |  |  |  |  |  |  |
| Traffic Volume (veh/h)       | 225   | 198   | 76  | 297   | 216   | 131   | 100  | 1557  | 220   | 174   | 1056  | 117   |
| Future Volume (veh/h)        | 225   | 198   | 76  | 297   | 216   | 131   | 100  | 1557  | 220   | 174   | 1056  | 117   |
| Number                       | 7   | 4   | 14  | 3   | 8   | 18  | 5  | 2   | 12  | 1   | 6   | 16  |
| Initial Q (Qb), veh          | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   | 0   | 0   | 0   |
| Ped-Bike Adj(A_pbT)          | 1.00  |   | 1.00  | 1.00  |   | 1.00  | 1.00   |   | 1.00  | 1.00  |   | 1.00  |
| Parking Bus, Adj             | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Adj Sat Flow, veh/h/ln       | 1863  | 1863  | 1900  | 1863  | 1863  | 1863  | 1863   | 1863  | 1863  | 1863  | 1863  | 1863  |
| Adj Flow Rate, veh/h         | 271   | 220   | 0   | 386   | 243   | 0   | 141  | 1692  | 262   | 242   | 1214  | 154   |
| Adj No. of Lanes             | 2   | 2   | 0   | 2   | 1   | 1   | 2  | 2   | 1   | 2   | 2   | 1   |
| Peak Hour Factor             | 0.83  | 0.90  | 0.62  | 0.77  | 0.89  | 0.93  | 0.71   | 0.92  | 0.84  | 0.72  | 0.87  | 0.76  |
| Percent Heavy Veh, %         | 2   | 2   | 2   | 2   | 2   | 2   | 2  | 2   | 2   | 2   | 2   | 2   |
| Cap, veh/h                   | 321   | 420   | 0   | 433   | 282   | 240   | 188  | 1856  | 830   | 290   | 1961  | 877   |
| Arrive On Green              | 0.09  | 0.12  | 0.00  | 0.13  | 0.15  | 0.00  | 0.05   | 0.52  | 0.52  | 0.08  | 0.55  | 0.55  |
| Sat Flow, veh/h              | 3442  | 3632  | 0   | 3442  | 1863  | 1583  | 3442   | 3539  | 1583  | 3442  | 3539  | 1583  |
| Grp Volume(v), veh/h         | 271   | 220   | 0   | 386   | 243   | 0   | 141  | 1692  | 262   | 242   | 1214  | 154   |
| Grp Sat Flow(s),veh/h/ln     | 1721  | 1770  | 0   | 1721  | 1863  | 1583  | 1721   | 1770  | 1583  | 1721  | 1770  | 1583  |
| Q Serve(g_s), s              | 11.6  | 8.8   | 0.0   | 16.6  | 19.1  | 0.0   | 6.1  | 65.3  | 14.1  | 10.4  | 34.9  | 7.2   |
| Cycle Q Clear(g_c), s        | 11.6  | 8.8   | 0.0   | 16.6  | 19.1  | 0.0   | 6.1  | 65.3  | 14.1  | 10.4  | 34.9  | 7.2   |
| Prop In Lane                 | 1.00  |   | 0.00  | 1.00  |   | 1.00  | 1.00   |   | 1.00  | 1.00  |   | 1.00  |
| Lane Grp Cap(c), veh/h       | 321   | 420   | 0   | 433   | 282   | 240   | 188  | 1856  | 830   | 290   | 1961  | 877   |
| V/C Ratio(X)                 | 0.84  | 0.52  | 0.00  | 0.89  | 0.86  | 0.00  | 0.75   | 0.91  | 0.32  | 0.83  | 0.62  | 0.18  |
| Avail Cap(c_a), veh/h        | 402   | 1074  | 0   | 470   | 602   | 512   | 287  | 1856  | 830   | 356   | 1961  | 877   |
| HCM Platoon Ratio            | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Upstream Filter(I)           | 1.00  | 1.00  | 0.00  | 1.00  | 1.00  | 0.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Uniform Delay (d), s/veh     | 66.9  | 62.1  | 0.0   | 64.5  | 62.1  | 0.0   | 69.9   | 32.5  | 20.3  | 67.6  | 22.7  | 16.5  |
| Incr Delay (d2), s/veh       | 12.6  | 1.0   | 0.0   | 17.9  | 7.7   | 0.0   | 5.9  | 8.3   | 1.0   | 13.2  | 1.5   | 0.4   |
| Initial Q Delay(d3),s/veh    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| %ile BackOfQ(95%),veh/ln     | 10.1  | 7.8   | 0.0   | 13.9  | 15.8  | 0.0   | 5.5  | 43.4  | 10.6  | 9.3   | 24.3  | 5.9   |
| LnGrp Delay(d),s/veh         | 79.5  | 63.1  | 0.0   | 82.4  | 69.8  | 0.0   | 75.8   | 40.8  | 21.3  | 80.9  | 24.2  | 17.0  |
| LnGrp LOS                    | E   | E   |   | F   | E   |   | E  | D   | C   | F   | C   | B   |
| Approach Vol, veh/h          |   | 491   |   |   | 629   |   |  | 2095  |   |   | 1610  |   |
| Approach Delay, s/veh        |   | 72.2  |   |   | 77.5  |   |  | 40.7  |   |   | 32.0  |   |
| Approach LOS                 |   | E   |   |   | E   |   |  | D   |   |   | C   |   |
| Timer                        | 1   | 2   | 3   | 4   | 5   | 6   | 7  | 8   |   |   |   |   |
| Assigned Phs                 | 1   | 2   | 3   | 4   | 5   | 6   | 7  | 8   |   |   |   |   |
| Phs Duration (G+Y+Rc), s     | 18.1  | 84.2  | 24.4  | 23.3  | 13.7  | 88.6  | 19.5   | 28.2  |   |   |   |   |
| Change Period (Y+Rc), s      | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5  | 5.5   |   |   |   |   |
| Max Green Setting (Gmax), s  | 15.5  | 46.5  | 20.5  | 45.5  | 12.5  | 49.5  | 17.5   | 48.5  |   |   |   |   |
| Max Q Clear Time (g_c+I1), s | 12.4  | 67.3  | 18.6  | 10.8  | 8.1   | 36.9  | 13.6   | 21.1  |   |   |   |   |
| Green Ext Time (p_c), s      | 0.3   | 0.0   | 0.3   | 1.6   | 0.2   | 12.6  | 0.4  | 1.6   |   |   |   |   |
| <b>Intersection Summary</b>  |   |   |   |   |   |   |  |   |   |   |   |   |
| HCM 2010 Ctrl Delay          | 45.8  |   |   |   |   |   |  |   |   |   |   |   |
| HCM 2010 LOS                 | D   |   |   |   |   |   |  |   |   |   |   |   |
| <b>Notes</b>                 |   |   |   |   |   |   |  |   |   |   |   |   |



