



## CITY COUNCIL MEETING AGENDA

Thursday, August 13, 2026 at 6:30 PM

Council Chambers

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### 1. CALL TO ORDER

- A. Invocation and Pledge to the Flag
- B. Roll Call
- C. Adoption of Agenda
- D. Presentation - Mayors Cup Reading Challenge

### 2. MAYOR AND COUNCIL ITEMS

- [A.](#) Proposals for City Manager Recruitment

### 3. CONSENT AGENDA

- [A.](#) Update on Toddler Park - Walton County Foundation Grant - \$40,000 (100-0000-334500)
- [B.](#) SRO - 2026-2027 School Year Agreement - \$150,000.00 (100-0000-335120)
- [C.](#) Purchase of 4 LPD Patrol Units from the 2019 Walton County SPLOST - \$279,187.11 includes \$5,000 for Contingency (321-3200-542200)
- [D.](#) Helixpress Spiral Assembly - \$20,423.00 (505-4300-522203)
- [E.](#) Tommy Lee Fuller Culvert Emergency Repair - \$317,613.65 (375-4320-541400)
- [F.](#) Rolloff Permit Application Process
- G. 2026 Loganville Homecoming Parade & Pep Rally
- [H.](#) June & July Minutes
- [I.](#) May 2026 Financial Report

### 4. PLANNING & DEVELOPMENT COMMITTEE REPORT

- [A.](#) **Case # V26-003-** Kelly Hiett, on behalf of GBT Realty Corporation, requested a Major Variance for the property located at 530 & 540 Brand Road, Loganville, GA 30052. Map/Parcel #5160 057 and Map/Parcel #5160 175, Gwinnett County, GA. Present zoning is CH. Ordinance and Section from which relief is sought is Landscape Buffer Requirements (Public Right of Way). Request for variance is for a reduction of required 10' landscape buffer along Brand Road frontage, minor encroachments at select locations.
- [B.](#) **Case #V26-004-** Kelly Hiett, on behalf of GBT Realty Corporation, requested a Major Variance for the property located at 530 & 540 Brand Road, Loganville, GA 30052. Map/Parcel #5160 057 and Map/Parcel #5160 175, Gwinnett County, GA. Present zoning is CH. Ordinance and Section from which relief is sought is Landscape Buffer Requirements (Public Right of Way). Request for variance is for removal of required 10' landscape buffer along Oak Grove Road frontage.
- [C.](#) **Case #V26-005-** Kelly Hiett, on behalf of GBT Realty Corporation, requested a Major Variance for the property located at 530 & 540 Brand Road, Loganville, GA 30052. Map/Parcel #5160 057 and Map/Parcel #5160 175, Gwinnett County, GA. Present zoning is CH. Ordinance and Section from which relief is sought is 50' Undisturbed Stream Buffer. Request for variance is for an encroachment into the City Of Loganville 50' undisturbed stream buffer along Big Flat Creek.

D. **Case #V26-006-** Kelly Hiatt, on behalf of GBT Realty Corporation, requested a Major Variance for the property located at 530 & 540 Brand Road, Loganville, GA 30052. Map/Parcel #5160 057 and Map/Parcel #5160 175, Gwinnett County, GA. Present zoning is CH. Ordinance and Section from which relief is sought is 25' Non-impervious Setback beyond 50' buffer. Request for variance is for the removal of the 25' non-impervious setback beyond the City of Loganville's 50' undisturbed stream buffer.

E. **Case #V26-007-** Kelly Hiatt, on behalf of GBT Realty Corporation, requested a Major Variance for the property located at 530 & 540 Brand Road, Loganville, GA 30052. Map/Parcel #5160 057 and Map/Parcel #5160 175, Gwinnett County, GA. Present zoning is CH. Ordinance and section from which relief is sought is City of Loganville Zoning Ordinance- off street parking regulations. Request for variance is for the reduction of required parking space length from 19' to 18' throughout the parking field.

F. Rocky Creek Final Plat

5. **FINANCE COMMITTEE REPORT**
6. **PUBLIC SAFETY COMMITTEE REPORT**
7. **PUBLIC UTILITIES COMMITTEE REPORT**
8. **FACILITIES COMMITTEE REPORT**
9. **TRANSPORTATION COMMITTEE REPORT**
10. **CITY MANAGER'S REPORT**
- A. Approval - RFP for Legal Services
11. **CITY ATTORNEY'S UPDATES / REPORTS**
12. **EXECUTIVE SESSION**
13. **ADJOURNMENT**

\*Denotes Non-Budgeted Items subject to Reserve Funds

The Mayor and Council may choose to go into executive session as needed in compliance with Georgia Law.

The City of Loganville reserves the right to make changes to the agenda as necessary. Any additions and/or corrections to the agenda will be posted immediately at City Hall.



# Recruitment Proposal City Manager



[www.sumterlocalgovconsulting.com](http://www.sumterlocalgovconsulting.com)  
404.535.0525

City of Loganville  
4303 Lawrenceville Road  
Loganville, GA 30052  
Attention: Mayor Branden Whitfield

Dear Mayor Whitfield,

Thank you for the opportunity to submit a proposal for executive search services for Loganville, GA.

At Sumter Local Government Consulting (Sumter LGC), we recognize that recruiting a City Manager is a critical process that requires identifying candidates with strong leadership capabilities and administrative expertise to effectively oversee operations, personnel management, and organizational planning. This process demands more than simply matching qualifications to a job description. It requires a comprehensive understanding of an organization's financial and operational abilities and challenges and how everyday decisions influence a community's long-term stability, growth priorities, and environment. Sumter LGC specializes in helping organizations meet their operational needs.

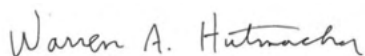
At the core of our approach is a strong respect for each community and the complexities of local communities. Here's what sets us apart:

1. We aren't just local government experts; we dedicate time to understanding your unique culture, which helps us develop a tailored candidate profile that distinguishes good candidates from the right ones for your local government.
2. We strategically advertise with innovative recruitment materials and, most importantly, actively leverage our extensive network and email database to find candidates who are not currently looking for jobs. In other words, we do much more than just place ads and sort resumes.
3. We've hired public sector leaders at all levels, acting as a bridge between candidates and your leadership. We've also been search consultants, clients, and candidates, so we know the process from every angle and consistently deliver positive results.
4. We have a comprehensive background check process that is both unique and thorough, involving extensive research to avoid surprises and provide you with meaningful information to make informed business decisions.
5. Public service is our passion, and we believe that organizations are most successful when there are strong synergies between the executive team and department heads.

With my experience as a City Manager and my team's background in city leadership roles, we have direct experience navigating complex issues such as workforce development, overseeing operations, guiding departmental leadership, and ensuring financial strategies align with community goals.

We look forward to partnering with you to identify and secure your next City Manager.

Sincerely,



Warren Hutmacher, President  
Sumter Local Government Consulting

**404.535.0525 • [warren@sumterconsulting.com](mailto:warren@sumterconsulting.com) • 3480 Preston Ridge Rd., Ste. 500, Alpharetta, GA 30005**

[www.sumterlocalgovconsulting.com](http://www.sumterlocalgovconsulting.com)

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## OVERVIEW

Sumter Local Government Consulting (Sumter LGC), which was founded in 2021, is a boutique consulting firm specializing in executive recruitment and advisory services for local governments. With a focused commitment to the public sector, our firm partners with cities, counties, and authorities to identify and place high-performing leaders who can effectively manage complex organizations and serve diverse communities.

Our team of seven consultants brings extensive firsthand experience in local government leadership, including service as City Managers and senior executives. This practical perspective allows us to understand the unique challenges facing municipalities and to evaluate candidates not only on technical qualifications, but also on leadership style, cultural fit, and the ability to work effectively with elected officials and stakeholders.

Sumter LGC has successfully led executive searches for a range of key positions, including City Managers, Assistant City Managers, and department directors. We utilize a comprehensive and tailored recruitment approach that combines targeted outreach, national networking through organizations such as ICMA, and proactive candidate engagement to ensure a strong and diverse pool of applicants.

What distinguishes our firm is our hands-on, partner-led approach. Senior leadership is directly involved throughout every phase of the search process, from strategy development and candidate recruitment to evaluation and final selection. We are committed to transparency, responsiveness, and delivering results that align with each client's strategic goals and organizational culture.

The following objectives are designed to align with Loganville's governance structure and community priorities. We seek to:

- 1. Attract and Recruit Proven Municipal Leadership**

Develop and implement a targeted recruitment strategy to attract highly qualified municipal executives from national, regional, and Georgia talent pools. Emphasis will be placed on identifying candidates with demonstrated success leading full-service municipalities, managing complex local government operations, and fostering organizational excellence.

- 2. Align Leadership with Loganville's Vision, Priorities, and Community Values**

Recruit a City Manager whose leadership style, experience, and strategic vision align with Loganville's commitment to responsible growth, fiscal stewardship, exceptional customer service, economic development, infrastructure investment, and preserving the City's unique character and strong sense of community.

- 3. Strengthen Collaboration, Transparency, and Community Engagement**

Identify a leader who values transparency, accountability, and collaborative leadership. The successful candidate will build and maintain strong relationships with the Mayor, City Council, employees, residents, business leaders, community organizations, and regional partners while fostering open communication, trust, and meaningful public engagement.

- 4. Advance Organizational Excellence and Long-Term Sustainability**

Seek an experienced executive who can enhance organizational effectiveness while positioning the City for continued success. The ideal candidate will demonstrate expertise in strategic planning, financial management, talent development, operational efficiency, and service delivery while supporting employee recruitment and retention, strengthening internal processes, and ensuring the City remains responsive to the evolving needs of the Loganville community.

The following proposal outlines our professional background and explains how we will work with you to address your needs and challenges in recruiting your next City Manager.



# ABOUT SUMTER



## HISTORY OF SUMTER LOCAL GOVERNMENT CONSULTING

Sumter LGC was founded in 2021 by local government industry veteran Warren Hutmacher. We provide customized management consulting services to local governments and organizations that operate within the local government sphere of influence.



## PRIDE IN OUR EXPERTISE

Sumter LGC is dedicated to providing clients with executive-level assistance to solve complex problems and carefully handle important projects, leveraging years of experience and accomplishments for the benefit of our clients. Core services include management consulting, interim services recruitment, and talent recruitment.



## PRIDE IN THE PERSONAL ATTENTION WE PROVIDE TO CLIENTS

Sumter LGC provides the personal attention necessary to take on tough projects, meet deadlines, and provide top-level expertise. We believe that local government consulting is a relationship business and that our reputation depends on how we treat our partners.



## PRIDE IN PUBLIC SERVICE

Sumter LGC was founded by a career public servant who dedicated his career to working for the public good. Our work for local government clients is an extension of this mission. We strive in everything we do to earn the trust of our clients and the communities we serve.

# WHY WE'RE DIFFERENT

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## **We are local government professionals for local government professionals.**

- Many of us have served as City Managers and other positions in local government and understand the unique challenges faced by local government leadership.
- We have been both a candidate and a client of executive search firms, as well as a consultant helping local governments with their recruitments.
- Our team has over 100 years of cumulative experience in local government.
- We have hired for every position in local government.
- In just 5 years in business, we've helped nearly 50 different local governments achieve their operational and recruitment goals.
- Our proprietary search process sets us apart, both in our technical capabilities and our human approach—our experience on all sides of the table impacts how we treat our clients, how we treat candidates, and ultimately how we focus on creating positive outcomes for all.

The bottom line is we know what we are doing, can provide excellent advice throughout the process, and can ultimately help you select a candidate that is the best fit for the City of Loganville.

# HOW WE WORK

We will work collaboratively with the City of Loganville to recruit for a City Manager.

Sumter LGC will:

- Keep the client informed of key progress in the recruitment process.
- Place the client's best interest above all others.
- Provide candid and thoughtful assessments of the candidates.
- Represent the client with integrity, professionalism, and tact.



Our recruitment approach takes place in six phases:



# PHASE 1

## Developing the Candidate Profile & How They'll Be Assessed

### The Candidate Profile

We believe that the most critical element in the recruitment process is creating an ideal candidate profile for the City Manager position. This profile will be utilized to narrow the candidate pool and focus the remaining steps of the search process on locking in on the candidate who is the best fit for the City of Loganville. This process includes challenging the client to think critically about what character traits, soft skills, and leadership abilities candidates will need to be successful.

### Getting Immersed

The Qualifications Assessment process includes a site visit to Loganville to gain a thorough understanding of the unique nature of the community and organization.

During this phase, we will take a deep dive into the responsibilities of the City Manager and the issues facing the City of Loganville. Through this process, we will be able to articulate the key short- and long-term challenges and opportunities facing the next City Manager.



We spend considerable time and effort talking with the City's leadership, key staff, and anyone else the client recommends to develop the ideal candidate profile.

We will conduct interviews to:

- Understand the functions of the City of Loganville City Manager's Office.
- Articulate the expectations for success for the City Manager.
- Create a personality profile to outline the traits that will be most successful in the City of Loganville and what type of traits are to be avoided—helping to narrow the candidate pool.

Please see Exhibit "A" for an example of a candidate profile.



# PHASE 2

## Creating Marketing Materials That Effectively Sell Your Story

### The Candidate Brochure

Sumter LGC creates a unique and informative digital candidate brochure to use in our marketing materials to catch the attention of top talent. The brochure is a storytelling opportunity and a staple in recruitment. It captures the essence of a community and articulates the value proposition for the position we are recruiting for.

Candidates can easily move through the brochure to find pertinent information and get a gut feeling for the community and the job. We have also included video in a previous brochure to stay on the cutting edge.

See Exhibit "B" for an example of a brochure we used in a previous recruitment. [Click here to view all of our current brochures on our website.](#)



# PHASE 3

## Building a Large, Qualified Pool of Candidates

### Sound Targeting Strategies

Effective recruitment demands a large, diverse pool of qualified candidates. Our experience enables us to build large, qualified pools efficiently and effectively—helping to find the ideal candidate. We know where to post the job and how to craft an effective job posting.

- We work diligently to craft job advertisements and brochures to attract a wide range of candidates.
- We target our placements to sites where the best qualified candidates are looking.
- We also proactively recruit candidates who aren't actively looking, to deliver candidates who most closely fit the ideal candidate profile.

### Equity and Diversity

The best way to achieve equity and diversity in the local government workforce is to attract a diverse candidate pool. The larger and more diverse the candidate pool is, the better the chance for an equitable hiring process.

- We use a wide range of advertising sources to enlarge and diversify our applicant pool.
- We dig deeper to advertise and recruit where diverse candidates are already looking. This is the right thing to do and reflects good business practices.

### Leveraging Our Connections

Recruiting is the most effective method of attracting candidates. We spend time working our network, researching candidates, and inviting the best candidates to apply. Sumter LGC President Warren Hutmacher also attends networking events and regional conferences. There are no shortcuts to recruiting. It takes time, effort, and persistence to find the right candidates. Our proactive, energetic approach separates us from our competition, who typically rely on conventional advertising and email blasting.

### Reaching Candidates

We will recruit regionally with national advertising. For your recruitment, we will focus on the following job boards:

1. International City/County Management Association (ICMA)
2. Georgia Local Government Access Marketplace (GLGA)
3. National League of Cities (NLC)

In addition, Sumter LGC will leverage our extensive email outreach network (30,644 targeted email addresses) and our LinkedIn presence to spread the word.

# PHASE 4

## Identifying the Short List of Candidates

### Initial Resume Reviews

Resumes will be collected directly by Sumter LGC. They are reviewed against the ideal candidate profile to narrow the pool to a semi-final group considered to be qualified for the job and genuine hiring possibilities.

- Unlike other firms, your executive recruiter will be solely responsible for the task of reviewing applicants. For this assignment, Sumter LGC President Warren Hutmacher will be handling the initial review of resumes.
- Larger firms sometime use lower hourly rate assistants to sort through resumes. This can lead to good candidates being discarded because the reviewer hasn't participated in all the buildup to this phase, including the site visit, tours, and interviews conducted in Phase One. This task requires an experienced professional with good judgment to differentiate qualified candidates from those qualified candidates who are a good fit for the City of Loganville.

### Semi-Finalist Identification

After the initial review, we are ready to identify 10-12 (typically) semi-finalist candidates. Some clients prefer to review and approve the semi-finalist list prior to holding initial interviews. We will honor the client's preference related to conducting initial interviews.

### Initial Interviews

Once the list of semi-finalists is agreed upon, we conduct live two-way recorded initial interviews, whether in person or virtual, so the client can see what we see. We learn a great deal from body language, facial expressions, enthusiasm, and tone of voice. Clients are invited to participate.

### Semi-Finalist Summary Report

After the initial interviews are completed, we will recommend a manageable finalist group for a more formal in-person interview process. To accomplish this, we provide you with a written report summarizing each of the semi-finalist candidates. The report also includes links to the recorded interviews we conducted.

### On-Site Collaboration

We will set up another site visit to review the semi-finalist candidates with City leaders. Through this review, we encourage the client to narrow down the field of candidates to proceed with in-person interviews in Loganville. (Typically, the client will choose 3-5 finalists.)

# PHASE 5

## Meeting Your Candidates

### Making the Best Evaluation

The in-person interview process can be handled in a variety of ways. We will formulate a unique interview process based on the individual needs, culture, and priorities of the City of Loganville.

- Prior to the interviews, we fully prepare you with best practices for interviewing candidates and provide suggested interview questions.
- For this City Manager recruitment, Sumter LGC recommends a full-day interview. The day will be comprised of a tour of the City of Loganville, meetings with the staff leadership team, and a lengthy interview with the City's leadership.
- Having the candidates interact with a wide assortment of people provides different perspectives on the candidate's strengths and weaknesses. In addition to the more formal activities, we will have the candidates go to lunch or for coffee with City staff to interact in a more casual setting.
- We create every opportunity to expose the candidates to everything the City of Loganville has to offer and to provide them with an accurate view of the challenges and opportunities that await them.
- This type of process affords the client multiple data points and interactions to get to know the candidate's true self.

Please see the following page for our recommended approach to the interview day.

## A Four-Step Approach to the Interview Day

**Step 1:** Candidates will interview with the staff leadership team. This will allow candidates to get a feel for the personalities of their future colleagues and for the staff to provide feedback to the hiring manager on which candidates they believe would most effectively work with the leadership team and employees.

**Step 3:** Candidates meet with City staff members individually over lunch and for coffee to create a casual atmosphere to get to know the candidate's personality and character.

**Step 4:** Tour of Loganville by City staff to help the candidate learn more about the City and get another casual opportunity to get to know the candidate's personality and character.

**Step 5:** Mayor and City Council spend 75 to 90 minutes interviewing each candidate. At the end of the day, we recommend a feedback loop between City leaders and all the participants from the interview day.

Here are some additional approaches and activities the City can consider as part of this process:

- An interactive activity that the candidates participate in to allow the client to see them in action in a stressful or creative exercise. An example we have used previously is posted as Exhibit "C".
- Asking the candidates to prepare material ahead of time to present to the client/staff leadership team to gauge the candidate's presentation skills, preparation ability, critical thinking, research techniques, and attention to detail.
- Holding a meet and greet with the finalist candidates to allow them to interact with the staff.





# PHASE 6

## The Hiring Process

### Post-Interview Process Feedback

After the interviews and activities are completed, Sumter LGC will gather the entire day's participants who interacted with the candidates to meet with the City's leadership.

- Everyone is invited to provide feedback on both substantive information and little things they believe would help to define the candidate's personality, character, style, and suitability for the job.
- This feedback loop will help add to the data the City's leadership needs to evaluate to make the final selection.
- The recruiter will sit with the Mayor and City Council after all the feedback is received. This discussion typically results in a definitive decision on which candidate to select.
- The recruiter is not the decision maker and is present to facilitate conversations, answer questions, and offer opinions only when asked.

### Negotiation

Sumter LGC will work with you to formulate a term sheet with the key business terms to begin the negotiation process.

- Sumter LGC is intimately familiar with this process as both a consultant and a candidate. We are on top of industry trends and methods of finding compromises each party can agree to.
- To help the process along, Sumter LGC will provide the client with salary and benefit data relevant to the size of the City of Loganville and the marketplace in your competitive area.
- Sumter LGC will work with the Mayor and City Council and the candidate to agree on an offer letter.

### Background Checks

Sumter LGC recommends performing background checks after the parties have established mutual interest and agreed to terms (subject to a background check).

- Sumter LGC will perform the requisite criminal and credit checks and education and employment verifications.
- Sumter LGC doesn't ask candidates for references, but we do fully investigate their background. We choose who we want to talk with from their professional background. We do this because candidates share only references who look upon them favorably. This limits the usefulness of the background check process.
- Sumter LGC digs into a candidate's professional background to eliminate surprises and to get a full view of the candidate's veracity and character. We believe that clients should know everything they can about candidates' backgrounds before making a final hiring decision. We have the experience and aptitude to conduct deep internet searches, looking at social media posts, blogs and other sources.

- At the discretion of the client, and only at the direct costs of travel, Sumter LGC will travel to the communities the final candidate has worked. Sumter LGC will fact check the candidate's resume and meet the people they worked with.
- Delivering this level of scrutiny gives you the best chance at knowing all you can to make a sound decision in selecting a City Manager.

### Press Release

Sumter LGC will write or assist the City of Loganville in composing a press release as part of our flat fee.

- The initial press release and responses to media coverage can get the candidate and the City of Loganville off on the right foot.
- The press release tells the story of how the candidate will benefit the City of Loganville as well as explain the process that brought the candidate to the City.

### Notifying Candidates Not Selected

Sumter LGC will notify candidates who were not selected.

- We are sensitive to the compassion required to handle this duty and are skilled at delivering difficult news in a constructive manner to candidates.
- We respect that the reputation of the City of Loganville is at stake, and we take every step to preserve the good name of the City during this process.

### Helping Deliver Success

Sumter LGC offers a follow-up service to work with the new City Manager for the first year of employment as a mentor and resource.

# SEARCH TIMELINE

We expect to move quickly once awarded this assignment.

- Our goal is a 56-day process to propose finalist candidates to the client.
- This can be streamlined by shortening the advertising period, however at least 2-3 weeks is recommended for this phase.
- Another method to streamline the process is to skip the semi-finalist process. This will cut the time for the recruitment down to 5-6 weeks.



## The Initial Kick-off Meeting

This on-site meeting in Loganville includes:

- Meeting with the Mayor and City Council and any key staff they recommend talking with to gain clarity and consensus on the roles and responsibilities expected of the City Manager.
- Interviewing the City's leadership team and key staff to develop a candidate profile.
- Agreeing to a recruitment schedule and handling administrative issues.
- Gaining familiarity with the City of Loganville, reviewing expected challenges for the new City Manager, and completing a candidate profile, recruitment brochure and advertising plan.

## 2-week milestone

- Advertise position widely with a completed recruitment brochure

## 5-week milestone

- Initial review of resumes and scoring of proposed semi-finalist candidates

## 6-week milestone

- Selection of semi-finalist candidates (on site in Loganville)

## 7-week milestone

- Interviews of semi-finalist candidates by Sumter LGC

## 8-week milestone

- Present finalist candidate recommendations

# PROPOSED FEE

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Sumter LGC is proposing a flat fee for this executive search assignment, excluding expenses.

## **Fee proposal for professional services: \$24,000**

Expenses (pre-approved by the client) to be reimbursed by the City of Loganville based on actual documented expenses:

- Consultant travel
- Advertising fees

The flat fee is broken into milestones:

- **Milestone 1:** 40% of fee – paid upon the completion of the advertising process
- **Milestone 2:** 40% of fee – paid upon the submission of the Semi-Finalist Summary Report to the City of Loganville
- **Milestone 3:** 20% of fee – paid upon the start date of the City Manager

Sumter LGC is confident in our process, and if the City of Loganville decides to start over with the recruitment due to unsatisfactory candidates, or if the chosen candidate doesn't last one year in the position for any reason, we offer a one-year guarantee. We will complete another search for the City at no charge (except reimbursable expenses).

# OUR CONSULTANTS

**Warren Hutmacher**  
President, Sumter LGC



Warren has over 25 years of leadership experience and is familiar with all aspects of municipal government. As former City Manager for the cities of Johns Creek, Dunwoody, Norcross, Avondale Estates, and Hutto, Warren was involved in key community issues, including traffic congestion, planning, neighborhood preservation, economic development, revenue expansion, and park development. Serving various municipalities throughout his career, Warren maintains a keen understanding of community issues, including how to work with a wide variety of stakeholders to establish priorities that will provide the best and most meaningful results for clients.

## Experience:



## Education:





## Billy Grogan

Senior VP, Sumter LGC



With a long track record in local government and law enforcement, Billy has served as a Police Chief, Interim City Manager, Instructor, and Leadership Consultant. He recently retired as the first Chief of Police for the City of Dunwoody, GA.

Billy has an MPA from Kennesaw State University and is a graduate of the 193rd session of the FBI National Academy. He is an accomplished author and subject matter expert on the use of social media in law enforcement. He has a long list of accolades and accomplishments in law enforcement, including serving as the President of the Georgia Association of Chiefs of Police and board service on the International Association of Chiefs of Police Human and Civil Rights Committee.

Billy will be helping local governments solve complex problems in law enforcement and leadership as well as helping clients with executive search and staffing challenges.

### Experience:



### Education:



## Gary La Venia

Senior VP, Sumter LGC



Gary has enjoyed a long professional career serving others through his work in local government. Gary has served as a City Manager in Florida and New Jersey. Gary earned both a bachelor's degree and a Master of Public Policy from Rutgers University. He has recently retired after a decade of service as the City Manager of Fruitland Park, FL. Gary has extensive expertise in shared services and economic development. He has relocated to South Carolina and will be investing in building relationships in South Carolina and North Carolina as well as servicing clients in Florida and Georgia. Gary will be helping local governments solve complex problems as well as aiding clients with executive search and staffing challenges.

### Experience:



### Education:



## Jeff Jones

Executive VP, Sumter LGC



Jeff Jones brings more than 35 years of municipal leadership and public sector management experience to Sumter Local Government Consulting. Throughout his career, he has served in executive leadership roles for several high-performing and high growth Texas communities and organizations, overseeing municipal operations, strategic planning, economic development, infrastructure programs, organizational management, and the hiring and retention of executive leadership personnel.

Jeff holds a Master of Public Administration in City Management from Texas Tech University and is a graduate of the Public Executive Institute at the University of Texas at Austin's LBJ School of Public Affairs. He is a Credentialed Manager through the International City/County Management Association (ICMA) and has remained active in numerous professional and civic organizations, including service as a former Board Member of the United Way of Tarrant County and Assistant District Governor for Rotary International.

### Experience:



### Education:



# WHO WE'VE HELPED

| Client                     | Assignment                               | Year |
|----------------------------|------------------------------------------|------|
| City of Smyrna, GA         | Assistant City Administrator             | 2020 |
| City of Winder, GA         | City Engineer                            | 2020 |
| City of Doraville, GA      | City Clerk                               | 2020 |
| City of College Park, GA   | City Manager                             | 2022 |
| City of Stone Mountain, GA | Interim City Manager                     | 2022 |
| City of College Park, GA   | Public Works Director                    | 2022 |
| City of Winder, GA         | Planning Leader                          | 2022 |
| City of College Park, GA   | Chief Building Official                  | 2022 |
| City of South Fulton, GA   | Internal Auditor                         | 2023 |
| City of College Park, GA   | Airport Affairs Director                 | 2023 |
| City of Fayetteville, GA   | Economic Dev. Director                   | 2023 |
| City of College Park, GA   | City Engineer                            | 2023 |
| City of Pompano Beach, FL  | Human Resources Director                 | 2023 |
| City of Winder, GA         | Human Resources Director                 | 2023 |
| City of Social Circle, GA  | Finance Director                         | 2023 |
| Georgetown County, SC      | County Engineer                          | 2023 |
| City of Suwanee, GA        | Public Works Director                    | 2023 |
| City of Clarkston, GA      | Interim City Manager                     | 2023 |
| City of Social Circle, GA  | Interim Finance Director                 | 2023 |
| City of Brookhaven, GA     | Interim Parks and Recreation Director    | 2023 |
| City of South Fulton, GA   | Fire Fee Analysis                        | 2023 |
| City of Powder Springs, GA | Fractional Deputy Finance Director       | 2023 |
| City of Doraville, GA      | Interim City Clerk                       | 2023 |
| City of Duluth, GA         | Purchasing Manual Revision               | 2023 |
| City of Palmetto, GA       | Budget Preparation                       | 2023 |
| City of College Park, GA   | Assistant City Manager                   | 2023 |
| City of Brookhaven, GA     | Interim Parks and Recreation Director    | 2023 |
| City of Chamblee, GA       | Interim City Manager                     | 2024 |
| City of Doraville, GA      | Interim Accountant                       | 2024 |
| City of Sylvester, GA      | Fractional Chief Financial Officer (CFO) | 2024 |
| City of Decatur, GA        | Senior City Engineer                     | 2024 |
| City of Atlanta, GA        | Interim Fleet Manager                    | 2024 |
| City of Powder Springs, GA | Agency Head - Infrastructure/Dev.        | 2024 |
| City of Brookhaven, GA     | Public Works Director                    | 2024 |
| City of East Point, GA     | Interim City Manager                     | 2024 |
| City of Villa Rica, GA     | City Engineer                            | 2024 |
| City of Powder Springs, GA | Deputy Finance Director                  | 2024 |

|                            |                                        |      |
|----------------------------|----------------------------------------|------|
| City of Kennesaw, GA       | Information Technology Director        | 2024 |
| City of Stonecrest, GA     | Chief of Police                        | 2024 |
| Glynn County, GA           | Community Development Director         | 2024 |
| City of Winder, GA         | City Administrator                     | 2024 |
| City of New Carrollton, MD | Interim City Clerk                     | 2024 |
| City of Acworth, GA        | Finance Director                       | 2024 |
| City of Acworth, GA        | Deputy City Manager                    | 2024 |
| City of Germantown, TN     | Public Works Director                  | 2024 |
| City of Warner Robins, GA  | Finance Director                       | 2024 |
| City of Warner Robins, GA  | City Engineer                          | 2024 |
| City of College Park, GA   | HR and Risk Management Director        | 2024 |
| City of College Park, GA   | Purchasing Director                    | 2024 |
| City of College Park, GA   | City Clerk                             | 2024 |
| City of College Park, GA   | Economic Development Director          | 2024 |
| City of College Park, GA   | City Manager                           | 2024 |
| City of College Park, GA   | City Planner                           | 2024 |
| City of College Park, GA   | Grants Manager                         | 2024 |
| City of College Park, GA   | Public Works Director                  | 2024 |
| City of Sandersville, GA   | Finance Director                       | 2024 |
| City of Tucker, GA         | Deputy Parks and Recreation Director   | 2024 |
| City of College Park, GA   | Interim Finance Director               | 2024 |
| City of College Park, GA   | Interim Purchasing Administrator       | 2024 |
| City of Chamblee, GA       | Assistant City Manager                 | 2024 |
| Spartanburg County, SC     | Transportation Manager                 | 2024 |
| City of College Park, GA   | Fire Chief                             | 2024 |
| City of College Park, GA   | Finance Director                       | 2024 |
| City of College Park, GA   | Executive Director - Convention Center | 2024 |
| City of East Point, GA     | Finance Director                       | 2024 |
| City of East Point, GA     | IT Director                            | 2024 |
| City of Sandersville, GA   | Public Works Director                  | 2024 |
| City of Acworth, GA        | Public Works Director                  | 2024 |
| City of Fayetteville, GA   | Communications Director                | 2024 |
| Town of Easton, MD         | Town Manager                           | 2024 |
| City of Guyton, GA         | City Manager                           | 2024 |
| City of Port Wentworth, GA | Assistant City Manager                 | 2024 |
| City of Warner Robins, GA  | City Engineer                          | 2024 |
| City of Dade City, FL      | City Manager                           | 2024 |
| City of College Park, GA   | Communications Director                | 2024 |
| City of Tifton, GA         | City Manager                           | 2024 |
| Town of Ocean City, MD     | Chief of Police                        | 2024 |
| City of Cape Canaveral, FL | Chief Building Official                | 2025 |



|                                                    |                                              |      |
|----------------------------------------------------|----------------------------------------------|------|
| City of College Park, GA                           | Deputy Fire Chief                            | 2025 |
| City of Warner Robins, GA                          | Interim Finance Director                     | 2025 |
| Washington County, GA                              | County Administrator                         | 2025 |
| City of Winder, GA                                 | Interim Finance Director                     | 2025 |
| City of Winder, GA                                 | Finance Director                             | 2025 |
| City of College Park, GA                           | Interim Purchasing Administrator             | 2025 |
| City of Clarkston, GA                              | Interim Finance Director                     | 2025 |
| City of Villa Rica, GA                             | Interim Community Development Director       | 2025 |
| City of Alpharetta, GA                             | Interim Assistant City Clerk                 | 2025 |
| City of Valdosta, GA                               | Interim Senior Accountant                    | 2025 |
| St. Mary's County, MD                              | EMS Chief                                    | 2025 |
| City of Chamblee, GA                               | Interim Planning and Development Director    | 2025 |
| City of Marietta, GA                               | Deputy Finance Director                      | 2025 |
| City of North Myrtle Beach, SC                     | Finance Director                             | 2025 |
| Town of Hilton Head Island, SC                     | Planning Director                            | 2025 |
| Town of Hilton Head Island, SC                     | Assistant Planning Director                  | 2025 |
| Town of Hilton Head Island, SC                     | Assistant Finance Director                   | 2025 |
| Town of Hilton Head Island, SC                     | Plans Examiner                               | 2025 |
| City of Stone Mountain, GA                         | City Manager                                 | 2025 |
| City of Woodstock, GA                              | Chief of Police                              | 2025 |
| City of Chamblee, GA                               | Planning and Development Director            | 2025 |
| City of Stone Mountain, GA                         | Interim Finance Director                     | 2025 |
| City of Brookhaven, GA                             | Assistant Parks and Recreation Director      | 2025 |
| City of Sarasota, FL                               | City Manager                                 | 2025 |
| City of Stone Mountain, GA                         | Public Works Director                        | 2025 |
| City of Doraville, GA                              | City Manager                                 | 2025 |
| City of Tucker, GA                                 | Court Administrator                          | 2025 |
| City of Atlanta Department of Watershed Management | Assistant Commissioner of Technical Services | 2025 |
| City of Brooklet, GA                               | City Manager                                 | 2025 |
| Glynn County, GA                                   | Human Resources Director                     | 2025 |
| City of Stockbridge, GA                            | Economic Development Director                | 2025 |
| Sumner County, TN                                  | Finance Director                             | 2025 |
| City of Forest Park, GA                            | City Manager                                 | 2025 |
| City of Tucker, GA                                 | Finance Director                             | 2026 |
| City of Tucker, GA                                 | Parks and Recreation Director                | 2026 |
| City of Lake Worth Beach, FL                       | City Manager                                 | 2026 |
| City of Senoia, GA                                 | City Manager                                 | 2026 |
| City of Stonecrest, GA                             | City Manager                                 | 2026 |



|                           |                                                 |      |
|---------------------------|-------------------------------------------------|------|
| City of Senoia, GA        | Community Development & Planning Director       | 2026 |
| City of Fayetteville, GA  | Deputy HR Director                              | 2026 |
| City of Fayetteville, GA  | Deputy Public Services Director                 | 2026 |
| City of Fayetteville, GA  | Community Development Director                  | 2026 |
| City of White House, TN   | City Administrator                              | 2026 |
| City of Perry, GA         | Public Works Director                           | 2026 |
| City of Fayetteville, GA  | Water and Wastewater Director                   | 2026 |
| City of Stockbridge, GA   | Assistant Public Works Director                 | 2026 |
| City of Pelham, AL        | Communications Director                         | 2026 |
| City of Villa Rica, GA    | City Manager                                    | 2026 |
| City of Orangeburg, SC    | Chief Financial Officer                         | 2026 |
| City of Decatur, GA       | Building Official                               | 2026 |
| City of Social Circle, GA | Finance Director                                | 2026 |
| City of Conyers, GA       | Public Works Director                           | 2026 |
| City of Mableton, GA      | Public Safety Director (Assistant City Manager) | 2026 |
| City of Lake City, GA     | City Manager                                    | 2026 |
| City of Mableton, GA      | Police Chief                                    | 2026 |
| City of Perry, GA         | Community Development Director                  | 2026 |
| City of Perry, GA         | Chief Building Official                         | 2026 |
| City of Lake City, GA     | Finance Director                                | 2026 |
| City of Pine Lake, GA     | City Manager                                    | 2026 |
| Town of Greeneville, TN   | City Manager                                    | 2026 |

# **EXHIBIT A – IDEAL CANDIDATE PROFILE**



## The Ideal Candidate

- A competitive individual who knows, understands, and values the importance of being part of a team
- A leader who possesses the ability to relate to a diverse workforce
- An individual who can work with a shared community vision to see the big picture and execute the City Commission's direction to achieve that vision
- A supportive leader with the will and ability to collaborate with the staff
- A confident leader willing and able to delegate tasks that allow seasoned staff to work autonomously
- A person with exceptional communication skills
- A person of high integrity, always working to do what is in the long-term best interest of the City
- A person who can think both locally and regionally
- An individual who can respectfully and effectively help resolve problems between opposing viewpoints
- A resourceful problem solver who works to progress, without impeding the process
- A person willing to be involved with local, state, and federal officials in a continuing effort to secure the resources necessary to continue moving the City forward



## EXHIBIT B – RECRUITMENT BROCHURE

RECRUITMENT

City of Sarasota, FL  
**City Manager**



First review of resumes - December 12, 2025

Executive search  
provided by:



## About the Community

Sarasota, Florida, is a vibrant and culturally rich city nestled along the Gulf Coast, celebrated for its beautiful beaches, artistic vitality, and small-town charm. Consistently ranked among America's Best Places to Live by U.S. News & World Report, Sarasota offers the perfect balance of sophistication, coastal living, and community spirit.



With a population of roughly 60,000 residents, the city's vitality expands significantly during the winter months, when seasonal residents and visitors swell the community to over 100,000 people. Sarasota's lifestyle reflects a blend of laid-back coastal elegance and forward-looking innovation. Residents enjoy 251 days of sunshine each year, an award-winning performing arts scene, world-class dining, and access to the region's natural treasures—white sand beaches, tranquil bay waters, and lush parks and trails.







Cultural amenities abound. The City-owned Van Wezel Performing Arts Hall anchors Sarasota's reputation as Florida's "Cultural Coast," complemented by institutions such as the Ringling Museum of Art, Asolo Repertory Theatre, Sarasota Opera House, Florida Studio Theatre, and the Sarasota Ballet. Signature events like the Sarasota Film Festival and Siesta Key Crystal Classic draw national attention each year.

Sarasota's economy is anchored by tourism, healthcare, education, and professional services. The area's largest employers include Sarasota Memorial Hospital, the Sarasota County School Board, and Publix Super Markets, with growing contributions from the construction and tech sectors. Housing options range from walkable downtown condominiums to coastal neighborhoods and family-friendly communities inland, providing choices for every lifestyle.





### A RICH AND UNIQUE HISTORY

Sarasota's roots date back to the 1500s, when Spanish explorers arrived along Florida's Gulf Coast. Sarasota was incorporated as a town on October 14, 1902, having a population of 53 residents, with John Hamilton Gillespie being sworn in as mayor and a municipal charter being created. It was later re-platted in 1912 and then incorporated as a city in 1913, with A. B. Edwards being the first mayor for the new city government.

The city's character was further shaped by visionary figures such as John Ringling, whose winter home and investments brought national attention and earned Sarasota the nickname "Circus City." Ringling's influence, along with the civic and philanthropic leadership of Bertha Palmer, who championed local agriculture and tourism, helped establish Sarasota as both a cultural and economic hub.

In 1945, the City formally adopted the Commission-Manager form of government, ensuring professional management and stable leadership as Sarasota transitioned from a small coastal town to a thriving regional center.



## GOVERNMENT STRUCTURE

Sarasota operates under a Commission–Manager form of government, as established by its City Charter. The City Commission serves as the community’s legislative and policymaking body, consisting of five members—two elected at-large and three elected from single-member districts. Each serves a four-year term, with elections staggered in even-numbered years.

Each November, Commissioners select from among themselves a Mayor and Vice Mayor. The Commission appoints three Charter Officials:

- The City Manager, who serves as the City’s Chief Administrative Officer
- The City Auditor and Clerk, who acts as the official recordkeeper and internal auditor
- The City Attorney, who serves as legal counsel to the City

The City Manager oversees employees across major departments such as Police, Parks and Recreation, Public Works, Utilities, and Development Services. The City’s FY 2025–2026 total budget is \$303 million.

Sarasota’s government is guided by the principles of integrity, accountability, teamwork, and respect. This structure reflects the community’s commitment to transparent governance, professional management, and strong collaboration between elected officials and staff—values that have helped sustain Sarasota’s success for decades.



## The Sarasota Experience

Sarasota is more than a place to live and work—it's a community that embraces creativity, celebrates diversity, and thrives on civic pride. Known as Florida's Cultural Coast, Sarasota offers a unique blend of coastal beauty, cosmopolitan energy, and small-town warmth that continues to draw artists, entrepreneurs, professionals, retirees, and families from across the nation.

### A THRIVING ARTS AND CULTURE SCENE

The arts are not just a pastime in Sarasota—they are part of its identity. Few cities of comparable size can boast the depth and diversity of Sarasota's cultural landscape. The John and Mable Ringling Museum of Art, Florida's official state art museum, anchors a constellation of world-class institutions that include the Van Wezel Performing Arts Hall, Asolo Repertory Theatre, Sarasota Ballet, Florida Studio Theatre, Sarasota Opera, Westcoast Black Theatre Troupe, and the Sarasota Art Museum.

The community's artistic spirit spills outdoors, too. Public art installations dot city streets and parks, murals enliven downtown alleyways, and open-air festivals fill the calendar year-round—from the internationally renowned Sarasota Film Festival to the Chalk Festival, Sarasota Music Festival, and the Siesta Key Crystal Classic sand-sculpting competition. Whether one's passion lies in fine art, live theatre, film, or music, Sarasota offers continual inspiration and opportunities for engagement.





## A CULINARY DESTINATION

Sarasota's dining scene rivals that of much larger metropolitan areas, combining global sophistication with Gulf Coast freshness. Dozens of chef-driven restaurants and locally owned bistros offer everything from upscale waterfront dining to creative farm-to-table concepts and casual seafood spots featuring the day's local catch. The downtown core, St. Armands Circle, and the Rosemary District provide walkable clusters of restaurants, cafés, and wine bars that come alive after dark.

Local culinary traditions are enriched by the city's diversity—Italian trattorias, Caribbean grills, French bakeries, and New Southern kitchens all thrive here. A growing number of microbreweries and craft cocktail lounges add to the city's vibrant nightlife, while open-air markets and food festivals celebrate Sarasota's love of good food and community connection.





### DOWNTOWN AND NEIGHBORHOOD LIVING

At the heart of it all is Downtown Sarasota—a walkable, tree-lined district filled with boutique shopping, art galleries, historic architecture, and waterfront views. Main Street, Lemon Avenue, and Palm Avenue serve as lively corridors of commerce and culture, with year-round events such as the Downtown Farmers Market, art walks, parades, festivals and live music. The nearby Bay Park project is transforming the city's waterfront into a signature public space that blends green design, recreation, and community gathering areas along Sarasota Bay.

Housing options in and around the city are as diverse as the people who call Sarasota home. Downtown condominiums and luxury high-rises offer modern amenities and sweeping views of the bay, while charming bungalows, historic homes, and new developments provide appealing options for families and professionals alike. Waterfront estates, golf-course communities, and mixed-use neighborhoods create a housing market that accommodates a wide range of lifestyles and income levels. The median home price, around \$549,000, and median rents, around \$2,300 per month, reflect Sarasota's strong desirability and steady growth, while surrounding neighborhoods and inland areas offer more attainable options without sacrificing access to the city's amenities.





## A LIFESTYLE OF CONNECTION AND COMMUNITY

Despite its sophistication, Sarasota retains an inviting, close-knit atmosphere. Neighbors greet each other at the Farmers Market, families gather for concerts in Payne Park, and volunteers of all ages support a wide array of civic, cultural, and philanthropic organizations. Residents value Sarasota's tradition of participation—whether serving on local boards, supporting the arts, or engaging in lively public discourse about the city's future.

In every sense, Sarasota offers a lifestyle that combines beauty, creativity, and community. For the next City Manager, it represents a truly special place to lead—a city where art and culture meet coastal living, where innovation is encouraged, and where civic pride runs deep.



## City Commission (as of November 1, 2025)



MAYOR, DISTRICT TWO  
FIRST ELECTED ON 5/15/15

**Liz Alpert**



VICE MAYOR, AT-LARGE  
FIRST ELECTED ON 11/8/22

**Debbie Trice**



COMMISSIONER, AT-LARGE  
FIRST ELECTED ON 5/12/17

**Jen Ahearn-Koch**



COMMISSIONER, DISTRICT ONE  
FIRST ELECTED ON 11/6/20

**Kyle Battie**



COMMISSIONER, DISTRICT THREE  
FIRST ELECTED ON 11/8/24

**Kathy Kelley Ohlrich**



## Charter Officials



INTERIM CITY MANAGER  
WITH THE CITY SINCE 5/19/25

**David Bullock**



CITY ATTORNEY  
WITH THE CITY SINCE 3/3/25

**Joe Polzak**

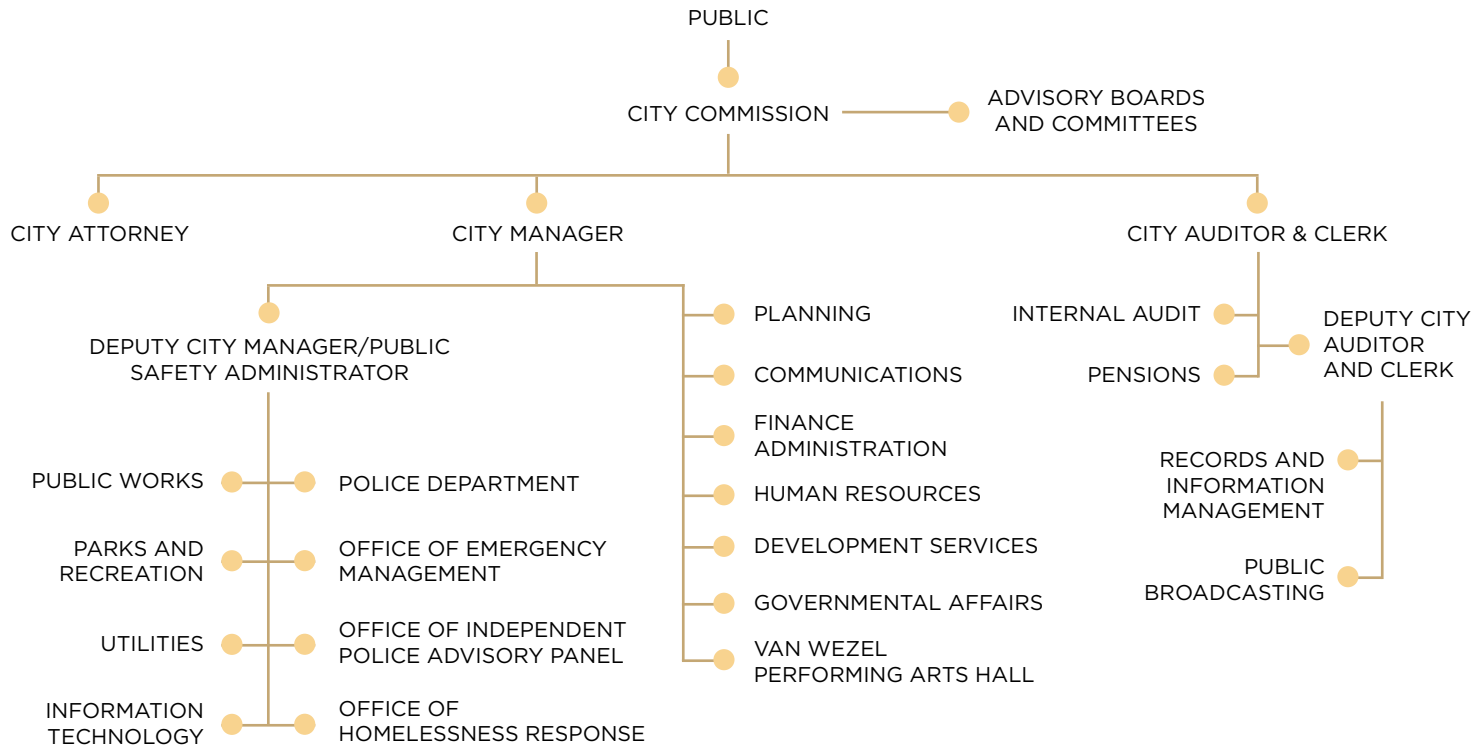


CITY AUDITOR & CLERK  
WITH THE CITY SINCE 11/4/19

**Shayla Griggs**



# Organization Chart



## The Role

### ABOUT THE POSITION

The City Manager is a cornerstone leadership role within the City of Sarasota, responsible for guiding the daily operations of this vibrant and evolving community. Working closely with the City Commission, the City Manager helps shape and implement citywide policy while ensuring that organizational priorities align with the community's long-term vision.