| Intersection             |      |      |       |      |      |      |      |      |      |      |      |       |
|--------------------------|------|------|-------|------|------|------|------|------|------|------|------|-------|
| Int Delay, s/veh         | 23   |      |       |      |      |      |      |      |      |      |      |       |
| Movement                 | EBL  | EBT  | EBR   | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR   |
| Lane Configurations      |      | ↕    |       |      | ↕    |      |      | ↕    |      |      | ↕    |       |
| Traffic Vol, veh/h       | 13   | 5    | 325   | 4    | 10   | 23   | 308  | 454  | 5    | 11   | 432  | 46    |
| Future Vol, veh/h        | 13   | 5    | 325   | 4    | 10   | 23   | 308  | 454  | 5    | 11   | 432  | 46    |
| Conflicting Peds, #/hr   | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| Sign Control             | Stop | Stop | Stop  | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free  |
| RT Channelized           | -    | -    | Yield | -    | -    | None | -    | -    | None | -    | -    | Yield |
| Storage Length           | -    | -    | -     | -    | -    | -    | -    | -    | -    | -    | -    | -     |
| Veh in Median Storage, # | -    | 0    | -     | -    | 0    | -    | -    | 0    | -    | -    | 0    | -     |
| Grade, %                 | -    | 0    | -     | -    | 0    | -    | -    | 0    | -    | -    | 0    | -     |
| Peak Hour Factor         | 62   | 62   | 88    | 33   | 38   | 79   | 93   | 96   | 42   | 50   | 90   | 69    |
| Heavy Vehicles, %        | 2    | 2    | 2     | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2     |
| Mvmt Flow                | 21   | 8    | 369   | 12   | 26   | 29   | 331  | 473  | 12   | 22   | 480  | 67    |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |   |   |       |   |   |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 1693   | 1671  | 480    | 1669  | 1665   | 479   | 480    | 0 | 0 | 485   | 0 | 0 |
| Stage 1              | 524    | 524   | -      | 1141  | 1141   | -     | -      | - | - | -     | - | - |
| Stage 2              | 1169   | 1147  | -      | 528   | 524    | -     | -      | - | - | -     | - | - |
| Critical Hdwy        | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | - | - | 4.12  | - | - |
| Critical Hdwy Stg 1  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Follow-up Hdwy       | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver   | 74     | 96    | 586    | 76    | 97     | 587   | 1082   | - | - | 1078  | - | - |
| Stage 1              | 537    | 530   | -      | 244   | 275    | -     | -      | - | - | -     | - | - |
| Stage 2              | 235    | 274   | -      | 534   | 530    | -     | -      | - | - | -     | - | - |
| Platoon blocked, %   |        |       |        |       |        |       |        | - | - | -     | - | - |
| Mov Cap-1 Maneuver   | 30     | 54    | 586    | 17    | 55     | 587   | 1082   | - | - | 1078  | - | - |
| Mov Cap-2 Maneuver   | 30     | 54    | -      | 17    | 55     | -     | -      | - | - | -     | - | - |
| Stage 1              | 312    | 514   | -      | 142   | 160    | -     | -      | - | - | -     | - | - |
| Stage 2              | 108    | 159   | -      | 189   | 514    | -     | -      | - | - | -     | - | - |

| Approach             | EB   | WB       | NB | SB  |
|----------------------|------|----------|----|-----|
| HCM Control Delay, s | 42.4 | \$ 329.9 | 4  | 0.3 |
| HCM LOS              | E    | F        |    |     |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1WBLn1 | SBL      | SBT  | SBR |
|-----------------------|-------|-----|-----|------------|----------|------|-----|
| Capacity (veh/h)      | 1082  | -   | -   | 470        | 54       | 1078 | -   |
| HCM Lane V/C Ratio    | 0.306 | -   | -   | 0.848      | 1.251    | 0.02 | -   |
| HCM Control Delay (s) | 9.8   | 0   | -   | 42.4       | \$ 329.9 | 8.4  | 0   |
| HCM Lane LOS          | A     | A   | -   | E          | F        | A    | A   |
| HCM 95th %tile Q(veh) | 1.3   | -   | -   | 8.5        | 6        | 0.1  | -   |

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1    |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      | 1    |      |      | 1    | 1    |      |
| Traffic Vol, veh/h       | 338  | 53   | 28   | 336  | 26   | 5    |
| Future Vol, veh/h        | 338  | 53   | 28   | 336  | 26   | 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         | 62   | 92   | 92   | 38   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 545  | 58   | 30   | 884  | 28   | 5    |

| Major/Minor          | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 603    | 0      | 1519   |
| Stage 1              | -      | -      | -      | -      | 574    |
| Stage 2              | -      | -      | -      | -      | 945    |
| Critical Hdwy        | -      | -      | 4.12   | -      | 6.42   |
| Critical Hdwy Stg 1  | -      | -      | -      | -      | 5.42   |
| Critical Hdwy Stg 2  | -      | -      | -      | -      | 5.42   |
| Follow-up Hdwy       | -      | -      | 2.218  | -      | 3.518  |
| Pot Cap-1 Maneuver   | -      | -      | 975    | -      | 131    |
| Stage 1              | -      | -      | -      | -      | 563    |
| Stage 2              | -      | -      | -      | -      | 378    |
| Platoon blocked, %   | -      | -      | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 975    | -      | 123    |
| Mov Cap-2 Maneuver   | -      | -      | -      | -      | 123    |
| Stage 1              | -      | -      | -      | -      | 563    |
| Stage 2              | -      | -      | -      | -      | 355    |

| Approach             | EB | WB  | NB   |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0  | 0.3 | 38.7 |
| HCM LOS              |    |     | E    |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 140   | -   | -   | 975   | -   |
| HCM Lane V/C Ratio    | 0.241 | -   | -   | 0.031 | -   |
| HCM Control Delay (s) | 38.7  | -   | -   | 8.8   | 0   |
| HCM Lane LOS          | E     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 0.9   | -   | -   | 0.1   | -   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.3  |      |      |      |      |      |
| Movement                 | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
| Lane Configurations      | ↘↗   |      |      | ↑    | ↑    |      |
| Traffic Vol, veh/h       | 7    | 10   | 0    | 761  | 761  | 0    |
| Future Vol, veh/h        | 7    | 10   | 0    | 761  | 761  | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 96   | 90   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 8    | 11   | 0    | 793  | 846  | 0    |

| Major/Minor          | Minor2 | Major1 | Major2 |   |   |   |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1639   | 846    | -      | 0 | - | 0 |
| Stage 1              | 846    | -      | -      | - | - | - |
| Stage 2              | 793    | -      | -      | - | - | - |
| Critical Hdwy        | 6.42   | 6.22   | -      | - | - | - |
| Critical Hdwy Stg 1  | 5.42   | -      | -      | - | - | - |
| Critical Hdwy Stg 2  | 5.42   | -      | -      | - | - | - |
| Follow-up Hdwy       | 3.518  | 3.318  | -      | - | - | - |
| Pot Cap-1 Maneuver   | 110    | 362    | 0      | - | - | 0 |
| Stage 1              | 421    | -      | 0      | - | - | 0 |
| Stage 2              | 446    | -      | 0      | - | - | 0 |
| Platoon blocked, %   |        |        |        | - | - |   |
| Mov Cap-1 Maneuver   | 110    | 362    | -      | - | - | - |
| Mov Cap-2 Maneuver   | 110    | -      | -      | - | - | - |
| Stage 1              | 421    | -      | -      | - | - | - |
| Stage 2              | 446    | -      | -      | - | - | - |

| Approach             | EB   | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 26.5 | 0  | 0  |
| HCM LOS              | D    |    |    |

| Minor Lane/Major Mvmt | NBT EBLn1 | SBT |
|-----------------------|-----------|-----|
| Capacity (veh/h)      | - 186     | -   |
| HCM Lane V/C Ratio    | - 0.099   | -   |
| HCM Control Delay (s) | - 26.5    | -   |
| HCM Lane LOS          | - D       | -   |
| HCM 95th %tile Q(veh) | - 0.3     | -   |

# TRAFFIC VOLUME WORKSHEETS

**19-071 Dawson Forest Multifamily Residential Development on Dawson Forest Road, Dawsonville**  
 Traffic Volumes

A&R Engineering  
 June 2019

**1. GA 400 @ Dawson Forest  
 A.M. Peak Hour**

| Condition                    | GA 400 Northbound |     |    | GA 400 Southbound |    |      | Dawson Forest Road Eastbound |      |     | Dawson Forest Road Westbound |    |     |     |    |    |     |
|------------------------------|-------------------|-----|----|-------------------|----|------|------------------------------|------|-----|------------------------------|----|-----|-----|----|----|-----|
|                              | L                 | T   | R  | L                 | T  | R    | L                            | T    | R   | L                            | T  | R   | Tot |    |    |     |
| Existing 2019 Volumes:       | 41                | 647 | 37 | 725               | 34 | 1227 | 63                           | 1324 | 109 | 80                           | 91 | 280 | 160 | 73 | 27 | 260 |
| Growth Factor (%):           | 3                 | 3   | 3  | 3                 | 3  | 3    | 3                            | 3    | 3   | 3                            | 3  | 3   | 3   | 3  | 3  | 3   |
| No-Build 2021 Volumes:       | 43                | 686 | 39 | 768               | 36 | 1302 | 67                           | 1405 | 116 | 85                           | 97 | 298 | 170 | 77 | 29 | 276 |
| Total New Trips:             | 0                 | 0   | 13 | 13                | 3  | 0    | 0                            | 3    | 0   | 1                            | 0  | 1   | 43  | 4  | 9  | 56  |
| Future 2021 Traffic Volumes: | 43                | 686 | 52 | 781               | 39 | 1302 | 67                           | 1408 | 116 | 86                           | 97 | 299 | 213 | 81 | 38 | 332 |