As the City's chief administrative officer, the City Manager provides strategic leadership in developing and executing both short- and long-term plans. This individual supports the City Commission by preparing reports, offering professional recommendations, and attending Commission meetings to provide staff insight and operational perspective.





## The Role

### KEY RESPONSIBILITIES

- Oversee all city departments and the management team, including the hiring, supervision, and evaluation of department directors (Except for positions appointed by the Commission directly – City Attorney and City Auditor and Clerk)
- Establish and maintain policies and procedures that ensure efficient, effective, and transparent municipal operations
- Lead the preparation of the annual budget in close collaboration with the City's Chief Financial Officer, demonstrating strong financial management skills and a deep understanding of municipal finance
- Serve as a key representative and spokesperson for the City, building strong relationships with residents, business leaders, community organizations, and regional partners

The next City Manager of Sarasota will be a forward-thinking, energetic, collaborative leader with a passion for public service and a proven ability to bring people together. The ideal candidate will value transparency, communication, and teamwork—working in full partnership with the City Commission, staff, and community stakeholders to advance Sarasota's goals, carry out Commission policy, and ensure the City continues to thrive.





## Challenges and Opportunities

### THE OPPORTUNITY

The City of Sarasota is seeking an exceptional, forward-thinking leader to serve as its next City Manager. This position offers an exciting opportunity to guide one of Florida's most dynamic and vibrant coastal communities through a period of continued growth, innovation, and community engagement. Sarasota's next City Manager will be a visible, approachable, and relationship-driven leader who thrives on connection with residents, business leaders, civic organizations, and regional partners.

This is not a role for an introvert or someone who views community engagement as a box to check. Success in Sarasota requires genuine enthusiasm for public interaction and a strong presence at community events. The City Commission is looking for a City Manager who truly values civic involvement and sees it as a core leadership responsibility, not an obligation.

### LEADERSHIP STYLE AND GOVERNANCE APPROACH

The ideal candidate will be a trusted advisor to the Mayor and City Commission—someone who communicates with honesty, transparency, and integrity. The Commission seeks a professional who tells them what they need to hear, not simply what they want to hear.

This position requires a collaborator who works with the Commission, not one who manages it—someone who respects the diversity of perspectives and can help shape those perspectives into a shared vision through thoughtful dialogue and consensus-building.





## Key Leadership Qualities

The next City Manager will be a strategic thinker, a creative problem solver, and a strong organizational leader—a person who:

- Understands the long-term implications of today's decisions.
- Establishes clear, achievable goals for staff and ensures they have the tools and resources to succeed.
- Promotes stability, trust, and respect within the organization.
- Listens carefully, values diverse viewpoints, and fosters collaboration across all levels of the City.
- Creates a positive, inclusive workplace culture where employees are supported and empowered.
- Embraces a culture of accountability for delivering results

Sarasota needs a leader who balances innovation with practicality and embraces new ideas yet maintains a steady hand when navigating complex issues.



## Community and Strategic Priorities

The incoming City Manager will find a community filled with opportunity—and a few challenges that demand attention. Among the priorities and initiatives the next City Manager will help lead are:

- Stormwater System Improvements: Partnering with Sarasota County to address critical infrastructure needs
- Performing Arts Center Project: Advancing this high-profile initiative that holds deep significance for the community
- Workforce and Affordable Housing: Developing strategies and partnerships to expand access and affordability
- Downtown Traffic and Parking: Evaluating and implementing solutions that support mobility, business vitality, and quality of life

Additionally, the next City Manager will be expected to conduct a comprehensive review of the City's Strategic Plan, modernize its goals, and work with the Commission and community stakeholders to establish a shared, forward-looking vision for Sarasota's future.



### THE CITY OF SARASOTA SEEKS A CITY MANAGER WHO IS:

- Relatable and engaging—a visible presence in the community and a genuine relationship-builder.
- Decisive yet inclusive—someone who leads with confidence but values everyone's input.
- Data-driven and adaptable—able to assess performance metrics while remaining flexible and responsive to changing conditions.
- Visionary and grounded—able to inspire innovation while maintaining a practical understanding of municipal operations.

The successful candidate will view every challenge as an opportunity and every opportunity as a challenge worth tackling.

### A CAREER-DEFINING ROLE

The City is looking for a unifier with vision, a communicator who values inclusion, and a leader who thrives on collaboration.

For the right professional, this is a tremendous opportunity to make a lasting impact in one of Florida's most desirable communities. Sarasota's City Manager will have the privilege of leading an experienced team, working alongside a dedicated City Commission, and partnering with an engaged, passionate citizenry.





## The Ideal Candidate

- A competitive individual who knows, understands, and values the importance of being part of a team
- A leader who possesses the ability to relate to a diverse workforce
- An individual who can work with a shared community vision to see the big picture and execute the City Commission's direction to achieve that vision
- A supportive leader with the will and ability to collaborate with the staff
- A confident leader willing and able to delegate tasks that allow seasoned staff to work autonomously
- A person with exceptional communication skills
- A person of high integrity, always working to do what is in the long-term best interest of the City
- A person who can think both locally and regionally
- An individual who can respectfully and effectively help resolve problems between opposing viewpoints
- A resourceful problem solver who works to progress, without impeding the process
- A person willing to be involved with local, state, and federal officials in a continuing effort to secure the resources necessary to continue moving the City forward





## Qualifications

- The ideal candidate must have considerable progressive senior management experience.
- A bachelor's degree in business, public administration, public policy, or a related field is expected. While not mandatory, a master's degree is highly desirable.
- Per the City Charter, the City Manager is expected to reside in the city. A reasonable amount of time will be provided to candidates to move into the city limits.
- ICMA membership (paid for by the City) must be obtained within 6 months of being hired.

## Preferred Experience

- Knowledge and experience in developing and maintaining complex municipal infrastructure
- A proven track record of open and productive community dialogue with community groups, business organizations, residents, visitors, and regional and state leaders who may have at any time similar or conflicting views on community issues
- Knowledge of issues commonly associated with coastal communities, including infrastructure, emergency preparedness, crisis management, and intergovernmental cooperation
- Familiarity and comfort with promoting and managing the impacts of tourism, seasonal resident populations, and active and vibrant downtowns

[CLICK HERE FOR CITY MANAGER JOB DESCRIPTION](#)



## Application Process

For more information on this position, including supplementary documents and resources, visit the recruitment webpage at:

[CLICK HERE FOR CITY OF SARASOTA CITY MANAGER RECRUITMENT PAGE](#)

The first review of resumes will take place on December 12, 2025.

Please refrain from communicating with the staff or elected officials with the City of Sarasota. Please direct inquiries to Sumter Consulting.

Please contact the Executive Recruiter with any questions or concerns:

### Warren Hutmacher

Email: [warren@sumterconsulting.com](mailto:warren@sumterconsulting.com)

Phone: 404-535-0525

Website: [sumterlocalgovconsulting.com](http://sumterlocalgovconsulting.com)

Florida's robust "Sunshine" and public records laws create one of the most transparent local government environments in the nation, and candidates for the Sarasota City Manager position should understand how these laws may affect their privacy throughout the recruitment process and beyond. Under Florida's Government-in-the-Sunshine Law, virtually all meetings between elected officials—including City Commissioners—must be open to the public, noticed in advance, and documented. This means that interviews, discussions, and deliberations regarding candidates will generally occur in public settings and may be covered by the media or accessible to any interested resident. Likewise, Florida's Public Records Law treats most documents related to city business—including applications, résumés, emails, text messages, and correspondence related to the recruitment—as public records subject to inspection by any member of the public. While certain limited exemptions exist, applicants should expect that their interest in the position, as well as much of the information they submit, may become publicly available. Candidates should be prepared for an unusually high level of public visibility, community scrutiny, and media attention throughout the selection process.





# Compensation and Benefits

## Key benefits:

Participation in the Florida Retirement System

457(b) Deferred Compensation with a city match

Retiree health benefits, including two medical plans, access to the City's Health Clinic when enrolled in medical, dental insurance, vision insurance, basic retiree life insurance if eligible, conversion of additional life insurance, and a health reimbursement account (HRA)

Fitness Days: The City of Sarasota allows all employees to earn paid time off twice per year by exercising. An employee may earn up to six days of paid time off annually by participating in the Run/Walk/Swim program. Other wellness incentives, such as diet and exercise, are available and provide the opportunity to reduce your monthly health insurance premium.

## Hiring Range:

Between \$275,000 and \$295,000, depending on qualifications and experience

[CLICK HERE FOR  
BENEFITS GUIDE](#)

Florida law (F.S. § 215.425) places clear restrictions on severance payments for public employees, including City Managers:

Maximum payout: Severance may not exceed 20 weeks of compensation under any employment agreement.

No severance for misconduct: If termination is for misconduct, no severance may be paid.



## Hiring Process and Projected Timeline



### **1. Apply Here**



### **2. First Review of Resumes**

December 12, 2025



### **3. Semi-Finalist Interviews**

Mid-January 2026



### **4. Finalist Interviews**

Early February 2026



### **5. Background Check & Offer**

Late February 2026



## EXHIBIT C – INNOVATIVE INTERVIEW

# INNOVATIVE INTERVIEWS

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The interview process is intended for candidates to be fully informed about their prospective employer as well as for the city to find out as much as it can about the candidate's abilities, qualifications, and character.

Sumter Consulting believes that there are methods outside the traditional interview process used to discover more about the applicant than a question and answer can produce.

When the City of Johns Creek was interviewing candidates for a Communications Director position, the ideal candidate profile called for the successful candidate to be capable of handling crisis communication while providing a sense of confidence and calm under heavy stress. They could have asked candidates to discuss a time in their careers when they dealt with a crisis, but instead the city created a crisis and put the applicants to the test....

Here is why Sumter Consulting approaches the recruitment process differently than other firms. The following is a retelling of a recruitment process Warren Hutmacher led for the City of Johns Creek, GA.



# INNOVATIVE INTERVIEWS

## Example: “The Crisis Unveiled”

Candidates entered the conference room for their individual interviews opposite three similarly dressed interviewers representing the city. Hands are shaken, introductions made, and the interviews proceed like any other interview held by a city government. While the employer is taking turns asking questions, the door suddenly comes flying open and a city staffer bellows into the room in an agitated state that the Communications Director candidate is urgently needed to help with a crisis in the making.



The candidate is whisked away to a separate conference room and is briefed by the Police Chief and Assistant City Manager regarding an officer involved shooting that has just occurred. The facts are hazy and are dribbling in. The candidate is then asked to go to the PD Headquarters and interview the Sergeant and Lieutenant on duty when the shooting happened.

After talking with an obviously flustered Sergeant and an overly tight-lipped Lieutenant, the candidate must take this information and what he learned from the Chief and Assistant City Manager to craft an immediate action plan and a press release and prepare for a press conference to be held in the next 30 minutes.

After 30 minutes alone with pen and paper, the candidate is taken by the Police Chief to the Roll Call room for a press conference. The video cameras are rolling, and a dozen city staff are in attendance. The candidate is called to the podium to give a statement and take questions from the “reporters” in the room. The candidate is peppered with questions, some of which are unfair, and some are hard hitting.

# INNOVATIVE INTERVIEWS

## Example: “The Crisis Unveiled” continued

After this 30-minute exercise, the candidate is taken back to the original panel interview to brief the panelists as to how they think they did with the exercise and finish up their formal question and answer interview.

This process is repeated for all three finalists. The videos are compiled and the participants from the staff (Police Chief, Assistant City Manager, Sgt., Lt., and staff acting as reporters) gather to review the press releases, view the press conference videos, and conduct a full debrief on the entire exercise. The City Manager learned the following from this experience:

The first candidate panicked and was very uncomfortable in dealing with the crisis. He was pushed around by the “reporters” at the mock press conference. His answers, press release and leadership through the exercise did not meet the expectations for the job.

The second candidate’s performance was rated as mediocre. She failed to keep certain confidential details off the public record after being warned by the Chief of Police that certain facts were not to be shared publicly.



The last candidate was sharp, unaffected by the stress and handled the reporters politely and directed the answers toward the city’s narrative. It didn’t hurt that this candidate was the former public affairs Captain for the United States Navy’s entire Pacific Fleet. When asked afterwards about the exercise, he joked that this crisis was rather easy to deal with compared to North Korea!



# EXHIBIT D – SEMI-FINALIST REPORT

EXECUTIVE SEARCH

# Semi-Finalist Candidate Review

City of Sarasota, FL  
**City Manager**



Executive search provided by:



February 5, 202

# AGENDA

Review of Process

Review of Ideal Candidate Profile

Candidate Review

Finalist Recommendations

Review Next Steps

# SEMI-FINALIST CANDIDATE REVIEW

## REVIEW OF PROCESS

Development of Ideal Candidate Profile and Recruitment Brochure

Advertising

Recruitment

Initial Candidate Review - Client

Selection of Semi-Finalists - Client

Recorded Interviews for Semi-Finalists with Search Consultant

## Review of Semi-Finalists with Client and Selection of Finalists

Finalist Interviews with...

Background Investigations, Selection, and Negotiations

# THE IDEAL CANDIDATE

A competitive individual who knows, understands, and values the importance of being part of a team

A leader who possesses the ability to relate to a diverse workforce

An individual who can work with a shared community vision to see the big picture and execute the City Commission's direction to achieve that vision

A supportive leader with the will and ability to collaborate with the staff

A confident leader willing and able to delegate tasks that allow seasoned staff to work autonomously

A person with exceptional communication skills

A person of high integrity, always working to do what is in the long-term best interest of the City

A person who can think both locally and regionally

An individual who can respectfully and effectively help resolve problems between opposing viewpoints

A resourceful problem solver who works to progress, without impeding the process

A person willing to be involved with local, state, and federal officials in a continuing effort to secure the resources necessary to continue moving the City forward

## QUALIFICATIONS

The ideal candidate must have considerable progressive senior management experience.

A bachelor's degree in business, public administration, public policy, or a related field is expected. While not mandatory, a master's degree is highly desirable.

Per the City Charter, the City Manager is expected to reside in the city. A reasonable amount of time will be provided to candidates to move into the city limits.

ICMA membership (paid for by the City) must be obtained within 6 months of being hired.

## PREFERRED EXPERIENCE

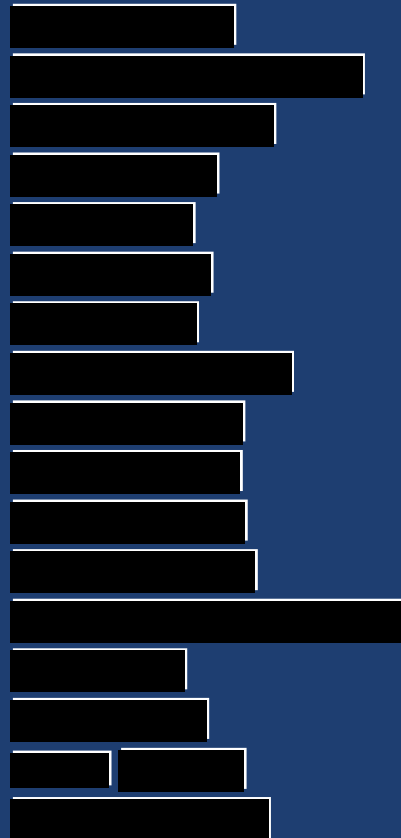
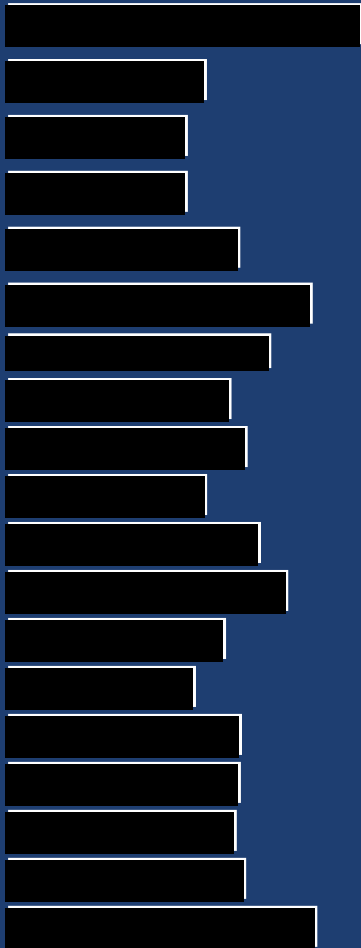
Knowledge and experience in developing and maintaining complex municipal infrastructure

A proven track record of open and productive community dialogue with community groups, business organizations, residents, visitors, and regional and state leaders who may have at any time similar or conflicting views on community issues

Knowledge of issues commonly associated with coastal communities, including infrastructure, emergency preparedness, crisis management, and intergovernmental cooperation

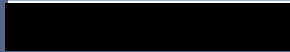
Familiarity and comfort with promoting and managing the impacts of tourism, seasonal resident populations, and active and vibrant downtowns

## Semi-finalists selected by client





## Semi-finalists selected by client



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Passcode:



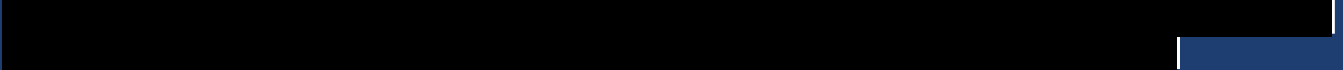
### Positive attributes:

- o Experience in large communities on the water
- o Great personality, very engaging, and obvious commitment to public service
- o Has worked in a wide variety of areas of local government

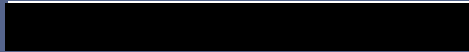
### Possible drawbacks:

- o Has no City Manager experience

### Related article:

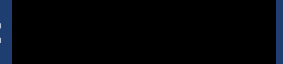
- o 

## Semi-finalists selected by client



[Watch Video](#)

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### Positive attributes:

- o Experience managing large projects and in large communities
- o Professional engineer with finance expertise
- o Has worked briefly in a coastal community on the 

### Possible drawbacks:

- o Has not had full-time involvement in local government management since 2021

### Related articles:

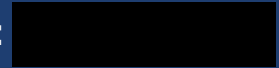


## Semi-finalists selected by client



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### Positive attributes:

- o Obvious love for public service
- o Long tenure in two jobs in 
- o Experience in a large community 

### Possible drawbacks:

- o  — short tenure

### Related articles:

o



o

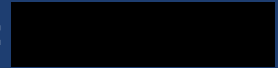


## Semi-finalists selected by client



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### Positive attributes:

- [Redacted]
- [Redacted]
- [Redacted]

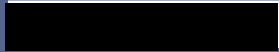
### Possible drawbacks:

- None

### Related articles:

- [Redacted]
- [Redacted]
- [Redacted]

## Semi-finalists selected by client



[Watch Video](#)

Passcode:



### Positive attributes:

- o Diverse experience in hospitality and entrepreneurship and as an attorney and City Manager
- o Friendly and obvious leadership ability
- o Problem solver

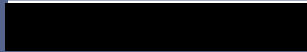
### Possible drawbacks:

- o City Manager experience in a very small town in 

### Related articles:

- 
- 
- 

## Semi-finalists selected by client



[Watch Video](#)

Passcode:



### Positive attributes:

- o Education pedigree, intelligence, and ability to communicate effectively
- o Diverse experience in national intelligence, homeland security, technology, and large urban governance
- o Ability to organize large teams and handle big projects

### Possible drawbacks:

- o Lack of experience as the overall leader of the community
- o Lack of experience with council-manager government

### Related articles:

- o 
- 
- 
- 

## Recommended candidates moving forward:

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]



## **CITY OF LOGANVILLE, GEORGIA**

### **REQUEST FOR INFORMATION**

## **CITY MANAGER SEARCH**

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Prepared by Robert E. Slavin on July 30, 2026



3040 Holcomb Bridge Rd. Suite A-1 • Norcross, Georgia 30071 • (770) 449-4656 • FAX (770) 416-0848 • E-mail:

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With an affiliates in Alexandria, VA; Burlington, NC; Lake, Mary, FL; Louisville, KY; Manteca, CA and Queen Creek, AZ

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|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**COVER LETTER**

July 30, 2026

Ansley Pope  
Human Resources Director  
City of Loganville

P.O. Box 39

4303 Lawrenceville Rd.

Loganville, GA 30052

Via Email: [apope@loganville-ga.gov](mailto:apope@loganville-ga.gov)



**SLAVIN MANAGEMENT**  
**CONSULTANTS**

***Re: Executive Search Services for City Manager***

The purpose of this project is to describe the search process proposed by Slavin Management Consultants (SMC) to assist Loganville's Mayor and City Council (Client) the help the Client to develop and agree to a comprehensive position profile for City Manager and then to identify, recruit and present outstanding candidates who meet these criteria. Once the profile has been approved by the Client, SMC will have no difficulty identifying quality prospective candidates and becoming immediately productive. It is normal for a City Manager search to take between sixty and ninety days to complete.

This important engagement will be managed by me, Robert E. Slavin. I will be assisted by and Tom GatesBarbara Lipscomb. Biographical info for both team members is provided in this proposal.

SMC is pleased to submit this proposal. We are most capable and interested in providing these services to Loganville.

Our contact information is:

**Robert E. Slavin, President**

Slavin Management Consultants

3040 Holcomb Bridge Road, A1

Norcross, GA 30071

E-mail: [slavin@bellsouth.net](mailto:slavin@bellsouth.net)

Phone: 770.449.4656

Fax: 770.416.0848

Sincerely,

**SLAVIN MANAGEMENT CONSULTANTS**

Robert E. Slavin, President

## **ABOUT SLAVIN MANAGEMENT CONSULTANTS**

Slavin Management Consultants (SMC) is an independent management consulting firm formed in 1991 and incorporated in the State of Georgia. We operate nationwide from our home office near Atlanta, Georgia. I am the principal and only stock holder of the firm. SMC has affiliates in Alexandria, VA; Burlington, NC; Lake Mary, FL; Louisville, KY; Manteca, CA and Queen Creek, AZ. Our Federal ID number is 58-2377-314.

The company provides exceptionally high-quality consulting services to state and local governments, health care providers, transit authorities, utilities, special districts, and private sector clients. Specialty practice areas include executive recruitment, pay and classification, performance appraisal systems, and organization development and training. Our key consultants have conducted successful assignments for hundreds of public sector and not profit organizations nationally and offer many references as testimony of our work.

Over the years, SMC has recruited and placed more than 900 local government executives including several in Georgia where we have served the communities of Albany, Alpharetta, Bibb County, Brookhaven, Cartersville, Clarkston, Cobb County, Decatur, Lithia Springs, Duluth, Dunwoody, Fulton County, Gainesville, Glenn County, Gwinnett County, Hall County, Lawrenceville, Lilburn, Perry, Quitman, Snellville, Statesboro, Stockbridge, Tift County, Valdosta, and Whitfield County. *SMC is proud that more than 25% of our placements have been with woman and/or minority candidates.*

Our process is designed to be minimally disruptive to the City's normal activities. However, it will be critical to have the Mayor and each City Council member involvement at the beginning of the search to gather information critical to producing an accurate recruitment profile. We will meet with the Council at least two additional times - - once for an in-person progress meeting and then for finalist/Council interviews. We will need an assigned staff liaison to schedule necessary meetings and to facilitate orderly information exchange.

This proposal commits the highest level of our firm's resources. I, Bob Slavin, will manage and serve as the primary consultant for the project. I am the owner and president of SMC and am among the most experienced recruiters of governmental managers in the nation. I have a strong and proven commitment to providing exceptional recruitment services to public agencies and have received many accolades supporting this work. *I have the authority to bind the corporation.* Tom Gates and Barbara Lipscomb will assist with the project. All three of us have been local government executives and are all now experienced human resources consultants.