**P.M. Peak Hour**

| Condition                    | GA 400 Northbound |      |     | GA 400 Southbound |     |      | Dawson Forest Road Eastbound |      |     | Dawson Forest Road Westbound |    |     |     |     |     |     |
|------------------------------|-------------------|------|-----|-------------------|-----|------|------------------------------|------|-----|------------------------------|----|-----|-----|-----|-----|-----|
|                              | L                 | T    | R   | L                 | T   | R    | L                            | T    | R   | L                            | T  | R   | Tot |     |     |     |
| Existing 2019 Volumes:       | 94                | 1468 | 169 | 1731              | 156 | 995  | 110                          | 1261 | 212 | 183                          | 72 | 467 | 257 | 202 | 119 | 578 |
| Growth Factor (%):           | 3                 | 3    | 3   | 3                 | 3   | 3    | 3                            | 3    | 3   | 3                            | 3  | 3   | 3   | 3   | 3   | 3   |
| No-Build 2021 Volumes:       | 100               | 1557 | 179 | 1836              | 166 | 1056 | 117                          | 1339 | 225 | 194                          | 76 | 495 | 273 | 214 | 126 | 613 |
| Total New Trips:             | 0                 | 0    | 41  | 41                | 8   | 0    | 0                            | 8    | 0   | 4                            | 0  | 4   | 24  | 2   | 5   | 31  |
| Future 2021 Traffic Volumes: | 100               | 1557 | 220 | 1877              | 174 | 1056 | 117                          | 1347 | 225 | 198                          | 76 | 499 | 297 | 216 | 131 | 644 |

**19-071 Dawson Forest Multifamily Residential Development on Dawson Forest Road, Dawsonville**  
 Traffic Volumes

A&R Engineering  
 June 2019

2. SR 53 @ Dawson Forest  
 A.M. Peak Hour

| Condition                    | SR 53 Northbound |     |   | SR 53 Southbound |   |     | Dawson Forest Road Eastbound |     |    | Thompson Creek Park Road Westbound |     |     |   |   |   |   |
|------------------------------|------------------|-----|---|------------------|---|-----|------------------------------|-----|----|------------------------------------|-----|-----|---|---|---|---|
|                              | L                | T   | R | L                | T | R   | L                            | T   | R  | L                                  | T   | R   |   |   |   |   |
|                              | Tot              |     |   | Tot              |   |     | Tot                          |     |    | Tot                                |     |     |   |   |   |   |
| Existing 2019 Volumes:       | 152              | 394 | 1 | 547              | 3 | 339 | 23                           | 365 | 7  | 0                                  | 107 | 114 | 1 | 2 | 3 | 6 |
| Growth Factor (%):           | 3                | 3   | 3 | 3                | 3 | 3   | 3                            | 3   | 3  | 3                                  | 3   | 3   | 3 | 3 | 3 | 3 |
| No-Build 2021 Volumes:       | 161              | 418 | 1 | 580              | 3 | 360 | 24                           | 387 | 7  | 0                                  | 114 | 121 | 1 | 2 | 3 | 6 |
| Total New Trips:             | 15               | 4   | 0 | 19               | 0 | 0   | 3                            | 3   | 4  | 0                                  | 4   | 8   | 0 | 0 | 0 | 0 |
| Future 2021 Traffic Volumes: | 176              | 422 | 1 | 599              | 3 | 360 | 27                           | 390 | 11 | 0                                  | 118 | 129 | 1 | 2 | 3 | 6 |

P.M. Peak Hour

| Condition                    | SR 53 Northbound |     |   | SR 53 Southbound |    |     | Dawson Forest Road Eastbound |     |    | Thompson Creek Park Road Westbound |     |     |   |    |    |    |
|------------------------------|------------------|-----|---|------------------|----|-----|------------------------------|-----|----|------------------------------------|-----|-----|---|----|----|----|
|                              | L                | T   | R | L                | T  | R   | L                            | T   | R  | L                                  | T   | R   |   |    |    |    |
|                              | Tot              |     |   | Tot              |    |     | Tot                          |     |    | Tot                                |     |     |   |    |    |    |
| Existing 2019 Volumes:       | 267              | 426 | 5 | 698              | 10 | 407 | 36                           | 453 | 10 | 5                                  | 304 | 319 | 4 | 9  | 22 | 35 |
| Growth Factor (%):           | 3                | 3   | 3 | 3                | 3  | 3   | 3                            | 3   | 3  | 3                                  | 3   | 3   | 3 | 3  | 3  | 3  |
| No-Build 2021 Volumes:       | 283              | 452 | 5 | 740              | 11 | 432 | 38                           | 481 | 11 | 5                                  | 323 | 339 | 4 | 10 | 23 | 37 |
| Total New Trips:             | 25               | 2   | 0 | 27               | 0  | 0   | 8                            | 8   | 2  | 0                                  | 2   | 4   | 0 | 0  | 0  | 0  |
| Future 2021 Traffic Volumes: | 308              | 454 | 5 | 767              | 11 | 432 | 46                           | 489 | 13 | 5                                  | 325 | 343 | 4 | 10 | 23 | 37 |

**19-071 Dawson Forest Multifamily Residential Development on Dawson Forest Road, Dawsonville**  
 Traffic Volumes

A&R Engineering  
 June 2019

3. Dawson Forest @ Site Drwy  
 A.M. Peak Hour

| Condition                    | Site Driveway Northbound |   |   | - |   |   | Dawson Forest Road Eastbound |     |    | Dawson Forest Road Westbound |     |   |     |
|------------------------------|--------------------------|---|---|---|---|---|------------------------------|-----|----|------------------------------|-----|---|-----|
|                              | L                        | T | R | L | T | R | L                            | T   | R  | L                            | T   | R | Tot |
| Existing 2019 Volumes:       | 0                        | 0 | 0 | 0 | 0 | 0 | 0                            | 114 | 0  | 0                            | 177 | 0 | 177 |
| Growth Factor (%):           | 3                        | 3 | 3 | 3 | 3 | 3 | 3                            | 3   | 3  | 3                            | 3   | 3 | 3   |
| No-Build 2021 Volumes:       | 0                        | 0 | 0 | 0 | 0 | 0 | 0                            | 121 | 0  | 0                            | 188 | 0 | 188 |
| Total New Trips:             | 47                       | 0 | 9 | 0 | 0 | 0 | 0                            | 16  | 16 | 9                            | 9   | 0 | 18  |
| Future 2021 Traffic Volumes: | 47                       | 0 | 9 | 0 | 0 | 0 | 0                            | 121 | 16 | 9                            | 197 | 0 | 206 |

P.M. Peak Hour

| Condition                    | Site Driveway Northbound |   |   | - |   |   | Dawson Forest Road Eastbound |     |    | Dawson Forest Road Westbound |     |   |     |
|------------------------------|--------------------------|---|---|---|---|---|------------------------------|-----|----|------------------------------|-----|---|-----|
|                              | L                        | T | R | L | T | R | L                            | T   | R  | L                            | T   | R | Tot |
| Existing 2019 Volumes:       | 0                        | 0 | 0 | 0 | 0 | 0 | 0                            | 319 | 0  | 0                            | 312 | 0 | 312 |
| Growth Factor (%):           | 3                        | 3 | 3 | 3 | 3 | 3 | 3                            | 3   | 3  | 3                            | 3   | 3 | 3   |
| No-Build 2021 Volumes:       | 0                        | 0 | 0 | 0 | 0 | 0 | 0                            | 338 | 0  | 0                            | 331 | 0 | 331 |
| Total New Trips:             | 26                       | 0 | 5 | 0 | 0 | 0 | 0                            | 53  | 53 | 28                           | 5   | 0 | 33  |
| Future 2021 Traffic Volumes: | 26                       | 0 | 5 | 0 | 0 | 0 | 0                            | 338 | 53 | 28                           | 336 | 0 | 364 |