### **Recent SMC Chief Executive Searches**



| CLIENT                | POP     | SEARCH FOR           | START DATE | FINISH DATE | STAFF ASSIGNED (Mgr/Asst) | Contact Information                                                                     | Section 2, ItemA. |
|-----------------------|---------|----------------------|------------|-------------|---------------------------|-----------------------------------------------------------------------------------------|-------------------|
| Buncombe County, NC   | 260,000 | County Manager       | 10/29/18   | 1/7/19      | Slavin/<br>Libscomb       | Chair Brownie Newman<br>(828) 243-0107<br>newman@buncombecounty.org                     |                   |
| Citrus County, FL     | 155,800 | County Manager       | 7/20/22    | 10/18/22    | Slavin/Trager             | June Randall, H/R Director<br>(352) 527-5372<br>june.randall@citrusbocc.com             |                   |
| Corpus Christi, TX    | 285,000 | City Manager         | 12/13/18   | 4/10/19     | Slavin/<br>Wenbert        | Mayor Paulette M. Guajardo<br>(361) 826-3100<br>paulette.guajardo@cctexas.com           |                   |
| Corinth, TX           | 20,600  | City Manager         | 7/11/22    | 8/30/22     | Slavin/<br>Krings         | Guadalupe Ruiz<br>Human Resources Director<br>(940) 498-3277<br>gruiz@cityofcorinth.com |                   |
| Danville, KY          | 17,000  | City Manager         | 9/16/20    | 11/30/20    | Slavin/Frank              | Mayor Mike Perros<br>(859) 238-1200<br>mayor@danvilleky.org                             |                   |
| Daytona Beach, FL     | 68,900  | City Manager         | 12/08/20   | 03/12/21    | Slavin/Lipscomb           | James Sexton<br>(386) 671-8200<br>sextorj@codb.us                                       |                   |
| Dothan, AL            | 68,500  | City Manager         | 7/29/24    | 01/06/25    | Slavin                    | Mayor Mark Saliba<br>(334) 615-3110<br>mayor@dothan.pog                                 |                   |
| Durango, CO           | 19,071  | City Manager         | 2/4/20     | 7/3/20      | Slavin/<br>Krings         | Mayor Mayor Gilda Yazzie<br>gilda.yazzie@durangoCO.org                                  |                   |
| Evans, CO             | 21,400  | City Manager         | 10/4/16    | 1/20/17     | Slavin/<br>Wenbert        | Julie Roeder H/R & Risk Mgmt Dir<br>(970) 475-1138<br>jroeder@evanscolorado.gov         |                   |
| Georgetown, SC        | 10,000  | City Administrator   | 3/14/19    | 5/31/19     | Slavin                    | Mayor Carol Jayroe<br>(843) 545-4175<br>cjayroe@cogsc.com                               |                   |
| Georgetown County, SC | 61,000  | County Administrator | 11/22/19   | 3/11/20     | Slavin/Lipscomb           | Board Chair John Thomas<br>(843) 327-3718<br>johnthomas@gtcounty.org                    |                   |
| Greenville, NC        | 84,500  | City Manager         | 3/15/17    | 6/11/17     | Slavin                    | Mayor PJ Connelly<br>(252) 329-4419<br>amthomas@greenvillenc.gov                        |                   |
| Harnett County, NC    | 133,568 | County Manager       | 9/15/21    | 11/22/21    | Slavin/Lipscomb           | Chair Lewis Weatherspoon<br>(919) 306-2900<br>Lweatherspoon@harnett.org                 |                   |
| Kettering, OH         | 57,862  | City Manager         | 8/16/22    | 10/15/22    | Slavin/Krings             | Jenny Smith, H/R Director<br>(937) 296-2446                                             |                   |
| Lubbock, TX           | 340,000 | City Manager         | 7/18/16    | 10/28/16    | Slavin/ Wenbert           | Former Mayor Dan Pope<br>linkedin.com/dan-pope-95b3809                                  |                   |
| Maplewood, MO         | 8,100   | City Manager         | 3/15/21    | 6/14/21     | Slavin                    | Anthony Traxler<br>Dir of Public Works/ Asst. City Manager                              |                   |

| CLIENT                             | POP                | SEARCH FOR              | START DATE | FINISH DATE | STAFF ASSIGNED (Mgr/Asst) | Contact Information                                                                                                                                                                 | Section 2, ItemA. |
|------------------------------------|--------------------|-------------------------|------------|-------------|---------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
|                                    |                    |                         |            |             |                           | (314) 646-3635<br>atraxler@maplewoodmo.gov                                                                                                                                          |                   |
| Mount Dora, FL                     | 12,500             | City Manager            | 7/13/21    | 9/14/21     | Slavin                    | Sharon Kraynik<br>Fmr Human Resources Dir<br>Current Port Orange HR Dir<br>(386) 506-5560                                                                                           |                   |
| Mount Rainier, MD                  | 8,100              | City Manager            | 3/04/21    | 7/08/21     | Slavin                    | Mayor Celina Benitz<br>(301) 985-6585<br>mayorbenitez@mountrainiermd.org                                                                                                            |                   |
| Metro/Plan Orlando                 | 3-County MPO       | Executive Director      | 3/23/18    | 6/1/18      | Slavin                    | Mr. Jason S. Loschiavo, CPA<br>Director of Finance & Admin<br>MetroPlan Orlando<br>(407) 481-5672 Ext. 310<br>jloschiavo@metroplanorlando.org                                       |                   |
| Metropolitan Washington COG (D.C.) | Regional COG & MPO | Chief Financial Officer | 3/23/19    | 9/20/19     | Slavin/Frank              | Mr. Clark Mercer, Executive Director<br>(202) 962-3260<br><a href="mailto:cmercerc@mwcoq.org">cmercerc@mwcoq.org</a>                                                                |                   |
| Quitman, GA                        | 3,703              | City Manager            | 3/17/21    | 8/03/21     | Slavin/Lipscomb           | Councilman Mark De Vane<br>(229) 263-4166<br>mdevine@quitman.org                                                                                                                    |                   |
| Sandusky, OH                       | 25,000             | City Manager            | 5/5/23     | 7/28/23     | Slavin                    | Richard Brady, Comm. President<br>(419) 627-5850<br>rbrady@cityofsandusky.com                                                                                                       |                   |
| Spring Hill, TN                    | 62,000             | City Administrator      | 03/19/25   | 07/11/25    | Slavin/Kross              | Chris Clausi, J.D.<br>H/R Dir and Former Interim City Administrator<br>(931) 486-2252 ext.265<br>ccclausi@springhilltn.org                                                          |                   |
| Volusia County, FL                 | 550,000            | Deputy County Manager   | 3/18/19    | 7/21/19     | Slavin/Lipscomb           | Mr. George Recktenwald<br>County Manager<br>(386) 736-5920<br>grecktenwald@volusia.org                                                                                              |                   |
| Winter Springs, FL                 | 40,000             | City Manager            | 06/12/24   | 09/05/24    | Slavin                    | Mayor Kevin McCann<br>City of Winter Springs<br>1126 East State Road 434<br>Winter Springs, FL 32708<br>(404) 327-5956<br>City Manager Search (2024)<br>kmccann@winterspringsfl.org |                   |

### SCOPE OF SERVICES

Slavin Management Consultants (SMC) uses a "critical path" search process which allows our clients to focus attention on the selection process rather than on identifying, recruiting, screening and evaluating candidates. We understand that each client's need for key executives is different and that there is no "best" person for all situations. The best prospects are typically happily

employed and not responding to advertisements. These people need to be found and encouraged to become candidates. They are understandably reluctant to apply for positions when their interest could become a matter of public information prior to being assured that Loganville is interested in their candidacy. Our approach to this assignment will reflect the unique qualities of Loganville. It will honor the interests of candidates to the extent possible under Georgia law.

SMC provides comprehensive and thorough executive search services to its clients which are distinguished by our on-site visits to finalist candidates. Our work is of the highest quality. The average tenure of our chief executive placements is about eight years. The national average is about five years.

We recommend a proven and comprehensive five-step process to complete this project. The steps are as follows:

- Develop job qualifications and requirements for the position -- the *Recruitment Profile*.
- Identify and recruit qualified candidates.
- Evaluate prospective candidates.
- Make recommendations, help in selection and facilitate employment.
- Establish evaluation criteria and follow-up.

#### **A. Develop Position Profile**

We will meet with each City Council member individually and with staff and others of the Council's choosing to learn the City's needs, focus and requirements such as experience, education and training as well as preferred management style and personal traits. In developing the recruitment profile, we will spend a considerable amount of time at the beginning of the process in Loganville to gather additional information about the City and to ascertain, the unique challenges of the job and the general environment within which the position functions.

Once we have gained the necessary information, we will prepare a draft recruitment profile and review it with the Client to arrive at a general agreement regarding the specifications for the position. The final profile will include information about the region, the City of Loganville, the City government, major issues to be faced, the position and the selection criteria established.

#### **B. Identify Qualified Candidates**

We will first review our database to find those candidates whom we may already know and/or already have on file who may meet your specifications. Although the above process is valuable, we will rely heavily on our own contacts in related fields, on our own experience and increasingly of professional web based social networking. In other words, through "networking," we will conduct a professional search for the best-qualified candidates and invite them to apply for the position. In this effort, we utilize appropriate professional organizations, our established contacts, and our knowledge of quality jurisdictions and their employees.



We will prepare and place electronic and print based advertisements with national, state and regional professional organizations. We will acknowledge all resumes received and thoroughly screen all potential candidates.

### **C. Evaluate Prospective Candidates**

#### ***Preliminary Screening and Progress Report***

Criteria for the preliminary screening will be contained in the approved recruitment profile. They may include such items as education, technical knowledge, experience, accomplishments, management style, personal traits, etc. Screening of candidates against those criteria will be based on data contained in the resume and other data provided by the candidates and on our knowledge of the organizations in which they work. At this stage, each must meet the minimum qualifications specified in the recruitment profile.

We request that all candidates provide us, in writing, substantial information about their accomplishments and their management style and philosophy. This information is verified and, at the City's option, may be further tested by having the finalists respond to a supplemental questionnaire and/or complete management and leadership style inventories. We interpret these instruments for the City as well.

We will meet with the Client to provide a progress report on a number of semifinalist candidates. These individuals will be top prospects who clearly meet the City's specifications for the position. With guidance from the Client, we will narrow the semifinalist candidate group on the basis of refined criteria. During this meeting we will assist the Client to develop a comprehensive plan for final candidate interviews. Details will include confidentiality issues, scheduling, candidate travel, community tours, staff and community involvement. We will also determine the Client's expectations relative to interview questions that we will write as well as candidate rating and scoring processes which will be included in our final report.

### **D. Selection and Employment**

#### ***In-depth Screening and Project Completion***

At this point, we will interview those semifinalist candidates whom the Client has the greatest interest in. Proper "fit" is as important as technical ability. We assess both. In order to better assess candidates' management style and interpersonal characteristics, we personally interview each in his or her present work environment (site visits). We will closely examine each candidate's experience, qualifications, achievements, management style and interpersonal skills in view of the selection criteria and our professional expertise in evaluating the quality of such qualifications, skills and achievements.

We conduct in-depth background checks on those individuals who continue to demonstrate their overall suitability for the position. Included are detailed and extensive reference checks which cover a minimum period of ten years. In conducting these, it is our practice to speak directly to individuals who are now or have been in positions to evaluate the candidate's job performance.

We ask each candidate to provide us with a large number of references. We then network these references to other persons who know the candidate. In this way, we thoroughly evaluate each candidate. These references and evaluations are combined to provide frank and objective appraisals of the top candidates.

As part of our evaluation process we conduct credit checks and verify undergraduate and graduate college degrees. We also conduct national and local criminal history, social security, sex offender, civil court records and driving record checks. At the Client's option, we can arrange for assessment centers and/or psychological (or similar) testing of the candidates. These optional items will result in extra cost.

We will then meet with the Client to present a group of well-qualified finalist candidates for interviews in Loganville. These final candidates will not be ranked because, at this point, they will all be qualified and it will then be a matter of fit between the candidates and the Client and staff that should produce the final selection decision.

Our final report will be presented in a meeting with the Client. This written report is a comprehensive document. It contains our candidate recommendations, details about the search, interview tips, interview questions, candidate evaluation forms and information about legal vs. illegal inquiries. The report also includes the candidate interview schedule as well as our recommendations relative to timing, sequencing, location, setting, format, and conduct of interviews. The report contains comprehensive information about each recommended candidate. This includes educational and experience information, an evaluation of the candidate's experience relative to the criteria established by the Client, a summary of reference comments and a statement of accomplishments and management style prepared by the candidate. Present compensation is also provided for each recommended candidate.

We will provide information about trends in employment, employment contracts and agreements, relocation expenses, perquisites, appropriate roles for spouses, receptions, etc. We arrange schedules for top candidate interviews with the Client and we will coordinate the entire process.

We will properly handle any and all media relations. Unless otherwise directed, it is our standard practice to tell all media that we are working on behalf of Loganville and that any public statement should come from the City directly. Under no conditions will we release information to the media unless specifically directed by the Client to do so.

We will notify all unsuccessful candidates of the final decision reached. Finally, we will continue to work for the Client until a suitable candidate is recruited and hired by the City.

#### **E. Project Schedule**

The search process normally takes between sixty (60) and ninety (90) days to complete and typically follows the following pattern:

|       |                                                                                               | DAYS |       |       |        |
|-------|-----------------------------------------------------------------------------------------------|------|-------|-------|--------|
| STEPS |                                                                                               | 1-30 | 30-45 | 45-60 | 60-360 |
| 1.    | Develop Search Process, Recruitment Profile and Advertising Program for Client Approval       | ✓    |       |       |        |
| 2.    | Identify Qualified Candidates, Review Data Base, Network, Receive and Review Resumes          | ✓    | ✓     |       |        |
| 3.    | Screen & Evaluate Prospective Candidates                                                      |      | ✓     |       |        |
| 4.    | Progress Meeting and Report                                                                   |      | ✓     |       |        |
| 5.    | Interview and Evaluate Prospective Candidates                                                 |      | ✓     | ✓     |        |
| 6.    | Submit Final Report and Recommendations, Assist in Selection, Facilitate Employment Agreement |      |       | ✓     |        |
| 7.    | Establish Evaluation Criteria and Follow-up                                                   |      |       |       | ✓      |

#### **F. Establish Evaluation Criteria**

Once the new City Manager has been on board for 30 days or so, we will conduct a session with the Mayor, City Council members and the new City Manager to establish mutual performance criteria and goals for the position.

#### **G. Follow-up**

We will follow-up with the Client and the new City Manager during the first year and assist in making any adjustments that may be necessary.

#### **H. Reporting**

We will keep the Client informed and involved in strategic decisions throughout the search process. We will provide frequent progress reports to the Client.

#### **I. Deliverables**

Deliverables include the recruitment profile (draft and final), the advertisement (draft and final), the progress report (presented in person), the final report with interview tips, interview schedule, interview questions, candidate resumes, candidate evaluations, candidate writing samples, rating sheets, ranking forms, tabulation forms and appropriate/inappropriate question list and negotiated employment agreement between the Client and the selected candidate.

#### **J. Warranty Provisions**

We provide a comprehensive set of assurances and guarantees to our executive recruitment clients that include:

- We are committed to excellence. We guarantee the highest quality of work and its success in your environment. To accomplish this, we will continue to work with the Client until the



City is satisfied with the candidates and a satisfactory candidate is selected and accepted for employment.

Section 2, Item A.

- We guarantee our work and will redo the search if the position is vacated, for any reason, within two years of the employment date of a candidate selected by the Client through our efforts.
- We will never actively recruit any candidate who we have placed nor will we actively recruit any employee from a client organization for at least two years from the completion date of an assignment.

#### **K. Statement of Equality**

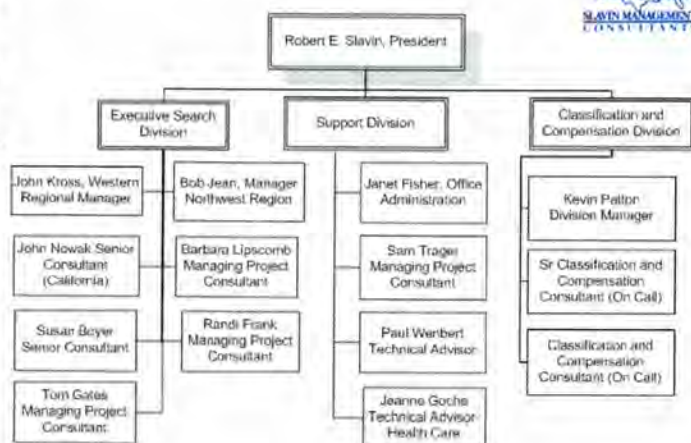
SMC is an equal opportunity employer and recruiter, and will not discriminate against any employee or applicant for employment because of age, sex, race, creed, color, national origin, disability, sexual orientation, gender expression or gender identity. SMC will take affirmative action to ensure that applicants and employees are treated fairly and legally during employment without regard to their age, sex, race, creed, color, national origin, disability, sexual orientation, gender expression or gender identity. Approximately twelve semifinalist candidates are presented to at the progress meeting. Generally, about five finalist candidates are presented for interviews with the Client.

#### **CONSULTING STAFF**

##### ***Robert E. Slavin, President***

Mr. Slavin will manage and serve as the lead consultant for this project. He is a pioneer in public sector and nonprofit executive search. He is among the best known and respected professional recruiters in the business. He is a frequent speaker before professional groups and he has written several articles for professional journals concerning governmental management. By special invitation, Mr. Slavin assisted the United States Office of Personnel Management to define and set up the Senior Executive Service for the Federal Government.

**SLAVIN MANAGEMENT CONSULTANTS  
Organizational Chart  
SEPTEMBER 2023**



Mr. Slavin began his local government career in 1967. His experience includes twelve years working directly for local governments and it includes seven years as a principal consultant with the government search practice of Korn/Ferry International, the largest private sector search firm in the world. He headed the local government search practices for Mercer/Slavin, Incorporated, Mercer, Slavin & Nevins and Slavin, Nevins and Associates, Inc. Mr. Slavin now heads the executive search practice for Slavin Management Consultants. Clients include state and local governments,

nonprofit and private sector businesses all over the United States. His experience includes assignments for the 1984 Los Angeles Olympic's Organizing Committee.

Mr. Slavin's experience and qualifications include organizational analysis, classification and compensation studies, and assessment centers and human resource's systems studies.

Before being invited to join Korn/Ferry International, Mr. Slavin served as Assistant City Manager/Director of Human Resources for the City of Beverly Hills, California.

While at Beverly Hills, Mr. Slavin conducted many executive level recruitment assignments involving nationwide search and placement. Before joining the City of Beverly Hills, Mr. Slavin was the Assistant Personnel Director for the City of San Leandro, California.

Before San Leandro, Mr. Slavin was on the personnel staff of Santa Clara County, California. His assignments included recruitment, classification and selection for the County's Health Department, Medical Center, Transportation Agency, Sheriff's Office, Superintendent of Schools, Fire Marshall, Assessor's Office, Library System and County Recorder's Office.

Mr. Slavin received his Bachelor of Science degree in Political Science from the University of Santa Clara, and has completed the graduate course work for a Master's degree in Public Administration at California State University at Hayward.

### ***Organizations***

- International City/County Management Association
- National Forum for Black Public Administrators
- International Personnel Management Association
- IPMA - Human Relations Commission
- IPMA - Publications Review Committee
- Society for Human Resource Management
- Government Finance Officers Association

### ***Thomas C. Gates, Senior Project Consultant***

Mr. Gates recently retired after more than 35 years of local government experience. Most recently he served as the Deputy Executive Director of the Metropolitan Washington Council of Governments (MWCOC). His duties included directing programs and operations on support of MWCOC's twenty-three (23) member agencies - all of which are located Washington, D.C., Northern Virginia and Southern Maryland. Mr. Gates responsibilities for MWCOC included strategic planning, operational efficiency and effectiveness, and providing support to MWCOC's member agencies. He directly managed MWCOC's internal services which included finance, budgeting, human resources, information technology and procurement. He also oversaw Homeland Security, Public Safety and water related environmental issues.

Prior to MWCOG, Mr. Gates served as Chief Administrative Officer (CAO) or Deputy CAO for the following agencies:

- County Administrator — Roanoke County, VA
- Deputy City Manager and Chief of Staff — City of Alexandria, VA
- Assistant City Manager — City of Alexandria, VA
- Assistant County Administrator — Spartanburg County, SC
- City Administrator — Garden City, GA
- City Administrator — Loris, SC
- Director of Management and Budget — Greenville, SC
- Director of Budget — Spartanburg County, SC
- Budget Director — Montgomery County, MD

Mr. Gates areas of expertise include:

- |                                    |                           |
|------------------------------------|---------------------------|
| • Human Resources Management       | • Performance Improvement |
| • Talent Recruitment & Retention   | • Strategic Planning      |
| • Finance, Budgeting & Procurement | • Executive Management    |

Mr. Gates career accomplishments include the development of human resources policies including flexible work hours; analysis of organizational compensation plans; administration of budgets of over \$190 million; significant community engagement activities including strategic planning and community surveys; organizational development initiatives; economic development strategies and technology planning.

### Education

Mr. Gates holds a Master's degree in Public Administration from Clemson University and University of South Carolina. He earned a Bachelor's degree in Government and Politics at the University of Maryland.

### Community Involvement:

- Board Member — Educational Opportunities for Alexandrians
- Board Member — Substance Abuse & Prevention Council of Alexandria
- Committee Member — City of Alexandria Budget & Fiscal Affairs Advisory Committee

***Barbara W. Lipscomb, ICMA-CM, CPM, MRP - SMC Managing Consultant***

### Professional Summary

- Achievement oriented Certified Public Manager (Florida State University), possessing more than thirty-five years of progressively responsible experience in municipal administration at the city manager, deputy city manager and assistant city manager levels, primarily in the State of Florida
- Extensive experience with state-level leadership and mentoring of other public managers through the Florida City and County Managers Association



- Extensive experience and success with state and federal intergovernmental relations special appropriations
- Proven track record for local government and community project development/redevelopment projects
- Strong financial background, including organization downsizing, and profitability assurance

## **Professional Experience**

### ***City of Greenville, North Carolina***

**City Manager**                      **August 2012 – August 2017 (Retirement)**

Greenville, North Carolina, 90,000+ population, \$131.2 M total budget, including \$82.6 million General Fund Budget, 750 full-time employees.

### ***City of Casselberry, Florida***

**City Manager**                      **January 2007 – January 2012**

Casselberry, Florida, 26,000 population (approx), \$40.5 million General Government Budget, including \$18 million General Fund Budget

### ***City of Gainesville, Florida***

**Assistant City Manager**        **February 2004 – January 2007**

Gainesville, Florida, 120,000 population, \$212 million General Government Budget, including \$92 million General Fund Budget

**Interim City Manager**                      **October 2004 – September 2005**

Directed all City of Gainesville general government operations and departments

**Assistant City Manager**        **February 2004 – October 2004**

### ***City of Lakeland, Florida***

**Assistant City Manager**

**Deputy City Manager, Assistant to the City Manager**        **May 1986 - February 2004**

Lakeland, Florida, 86,000 population, \$250 million total budget

### ***City of Grand Rapids, Michigan***

**Management Analyst**                      **1982 - 1986**

Grand Rapids, MI, 200,000 population, \$200 million total budget

### ***Community Enrichment Services Group***

**Administrative Assistant**

## **Education and Professional Certifications**

**University of North Carolina, Chapel Hill, N.C.**

*Master of Regional Planning*



BA (Geography and Political Science)

- International City/County Managers' Association (ICMA), Credentialed Manager - 2004
- Florida State University, Certified Public Manager - 2003
- Florida Public Labor Relations Association, Certificate in Labor Relations - 2003
- National Forum for Black Public Administrators Executive Leadership Institute - 1988-89
- Florida Redevelopment Association Certified Redevelopment Administrator - 2011

## REFERENCES

### Mayor Robert Craft

City of Gulf Shores, AL  
City Hall  
1905 W. First Street  
Gulf Shores, AL 36542  
(251) 968-1124  
City Administrator Search (2023)  
[mayor@gulfshoresal.gov](mailto:mayor@gulfshoresal.gov)

### Mr. Jared Jones

Assistant City Manager  
City of Panama City  
501 Harrison Ave.  
Panama City, FL 32401  
City Clerk/Treasurer (CFO) Search (2021)  
[jjones@pcgov.org](mailto:jjones@pcgov.org)

### Mr. Shawn Edmondson

City Manager  
City of Stockbridge  
4640 North Henry Blvd.  
Stockbridge, GA. 30281  
(404) 689-6538  
City Manager Search (2025)  
[sedmondson@stockbridgega.org](mailto:sedmondson@stockbridgega.org)

### Mayor Kevin McCann

City of Winter Springs  
1126 East State Road 434  
Winter Springs, FL 32708  
(407) 327-5956  
City Manager Search (2024)  
[kmccann@winterspringsfl.org](mailto:kmccann@winterspringsfl.org)

### Guadalupe Ruiz

Human Resources Director  
City of Corinth, TX  
3300 Corinth Parkway  
Corinth, TX 76208  
City Manager Search (2022)  
Planning Director Search (2021)  
(940) 498-3277  
[gruiz@cityofcorinth.com](mailto:gruiz@cityofcorinth.com)

### Bo White

Council Member  
City of Hardeeville  
205 Main Street  
Hardeeville, SC 29927  
(843) 784-2231 x1200  
City Manager Search (2024)  
[bwhite@hardeevillesc.gov](mailto:bwhite@hardeevillesc.gov)

**Professional Fee**

Our fees are based on a rate schedule that reflects the experience of the individual assigned. We use a flat fee rate schedule. Therefore, there are no project limitations based on annual salary. For this assignment we are proposing to use only consultants who have specific experience on similar assignments for other clients. We will use senior consultants where appropriate and to reduce the overall cost. We will use staff consultants when feasible. The following tables show the level of involvement by project step and cost.

| PROJECT COSTS                                                                                           |                              |            |       |           |          |
|---------------------------------------------------------------------------------------------------------|------------------------------|------------|-------|-----------|----------|
| STEPS                                                                                                   | ASSIGNED HOURS (Approximate) |            |       | RATE (Hr) | FEES     |
|                                                                                                         | Project Manager              | Consultant | Total |           |          |
| 1. Project Planning/Develop Position Profile/Prepare and Place Announcements                            | 38                           |            | 38    | 80        | \$3,040  |
| 2. Identify & Recruit Candidate/Acknowledge all Resumes                                                 | 35                           |            | 35    | 80        | \$2,800  |
|                                                                                                         |                              | 36         | 36    | 30        | \$1,080  |
| 3. Preliminary Candidate Screening                                                                      | 12                           |            | 12    | 80        | \$960    |
|                                                                                                         |                              | 6          | 6     | 30        | \$180    |
| 4. Progress Report to the Client/ Select Finalist Candidates                                            | 10                           |            | 10    | 80        | \$800    |
|                                                                                                         |                              | 8          | 8     | 30        | \$240    |
| 5. In-depth Candidate Evaluation (Includes on-site consultant interviews with semi-finalist candidates) | 38                           |            | 38    | 80        | \$3,040  |
|                                                                                                         |                              | 16         | 16    | 30        | \$480    |
| 6. Arrange for & Schedule Final Interviews                                                              | 4                            |            | 4     | 80        | \$320    |
| 7. Prepare Final Report with Interview Questions and Selection Criteria                                 | 8                            |            | 8     | 80        | \$640    |
|                                                                                                         |                              | 16         | 16    | 30        | \$480    |
| 8. Present Final Report and Attend Interviews                                                           | 16                           |            | 16    | 80        | \$1,280  |
| 9. Assist in Employee Selection                                                                         | 2                            |            | 2     | 80        | \$160    |
| 10. Negotiate Employment Agreement                                                                      | 4                            |            | 4     | 80        | \$320    |
| 11. Establish Performance Goals                                                                         | 6                            |            | 6     | No Charge | \$0      |
| 12. Follow-up                                                                                           | 4                            |            | 4     | No Charge | \$0      |
| TOTAL HOURS                                                                                             | 177                          | 82         | 259   |           |          |
| TOTAL COSTS                                                                                             |                              |            |       |           | \$15,820 |

## Expenses

**Consultant Travel Costs:** The client pays direct cost for all necessary consultant travel using coach or, when available, lower air rates, corporate hotel rates at moderately priced properties (Holiday Inn or equivalent), rental cars, using the corporate discount and normal meals. Client controls these costs in the following ways: (1) when appropriate, consultants will accomplish multiple purposes when traveling and will allocate costs to multiple clients; (2) the client pre-approves all work plans including all consultant (and candidate) travel; (3) SMC will comply with the current State of Georgia travel expense per diem rate schedule.

**Office Costs Include:** Telephone (\$350 flat fee, billed in two installments), FAX, postage, messenger, copier, and clerical costs.

**Average Advertising Costs:** Normally about \$2,500. Client controls these costs because the advertising program will be approved by the City prior to implementation.

Expenses for items identified above will not exceed 55% of the professional fee or \$8,701. Therefore, the total not-to-exceed cost for these services would be \$24,521. This proposal supports three trips to Loganville by SMC consultants. Should more than three such trips be required by the City and the cost for the additional trip(s), causes the total allowable expense costs to exceed 55% of the fee, SMC will invoice the City for this added out of pocket cost.

The cost for finalist candidates travel to Loganville for interviews is in **addition to the above not-to-exceed amount**. Such costs are impossible to forecast and vary widely depending on candidate location, spouse involvement, time required for candidates to be in Loganville, etc.

Should the City's needs result in additional project scope that significantly increases consultant travel and/or advertising costs, it may be necessary to increase the expense budget for the project.

Your liability to Slavin Management Consultants for services rendered under this agreement will not exceed the agreed upon price unless an increase is authorized by you in writing.

We will submit monthly invoices for fees and expenses. It is our practice to bill 30% at the start of the searches, 30% at the end of thirty days, 30% at the end of sixty days, and the remaining 10% shortly after the time the new City Manager accepts employment with the City. Each invoice will be payable upon receipt for professional services. Expenses will be billed in addition and shown as a separate figure. Attached is a pro-forma invoice showing the level of accounting detail we will provide.

We will comply with all applicable laws, rules, and regulations of federal, state, and local government entities. Our ability to carry out the work required will be heavily dependent upon our experience in providing similar services to others and we expect to continue such work in the future. We will, to the degree possible, preserve the confidential nature of any information received

from you or developed during the work in accordance with our professional standards.

Section 2, ItemA.

We assure you that we will devote our best efforts to carrying out the engagements. The results obtained, our recommendations, and any written material provided by us will represent our best judgment based on the information available to us. Our liability, if any, will not be greater than the amount paid to us for the services rendered. This proposal constitutes the agreement between us. It cannot be modified except in writing by both parties. Our agreement will be interpreted according to the laws of the State of Georgia.





# EXHIBITS

SLAVIN MANAGEMENT  

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CONSULTANTS





***AN OUTSTANDING OPPORTUNITY  
TO SERVE THE CITIZENS OF  
CLARKSTON, GEORGIA AS  
CITY MANAGER***

Visit Clarkston on the Web at [www.cityofclarkston.com](http://www.cityofclarkston.com)





Tiny Homes in Clarkston

### ABOUT CLARKSTON, GEORGIA

The City of Clarkston covers approximately 1.8 square miles and is located in DeKalb County, Georgia. The population was 7,554 during the 2010 census, but two annexations in 2015 and 2016 and an increase in resettlements have increased the estimated population to 14,538. Clarkston is adjacent to the campuses of the Georgia Piedmont Technical College and Georgia State University Perimeter College Clarkston Campus.

### History

Clarkston's history can be traced back to the 1830s, when Georgia Railroad constructed a rail line through the area. It connected the merchants of Atlanta with the outlets in South Carolina and Augusta. The community, originally named 'New Siding', in honor of Jake New, who was a section foreman working for the Georgia Railroad.

The City of Clarkston was officially incorporated by the State Legislature in 1882. It was named 'Clarkston' in honor of W. W. Clark, a Director of the Georgia Railroad and the Covington Railroad."

Follow the link below from PBS that focuses on Clarkston and how it has significantly changed over recent years. Watch [9/21/12: America by the numbers](#) on PBS.

The City of Clarkston is well noted for its diversity. In the 1990s, refugee asylum programs in the United States identified Clarkston as a good fit for displaced persons of many different backgrounds. The housing market offered a wide variety of homes ranging from multi-family and cottages to large single family homes; previous residents were relocating farther out from the Atlanta urban core, and Clarkston had convenient access to public transportation and major highways. By the 2000s the local high school had students from more than 50 countries; a local mosque had 800 worshippers; and, by some estimates, half of the City population was from outside the United States. Time Magazine called Clarkston "the most diverse square mile in America". The City is often referred to as "the Ellis Island of the South."

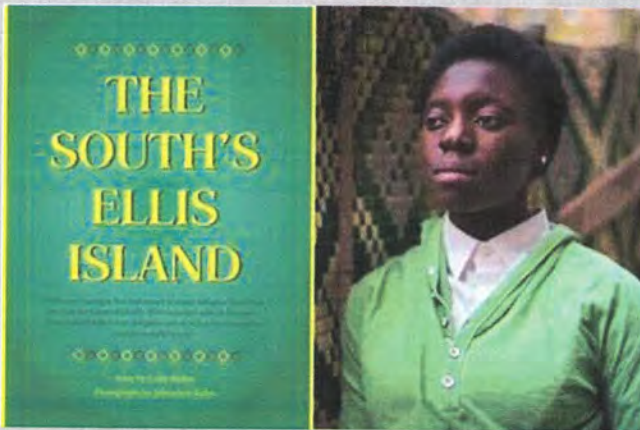
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### Quality of Life Amenities

Clarkston is both a great place to visit and a great place to live. Residents and visitors enjoy a commitment to being a walking and biking community. The City fosters outdoor activities through its newly renovated Milam Park with upgraded and new playground and exercise equipment, an ADA walking trail, a new swimming pool complex, newly resurfaced tennis and pickleball courts, bike paths, a dog park and the Friendship Forest Wildlife Nature Preserve.



For Clarkston Demographic Data click on these links.

<https://data.census.gov/profile?g=160XX00US1316544>

<https://censusreporter.org/profiles/16000US1316544-clarkston-ga/>

### Interesting Facts

- 21 miles from Hartsfield-Jackson International Airport
- Convenient access to MARTA, Atlanta's regional public transportation system
- 31.8% of Clarkston's population is foreign born
- More than 70 Languages are spoken in a 1.1 square mile area, That's a new language every 100 sq. ft.
- Clarkston is among America's "Top 101 cities with largest percentage of males in occupations: Physicians and surgeons (population 5,000+)"
- Clarkston is among America's "Top 101 cities with largest percentage of females working in industry: Broadcasting and telecommunications (population

5,000+)"

- Roughly 60% of houses in Clarkston were built in the 1970's and 1980's
- According to Zillow, the current average home value in Clarkston is \$290,786 up 7.1% from the past year.
- Roughly 75% of the population is under the age of 40
- Clarkston has been written about in the following best selling books: [What is the What](#) and [Outcasts United: An American Town, a Refugee Team, and One Woman's Quest to Make a Difference.](#) " –Global Frontier Mission

### Things To Do in and near Clarkston

Because of location within the Atlanta region and its easy access to transportation, Clarkston is within easy reach to museums such as the Marietta/Cobb Museum of Art, the Fernbank Museum of Natural History, the Braves Museum & Hall of Fame, the Southeastern Railway Museum, the Oglethorpe University Museum of Art, the Gwinnett History Museum, the Stone Mountain State Park, the Crowley Family Mausoleum, the Malibu Grand Prix Family Entertainment Center, and Atlanta Botanical Gardens. In addition, the Zoo Tavern, Zoo Atlanta, and Georgia Aquarium are ideal destinations for a trip with family and friends.

The Little Mountain Golf Course, the Heritage Golf Club, and the Charlie Yates Golf Course are convenient local amenities.

### Education

Clarkston public schools, operated by DeKalb County, spend roughly 22% more per student than the national average. The student/teacher ratio in Clarkston is 13.1 students per teacher.

Higher education is available within short driving distances to nearby DeKalb Technical College, Clark Atlanta University, Emory University, Georgia State University and Georgia Tech.

(Continued on page 4)



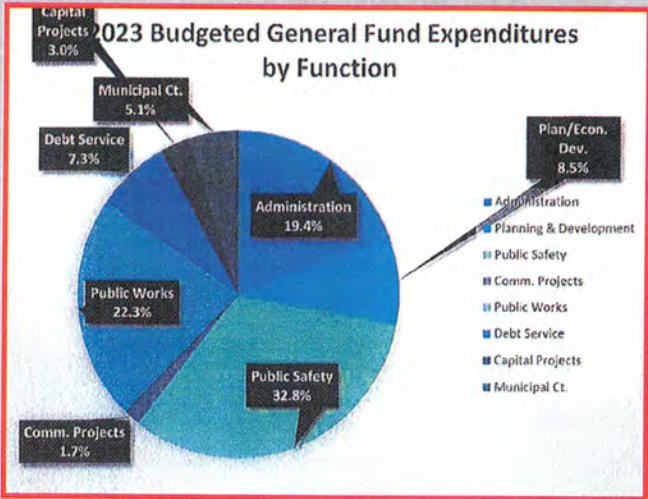
# **ABOUT THE CITY GOVERNMENT**

The City of Clarkston utilizes the Council/Manager form of government. Accordingly, governance is vested in the Mayor and City Council which is composed of six Council members plus the Mayor. The Mayor is elected at-large and serves a four-year term. The six Councilmembers are also elected at large and serve four-year overlapping terms. The Mayor votes in case of a tie in any vote of the City Council and has the power to veto official acts of the City Council. Elections are nonpartisan and there are no term limits.

| Clarkston Mayor and City Council |                              |
|----------------------------------|------------------------------|
| MAYOR BEVERLY BURKS              |                              |
| Debra Johnson                    | Vice-Mayor/<br>Councilmember |
| Mark Perkins                     | Councilmember                |
| Yterenickia Bell                 | Councilmember                |
| Jamie Carroll                    | Councilmember                |
| Susan Hood                       | Councilmember                |

The City Commission appoints a City Manager who serves as the administrative head of the municipal government and is responsible for the efficient administration of all departments. The City is a full-service municipality which provides the following services: the City Manager's Office (which includes the Assistant City Manager, an Equity, Diversity and Inclusion Officer, a Special Events Coordinator, Communications and an Administrative Assistant), Police Department, City Clerk, Public Works, Planning and Development, Parks and Recreation, Finance, Court Clerk, Planning and Economic Development and Human Resources/Risk Management.

Clarkston's FY24 Expenditure Budget for all funds is \$15,883,249 of which the General Fund Operating Budget is \$9,224,065. The budget supports 51.8 FTE's.



## **THE CITY MANAGER**

The City Charter specifies that the City Council shall appoint the City Manager, City Clerk, City Attorney and Municipal Judge. The City Manager oversees the day-to-day operations of the organization and is the Chief Administrative Officer and policy advisor to the City Council.

## **DESIRED POSITION REQUIREMENTS**

### **Education and Experience**

Requires a combination of education and experience equivalent to attainment of a Bachelors Degree (MPA or MBA preferred) complemented by at least 5 years of increasingly responsible management experience preferably gained in a local government. Successful non-profit or private sector management experience may be considered. Recent experience as a local government department head, assistant or deputy manager will also be considered. Although not a requirement, experience with diversity would be very helpful.

**The successful candidate must have an ability to envision change as well as a background of successful leadership in providing municipal services in a multi-ethnic, multi-cultural environment and demonstrated track record in successful local government management as follows:**

- Ability to work with the City Council, community

(Continued on page 5)



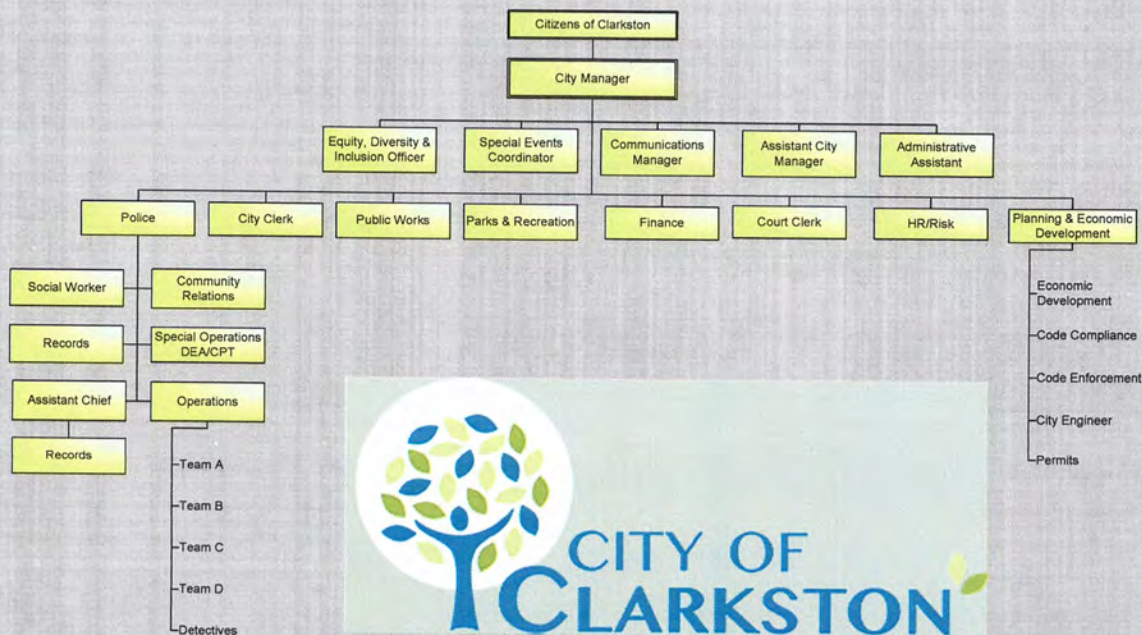
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leaders, residents, and various governmental and business officials and other concerned with developing and delivering superior but practical municipal solutions (policies, programs, services, etc.) in a diverse, multi-ethnic and multi-cultural community.

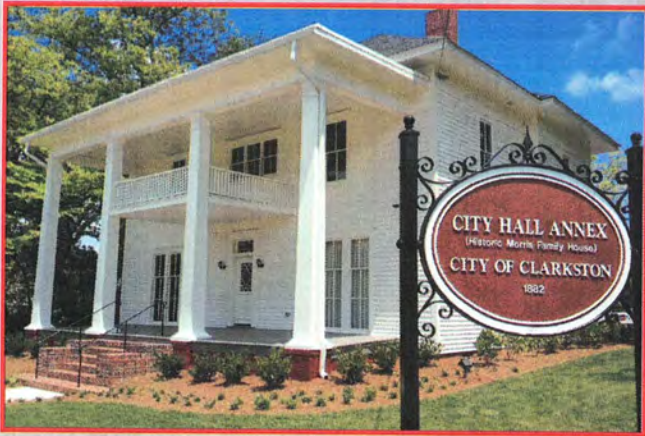
- Ability to hire, motivate and develop a multi-cultural/multi-lingual staff who can provide practical and realistic policies, programs, solutions, services and activities for concerns impacting the community.
- Demonstrated ability to build, direct, and motivate a City team to work cooperatively and cohesively on the many issues and concerns facing the City and surrounding communities.
- Ability to balance the many social issues, programs, projects and other opportunities that the City faces and incorporate new ideas as new situations and concerns arise.
- Demonstrated success in working cooperatively and successfully with other governmental agencies and officials, businesses, and non-profit agencies which impact the City.
- Excellent communication skills and the ability to manage a multi-lingual community of recent immigrants requiring significant social services as well as work with a diverse staff to develop and bring forward a cohesive municipal service program.
- A track record of assertively working with various legislative, business, economic and local government entities to deliver policies, programs and services at the local, state and federal levels that support an economically challenged communities.

## CITY OF CLARKSTON, GEORGIA

### Organizational Chart







Clarkston Celebrates Diversity



Community Garden



Milam Park

(Continued from page 5)

## COMPENSATION AND BENEFITS

Compensation for the position will be highly competitive. Beginning compensation is negotiable based on qualifications and experience. The City provides excellent employee benefits which include paid time off, medical, dental, vision, Georgia Municipal Association retirement benefits and professional development. Relocation expenses are negotiable.

## APPLICATION AND SELECTION PROCESS

The recruitment will remain open until the position is filled. The first review of applications is scheduled for Monday, September 30, 2024. To apply, please email a letter of interest, a detailed résumé, and current salary to:



Robert E. Slavin or Barbara Lipscomb  
SLAVIN MANAGEMENT CONSULTANTS

e-mail: [slavin@bellsouth.net](mailto:slavin@bellsouth.net)

[www.slavinweb.com](http://www.slavinweb.com)

*Electronic submissions are required.*



**The City of Clarkston is an Equal Opportunity Employer and a Drug Free Workplace**

**PRO FORMA INVOICE**

INVOICE DATE: \_\_\_\_\_

CLIENT: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY, STATE: \_\_\_\_\_

Progress billing for professional services  
 rendered in connection with our agreement:

(Invoice \_\_\_ of \_\_\_) \$XXXX.XX

Reimbursable expenses at cost:

|                       |           |
|-----------------------|-----------|
| Airfare               | \$ XXX.XX |
| Hotel                 | XX.XX     |
| Ground Transportation | XX.XX     |
| Meals                 | XX.XX     |
| Tips                  | XX.XX     |
| Telephone             | XXX.XX    |
| Clerical Support      | XXX.XX    |
| FAX                   | XX.XX     |
| Messenger Service     | XX.XX     |
| Copies                | XX.XX     |
| Postage               | XX.XX     |
| Misc. Direct Costs    | XX.XX     |

Total Expenses \$XXXX.XX

**TOTAL INVOICE** **\$XXXX.XX**



## **CLIENT LIST BY CATEGORY**

The following list of clients represent organizations for which our principal Consultants performed significant project work. This client list spans thirty years of experience of SMC consultants. Please contact SMC if you desire to speak with the individuals who were project contacts.