**19-071 Dawson Forest Multifamily Residential Development on Dawson Forest Road, Dawsonville**  
 Traffic Volumes

A&R Engineering  
 June 2019

**4. SR 53 @ Site Drwy (Exit)**

**A.M. Peak Hour**

| Condition                    | SR 53 Northbound |     |   |     | SR 53 Southbound |     |   |     | Site Driveway (Exit Only) Eastbound |     |    |     | Westbound |     |   |     |   |
|------------------------------|------------------|-----|---|-----|------------------|-----|---|-----|-------------------------------------|-----|----|-----|-----------|-----|---|-----|---|
|                              | L                |     | R |     | L                |     | R |     | L                                   |     | R  |     | L         |     | R |     |   |
|                              | T                | Tot | T | Tot | T                | Tot | T | Tot | T                                   | Tot | T  | Tot | T         | Tot | T | Tot |   |
| Existing 2019 Volumes:       | 0                | 547 | 0 | 547 | 0                | 447 | 0 | 447 | 0                                   | 0   | 0  | 0   | 0         | 0   | 0 | 0   | 0 |
| Growth Factor (%):           | 3                | 3   | 3 | 3   | 3                | 3   | 3 | 3   | 3                                   | 3   | 3  | 3   | 3         | 3   | 3 | 3   | 3 |
| No-Build 2021 Volumes:       | 0                | 580 | 0 | 580 | 0                | 474 | 0 | 474 | 0                                   | 0   | 0  | 0   | 0         | 0   | 0 | 0   | 0 |
| Total New Trips:             | 0                | 6   | 0 | 6   | 0                | 4   | 0 | 4   | 13                                  | 0   | 17 | 30  | 0         | 0   | 0 | 0   | 0 |
| Future 2021 Traffic Volumes: | 0                | 586 | 0 | 586 | 0                | 478 | 0 | 478 | 13                                  | 0   | 17 | 30  | 0         | 0   | 0 | 0   | 0 |

**P.M. Peak Hour**

| Condition                    | SR 53 Northbound |     |   |     | SR 53 Southbound |     |   |     | Site Driveway (Exit Only) Eastbound |     |    |     | Westbound |     |   |     |   |
|------------------------------|------------------|-----|---|-----|------------------|-----|---|-----|-------------------------------------|-----|----|-----|-----------|-----|---|-----|---|
|                              | L                |     | R |     | L                |     | R |     | L                                   |     | R  |     | L         |     | R |     |   |
|                              | T                | Tot | T | Tot | T                | Tot | T | Tot | T                                   | Tot | T  | Tot | T         | Tot | T | Tot |   |
| Existing 2019 Volumes:       | 0                | 698 | 0 | 698 | 0                | 715 | 0 | 715 | 0                                   | 0   | 0  | 0   | 0         | 0   | 0 | 0   | 0 |
| Growth Factor (%):           | 3                | 3   | 3 | 3   | 3                | 3   | 3 | 3   | 3                                   | 3   | 3  | 3   | 3         | 3   | 3 | 3   | 3 |
| No-Build 2021 Volumes:       | 0                | 741 | 0 | 741 | 0                | 759 | 0 | 759 | 0                                   | 0   | 0  | 0   | 0         | 0   | 0 | 0   | 0 |
| Total New Trips:             | 0                | 20  | 0 | 20  | 0                | 2   | 0 | 2   | 7                                   | 0   | 10 | 17  | 0         | 0   | 0 | 0   | 0 |
| Future 2021 Traffic Volumes: | 0                | 761 | 0 | 761 | 0                | 761 | 0 | 761 | 7                                   | 0   | 10 | 17  | 0         | 0   | 0 | 0   | 0 |



**DAWSON COUNTY PLANNING COMMISSION  
PLANNING STAFF REPORT AND RECOMMENDATION**

**Applicant**.....Billy “Judd” Hughes

**Amendment #** .....ZA-19-07

**Request**.....Rezone Property from R-A (Residential Agricultural) to RMF (Residential Multi-Family)

**Proposed Use** .....To construct 240 units of Multi-Family and related amenities

**Current Zoning** .....R-A (Residential Agricultural)

**Size**.....40± acres

**Location** .....Dawson Forest Rd./Hwy 53 E

**Tax Parcel** .....114 022 006 (partial) & 114 022 007 (portion)

**Planning Commission Date** .....May 21, 2019

**Applicant Proposal**

The applicant is seeking to rezone the property from R-A (Residential Agricultural) to RMF (Residential Multi Family) for the purpose of building a 240 unit Multi-Family apartment complex and amenities area.

**History and Existing Land Uses**

The current use of the property is vacant land.

| <b>Adjacent Land Uses</b> | <b>Existing zoning</b> | <b>Existing Use</b>    |
|---------------------------|------------------------|------------------------|
| North                     | R-A & C-HB             | Vacant Land/Commercial |
| South                     | R-A                    | Vacant Land            |
| East                      | R-A                    | Vacant Land            |
| West                      | R-A                    | Vacant Land            |

### **Development Support and Constraints**

There appears to be adequate utilities to support both commercial and multi-family uses in this area.

### **Relationship to the Comprehensive Plan and FLUP (Future Land Use Plan)**

According to the 2013-2033 comprehensive plan and accompanying FLUP (Future Land Use Plan), the subject property is identified as Commercial Industrial Restricted.

### **Public Facilities/Impacts**

**Engineering Department** – “Is the proposed access to the development adequate? Unknown at this time. The current condition of the road (traffic flow, geometry, etc...) is that there is high traffic volume, approx. 5000-6000 ADT; good sight distance. Are any improvements planned? A traffic study needed to determine. Additional remarks: Traffic study shall be completed prior to final design to determine traffic nec. Watershed/erosion issues: property abuts USACE property and special consideration shall be taken during mass grading to eliminate erosion potential.”

**Environmental Health Department** – No comments necessary. Project will be handled by EWSA.

**Emergency Services** – “Number of new structures and occupants will increase volume of calls responded to by DCES. It will require installation of apparatus access roads and fire hydrants in accordance with IFC. Construction type, setbacks, and exterior wall ratings in accordance with IBC, GA amendments, and local ordinances.

**Etowah Water & Sewer Authority** – Water is partially available at this site 6’ & 8” along Hwy 53 & Dawson Forest Rd. opposite side of the road. It is adequate for domestic use. Water main upgrades and extensions will be required to service development and must be funded by the developer. Sewer is partially available at the site west of the property corner and on opposite side of Dawson Forest Rd. a few hundred feet west of the property corner. Sewer main/system upgrades and extensions will be required to service property and must be funded by the developer.

**Dawson County Sheriff’s Office** – “Police Protection is not adequate in the GA 400 Corridor. The improvements planned for this would be the annual request for additional staffing. Increase in residential/retail is anticipated to result in increased calls for service.”

**Board of Education** – “Dawson County H.S. recommended capacity 1400 latest enrollment 772. Dawson County Junior High School (8-9) recommended capacity 725 latest enrollment 571. Dawson County Middle School (6-7) recommended capacity 725 latest enrollment 554. Kilough Elementary recommended capacity 650 latest enrollment 408. Unknown number of students projected for this development. Staff and teachers will be added as needed.”

**Georgia Department of Transportation** – “ This will require GDOT coordination.”

**The following observations should be noted with respect to this request:**

**A. The existing uses and classification of nearby property.**

Adjacent properties to the South, East, and West are agriculturally zoned. The property to the North is commercially zoned.

**B. The extent to which property values are diminished by the particular land use classification.**

There should be no diminished values to the surrounding properties.

**C. The extent to which the destruction of property values of the applicant promotes the health, safety, morals, or general welfare of the public.**

There should be no destruction of property values.

**D. The relative gain to the public, as compared to the hardship imposed upon the individual property owner.**

There should be no gain to the public if approved.

**E. The suitability of the subject property for the proposed land use classification.**

The property is suitable for the proposed land use classification due to being located in close proximity to Hwy 400. However, the Future Land Use Map has the parcel designated as industrial.

**F. The length of time the property has been vacant under the present classification, considered in the context of land development in the area in the vicinity of the property.**

The land has always been vacant.

**G. The specific, unusual, or unique facts of each case, which give rise to special hardships, incurred by the applicant and/or surrounding property owners.**

The staff has no identified any specific, unusual or unique facts in this case giving rise to any hardship on the part of the community.

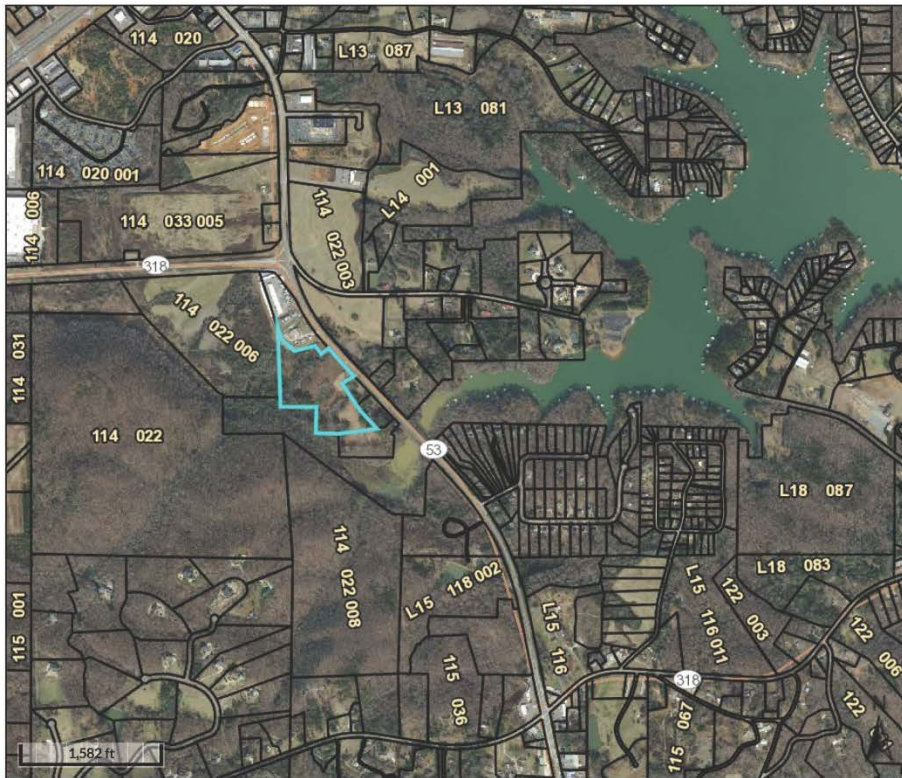
**Analysis**

There are several major factors to consider when looking to rezone this property. It is located relatively close to Hwy 400 and along the major thoroughfare Hwy 53. Our Comprehensive Plan refers to this area as Commercial Industrial Restricted, our most intensive land use, Residential Multi-Family would be a less intense use for this parcel. These parcels also lie within the 400 Corridor and will be subject to the corridor guidelines.

Pictures of Property:



Aerial:



Overview



Legend

- Parcels
- Roads

|                 |                |                  |                          |              |       |        |      |
|-----------------|----------------|------------------|--------------------------|--------------|-------|--------|------|
| Parcel ID       | 114022007      | Owner            | HUGHES DAVID JAMES,      | Last 2 Sales |       |        |      |
| Class Code      | Agricultural   |                  | ROCKY PHILLIPS HUGHES &  | Date         | Price | Reason | Qual |
| Taxing District | UNINCORPORATED |                  | BILLY G HUGHES JR        | n/a          | 0     | n/a    | n/a  |
|                 | UNINCORPORATED |                  | 244 THOMPSON CREEK PK RD | n/a          | 0     | n/a    | n/a  |
| Acres           | 10.2           | Physical Address | DAWSONVILLE GA 30534     |              |       |        |      |
|                 |                |                  | HWY 53 E                 |              |       |        |      |









# APPROVAL

## Public Hearing of Rezoning Request

We, the Dawson County Planning Commission, do hereby recommend approval of the following rezoning request:

ZA 19-07

Date of Hearing: 5-21-19

Applicant's Name: Judd Hughes

Address: \_\_\_\_\_

Tax Map Parcel Number: 114 022 006 + 114 022 007 Parcel Currently Zoned: RA


Rezoning Requested: RMF

This recommendation for approval is based upon the following which we feel will/will not:

- A. Affect the property values of surrounding property.
- B. Affect the health, safety or general welfare of the public.
- C. Impose special hardships on the surrounding property owners.

This recommendation for approval is, however, subject to the following stipulations and/or modifications:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

  
Chairman Jason Hamby

5-21-19  
Date

Dawson County Planning Commissioner

**Item Attachment Documents:**

1. Land Use Resolution Update (*A portion was tabled from the May 16, 2019, Voting Session; Public hearings were held on May 2 and May 16, 2019*)



## DAWSON COUNTY BOARD OF COMMISSIONERS AGENDA FORM

Department: Planning & Development

Work Session:

Prepared By: Harmony Gee  
6/20/2019

Voting Session:

Presenter: Jameson Kinley \_\_\_\_\_

Public Hearing: Yes No

Agenda Item Title: Presentation of Land Use Resolution Update

**Background Information:**

This was heard by the Planning Commission and two public hearings were held before the Board of Commissioners in May 2019. One Article was passed on May 16<sup>th</sup> regarding business licenses and being grandfathered, and the remaining two regarding the division of RA zoning were tabled indefinitely pending additional information to be given to the commissioners by Planning staff.

**Current Information:**

Planning staff has answered the questions that the Board of Commissioners had.

Budget Information: Applicable: \_\_\_\_\_ Not Applicable:  Budgeted: Yes \_\_\_\_\_ No \_\_\_\_\_

| Fund | Dept. | Acct No. | Budget | Balance | Requested | Remaining |
|------|-------|----------|--------|---------|-----------|-----------|
|      |       |          |        |         |           |           |

Recommendation/Motion: \_\_\_\_\_

Department Head Authorization: \_\_\_\_\_

Date:

Finance Dept. Authorization: \_\_\_\_\_

Date: \_\_\_\_\_

County Manager Authorization: \_\_\_\_\_

Date: \_\_\_\_\_

County Attorney Authorization: \_\_\_\_\_

Date: \_\_\_\_\_

**Comments/Attachments:**

**AN ORDINANCE OF THE BOARD OF COMMISSIONERS OF DAWSON COUNTY, GEORGIA TO AMEND THE LAND USE RESOLUTION TO REVISE THE RESTRICTIONS ON THE SUBDIVISION OF A SINGLE PARCEL OF PROPERTY INTO EXACTLY TWO PARCELS; AND TO ELIMINATE THE ABILITY OF A COMMERCIAL BUSINESS TO USE THE POSSESSION OF A BUSINESS LICENSE AS EVIDENCE OF LEGAL NONCONFORMING STATUS**

**Section I.** The Board of Commissioners of Dawson County, Georgia hereby amends the Land Use Resolution of Dawson County as follows:

- A. In Article III, Section 309 R-A Residential Agricultural/Residential Exurban, by deleting subsection 309(B)(1) in its entirety and replacing it with the following:

“1. Residential subdivisions where lots are less than five (5) acres in size. Notwithstanding the foregoing, this prohibition shall not prevent a “subdivision” resulting in the creation of exactly two lots from the original lot that is subdivided.”

- B. In Article III, Section 309 R-A Residential Agricultural/Residential Exurban, by deleting subsection 209(C)(1) in its entirety and replacing it with the following:

“1. Minimum lot size: 1.5 acres or such size as determined to be necessary for the protection of public health, safety and welfare by the Dawson County Health Department, whichever is greater. Notwithstanding the foregoing, the minimum lot size for residential subdivisions shall be five (5) acres unless the subdivision constitutes the subdivision of a single parcel into exactly two (2) parcels.