### **MUNICIPALITIES**

|                                |                                     |
|--------------------------------|-------------------------------------|
| Aiken, South Carolina          | Coral Gables, FL                    |
| Albany, Georgia                | Coral Springs, Florida              |
| Alpharetta, Georgia            | Corpus Christi, Texas               |
| Altamonte Springs, Florida     | Corta Madera, California            |
| Anaheim, California            | Corinth, Texas                      |
| Ann Arbor, Michigan            | Creedmoor, North Carolina           |
| Arlington, Texas               | Culver City, California             |
| Arlington Heights, Illinois    | Dallas, Texas                       |
| Arvada, Colorado               | Danville, Kentucky                  |
| Atlanta, Georgia               | Davenport, Iowa                     |
| Atlantic Beach, Florida        | Davie, Florida                      |
| Asheville, North Carolina      | Daytona Beach, Florida              |
| Auburn, Maine                  | Decatur, Georgia                    |
| Aurora, Colorado               | Decatur, Illinois                   |
| Austin, Texas                  | Delaware, Ohio                      |
| Bartlesville, Oklahoma         | Delray Beach, Florida               |
| Bentonville, Arkansas          | Del Rio, Texas                      |
| Bergenfield, New Jersey        | Denton, Texas                       |
| Berkeley, California           | Destin, Florida                     |
| Beverly Hills, California      | Dothan, Alabama                     |
| Birmingham, Alabama            | Dubuque, Iowa                       |
| Bisbee, Arizona                | Duluth, Georgia                     |
| Blacksburg, Virginia           | Dunedin, Florida                    |
| Bloomington, Illinois          | Durango, CO                         |
| Bothell, WA                    | Durham, North Carolina              |
| Boynton Beach, Florida         | Eagle Pass, Texas                   |
| Branson, Missouri              | East Brunswick Township, New Jersey |
| Brea, California               | Edmond, Oklahoma                    |
| Bridge City, Texas             | Elgin, Illinois                     |
| Bridgeport, Connecticut        | Enfield, Connecticut                |
| Broken Arrow, Oklahoma         | Englewood, Colorado                 |
| Brownsville, Texas             | Escondido, California               |
| Bryan, Texas                   | Evanston, Illinois                  |
| Burbank, California            | Fort Collins, Colorado              |
| Camarillo, California          | Fort Pierce, Florida                |
| Carson, California             | Fort Lauderdale, Florida            |
| Cary, North Carolina           | Fort Smith, AR                      |
| Casper, Wyoming                | Fort Worth, Texas                   |
| Chapel Hill, North Carolina    | Frankfort, Kentucky                 |
| Charlotte, North Carolina      | Franklin, Tennessee                 |
| Cherry Hills Village, Colorado | Frisco, Colorado                    |
| Chesapeake, Virginia           | Gainesville, Florida                |
| Clarkston, Georgia             | Gainesville, Georgia                |
| Clearwater, Florida            | Galesburg, Illinois                 |
| Cleveland, OH                  | Garden City, New York               |
| Clinton, SC                    | Gilbert, Arizona                    |
| Columbia, Missouri             | Glastonbury, Connecticut            |
| Columbus, Georgia              | Glendale, Arizona                   |
| Concord, New Hampshire         | Glen Ellyn, Illinois                |

|                              |                                      |
|------------------------------|--------------------------------------|
| Golden, Colorado             | Oxnard, California                   |
| Grand Rapids, Michigan       | Paducah, Kentucky                    |
| Greensboro, North Carolina   | Palm Bay, Florida                    |
| Groves, Texas                | Palm Beach Gardens, Florida          |
| Gulfport, Florida            | Palo Alto, California                |
| Hardeeville, SC              | Panama City, Florida                 |
| Hemet, California            | Park Ridge, Illinois                 |
| Hercules, California         | Pasadena, California                 |
| Highland Park, Illinois      | Peoria, Illinois                     |
| Hollywood, Florida           | Phoenix, Arizona                     |
| Homestead, Florida           | Pittsburg, Kansas                    |
| Huntington Beach, California | Pompano Beach, Florida               |
| Independence, Missouri       | Portage, Michigan                    |
| Independence, Kansas         | Pueblo, Colorado                     |
| Iowa City, Iowa              | Richmond, California                 |
| Jacksonville Beach, Florida  | Richmond, Virginia                   |
| Jupiter, Florida             | Riverside, California                |
| Kalamazoo, Michigan          | Riverview, Michigan                  |
| Kansas City, Missouri        | Roanoke, Virginia                    |
| Kettering, Ohio              | Rock Hill, South Carolina            |
| Lake Worth, Florida          | Rockville, Maryland                  |
| Lakewood, Colorado           | Sacramento, California               |
| Lapeer, Michigan             | St. Louis Park, Minnesota            |
| Laramie, Wyoming             | Salem, Oregon                        |
| Laredo, Texas                | San Diego, California                |
| Lenexa, Kansas               | San Fernando, California             |
| Liberty, Missouri            | San Francisco, California            |
| Lillburn, Georgia            | San Jose, California                 |
| Little Rock, Arkansas        | San Juan Capistrano, California      |
| Long Beach, California       | Sandersville, Georgia                |
| Longmont, Colorado           | Santa Ana, California                |
| Manassas, Virginia           | Santa Monica, California             |
| Mansfield, Massachusetts     | Sandusky, Ohio                       |
| Maplewood, Missouri          | Sarasota, Florida                    |
| Marshfield, Missouri         | Shaker Heights, Ohio                 |
| Miami Beach, Florida         | Simi Valley, California              |
| Milwaukie, Oregon            | Sioux City, Iowa                     |
| Minneapolis, Minnesota       | Snellville, Georgia                  |
| Miramar, Florida             | South Brunswick Township, New Jersey |
| Modesto, California          | South Fulton, GA                     |
| Muscatine, Iowa              | Springfield, Missouri                |
| Neptune Beach, Florida       | Spring Hill, Tennessee               |
| Newark, Delaware             | Steamboat Springs, Colorado          |
| New Smyrna Beach, Florida    | Stratford, Connecticut               |
| Norfolk, Virginia            | Storm Lake, Iowa                     |
| Norman, Oklahoma             | Sunnyvale, California                |
| North Las Vegas, Nevada      | Sunrise, Florida                     |
| North Miami Beach, Florida   | Takoma Park, Maryland                |
| Northglenn, Colorado         | Tarpon Springs, Florida              |
| North Port, Florida          | Topeka, Kansas                       |
| Norwich, Connecticut         | Titusville, Florida                  |
| Oak Island, NC               | Thornton, Colorado                   |
| Oberlin, Ohio                | Traverse City, Michigan              |
| Ocean City, Maryland         | Topeka, Kansas                       |
| Oceanside, California        | Turlock, California                  |
| Olathe, Kansas               | Upper Arlington, Ohio                |
| Oklahoma City, Oklahoma      | Urbana, IL                           |
| Orlando, Florida             | Urbandale, Iowa                      |

Valdez, Alaska  
 Venice, FL  
 Virginia Beach, Virginia  
 Waco, Texas  
 Warrensburg, Missouri  
 Washington, Illinois  
 West Des Moines, Iowa  
 West Hartford, Connecticut  
 West Hollywood, California

West Palm Beach, Florida  
 Wichita, Kansas  
 Windham, Connecticut  
 Winston-Salem, North Carolina  
 Winter Park, Florida  
 Winter Springs, Florida  
 Worthington, Minnesota  
 Ypsilanti, Michigan

## COUNTIES

Adams County, Colorado  
 Alameda County, California  
 Albemarle County, Virginia  
 Arapahoe County, Colorado  
 Beaufort County, South Carolina  
 Broward County, Florida  
 Brown County, Wisconsin  
 Buffalo County, Nebraska  
 Buncombe County, North Carolina  
 Chaffee County, Colorado  
 Cass County, Michigan  
 Chesterfield County, Virginia  
 Citrus, Florida  
 Clark County, Nevada  
 Cobb County, Georgia  
 DeKalb, Illinois  
 Dade County, Florida  
 Doña Ana, New Mexico  
 Dunn County, Wisconsin  
 Eagle County, Colorado  
 Escambia County, Florida  
 Fairfax County, Virginia  
 Forsyth County, Georgia  
 Fremont County, Colorado  
 Fresno County, California  
 Fulton County, Georgia  
 Georgetown County, South Carolina  
 Glynn County, Georgia  
 Grand, Utah  
 Gunnison County, Colorado  
 Hall County, Georgia  
 Hamilton County, Ohio  
 Harnett County, NC  
 Hertford County South Carolina  
 Johnson County, Kansas  
 Ketchikan-Gateway Borough, Alaska  
 Lake County, Florida  
 Lake County, Illinois  
 La Plata County, Colorado  
 Leon County, Florida

Lincoln County, North Carolina  
 Livingston County, Illinois  
 Los Angeles County, California  
 Martin County, Florida  
 McHenry County, Illinois  
 Mecklenburg County, North Carolina  
 Mendocino County, California  
 Mesa County, Colorado  
 Moffat County, Colorado  
 Monterey County, California  
 Montgomery, Maryland  
 Muscatine County, Iowa  
 New Kent County, Virginia  
 Orange County, New York  
 Orange County, North Carolina  
 Palm Beach County, Florida  
 Peoria County, Illinois  
 Pinellas County, Florida  
 Polk County, Florida  
 Prince William County, Virginia  
 Ramsey County, Minnesota  
 St. Louis County, Minnesota  
 Saline County, Kansas  
 San Diego County, California  
 San Luis Obispo County, California  
 San Mateo County, California  
 Sarasota County, Florida  
 Sedgwick County, Kansas  
 Seminole County, Florida  
 Sonoma County, California  
 Springettsbury Township, Pennsylvania  
 Spotsylvania County, Virginia  
 Tazewell County, IL  
 Volusia County, Florida  
 Wake County, North Carolina  
 Washtenaw County, Michigan  
 Whiteside County, Illinois  
 Whitfield County, Georgia  
 Yolo County, California

## OTHER ORGANIZATIONS

### Development Groups

Arrowhead Regional Development, Duluth,  
 Minnesota

Columbia Development Corporation, South Carolina  
 Fresno Economic Development Commission, California  
 Fresno Redevelopment Authority, California  
 GoTopeka, Inc., Kansas  
 Lincoln Road Development Corporation, Miami Beach, FL  
 Los Angeles, California, Community Redevelopment Agency  
 Mid-American Regional Council, Kansas City, Missouri  
 West Palm Beach Downtown Development Authority, Florida

### **Housing Authorities**

California Housing Finance Agency  
 Jefferson County Housing Authority, Alabama  
 Las Vegas Housing Authority  
 Memphis Housing Authority, Tennessee  
 Ocala Housing Authority, Florida  
 Peoria Housing Authority, Illinois

### **Libraries**

Birmingham, Alabama Public Library  
 Central Arkansas Library System  
 Lexington, Kentucky Library System  
 Metropolitan Library System of Oklahoma  
 Moline Public Library

### **Non-Profits and Other Governmental Jurisdictions**

California State Government  
 CDC Federal Credit Union, Atlanta, Georgia  
 District of Columbia  
 Fresno Employment and Training Commission, California  
 Jefferson County Personnel Board, Alabama  
 Local Government Insurance Trust, Maryland  
 Los Angeles, California Department of Community Public Health Los Angeles,  
 California Music Center Operating Company  
 Los Angeles Olympics Organizing Committee  
 Metropolitan Nashville, Tennessee Arts  
 Mississippi Regional Housing Authority  
 Southeast Mississippi Rural Health Initiative Commission  
 Parkland Hospital, Texas  
 Southwest Florida Regional Planning Council

### **Professional Associations**

American Public Works Association

Association of County Commissioners, Georgia  
 Georgia Municipal Association  
 International City/County Management Association  
 Iowa League of Cities  
 Missouri Municipal League

### **School Districts**

Adams County School District #14, Commerce City, Colorado  
 Lake Sumpter Community College, Florida  
 Dallas Independent School District, Texas

### **Transportation Agencies**

Alameda-Contra Costa Transit District, Oakland, California  
 Bay Area Rapid Transit District, Oakland, California  
 Dallas Area Rapid Transit District, Dallas, Texas  
 Greater Dayton Regional Transportation Authority  
 Kalamazoo County Transportation Authority  
 Lee County Port Authority, Florida  
 Metra (Chicago Commuter Rail System)  
 MetroPlan Orlando (MPA)  
 Port Everglades Authority, Fort Lauderdale, Florida  
 Orlando - Orange County Expressway Authority  
 Port of Sacramento, California  
 Riverside Transit Agency, California  
 San Francisco Bay Area Rapid Transit District, California  
 Sarasota/Manatee Airport Authority, Florida  
 Southern California Rapid Transit District

### **Utilities**

Columbus Water Works, Georgia  
 Greater Peoria Sanitation District  
 Gulf Shores Utilities, Alabama  
 Metropolitan Sewer District of Greater Cincinnati, Ohio  
 Orange Water and Sewer Authority (North Carolina)  
 Public Works Commission of Fayetteville, North Carolina  
 Rivanna Solid Waste Authority, Virginia  
 Rivanna Water and Sewer Authority, Virginia  
 Sacramento Municipal Utility District, California  
 South Central Solid Waste Authority, New Mexico  
 South Florida Water Management District  
 Spartanburg Utility District, South Carolina



## **EEO STATEMENT**

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Slavin Management Consultants (SMC) is committed to building a diverse workforce which reflects the face of the community we serve, honors and respects the differences and abilities of all our employees and residents, and provides employees with the necessary opportunities, tools, and support to achieve their maximum potential.

Equitably managing a diverse workforce is at the heart of equal opportunity. Valuing diversity is the basis for a policy of inclusion. Diversity recognizes and respects the multitude of differences which employees bring to the workplace. Diversity complements organizational values that stress teamwork, leadership, empowerment, and quality service. Diversity means striving to maintain an environment in which managers value the differences in their employees and take steps to ensure that all employees know they are welcome.

To achieve workplace equity and inclusion, SMC will observe the practices outlined below:

- It is the policy of Slavin Management Consultants to provide equal opportunity to all qualified employees and applicants without regard to race, color, religion, age, sex (including gender identity, sexual preference, and pregnancy), marital status, national origin or ancestry, genetic make-up, disability status, protected veterans' status, equal pay or any other characteristic protected by law..
- Our recruiting efforts will ensure that applicant pools are both capable and diverse.
- We will make employment decisions based on job-related criteria and will provide opportunities for entry and promotion into non-traditional jobs.
- We will ensure a workplace free of all forms of harassment.
- We will develop a procedure for prompt, thorough and impartial investigations of discrimination or harassment complaints and will act on appropriate measures to provide remedy or relief to individuals who have been victims of illegal discrimination or harassment.

Measures to ensure accountability for managing diversity will be incorporated into the performance management system for supervisors and managers. The chief executive officer will evaluate the effectiveness of our diversity policies and programs.

By creating a workplace where everyone can work towards their maximum potential, SMC will retain quality, productive employees who will provide excellent services to our clients.

## **SMC SEXUAL HARASSMENT POLICY**

Slavin Management Consultants (SMC) is committed to providing a workplace that is free from sexual harassment. Sexual harassment in the workplace is against the law and will not be tolerated. Should the company determine that an allegation of sexual harassment is credible, it will take prompt and appropriate corrective action.

### **What Is Sexual Harassment?**

Unwelcome sexual advances, requests for sexual favors, and other verbal or physical conduct of a sexual nature constitutes sexual harassment when:

- An employment decision affecting that individual is made because the individual submitted to or rejected the unwelcome conduct; or
- The unwelcome conduct unreasonably interferes with an individual's work performance or creates an intimidating, hostile, or abusive work environment.
- Certain behaviors, such as conditioning promotions, awards, training or other job benefits upon acceptance of unwelcome actions of a sexual nature, are always wrong.

Unwelcome actions such as the following are inappropriate and, depending on the circumstances, may in and of themselves meet the definition of sexual harassment or contribute to a hostile work environment:

- Sexual pranks, or repeated sexual teasing, jokes, or innuendo, in person or via e-mail;
- Verbal abuse of a sexual nature;
- Touching or grabbing of a sexual nature;
- Repeatedly standing too close to or brushing up against a person;
- Repeatedly asking a person to socialize during off-duty hours when the person has said no or has indicated he or she is not interested (supervisors in particular should be careful not to pressure their employees to socialize);
- Giving gifts or leaving objects that are sexually suggestive;
- Repeatedly making sexually suggestive gestures;
- Making or posting sexually demeaning or offensive pictures, cartoons or other materials in the workplace;
- Off-duty, unwelcome conduct of a sexual nature that affects the work environment. A victim of sexual harassment can be a man or a woman.
- The victim can be of the same sex as the harasser.
- The harasser can be a supervisor, co-worker, other company employee, or a non-employee who has a business relationship with the Slavin Management Consultants.

### **SMC's Responsibilities Under This Policy:**

If SMC receives an allegation of sexual harassment, or has reason to believe sexual harassment is occurring, it will take the necessary steps to ensure that the matter is promptly investigated and addressed. If the allegation is determined to be credible, SMC will take immediate and effective measures to end the unwelcome behavior. SMC is committed to take action if it learns of possible sexual harassment, even if the individual does not wish to file a formal complaint.

SMC will seek to protect the identities of the alleged victim and harasser, except as reasonably necessary (for example, to complete an investigation successfully). SMC will also take the necessary steps to protect from retaliation those employees who in good faith report incidents of potential sexual harassment. It is a violation of both federal law and this policy to retaliate against someone who has reported possible sexual harassment. Violators may be subject to discipline.

Employees who have been found by SMC to have subjected another employee to unwelcome conduct of a sexual nature, whether such behavior meets the legal definition of sexual harassment or not, will be subject to discipline or other appropriate management action. Discipline will be appropriate to the circumstances, ranging from a letter of reprimand through suspensions without pay of varying lengths to

separation for cause. A verbal or written admonishment, while not considered formal discipline, may also be considered.

#### Employees' Rights and Responsibilities Under This Policy

Any employee who believes he or she has been the target of sexual harassment is encouraged to inform the offending person orally or in writing that such conduct is unwelcome and offensive and must stop.

If the employee does not wish to communicate directly with the offending person, or if such communication has been ineffective, the employee has multiple avenues for reporting allegations of sexual harassment and/or pursuing resolution.

Employees are encouraged to report the unwelcome conduct as soon as possible to his or her supervisor or to the President of SMC.

In addition to reporting sexual harassment concerns to a responsible SMC official, employees who believe they have been subjected to sexual harassment may elect to pursue resolution in several ways, including:

**Mediation:** Mediation is an informal way to resolve office problems using a trained mediator who facilitates communication between the parties to the dispute. If an employee chooses to attempt resolution through mediation, management is obligated by Company policy to send a representative to the table. If a resolution is not reached, the parties may continue to pursue their rights in any other appropriate forum.

**EEO processes:** All SMC employees can file an Equal Employment Opportunity (EEO) complaint with the United States Equal Employment Commission (EEOC). An employee who wishes to file a complaint under EEO procedures must consult an EEO counselor within 45 days of the alleged incident. It is not necessary for an employee to complain to his/her supervisor before approaching an EEO counselor, nor to attempt informal resolution through mediation or other means. EEOC contact Information:  
<https://eeoc.com>. Phone 1 (800) 669-4000

All SMC employees are required to comply with this policy. Employees are also expected to behave professionally and to exercise good judgment in work-related relationships, whether with fellow employees, business colleagues, or members of the public with whom they come into contact in the course of official duties. Further, all employees are expected to take appropriate measures to prevent sexual harassment. Unwelcome behavior of a sexual nature should be stopped before it becomes severe or pervasive and rises to a violation of law.

**SMC MINORITY AND WOMEN PLACEMENTS**

| CLIENT                                             | POSITION                               | AFRICAN AMERICAN | WOMAN | LATINO |
|----------------------------------------------------|----------------------------------------|------------------|-------|--------|
| ALACHUA COUNTY, FL                                 | County Administrator                   |                  |       | X      |
| ALBANY, GA                                         | City Manager                           | X                |       |        |
|                                                    | Police Chief                           | X                |       |        |
|                                                    | Assistant City Manager                 | X                |       |        |
|                                                    | Human Resources Director               | X                |       |        |
| ALTAMONTE SPRINGS, FL                              | Finance Director                       |                  | X     |        |
| ASPEN, CO                                          | City Manager                           |                  | X     |        |
| AUSTIN, TX                                         | City Auditor                           |                  | X     |        |
|                                                    | City Manager                           |                  | X     |        |
|                                                    | Police Chief                           |                  |       | X      |
| BERKELEY, CA                                       | City Manager                           | X                |       |        |
|                                                    | Public Works Director                  |                  |       | X      |
| BEVERLY HILLS, CA                                  | Sanitation Director                    | X                |       |        |
|                                                    | Library Director                       |                  | X     |        |
| BOCA RATON, FL                                     | City Manager                           |                  | X     |        |
|                                                    | Asst. City Manager                     |                  | X     |        |
| BOTHELL, WA                                        | City Manager                           |                  | X     |        |
| BOISE, ID                                          | Chief Financial Officer                | X                |       |        |
| BROWARD COUNTY, FL                                 | Assistant Director of Equal Employment | X                | X     |        |
|                                                    | Director of Budget                     | X                |       |        |
|                                                    | 911 Center Director                    | X                |       |        |
|                                                    | Drug Addiction Recovery Cntr Dir       | X                | X     |        |
| BOISE, ID                                          | Chief Financial Officer                |                  | X     |        |
| BRYAN, TX                                          | Municipal Court Judge                  |                  | X     |        |
|                                                    | City Manager                           |                  | X     |        |
| BUNCOMBE COUNTY, NC                                | County Manager                         | X                | X     |        |
| CAMARILLO, CA                                      | City Clerk                             |                  | X     |        |
| CARSON, CA                                         | Planning Director                      |                  | X     |        |
| CHAPEL HILL, NC                                    | Transportation Director                |                  | X     |        |
|                                                    | Human Resources Director               |                  | X     |        |
| CHARLOTTE COUNTY, FL                               | County Attorney                        |                  | X     |        |
| CENTRAL CITY ASSN. OF THE CITY OF LOS ANGELES (CA) | Director of Security                   | X                |       |        |
| CHARLOTTE, NC                                      | Neighborhood Services Director         | X                |       |        |



| CLIENT                                  | POSITION                                                              | AFRICAN AMERICAN | WOMAN            | LATINO |
|-----------------------------------------|-----------------------------------------------------------------------|------------------|------------------|--------|
| CLARKSTON, GA                           | City Manager                                                          | X                | X                |        |
| COLUMBIA, MO                            | Police Chief                                                          | X                |                  |        |
| CORINTH, TX                             | Director of Economic Development                                      |                  | X                | X      |
| CORPUS CHRISTI, TX                      | City Manager<br>Police Chief                                          | X                |                  | X      |
| CULVER CITY, CA                         | Finance Director                                                      |                  |                  | X      |
| DANE COUNTY, WI                         | Director of Human Services                                            |                  | X                |        |
| DALLAS INDEPENDENT SCHOOL DISTRICT (TX) | Chief Financial Officer                                               | X                | X                |        |
| DALLAS, TX                              | City Attorney                                                         |                  | X                |        |
| DAYTONA BEACH, FL                       | City Manager                                                          | X                |                  |        |
| DECATUR, GA                             | Chief of Police                                                       | X                |                  |        |
| DISTRICT OF COLUMBIA                    | Executive Director<br>Alcoholic Beverage Regulations Commission       |                  | X                |        |
| DURANGO, CO                             | City Manager                                                          |                  |                  | X      |
| DURHAM, NC                              | City Manager<br>City Manager<br>Police Chief<br>Public Works Director | X<br>X<br>X<br>X | X<br>X<br>X<br>X |        |
| ESCAMBIA COUNTY, FL                     | Assistant County Administrator                                        | X                |                  |        |
| ESCONDIDO, CA                           | Civic Center Construction Mgr                                         |                  | X                |        |
| FRANKFORT, KY                           | City Manager                                                          |                  | X                |        |
| EVANSTON, IL                            | City Manager                                                          |                  | X                |        |
| FRESNO, CA (PIC)                        | Executive Director                                                    | X                |                  |        |
| FORT COLLINS, CO                        | City Attorney                                                         |                  | X                |        |
| FORT LAUDERDALE, FL                     | Fire Chief                                                            | X                |                  |        |
| FORT MYERS, FL                          | City Manager<br>Police Chief                                          | X<br>X           |                  |        |
| FORT PIERCE, FL                         | City Attorney                                                         |                  | X                |        |
| FORT WORTH, TX                          | Auditor General<br>Police Chief                                       | X                | X                |        |
| FRANKLIN, TN                            | Director of Community Development                                     |                  | X                |        |
| FRESNO, CA (PIC)                        | Executive Director                                                    | X                |                  |        |
| GAINESVILLE, FL                         | Equal Employment Director                                             | X                |                  |        |
| GEORGETOWN, SC                          | City Administrator                                                    |                  | X                |        |
| GEORGETOWN COUNTY, SC                   | County Manager                                                        | X                | X                |        |
| GLASTONBURY, CT                         | Human Resources Director                                              | X                | X                |        |

| CLIENT                                                        | POSITION                                        | AFRICAN AMERICAN | WOMAN | LATINO |
|---------------------------------------------------------------|-------------------------------------------------|------------------|-------|--------|
| <b>GLENWOOD SPRINGS, CO</b>                                   | City Manager                                    |                  | X     |        |
| <b>GREENBELT HOMES, INC.<br/>(MARYLAND)</b>                   | Executive Director                              |                  | X     |        |
| <b>GREENSBORO, NC</b>                                         | Assistant City Manager                          | X                |       |        |
| <b>GREENVILLE, NC</b>                                         | City Manager                                    | X                | X     |        |
| <b>HAMILTON COUNTY, OH</b>                                    | Jobs and Family Services Director               |                  | X     |        |
| <b>HILLSBOROUGH COUNTY (FL)<br/>CHILDREN'S BOARD</b>          | Executive Director                              |                  | X     |        |
| <b>HOLLYWOOD, FL</b>                                          | City Manager                                    | X                |       |        |
| <b>JUPITER, FL</b>                                            | Assistant to the City Manager                   |                  | X     |        |
|                                                               | Public Works Director                           |                  |       | X      |
| <b>KALAMAZOO, MI</b>                                          | City Manager                                    |                  | X     |        |
|                                                               | Assistant City Manager                          |                  | X     |        |
| <b>LAKE COUNTY, FL</b>                                        | County Attorney                                 |                  | X     |        |
| <b>LAKE COUNTY, IL</b>                                        | Purchasing Director                             |                  | X     |        |
|                                                               | Human Resources Director                        | X                |       |        |
|                                                               | Assistant County Administrator                  |                  | X     |        |
| <b>LAKE COUNTY, IL HEALTH<br/>DEPARTMENT</b>                  | Executive Director                              |                  | X     |        |
| <b>LAKE WORTH, FL</b>                                         | Utilities Customer Services<br>Manager          | X                |       |        |
| <b>LA PLATA COUNTY, CO</b>                                    | Human Services Director                         |                  | X     |        |
| <b>LAREDO, TX</b>                                             | City Manager                                    |                  |       | X      |
| <b>LEE COUNTY, FL</b>                                         | County Administrator                            |                  | X     |        |
|                                                               | Human Resources Director                        | X                |       |        |
| <b>LINCOLN ROAD<br/>DEVELOPMENT CORP.</b>                     | Executive Director                              |                  | X     |        |
| <b>LONG BEACH, CA</b>                                         | Police Chief                                    | X                | X     |        |
|                                                               | Executive Director, Civil Service<br>Commission |                  |       |        |
| <b>LONGMONT, CO</b>                                           | City Manager                                    |                  |       | X      |
| <b>LONGVIEW, CO</b>                                           | Assistant City Manger                           |                  | X     |        |
| <b>LOS ANGELES, COMMUNITY<br/>REDEVELOPMENT AGENCY</b>        | Sr. Project Manager                             | X                |       | X      |
|                                                               | Project Manager                                 | X                |       |        |
|                                                               | Project Manager                                 |                  |       | X      |
| <b>LOS ANGELES COUNTY (CA)<br/>HEALTH SYSTEMS AGENCY</b>      | Executive Director                              | X                | X     |        |
|                                                               | Deputy Exec. Dir.                               |                  |       | X      |
| <b>LOS ANGELES COUNTY<br/>DEPARTMENT OF PUBLIC<br/>HEALTH</b> | Public Health Director                          | X                |       |        |