Minimum lot width at building line: 175 feet.

Minimum depth: 200 feet.”

- C. In Article VI, Section 606 Non-conforming Uses, by deleting subsection 606(F) in its entirety;

**Section II.** All other provisions of the Land Use Resolution of Dawson County, Georgia shall remain the same.

**Section III.** If any paragraph, subparagraph, sentence, clause, phrase, or any portion of this ordinance shall be declared invalid or unconstitutional by any court of competent jurisdiction, or if the provisions of any part of this ordinance as applied to any particular situation or set of circumstances shall be declared invalid or unconstitutional, then such invalidity shall not be construed (1) to affect the portions of the ordinance not held to be invalid or (2) to affect the application of this ordinance to other circumstances. It is hereby declared to be the intent of the Board of Commissioner of Dawson County, Georgia to provide for separable and divisible parts, and the Board of Commissioners hereby adopts any and all parts not held invalid.

**Section IV.** All resolutions or ordinances or parts of resolutions or ordinances in conflict with the terms of this ordinance are hereby repealed, but it is hereby provided that any resolution or ordinance that may be applicable hereto and aid in carrying out or making effective the intent, purpose, and provisions hereof, which shall be liberally construed in favor of Dawson County, is hereby adopted as a part hereof.

So Ordained, Resolved, Adopted and Approved this \_\_ day of \_\_\_\_\_, 2019.

**DAWSON COUNTY BOARD  
OF COMMISSIONERS**

**ATTEST**

By: \_\_\_\_\_

By: \_\_\_\_\_

Billy Thurmond, Chairman

Kristen Cloud, County Clerk

Dates of Public Hearings:

Dates of Advertisements:

## Section 309 R-A

### B. Prohibited Uses.

“1. **Residential subdivisions** where lots are less than five **(5) acres in size.**”

In Article III, Section 309 R-A Residential Agricultural/Residential Exurban, by deleting subsection 309(B)(1) in its entirety and **replacing** it with the following:

“1. **Residential subdivisions** where lots are less than five (5) acres in size.

Notwithstanding the foregoing, this prohibition shall not prevent a “subdivision” resulting in the creation of exactly two lots from the original lot that is subdivided.”

## Section 309 R-A

### C. Building Requirements

“1. Minimum lot size: 1.5 acre or as determined by the Dawson County Health Department, whichever is greater. **Except in residential subdivisions, when the minimum lot size is 5-acres.**”

Minimum width at building line: 175 feet

Minimum depth: 200 feet”

B. In Article III, Section 309 R-A Residential Agricultural/Residential Exurban, by **deleting** subsection 209(C)(1) in its entirety and **replacing** it with the following:

“1. Minimum lot size: 1.5 acres or such size as determined to be necessary for the protection of public health, safety and welfare by the Dawson County Health Department, whichever is greater.

**Notwithstanding the foregoing, the minimum lot size for residential subdivisions shall be five (5) acres unless the subdivision constitutes the subdivision of a single parcel into exactly two (2) parcels.**”

Minimum lot width at building line: 175 feet.

Minimum depth: 200 feet.”

# Definition

As defined on page 136 of Land Use Resolution

Subdivision - Subdivision means all divisions of a tract or parcel of land **into two (2)** or more lots, building sites, or other divisions for the purpose, whether immediate or future, or sale, or building development. See also The Dawson County Subdivision Regulations



## Section 606 Non-conforming Uses

“F. For commercial and business purposes, a legal non-conforming status is proven by possession of a valid, legally obtained, Dawson County **Business License** within the past 12 months”

C. In Article VI, Section 606 Non-conforming Uses, by **deleting** subsection 606(F) in its entirety;

**Item Attachment Documents:**

1. Consideration of Proposal for Dawson County Food Drive Spearheaded by Public Defender's Office



# DAWSON COUNTY BOARD OF COMMISSIONERS AGENDA FORM

Department: Public Defender

Work Session: 6/6/19

Prepared By: Kyle Denslow

Voting Session: 6/20/19

Presenter: Kyle Denslow

Public Hearing: Yes  No

Agenda Item Title: Proposal for Dawson County Food Drive

### Background Information:

Ric Rack food bank has agreed to team up with the Dawson County Public Defender for a canned food drive this summer. The food bank staff has informed my office that perishable foods are typically available through local donations. However, canned and other nonperishable items are usually depleted this time of year.

### Current Information:

The food bank has agreed to drop off and pick up collection barrels from various county buildings on specified dates TBD. The Public Defender intends to advertise this event through county email, and flyers.

We look forward to this event becoming annual and expanding upon this year's "dry run."

Budget Information: Applicable:  Not Applicable:  Budgeted: Yes  No

| Fund | Dept. | Acct No. | Budget | Balance | Requested | Remaining |
|------|-------|----------|--------|---------|-----------|-----------|
|      |       |          |        |         |           |           |

Recommendation/Motion: \_\_\_\_\_

Department Head Authorization: \_\_\_\_\_

Date: \_\_\_\_\_

Finance Dept. Authorization: Vickie Neikirk

Date: 5/28/19

County Manager Authorization: DH

Date: 5/29/19

County Attorney Authorization: \_\_\_\_\_

Date: \_\_\_\_\_

### Comments/Attachments:

**Item Attachment Documents:**

2. Consideration of Request to Build Bocce Ball Courts at Rock Creek Park as Eagle Scout Project



## DAWSON COUNTY BOARD OF COMMISSIONERS AGENDA FORM

Department: Parks & Recreation

Work Session: 6/6/19

Prepared By: Matt Payne

Voting Session: 6/20/19

Presenter: Matt Payne

Public Hearing: Yes  No no

Agenda Item Title: Presentation of Request to Build Bocce Ball Courts at Rock Creek Park as Eagle Scout Project

**Background Information:**

Thomas Livingstone, 15, is requesting permission to build a set of Bocce Ball Courts at Rock Creek Park as his Eagle Scout Project.

**Current Information:**

The Livingstone family, Commissioner Gaines and I met at Rock Creek Park and laid out the demographics for the project. It would be a great asset to the picnic area on the eastern side of the park. The project would also be very minimal in maintenance for our staff moving forward.

Budget Information: Applicable:  Not Applicable:  Budgeted: Yes  No

| Fund | Dept. | Acct No. | Budget | Balance | Requested | Remaining |
|------|-------|----------|--------|---------|-----------|-----------|
|      |       |          |        |         |           |           |

Recommendation/Motion: \_\_\_\_\_

Department Head Authorization: \_\_\_\_\_

Date: \_\_\_\_\_

Finance Dept. Authorization: Vickie Neikirk

Date: 5/29/19

County Manager Authorization: DH

Date: 5/29/19

County Attorney Authorization: \_\_\_\_\_

Date: \_\_\_\_\_

**Comments/Attachments:**

**Item Attachment Documents:**

3. Consideration of Amicalola Electric Membership Corporation Power Easement for Public Works Complex



# DAWSON COUNTY BOARD OF COMMISSIONERS AGENDA FORM

Department: Public Works

Work Session: 6/6/2019

Prepared By: Alexa Bruce

Voting Session: 6/6/2019

Presenter: David McKee

Public Hearing: Yes \_\_\_\_\_ No x

Agenda Item Title: Amicalola EMC Power Easement for the PW Complex

Background Information:

Current Information:

Need the easement for a relocation of an existing powerline to service the new complex.

Budget Information: Applicable: Not Applicable: X Budgeted: Yes No

| Fund | Dept. | Acct No. | Budget | Balance | Requested | Remaining |
|------|-------|----------|--------|---------|-----------|-----------|
|      |       |          |        |         |           |           |

Recommendation/Motion: Motion to approve the easement document as presented.

Department Head Authorization: David McKee

Date: 5/20/2019

Finance Dept. Authorization: Vickie Neikirk

Date: 5/29/19

County Manager Authorization: DH

Date: 5/29/19

County Attorney Authorization: \_\_\_\_\_

Date: \_\_\_\_\_

Comments/Attachments:

Return to:  
Amicalola EMC  
544 Highway 515 South  
Jasper, GA 30143

Account # 652820001

**RIGHT OF WAY EASEMENT**

**THIS EASEMENT GRANTED TO BUILD ELECTRIC LINE TO** Amicalola EMC

**KNOW ALL MEN BY THESE PRESENTS**, that I, the undersigned,

Dawson County

For a good and valuable consideration, the receipt whereof is hereby acknowledged, do hereby grant unto AMICALOLA ELECTRIC MEMBERSHIP CORPORATION, a cooperative Corporation, whose street address is Jasper, Georgia, and to its successors or assigns the right to enter upon the lands of the undersigned, situated in the County of \_\_\_\_\_, State of Georgia, and more particularly described as follows: 946 Burt Creek

0.102 acres, more or less, of Land Lot No. 091 057 in the 1 District and \_\_\_\_\_ Section of Dawson, County Georgia. This land is bounded as follows:

On the north by Dawson Co. Public Works, on the south by Landfill

On the east by Dawson Co Transfer Station, and on the west by Burt Creek Rd.

Hereby also granting the right to construct, operate and maintain continuously upon and under said land, its lines and/or systems for transmitting and distributing electric current, with poles, wires, transformers, service pedestals, and other necessary apparatus, fixtures and appliances, including the right to stretch communication wires on said poles, or under said lands with necessary appliances; with the right to permit the attachment of the wires and appliances of any other company, or person to said poles; together with the right at all times to enter upon said premises for the purpose of inspecting said lines, making repairs, renewals, alterations and extensions thereon, thereunder, thereto or therefrom; together with the right to cut away and keep clear of said overhead or underground lines, transformers, fixtures and appliances, all trees and other obstructions that may now or hereafter in any way interfere or be likely to interfere with the proper operation of said overhead or underground lines, transformers, fixtures and appliances. This includes to cut and trim trees and shrubbery to the extent necessary to keep them clear of said electric lines or system and to cut down, from time to time, all dead, weak, leaning or dangerous trees that are tall enough to strike the wires in falling. This also includes the right of ingress and egress over said land to and from said lines. Any obstructions including, but not limited to, pavement placed in the utility easement may be removed if necessary to repair, maintain or upgrade the lines. The cost of such removal and cost of restoration is the responsibility of the owner.

The undersigned covenant that they are the owners of the above-described lands and that the said lands are free and clear of encumbrances and liens of whatsoever character except those held by the following persons.

The easement herein granted shall bind the heirs and assigns of the undersigned parties, and shall inure to the benefit of the successors in title of the Grantee.

IN WITNESS WHEREOF, the undersigned have set their hands and seals this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_.

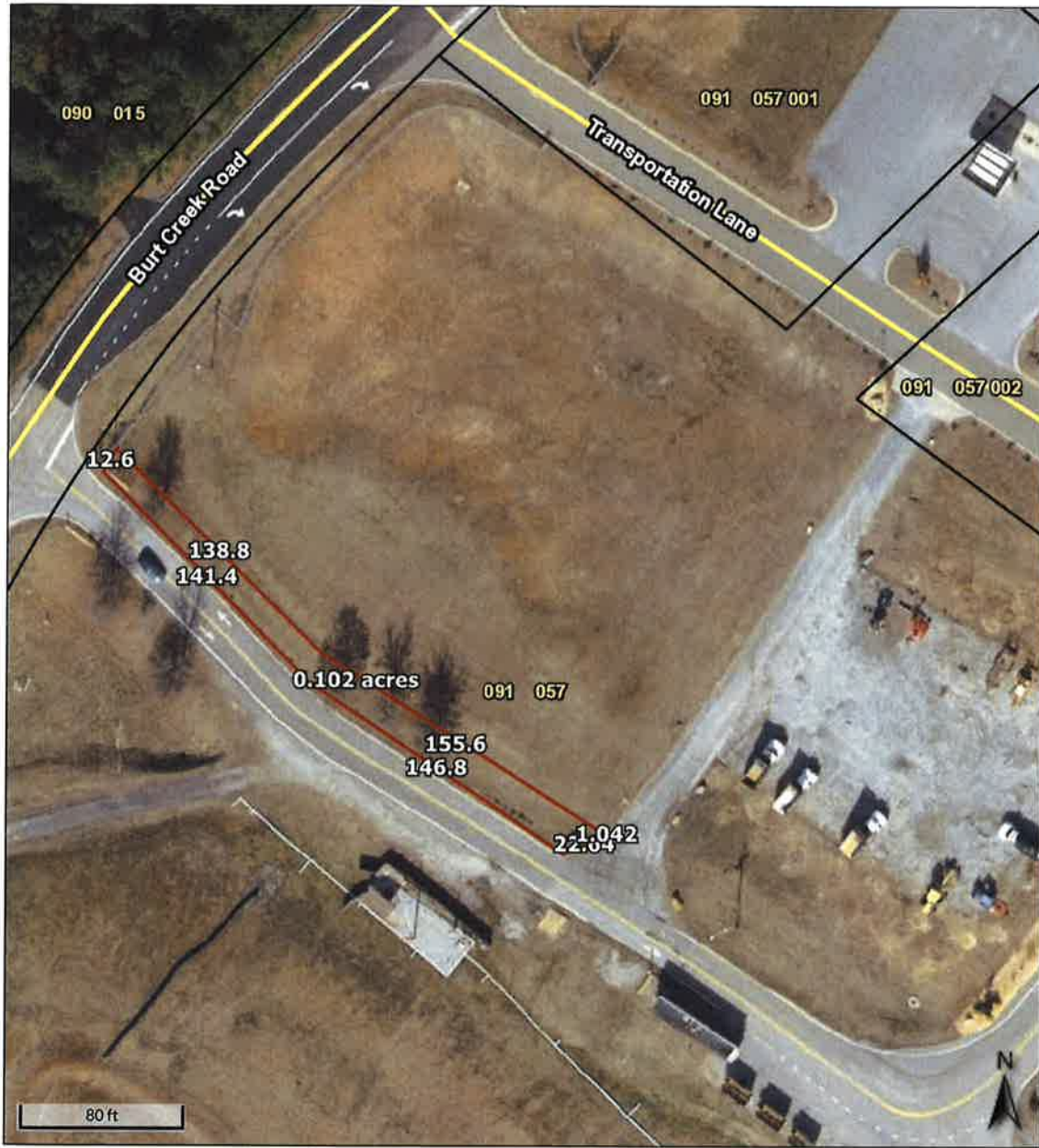
Signed, sealed and delivered in the presence of: \_\_\_\_\_ (L.S.)  
\_\_\_\_\_ (L.S.)

\_\_\_\_\_  
Notary Public

\_\_\_\_\_  
Witness

Revised: November 29, 2006  
Revised: January 23, 2014





Overview



Legend

-  Parcels
-  Roads

Date created: 4/30/2019  
Last Data Uploaded: 4/29/2019 12:40:25 PM

Developed by  **Schneider**  
GEOSPATIAL

**CONTRACT FOR POWER LINE INSTALLATION**  
**Amicalola Electric Membership Corporation**  
**544 Highway 515 South**  
**Jasper, GA 30143**  
**(706) 253-5200**  
**1-800-992-6471**

**AGREEMENT** made \_\_\_\_\_, between Amicalola  
**Electric Membership Corporation and** Dawson County

**Account #** 6528200001.

The customer agrees to mark the location of all customer owned buried facilities including but not limited to septic tank, drain field lines, water lines; LP gas lines, electric wires and cable TV with black paint or other means approved by Amicalola EMC. Consumer agrees to hold Amicalola EMC blameless for any damages to his/her buried facilities resulting from customer's failure to mark the location or expose buried wires or pipes.

The customer shall provide all permits and easements required before any construction is performed by Amicalola EMC.