| CLIENT                                                               | POSITION                       | AFRICAN AMERICAN | WOMAN | LATINO |
|----------------------------------------------------------------------|--------------------------------|------------------|-------|--------|
| <b>LOS ANGELES OLYMPICS<br/>ORGANIZING COMMITTEE</b>                 | Human Resources Director       | X                | X     |        |
|                                                                      | Director of Venues             |                  | X     |        |
| <b>MAPLEWOOD, MO</b>                                                 | City Manager                   | X                |       |        |
| <b>METROZOO (MIAMI FL)</b>                                           | Director of Marketing          |                  | X     |        |
| <b>MEMPHIS (TN) HOUSING<br/>AUTHORITY</b>                            | Executive Director             | X                |       |        |
| <b>MIAMI (FL) OFF-STREET<br/>PARKING SYSTEM</b>                      | Finance Director               |                  |       | X      |
| <b>MIAMI VALLEY REGIONAL<br/>TRANSIT AUTH. (DAYTON,<br/>OH)</b>      | Executive Director             | X                | X     |        |
| <b>MIRAMAR, FL</b>                                                   | City Manager                   |                  | X     |        |
| <b>MISSISSIPPI REGIONAL<br/>HOUSING AUTHORITY VIII</b>               | Executive Director             | X                |       |        |
| <b>MONTEREY COUNTY, CA</b>                                           | Hospital Administrator         | X                |       |        |
| <b>MONTGOMERY COUNTY<br/>BOARD OF DEVELOPMENTAL<br/>DISABILITIES</b> | Executive Director             | X                | X     |        |
| <b>MOUNT DORA, FL</b>                                                | City Manager                   |                  | X     |        |
| <b>NOAH DEVELOPMENT<br/>CORPORATION</b>                              | Executive Director             | X                |       |        |
| <b>NEWARK, DE</b>                                                    | City Manager                   | X                |       |        |
| <b>NORFOLK, VA</b>                                                   | Human Resources Director       | X                |       |        |
|                                                                      | Senior Engineer                |                  | X     |        |
| <b>NORFOLK, VA</b>                                                   | Social Services Director       | X                |       |        |
| <b>Oak Island, NC</b>                                                | Town Manager                   |                  | X     |        |
| <b>OAK PARK, IL</b>                                                  | Village Manager                |                  | X     |        |
| <b>OCALA (FL) PUBLIC HOUSING<br/>AUTHORITY</b>                       | Executive Director             | X                |       |        |
| <b>OBERLIN, OH</b>                                                   | City Manager                   |                  | X     |        |
| <b>ORANGE CITY, FL</b>                                               | City Clerk                     |                  | X     |        |
| <b>ORLANDO, FL</b>                                                   | Fire Chief                     | X                |       |        |
| <b>ORMOND BEACH, FL</b>                                              | City Manager                   | X                |       |        |
| <b>OKLAHOMA CITY, OK</b>                                             | City Manager                   | X                |       |        |
| <b>PALM BAY, FL</b>                                                  | Human Resources Director       |                  | X     |        |
| <b>PALM BEACH COUNTY, FL</b>                                         | Assistant County Administrator |                  | X     |        |
| <b>PALM BEACH COUNTY (FL)<br/>CHILDREN'S SERVICES<br/>BOARD</b>      | Executive Director             |                  | X     |        |

| CLIENT                                                 | POSITION                                   | AFRICAN AMERICAN | WOMAN | LATINO |
|--------------------------------------------------------|--------------------------------------------|------------------|-------|--------|
| <b>PALM BEACH COUNTY (FL)<br/>HEALTH CARE DISTRICT</b> | Executive Director                         |                  | X     |        |
| <b>PALM BEACH GARDENS, FL</b>                          | City Manager (1992)<br>City Manager (1999) |                  | X     | X      |
| <b>PALO ALTO, CA</b>                                   | City Attorney                              |                  | X     |        |
| <b>PANAMA CITY, FL</b>                                 | City Clerk/Treasurer                       |                  | X     |        |
| <b>PARKLAND, FLORIDA</b>                               | City Manager                               |                  | X     |        |
| <b>PEORIA (IL) PUBLIC HOUSING<br/>AUTHORITY</b>        | Executive Director                         | X                |       |        |
| <b>PHOENIX, AZ</b>                                     | Chief of Police                            |                  |       | X      |
| <b>POWDER SPRINGS, GA</b>                              | City Manager                               |                  | X     |        |
| <b>PRINCE WILLIAM COUNTY, VA</b>                       | County Executive                           |                  | X     |        |
|                                                        | Human Resources Director                   | X                | X     |        |
|                                                        | Fire Chief                                 | X                | X     |        |
| <b>RICHMOND, CA</b>                                    | City Manager                               | X                |       |        |
| <b>RICHMOND, VA</b>                                    | Director of Public Health                  | X                |       |        |
| <b>ROANOKE, VA</b>                                     | Police Chief                               | X                |       |        |
|                                                        | Economic Development Director              |                  | X     |        |
|                                                        | Assistant City Manager                     | X                | X     |        |
|                                                        | Director of Human Services                 |                  | X     |        |
| <b>ROCKVILLE, MD</b>                                   | Assistant City Manager                     |                  | X     |        |
| <b>SACRAMENTO, CA</b>                                  | Human Resources Director                   | X                | X     |        |
| <b>SAGINAW, MI</b>                                     | Police Chief                               |                  |       | X      |
| <b>SAN DIEGO, CA</b>                                   | City Manager                               | X                |       |        |
| <b>SAN FRANCISCO, CA</b>                               | Assistant City Administrator               |                  | X     |        |
| <b>SAN JOSE, CA</b>                                    | Police Chief                               | X                |       |        |
| <b>SANTA MONICA, CA</b>                                | Deputy City Manager                        |                  | X     |        |
| <b>SANTA ROSA ISLAND<br/>AUTHORITY (FL)</b>            | Executive Director                         |                  | X     |        |
| <b>SARASOTA, FL</b>                                    | Human Resources Director                   | X                |       |        |
| <b>SARASOTA COUNTY,<br/>FL</b>                         | Deputy County<br>Administrator             | X                |       |        |
| <b>SELMA, AL</b>                                       | Chief of Police                            | X                |       |        |
| <b>SHAKER HEIGHTS, OH</b>                              | City Administrator                         |                  | X     |        |
| <b>SOUTH DAKOTA STATE<br/>LEGISLATURE</b>              | Chief Legislative Analyst                  |                  | X     |        |
| <b>SOUTH FULTON, GA</b>                                | Finance Director                           | X                | X     |        |

| CLIENT                                        | POSITION                                   | AFRICAN AMERICAN | WOMAN | LATINO |
|-----------------------------------------------|--------------------------------------------|------------------|-------|--------|
| <b>SE MISSISSIPPI RURAL HEALTH INITIATIVE</b> | General Manager                            | X                | X     |        |
| <b>SUNNYVALE, CA</b>                          | Public Information Officer                 |                  | X     |        |
|                                               | City Clerk                                 |                  | X     |        |
| <b>STRATFORD, CT</b>                          | Human Resources Director                   |                  | X     |        |
| <b>STOCKBRIDGE, GA</b>                        | City Manager                               | X                |       |        |
| <b>TAKOMA PARK, MD</b>                        | City Manager                               |                  | X     |        |
|                                               | Recreation Director                        | X                | X     |        |
|                                               | Housing and Community Development Director |                  | X     |        |
|                                               | Public Works Director                      | X                |       |        |
| <b>THORNTON, CO</b>                           | Public Information Officer                 |                  | X     |        |
|                                               | City Attorney                              |                  |       | X      |
| <b>TOPEKA, KS</b>                             | City Manager                               | X                |       |        |
|                                               | Police Chief                               | X                |       |        |
| <b>URBANA, IL</b>                             | Chief Administrative Officer               |                  | X     |        |
| <b>VALDEZ, AK</b>                             | City Manager                               |                  | X     |        |
| <b>VENICE, FL</b>                             | Police Chief                               |                  | X     |        |
| <b>VIRGINIA BEACH, VA</b>                     | Human Resources Director                   | X                |       |        |
| <b>VIRGINIA BEACH PARK TRUST (FL)</b>         | Executive Director                         | X                |       |        |
| <b>VOLUSIA COUNTY, FL</b>                     | County Manager                             |                  | X     |        |
|                                               | Budget Director                            |                  | X     |        |
|                                               | Human Resources Director                   |                  | X     |        |
|                                               | Deputy County Manager                      |                  | X     |        |
| <b>WACO, TX</b>                               | Deputy City Manager                        |                  | X     |        |
|                                               | Exec. Dir. - Support Services              |                  |       | X      |
|                                               | Assistant City Manager                     | X                |       |        |
|                                               | Director of Facilities                     |                  |       | X      |
| <b>WAKE COUNTY, NC</b>                        | Human Services Director                    |                  |       | X      |
| <b>THE WEINGART CENTER (LOS ANGELES)</b>      | Executive Director                         |                  | X     |        |
| <b>WEST COVINA, CA</b>                        | Planning Director                          | X                | X     |        |
| <b>WEST MIFFLIN, PA</b>                       | Town Administrator                         |                  | X     |        |
| <b>WEST PALM BEACH, FL</b>                    | Assistant City Administrator               | X                | X     |        |



| CLIENT                                             | POSITION                         | AFRICAN AMERICAN | WOMAN | LATINO |
|----------------------------------------------------|----------------------------------|------------------|-------|--------|
| <b>WICHITA, KS</b>                                 | Human Resources Dir              | X                | X     |        |
|                                                    | Community Services Dir           | X                | X     |        |
|                                                    | Communications Director          |                  | X     |        |
|                                                    | Director of Libraries            |                  | X     |        |
|                                                    | Housing and Development Director | X                | X     |        |
|                                                    | City Manager                     | X                |       |        |
| <b>WYOMING, OHIO</b>                               | City Manager                     |                  | X     |        |
| <b>YPSILANTI, MI</b>                               | City Manager                     | X                |       |        |
| <b>ZOOLOGICAL SOCIETY OF FLORIDA (DADE COUNTY)</b> | Executive Director               |                  |       | X      |



MERCER GROUP ASSOCIATES

# Proposal for Executive Search Services City Manager



**Submitted by:**

**Jeff Hale, Senior Associate**

**Alan Reddish, Senior Associate**

**August 10, 2026**



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**VIA EMAIL: [appope@loganville-ga.gov](mailto:appope@loganville-ga.gov)**

August 10, 2026

The Honorable Mayor and City Council  
City of Loganville, GA

Dear Mayor Whitfield and Ctiy Council Members:

Localgov HR Solutions, LLC dba **Mercer Group Associates** is pleased to submit a proposal to assist the City of Loganville in the search for a new City Manager. Mercer Group Associates has extensive experience in conducting executive level searches for local governments, boards, and authorities nationwide. Mercer Group Associates is a consortium of professional consultants with specialized government experience, education, and training who provide executive search and management services. Localgov HR Solutions, LLC is a member of Mercer Group Associates and was incorporated in the State of Georgia to provide those services.

Mercer Group will partner with the City of Loganville to recruit a City Manager who has the technical qualifications necessary for success; who demonstrates supportive working relationships with elected officials, department directors, staff, and the public; and who promotes quality customer service while embracing the values of the Loganville community.

Mercer Group Associates understands the unique needs of local government and the importance of the City Manager role to your community. We will employ targeted, proactive search methods to deliver a selective, highly qualified applicant pool for the Loganville City Manager position. By developing a clear understanding of the city's unique needs, we will build a tailored recruitment plan that leverages specialized public-sector platforms, the Mercer Group Associates proprietary network of local government executives and professionals, and our proven sourcing methods. This approach allows us to engage both active and passive candidates - ensuring that the City of Loganville is in a position to select a City Manager from the best leadership talent available.

Mercer Group Associates is best positioned to help the city in its search for a City Manager by virtue of our extensive experience in Georgia conducting similar searches. We have averaged 15 executive level searches per year over the last three years for local governments across the State of Georgia. The assigned Mercer team is based in the Athens,GA area and brings decades of upper-level Georgia local government management and human resource experience to your search. The following is a partial list of city and county manager/assistant searches we have successfully conducted representing a wide range of **Georgia** communities:

**Cities:** Columbus, Newnan, Adel, Tucker, Roswell, Bainbridge, Flowery Branch, Lawrenceville, Hinesville, Jesup, Madison, Social Circle, Valdosta, Richmond Hill, Tifton, Valdosta

**Counties:** Bryan, Barrow, Bryan, Glynn, Hall, Liberty, Thomas

Alan Reddish and I will be the Mercer Group Associates team assigned to your search. Our biographical information is included below for your review. Mr. Reddish will serve as the Senior Project Advisor ensuring delivery of all critical elements of the search, evaluating qualifications of applicants, interacting with City of Loganville leadership as needed, and assisting with coordination of candidate interviews. I will be the Project Manager in support all aspects of the search and will be your primary contact. This national search will be supported by the Mercer Group Associates consortium of consultants which has assisted communities nationwide with over 2,200 executive level searches. This network and national experience are important assets for attracting and encouraging highly qualified candidates to consider the Loganville City Manager opportunity.

Included in this proposal for your consideration is an overview of our firm and project team, scope of services, project timeline, guarantees, and fee structure, as well as our Professional Services Agreement. We look forward to working with the City of Loganville on this important project. If you have any questions concerning our proposal, please contact me at (706) 371-6126 or [jeffhale@localgovhrs.com](mailto:jeffhale@localgovhrs.com).

Sincerely,



Jeff Hale  
Senior Associate, Mercer Group Associates





## Firm Overview and Project Team

### Who We Are

Mercer Group Associates is a consortium of senior level consultants who bring decades of previous experience as practitioners in local, state, and federal government, as well as institutions of higher education and municipal leagues to each engagement. Mercer Group Associates consultants have served as county and city managers, public safety leaders, risk managers, state league directors, federal legislative development officers, upper-level strategic planners, human resources directors, government legal counselors, and finance directors. We are excited to partner with you to bring this level of expertise to your project.

Mercer Group Associates provides an array of services including:

- **Executive Searches**
- Strategic Planning
- Compensation Studies
- Organizational Improvement Analysis
- Public Safety Leadership Development; and
- Financial and Budget Strategies
- Succession Planning
- Administrative Investigation



Mercer Group Associates provides high touch, responsive expertise to every project where we are committed to providing a dedicated team that is accessible and highly invested in your project. Our goal in executive search is to identify highly qualified and suitable candidates for moving your organization forward in service to your community. We are fully committed to the continued delivery of services on-time, on-budget, with highly effective, workable outcomes that build organizational health. We will provide the City of Loganville with no less.



## Firm Overview and Project Team



**Alan Reddish** specializes in executive search for Mercer Group Associates and will serve as the Senior Project Advisor for this search. He focuses his work on the State of Georgia having completed an average of 12 to 15 Georgia local government executive searches per year since 2017. Mr. Reddish will serve as the Senior Project Advisor ensuring delivery of all critical elements of selected search services, evaluating qualifications of all applicants, interacting with city leadership as needed, and assisting with coordination of candidate interviews.

Mr. Reddish has over 35 years of experience as a local government manager serving as Manager in three Georgia communities, most recently retiring as Manager of the Unified Government of Athens-Clarke County after 15 years of service. In that capacity Mr. Reddish was responsible for an operating budget exceeding \$190 million, 1700 employees, and three capital programs totaling over \$500 million. During his tenure as Manager, Mr. Reddish conducted many national searches to recruit and hire a professional team of department directors to ensure efficient delivery of services to the Athens-Clarke County community of 123,000, which is home to the University of Georgia.

Mr. Reddish's professional career also includes three years of service as the Associate Director of the Carl Vinson Institute of Government at the University of Georgia. In that role he was responsible for the management of faculty and support staff that delivered 500 training and professional development programs annually to local and state government officials throughout Georgia.

Mr. Reddish holds a Bachelor's degree in Political Science from the University of Georgia and a Master's degree in Public Administration from Troy State University. He received the first Pillar of the Profession Award from the Georgia City/County Management Association which annually recognizes a person that has demonstrated a sustained commitment to personal and professional development along with mentoring, coaching, and counseling peers and other local government officials.



## Firm Overview and Project Team



**Jeff Hale** is a Senior Associate with Mercer Group Associates and will serve as the Project Manager for this search. As an experienced Human Resources professional, Mr. Hale led recruitment and retention efforts throughout his 16-year tenure with the consolidated city/county government in Athens, GA, with over 1,700 employees in a community of over 128,000 and home to the University of Georgia. He served as the HR Director for seven years as a key member of the management team over government-wide human resources and risk management. Mr. Hale is an accomplished HR executive who has successfully led large, complex initiatives across a wide range of HR functions and brings a service orientation to every project. Mr. Hale has experience working closely with city management and understands the necessary expertise, traits, characteristics, and problem-solving approaches that predict success in the critical and complex role of City Manager.

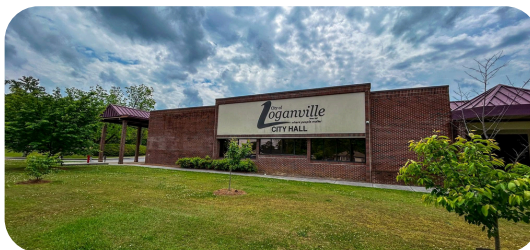
Mr. Hale has led and participated in a wide variety of successful executive searches throughout his career. With Mercer Group Associates, he has demonstrated a keen ability to identify highly qualified candidates, build rapport, and communicate client needs to ensure a selective pool of applicants who might not otherwise have applied. Mr. Hale has recently helped the Town of Edenton, NC place a new Fire Chief, the City of Jacksonville, NC place a City Attorney, Greensboro ABC, NC find an Assistant General Manager, the City of Boca Raton, FL recruit a new City Manager, the City of Athens, AL find a highly qualified Public Works Director and has been integral in Police Chief selections in Minnesota, as well in CEO, Director, and CFO placements for local government risk management associations in Colorado, Kansas, Kentucky, and Nebraska.

Mr. Hale has a master's degree in American Government and Public Law from the University of Georgia and a bachelor's degree in political science from Knox College in Galesburg, IL. He has maintained professional certifications to include the SHRM-CP designation and Certified Human Resources Manager from the University of Georgia's Carl Vinson Institute of Government.



## Scope of Services

Engaging Mercer Group Associates ensures that the new City Manager will be selected through a thorough, objective national search process. The Scope of Services described below will ensure that the search process is on time, within budget, and produces the best available pool of talent for consideration by the city. Leveraging Mercer's experience and reputation in executive search services builds further confidence in the integrity of the recruitment and selection process, supports equal opportunity, and provides independent professional expertise.



## Position Analysis

Our process begins with understanding as we first conduct a position analysis to identify the specific KSAs, traits, characteristics, and background that will define success for the new City Manager. Mercer will review key documents and conduct individual interviews with the Mayor and Council Members and other identified stakeholders to learn about the historical and organizational context of the position; organizational needs; issues, challenges, and opportunities; as well as the preferred communication, management, and leadership styles needed in the new City Manager.

Mercer will build a highly customized profile that reflects this unique opportunity with the City of Loganville. The profile will form the basis of our recruitment efforts and will highlight your community's quality of life, resources, and attractive amenities to make a compelling case for talented professionals to consider joining your team. We will engage the marketplace of active and passive job seekers through our ever-growing national network and through targeted channels for reaching prospective candidates.

### Deliverables:

- Position Analysis: interviews with leadership and stakeholders: analysis of the job description, total compensation, budget and resources, and other relevant documents
- Customized Recruitment Brochure to be approved by the city

## Recruitment - The Mercer Network

Mercer will actively and continuously market the City Manager opportunity over a 30-day recruitment cycle, reaching qualified candidates nationwide but with a sensitivity to those with local, state, and regional qualifications. Mercer will make direct contact with hundreds of City/County Managers and Assistant/Deputy Managers, as well as other upper-level local government professionals to market the City of Loganville's City Manager opportunity.



We will contact potential applicants in our extensive network while identifying additional candidates based on the unique needs of the City of Loganville. Our recruitment plan will include advertisement on specialized national, state, and local websites, as well as with appropriate professional associations, newsletters, and listservs. Mercer places a premium on advertising and individual outreach efforts that invite professionals of all relevant backgrounds and characteristics to apply. We believe those efforts serve to strengthen organizations and the communities they serve.

### Deliverables:

- Recruitment Plan identifying targeted recruitment channels and job site postings
- A pool of highly qualified applicants available in the current market who meet the specific needs of the City of Loganville





## Scope of Services

### Candidate Screening

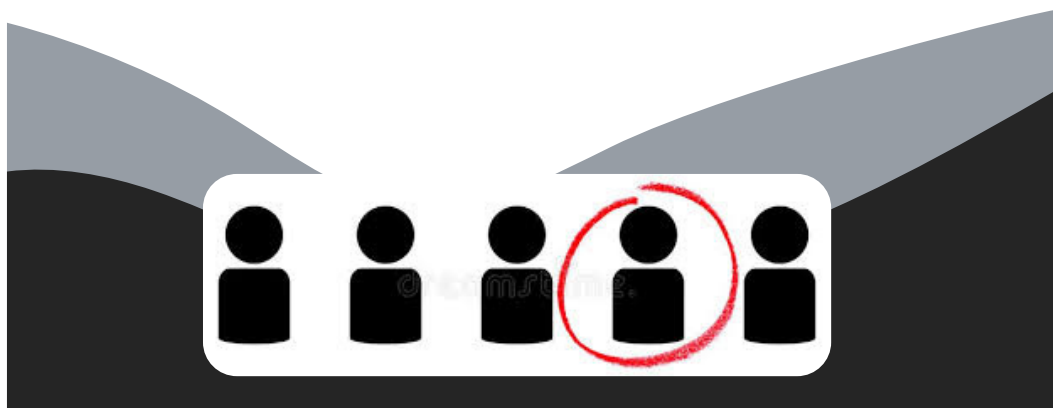
Mercer will assess the technical background, experience, education and training, management and communication styles, professional goals, and personality traits of applicants through their application materials, telephone and/or video interviews, and preliminary internet checks.

Mercer knows you are looking for a long-term employment relationship with a professional who will embrace the City of Loganville and your organizational values. We will also seek those who are most suitable for your specific role and organizational culture.

✓ Mercer will receive, track, and evaluate applications to identify a short list of candidates who most closely match position profile criteria. We will keep applicants well informed of the status of their applications and appropriately keep applicants of interest engaged.

✓ Mercer will present our recruitment efforts, a summary of the resulting applicant pool, and information known to date about our identified short-list of candidates.

➡ The City of Loganville will make all employment decisions with respect to applicants throughout the selection process beginning with the approval of a semifinalist list from a shortlist of candidates developed by Mercer. Mercer will then conduct initial background screening for those selected candidates to prepare them for a potential on-site interview. The deliverables below describe information that will be provided to City to aid you in the approval of the semifinalist list of candidates.



#### Deliverables:

- Recruitment Summary, Applicant Summary
- Candidate summaries, application materials, one-way video interview responses for a short list of promising candidates.
- Mercer insights to date into candidate backgrounds, goals, readiness, and motivations

## Scope of Services

### Background Screening

Mercer will conduct limited background screening of each semifinalist candidate selected by the city for on-site interviews. Mayor and Council Members, and other designated interview panelists selected by the city, will benefit from Mercer's preview of candidate backgrounds, goals, strengths, opportunities for development, motivations, and other information in the form of a written report. This report, along with previously gathered information will further describe candidate qualifications and suitability allowing panelists to be fully informed and prepared for the interview process.

#### Deliverables:

- Verification of employment and academic credentials; preliminary third-party criminal and motor vehicle records checks and credit checks; Mercer conducted reference checks and social media/internet reviews
- Candidate Background Reports

### Onsite Interviews

Mercer will coordinate an interview process that best meets the needs of the city. The interview panel(s) may include subject matter experts and additional stakeholders as designated by the city. Mercer will facilitate interviews and participate in the interview process at any appropriate level as directed.