Amicalola EMC requires a minimum of a 10' cleared path for URD installation. Amicalola EMC requires consumer to install a minimum of 2 1/2" schedule 40 PVC conduit with a pull cord. The ditch must be a minimum of 2' deep. Amicalola EMC will backfill and compact trenches opened by Amicalola EMC. Amicalola EMC will not restore or replace gravel or other material on driveways or roads or re-grass or provide shrubbery. Customer will be responsible for back filling all trenches opened by customer before line is energized.

If rock is encountered the customer will be notified regarding Amicalola's rock clause procedures.

\_\_\_\_\_  
**Initials**

\_\_\_\_\_  
**Date**

\_\_\_\_\_  
**Customer's Signature**

\_\_\_\_\_  
**Date**

\_\_\_\_\_  
**Amicalola EMC Representative**

REVISED 11/30/15



# AMICALOLA EMC

544 Hwy 515 South  
Jasper, GA 30143  
Phone: 706-253-5200 Fax: 706- 253-5251

Invoice No. L 20183

## INVOICE =

|                 |   |                                   |                            |
|-----------------|---|-----------------------------------|----------------------------|
| <b>Customer</b> |   | <b>Account #</b> <u>652820001</u> |                            |
| Name            | <u>Dawson County Fleet / Public Works Complex</u> |                                   |                            |
| Address         | <u>25 Justice Way Suite 2232</u>                  |                                   |                            |
| City            | <u>Dawsonville</u>                                | State                             | <u>GA</u> ZIP <u>30534</u> |
| Phone           | <u>706-344-3500 x42233</u>                        |                                   |                            |
| Date            | <u>4/17/19</u>                                    |                                   |                            |
| Work Order #    | <u>79562</u>                                      |                                   |                            |
| Service Order # | <u>787728</u>                                     |                                   |                            |
| Engineer        | <u>Tony Heaton</u>                                |                                   |                            |

|   |              |           |           |
|---|--------------|-----------|-----------|
| 1 | 45' VA4 Pole | \$1500.00 | \$1500.00 |
|---|--------------|-----------|-----------|

**Payment Details**

Cash  
 Check  
 Credit Card

Name \_\_\_\_\_

CC# \_\_\_\_\_

Expires \_\_\_\_\_

|                     |                  |
|---------------------|------------------|
| Sub Total           | <u>1500.00</u>   |
| Shipping & Handling | _____            |
| Taxes               | _____            |
| State               | _____            |
| <b>TOTAL</b>        | <b>\$1500.00</b> |

Office Use Only

Please include your invoice number on your check.

Quote Good for 30 Days

**Item Attachment Documents:**

4. Consideration of Request for No Thru Truck Traffic on Blacks Mill Road



## DAWSON COUNTY BOARD OF COMMISSIONERS AGENDA FORM

Department: Public Works

Work Session: 6/6/2019

Prepared By: Alexa Bruce

Voting Session: 6/20/2019

Presenter: David McKee

Public Hearing: Yes \_\_\_\_\_ No x

Agenda Item Title: Request for No Thru Truck Traffic on Blacks Mill Road

Background Information:

Blacks Mill Road is a narrow gravel road that runs between Dawson Forest Road to the Forsyth County line, changing to asphalt approximately 1 mile from Dawson Forest Road. The existing geometry and ROW does not allow for heavy commercial traffic to traverse the road safely.

Current Information:

The opening of the new bridge, which is not weight restricted, could allow for heavy truck commercial traffic. Staff proposes no thru truck traffic from Harry Sosebee to Dawson Forest with the primary focus on the gravel section of the roadway.

Budget Information: Applicable: Not Applicable: X Budgeted: Yes No

| Fund | Dept. | Acct No. | Budget | Balance | Requested | Remaining |
|------|-------|----------|--------|---------|-----------|-----------|
|      |       |          |        |         |           |           |

Recommendation/Motion: Motion to approve no thru truck traffic for Blacks Mill Road from Dawson Forest to Harry Sosebee.

Department Head Authorization: David McKee

Date: 5/20/2019

Finance Dept. Authorization: Vickie Neikirk

Date: 5/29/19

County Manager Authorization: DH

Date: 5/29/19

County Attorney Authorization: \_\_\_\_\_

Date: \_\_\_\_\_

Comments/Attachments:

**Item Attachment Documents:**

5. Consideration of Request for Red Rider Road Improvements



## DAWSON COUNTY BOARD OF COMMISSIONERS AGENDA FORM

Department: Public Works

Work Session: 06/06/2019

Prepared By: Alexa Bruce

Voting Session: 06/20/2019

Presenter: David McKee

Public Hearing: Yes \_\_\_\_\_ No

Agenda Item Title: Red Rider limited traffic improvements approval request

**Background Information:**

Red Rider Road has become a safety concern. New development along Red Rider Road and commercial development along Whitmire have created an increase in traffic along the roadway. The sight distance to the south of the intersection of Red Rider and Lumpkin Campground is 360' and the speed limit on Lumpkin Campground Road is 50 mph. At 50mph the required sight distance for a full movement drive is 400'. Red Rider Road is very narrow and pavement edges are significantly worn from the traffic. Current ROW on Red Rider Road is 30' prescriptive. With the increased traffic at the intersection and Red Rider Road staff has received several complaints. The BOC approved Red Rider Road to no thru traffic with little reduction in overall traffic counts.

**Current Information:**

The sight distance concerns and the lack of ROW along Red Rider pose several correctional challenges. The best option available to mitigate the safety concerns is to make Red Rider Road a one-way road, entering from Lumpkin Campground ONLY and exiting either at Freeland Road or Dawson Forest Road. Red Rider becomes a two lane again approximately 1,300 feet from Lumpkin Campground Road. This stops the thru traffic coming from SR 400 and mitigates the safety concerns with sight distance turning left or thru movements from either road as well as speeding complaints. Staff also recommends the BOC approve the option to add speed tables as appropriate to maintain slow speeds along the one-way thoroughfare. Improvements could be made with current budget.

Budget Information: Applicable:  Not Applicable: \_\_\_\_\_ Budgeted: Yes  No \_\_\_\_\_

| Fund | Dept.        | Acct No. | Budget | Balance | Requested | Remaining |
|------|--------------|----------|--------|---------|-----------|-----------|
|      | Public Works |          |        |         |           |           |

Recommendation/Motion: Approval of making Red Rider Road a one-way and adding speed tables along the road.

Department Head Authorization: David McKee

Date: 5/22/2019

Finance Dept. Authorization: Vickie Neikirk

Date: 5/28/19

County Manager Authorization: DH

Date: 5/29/19

County Attorney Authorization: \_\_\_\_\_

Date: \_\_\_\_\_

**Comments/Attachments:**

All work for the proposed improvements will be performed in house and can be completed with proper signage notice, and will be covered within the limits of my current operating budget.

**Item Attachment Documents:**

6. Consideration of Board Appointment:

**a. Library Board**

- i. Gail Smith- *reappointment* (Term: July 2019 through June 2023)



DAWSON COUNTY BOARD OF COMMISSIONERS  
APPLICATION FOR APPOINTMENT TO COUNTY  
BOARDS AND AUTHORITIES



The Dawson County Board of Commissioners accepts applications for appointments. Interested parties should submit this form and supporting documentation to the County Clerk.

Board or Authority Applied for Dawson County Library

Name Gail Smith

Home Address 378 Apple Ridge Ln.

City, State, Zip Dawsonville GA 30534

Mailing Address (if different) \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Telephone Number 706 265 1302 Alternate Number \_\_\_\_\_

Fax Telephone Number \_\_\_\_\_

E-Mail Address \_\_\_\_\_

**Additional information you would like to provide:**

Retired from 25 years in corporate IT work.  
Work now part time as an insurance  
benefits counselor. Lived in Dawson County  
since 1991. Previously volunteered at Ric-Rac <sup>AND was member</sup> of DC Women's Club

Signature Gail O. Smith Date 5/20/2018

**Please note: Submission of this application does not guarantee an appointment.**

Return to: **Dawson County Board of Commissioners**  
**Attn: County Clerk**  
**25 Justice Way, Suite 2313**  
**Dawsonville, GA 30533**  
**(706) 344-3501 FAX: (706) 344-3889**