Mercer will provide suggested customized interview questions to ensure equal opportunity, to gain quality information for decision-making, and to support a job-related and defensible interview process. Mercer employs a competency/behavioral based interview approach. Questions will be designed to assess a candidate's past behaviors and experiences to gauge their ability to perform the specific competencies of the Loganville City Manager position. Our team will provide interview guidelines and best practices and will be on site to support an effective interview process. Mercer will facilitate post interview discussions with the panelists, provide observations and insights about candidates, and communicate to candidates as to their post interview status.



#### Deliverables:

- Interview scheduling, coordination, and facilitation of interviews
- Guidelines and briefing of interview panel(s) on best practices and compliance
- Customized competency/behavioral based interview questions
- Facilitation of post interview panel discussions with Mercer observations and insights

## Scope of Services

### Negotiations

At the city's request, Mercer will provide support for the negotiation of salary, benefits, and other conditions of employment for the selected candidate. Final approval of all terms and conditions of employment and the execution of any employment agreement rest with the City of Loganville. If an employment agreement with the selected candidate cannot be negotiated, Mercer will work with the city to select an alternate candidate. The selected candidate is subject to City of Loganville final and official background checks, and any other conditional offer requirements of the City Manager position in accordance with city policy and procedure. All such information should be fully reviewed and approved by the hiring authority prior to a final offer of employment.



Mercer will develop a project calendar for city approval with specific target dates and the goal of a City Manager selection within 90 days from date of notice to proceed. Such calendar approval and commitment will mitigate the risk of scheduling conflicts and delays. Mercer will provide timely responses and communications throughout the project and will depend on the same from the city to meet approved target dates. The major project activities and estimated days for completion are listed below. However, the calendar will remain flexible in order to meet the city's specific procedural and calendar needs, as well as to reduce the timeline when both possible and advisable.



|                                                            |          |
|------------------------------------------------------------|----------|
| 1. Position Analysis/Interview Stakeholders:               | 14       |
| 2. Marketing Material Development and Recruitment Process: | 40       |
| 3. Application Review & Candidate Screening:               | 10       |
| 4. Candidate Background Screening:                         | 21       |
| 5. Interview/Selection Process:                            | 3        |
| <u>6. Follow-up/Negotiate Employment Agreement:</u>        | <u>2</u> |
| <b>Total: 90 days</b>                                      |          |



## Mercer Guarantees and Fee Structure

### Mercer Guarantees

Mercer Group Associates enjoys a hard-won reputation for excellence, professionalism, and the highest integrity. We are committed to the highest standards required of those of us who serve and have served in local government. We maintain that reputation in part by providing the following assurances:

- If there is not a suitable candidate in the developed applicant pool, Mercer will conduct an additional search (one-time only) and will charge the city only for the cost of additional expenses.
- If the candidate selected, hired, and onboarded leaves for any reason (including termination) during the 12-month period following the date of employment, Mercer will conduct an additional search (one-time only) and will charge the city only for the cost of additional expenses required to make the new placement.
- Mercer will not recruit candidates from the city staff for two years from the date of hire of the selected candidate without the approval of the Mayor and Council or other designated authority.
- Mercer will never recruit a candidate we placed as long as they are employed by the city without the approval of the Mayor and Council or other designated authority.





## Mercer Guarantees and Fee Structure

### Fee Structure

Mercer will provide executive search services as described above for a base fee of \$18,000.00 (eighteen thousand dollars). The base fee is invoiced in thirds with the second and third billing inclusive of any reimbursable direct costs as follows:

- One-third of the base fee (\$6,000.00) at the time notice to proceed with the search is issued, usually in the form of Mercer Group Associates executed Professional Services Agreement (see "Attachment A" as included below and as inclusive of the Scope of Services described above).
- The second third (\$6,000.00) of the base fee and initial expense reimbursement when applications are closed and Mercer provides a recommended list of semi-finalists to the City to be approved for more intensive review by Mercer; and
- The final third of the base fee (\$6,000.00) and final expense reimbursement when interview packages for the semi-finalists approved by the city are delivered to the city and interview dates are established by Mercer in coordination with the city.

### Direct Cost Reimbursables

Costs for direct expenses for reimbursement will not exceed \$4,900.00 (four thousand nine hundred dollars) without the written approval of the city. Direct expenses may be incurred for marketing material design, advertising, initial third-party background checks, customary expenses for consultant travel, and other reasonable incidentals. The costs for candidates to travel to Loganville for interviews or other reasons approved by the city are not included in the Professional Services Agreement but may be reimbursed by the city directly to the candidates selected for interviews.



## Attachment A

### Professional Services Agreement

This AGREEMENT, made as of this \_\_\_\_\_ day of August 2026, by and between Localgov HR Solutions, LLC dba Mercer Group Associates and the City of Loganville, a municipal corporation of the State of Georgia.

WITNESSETH:

WHEREAS the City of Loganville, (hereinafter referred to as "City") has made a request for a final proposal from Localgov HR Solutions, LLC dba Mercer Group Associates (hereinafter referred to as "Mercer") to assist the City conducting a search for a City Manager (hereinafter referred to as "Manager"); and

WHEREAS the City selected Mercer's proposal as the proposal that best meets its needs and the City desires to hire Mercer to perform the search; and

WHEREAS Mercer desires to provide professional assistance to the City as it undertakes its responsibility of hiring a Manager.

NOWTHEREFORE, in consideration of the following mutual covenants and other good and valuable consideration, the receipt and adequacy of which is hereby acknowledged by all parties hereto, Mercer and the City hereby agree as follows:

1. Mercer agrees to work with the City to conduct an effective search process for filling the position of Manager in accordance with the Scope of Services attached and made a part of this agreement.
2. The City agrees to compensate Mercer for its services with a base fee of \$18,000 (eighteen thousand dollars). The City also agrees to reimburse Mercer for direct expenses incurred such as marketing material design, advertising, preliminary third-party background checks, approved travel, and other reasonable incidentals. Cost for direct expenses will not exceed \$4,900 (four thousand nine hundred dollars) without written approval of the City.
3. The City agrees to pay one-third of the base fee (\$6,000.00) at the time notice to proceed is given to Mercer; one-third of the base fee (\$6,000.00) when applications are closed and Mercer provides a recommended list of semi-finalists to the City to be approved for more intensive review by Mercer; and the final one-third of the base fee (\$6,000.00) when interview packages for the semi-finalists approved by the City are delivered to the City and interview dates are established by Mercer in coordination with the City. All payments for agreed upon services shall be due and payable upon submittal of Mercer invoice describing services completed.

4. The City and Mercer both agree that this Agreement shall be governed by the laws of the State of Georgia.
5. The City and Mercer agree that Localgov HR Solutions LLC, dba Mercer Group Associates is an independent contractor to the City and Mercer acknowledges that it will not be the recipient of any benefits granted to employees by the City .
6. Mercer warrants that it carries necessary and sufficient insurance coverages to protect its interests and acknowledges that municipalities are most often prevented from indemnifying third party professional services. Mercer will provide Certificate of Insurance and other documentation required to verify contractual insurance requirements.
7. Mercer confirms that the firm presently is a member of the E-Verify program and will apply the E-Verify process during the entire duration of this contract to ensure the firm does not employ or sub-contract with persons who are undocumented immigrants or who otherwise cannot legally work in the United States.
8. Mercer confirms that the firm is an equal opportunity employer and assures equal opportunity based on ability and fitness for all employees, contractors, and applicants regardless of race, color, religion, sex, sexual orientation, gender identity, pregnancy, age, marital status, past/present/future military status, national origin, disability, or genetic information. Our equal employment policy is disseminated to all applicants, employees, and contractors. The intent of this policy applies to internal operations, recruitment, and consulting activities conducted by the firm.
9. The City and Mercer both agree that in the event any dispute arises between the parties, the complaining party shall promptly notify the other of the dispute in writing. Each party shall respond to the other party in writing within ten (10) working days of the receipt of such notice.
10. The parties shall have the right at either party's convenience to terminate this Agreement following ten (10) days written notice to the affected party. Should either party terminate this agreement, the City shall only be obligated to pay Mercer for those services rendered as of the date of termination.

Professional Services Agreement

LOCALGOV HR SOLUTIONS, LLC  
dba MERCER GROUP ASSOCIATES  
Jeff Hale, Senior Associate

CITY OF LOGANVILLE, GA

\_\_\_\_\_  
[Print Name, and Title]

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

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

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

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



## Attachment B

### City/County Manager and Administrator Searches 2016 to 2026

Aberdeen, Washington – City Administrator  
Adel, Georgia – City Manager  
Avondale Estates, Georgia – City Manager  
Bainbridge, Georgia – City Manager  
Barrow County, Georgia – County Manager  
Beacon, New York - City Administrator  
Bellevue, Washington - Deputy City Manager  
Benson, North Carolina – Town Manager  
Berwyn Heights, Maryland – Town Manager  
Billings, Montana – City Administrator  
Bladensburg, Maryland – Town Manager  
Brattleboro, Vermont – Town Manager  
Brevard County, Viera, Florida – County Manager  
Brunswick, Georgia—City Manager  
Bryan County, Georgia – Assistant County Administrator  
Biscayne Village, Florida – Village Manager  
Bowie, Maryland – City Manager  
Cambridge, Maryland – City Manager  
Carrollton, Georgia- Assistant City Manager  
Cartersville, Georgia – City Manager  
Charlotte, North Carolina – City Manager  
Cheverly, Maryland – Town Administrator  
City of South Fulton, Georgia – City Manager

Clarkston, Georgia – City Manager  
Clayton, North Carolina – Town Manager  
Cleveland, Tennessee – City Manager  
Clinton, North Carolina – City Manager  
Cocoa, Florida – City Manager  
College Park, Maryland - City Manager  
Columbus, Georgia - City Manager  
Coventry, Rhode Island - Town Manager  
Cramerton, North Carolina – Town Manager  
Creedmoor, North Carolina - City Manager  
DeBary, Florida – City Manager  
Delray Beach, Florida – City Manager  
Delta, Colorado – City Manager  
Deltona, Florida - City Manager  
Dover, Delaware – City Manager  
Dunedin, Florida – City Manager  
Edenton, North Carolina – Town Manager  
Edmond, Oklahoma – City Manager  
Emerald Isle, North Carolina – Town Manager  
Fairburn, Georgia – City Administrator  
Flowery Branch, Georgia – City Manager  
Forest Heights, Maryland – Town Administrator  
Forest Lake, Minnesota – City Administrator  
Forsyth County, Georgia – County Manager  
Franklin, New Hampshire – City Manager  
Franklinton, North Carolina – Town Manager  
Garrett Park, Maryland – Town Manager



## City/County Manager and Administrator Searches 2016 to 2026

Gaston County, North Carolina – Assistant  
County Manager

Glynn County, Georgia – County Manager

Goldsboro, North Carolina – City Manager

Great Falls, Montana – Deputy City  
Manager

Hall County, Georgia - County  
Administrator

Hallendale Beach, Florida – City Manager

Hampton, Virginia – Assistant City  
Manager

Hartford, Vermont – Town Manager

Hastings, Minnesota – City Administrator

High Point, North Carolina – City Manager

Hinesville, Georgia - City Manager

Indian River Shores, Florida – Town  
Manager

Indian Trail, North Carolina – Town  
Manager

Isle of Palms, South Carolina – City  
Administrator

Jacksonville, North Carolina – City  
Manager

Jesup, Georgia – City Manager

Largo, Florida – City Manager

Las Cruces, New Mexico – City Manager

Lawrenceville, Georgia - City Manager

Lebanon, New Hampshire - City Manager

Liberty County, Georgia – Asst. County  
Administrator

Los Angeles County, California – Assist.  
CEO & Legislative Affairs

Madison, Georgia – City Manager

Mankato, Minnesota – City Manager

Manteo, North Carolina – Town Manager

Marco Island, Florida – City Manager

New Carrollton, Maryland – City  
Administrative Officer

New Shoreham, Rhode Island – Town  
Manager

Newnan, Georgia – Assistant City Manager

Norcross, Georgia – City Manager

Oxford, North Carolina, City Manager

Palatka, Florida—City Manager

Palmetto Bay, Florida—Village Manager

Pickens County, South Carolina – County  
Administrator

Pocomoke City, Maryland - City Manager

Polson, Montana—City Manager

Poolesville, Maryland – Town Manager

Port Orange, Florida - City Manager

Portsmouth, Virginia - City Manager

Portsmouth, Virginia – Deputy City  
Manager

Poughkeepsie, New York – City  
Administrator

Powhatan County, Virginia – County  
Administrator

Richmond Hill, Georgia – Assistant City  
Manager

Rosenberg, Texas – City Manager

Roosevelt City, Utah – City Manager

Roswell, Georgia – City Administrator

**City/County Manager and Administrator Searches 2016 to 2026**

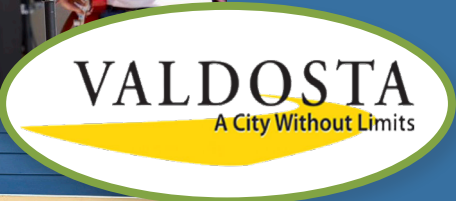
Sandy Springs, Georgia – Assistant City Manager  
Scottsdale, Arizona – City Manager  
Seabrook Island, South Carolina – Town Administrator  
Sidney, Nebraska—City Manager  
Social Circle, Georgia – City Manager  
South Kingstown, Rhode Island – Town Manager  
Southern Shores, North Carolina – Town Manager  
South St. Paul, Minnesota – City Administrator  
Smyrna, Tennessee – Town Manager  
St. Cloud, Florida – City Manager  
Sumter County, Georgia – County Manager  
Takoma Park, Maryland - City Manager  
Taneytown, Maryland – City Manager  
Temple Terrace, Florida – City Manager  
Thomas County - County Manager  
Tifton, Georgia – City Manager  
Town of Berwyn Heights, Maryland – Town Manager  
Tucker, Georgia – City Manager  
Tucker, Georgia – Assistant City Manager  
Valdosta, Georgia – City Manager  
Village of Palmetto Bay, Florida – Village Manager  
Westminster, Maryland – City Administrator  
West St. Paul, Minnesota – City Manager



## **Attachment C**

### **Mercer Group Associates Sample Recruitment Brochure**

**Working with Loganville staff and other resources, a similar brochure that describes the position and Loganville community will be developed.**



*Inviting Applications for*

# CITY MANAGER

*of Valdosta, Georgia*





**VALDOSTA**  
A City Without Limits

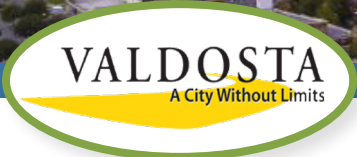
## About the City

The City of Valdosta is a unique community, blending its historic past with a dynamic and high growth environment, coupled with a diversity to give it economic viability and strength. In 1860, Valdosta was incorporated as the new county government seat. With a population of 166 people, Valdosta thrived as the county government seat of Lowndes County and the inland capital for Sea Island cotton.

During the city's first 10 years, it grew 622 percent to a population of 1,999. Valdosta has seen explosive growth in the most recent decade and is now approaching a population of 60,000. The determination of the little town that moved to the railroad is still evident in today's city as it works toward a prosperous future. Valdosta provides a healthy, vibrant, safe environment where residents live, work, and play in a diverse community that values families and neighbors. Valdosta-Lowndes County is a thriving community with an economy balanced for growth, where wages are increasing at a healthy pace yet cost of living and business costs remain competitively low. Valdosta residents enjoy the scenic rural area of South Georgia along with a variety of urban shopping choices, dining, arts, and entertainment. Valdosta serves as the cultural, medical, and commercial hub for eleven South Georgia and north Florida counties.





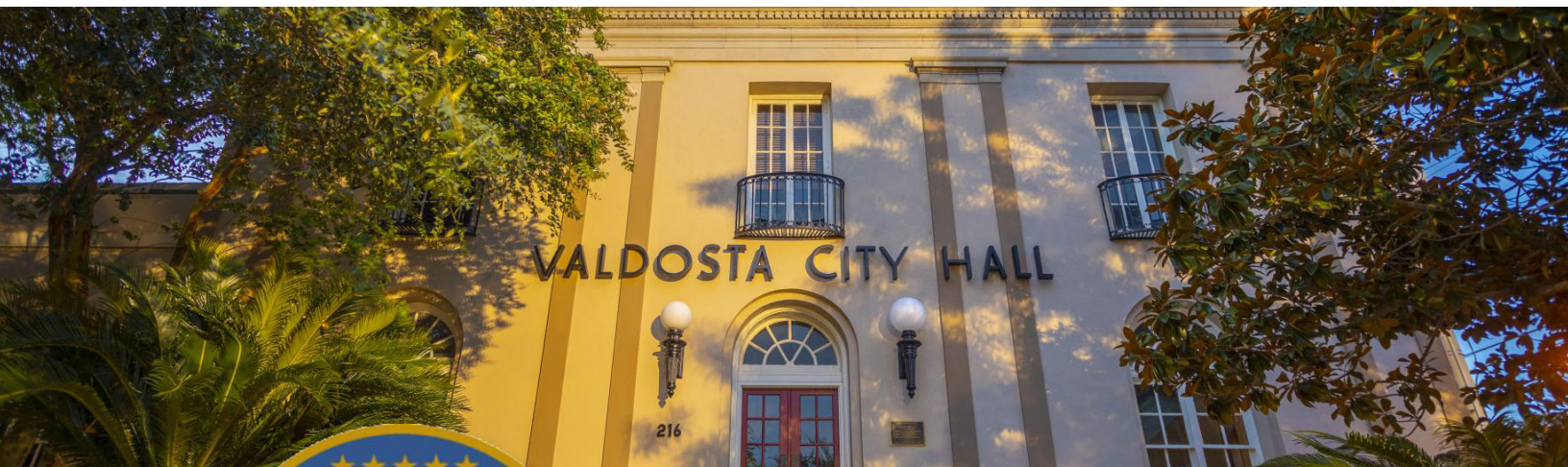


**VALDOSTA**  
A City Without Limits

## About the Government

The City of Valdosta operates under a Council/Manager form of Government. The Valdosta City Council is composed of a mayor and seven council members who serve four year staggered terms. The city is divided into six single-member districts and one at-large district. The Mayor/Council is charged with setting policy, approving budgets, and other legislative duties such as adoption of ordinances.

The Mayor/Council appoints the City Manager who works at the pleasure of the Council and is responsible for the daily operations of the city with 600 employees. Department heads are selected by and report to the City Manager. The City Manager is responsible for implementing the annual operating budget (currently \$124 million) as approved by the Mayor/Council.



## City Awards

- 2022 GMA Visionary Award Winner for Unity Park Amphitheater
- 2022 APWA Award for "Valdosta On-Demand Transit"
- Named one of Georgia's first "Cities of Excellence" for being one of the state's "best managed and most livable cities" for quality-of-life



## About the Position

The City Manager is the Chief Administrative/Executive Officer and is responsible to the Mayor and Council for the administration of all city affairs as required by the charter.

- Manages activities of city departments by assigning priorities and objectives to department heads and professional staff; reviews/approves management reports regarding department and administrative activities.
- Oversees the preparation and administration of the annual city budget; prepares and presents an annual balanced budget to the Mayor and Council.
- Oversees the preparation of the agenda and related documentation for meetings of the Mayor and City Council. Prepares an annual report of the city's accomplishments and awards.
- Provides leadership and direction in the development of short- and long-range plans; gathers, interprets, and prepares data for studies, reports, and recommendations for decision-making purposes.
- Oversees the implementation of policies as adopted by the Mayor and City Council.
- Provides professional advice to the Mayor and City Council; provides direction to department heads.
- Attends and represents the city at local, regional and state meetings regarding policies and issues that impact the city; serves as the city's representative on a variety of boards and authorities; represents the city to a variety of state government entities.
- Communicates official plans, policies and procedures to staff and the general public; represents the city before the news media.

## The Ideal Candidate

The ideal candidate will be an ethical, approachable, and open-minded leader who adopts progressive strategies and embraces positive change, while applying local government best practices proven effective in communities comparable to Valdosta. This individual will possess the capability to collaborate effectively with the Mayor and Council to define and implement a community-supported vision that upholds the city's values and fosters responsible growth.

The ideal candidate should be confident, energetic, and able to build trust with citizens. Valdosta seeks a professional City Manager who can help the Mayor and Council address community challenges effectively and compassionately.

The ideal candidate will be an attentive listener with excellent communication abilities who can interact positively with the business community, citizens from diverse backgrounds, and Valdosta's leadership team to foster trust and transparency within the city.

The ideal candidate will maintain a consistent visible presence within the community to foster strong working relationships with key stakeholders, including Lowndes County government, Moody Air Force Base, the Valdosta City School Board, Valdosta State University and South Georgia Medical Center.

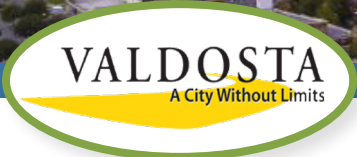
## CHALLENGES & OPPORTUNITIES

- The new Manager will be expected to develop a collaborative working relationship with the Mayor and Council that is defined by transparency, continuous sharing of information concerning government operations, regular interactions with Council members to gain understanding of specific district needs, and a willingness to develop and champion challenging recommendations for positive change. Roles and responsibilities of the Manager and of the Mayor & Council as defined by the charter must be valued, respected, and modeled by the Manager while encouraging elected officials and staff to do the same. The Manager is expected to uphold and defend the charter-defined roles of both the Manager and the Mayor & Council, while also encouraging elected officials and appointed staff to respect these same roles and responsibilities.
- The new Manager will need to focus on community transportation, pedestrian travel ways, and chronic stormwater needs with special attention given to downtown Valdosta and older residential areas of the city that have not been prioritized in the past. He/She will be expected to work with transportation partners to expedite actions for rerouting commercial traffic from the downtown area and construction of identified railroad overpasses to improve traffic flow.
- There are several major capital improvements projects that will need to be high priorities for the new Manager's work plan. Among those are: design and construction of collector roadways and interstate connection improvements being funded by the T-SPLOST program; completion of a new south side water treatment plant currently under construction along with a planned new wastewater treatment plant funded by revenue bonds; a multi-generational recreational facility; installation of a new water metering/billing system, and possible expansion of the Rainwater Conference Center.
- The City is in the final stages of completing an employee compensation study to address pay inequities and to ensure that the city can recruit and retain a quality workforce. The new Manager will be responsible for helping to manage employee expectations regarding the outcomes of the pay study and develop an implementation strategy that aligns with the city's available funding.
- The new Manager will be expected to foster an inclusive, high-performing organizational culture by building trust with employees, recognizing the expertise of existing staff, and clearly defining expectations for accountability, performance, and professional conduct. Emphasis will be placed on leadership development, succession planning, and maintaining a workforce that reflects the community it serves while delivering consistent, high-quality customer service.
- The Manager will be expected to provide leadership to address workforce housing needs by promoting strong partnerships with proven housing providers such as Habit for Humanity and the local landbank; expediting CDBG funded projects; utilizing federal tax credit programs and grants; and other housing best practices proven to be effective in other communities of similar size to Valdosta. Dilapidated/blighted houses and buildings should be addressed through consistent and objective enforcement of existing codes as well as possible housing code changes focused on utilizing more aggressive blight removal tools.

## MINIMUM QUALIFICATIONS

- Bachelor's degree required in public administration, business administration, planning, economic development or related degree from an accredited college or university. A master's degree is preferred.
- A minimum of five (5) years of managerial experience in a local government as a city or county manager, deputy manager; or as an upper-level executive manager in an organization with comparable complexities to the City of Valdosta. Any equivalent combination of education, training, and experience that provides the required knowledge and skills for the position will be considered.
- Evidence of continued professional development such as ICMA Credentialed Manager designation, is a positive indicator of dedication to the profession and will be noted during the vetting process.





**VALDOSTA**  
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## COMPENSATION & BENEFITS

The expected starting salary range for this position is **\$200,000 - \$225,000** (depending on qualifications of the selected candidate).

A very comprehensive benefits package is offered for this position, including:

Health, dental and vision insurance; no cost Medical Clinic – Premise Health; Basic Life and AD&D – provided by the city at no cost; Long-term disability paid by the city; Employee Assistance Program – EAP; Pension benefit – employee contributes 3%, vested in 10 years; Deferred Compensation 457 offered through Empower and Paid time off (PTO) and paid holidays.

The city offers a generous annual and sick leave program, as well as vehicle and cell phone allowances. Relocation expenses are negotiable.

## HOW TO APPLY

Interested candidates must submit by email a cover letter, resume, a list of at least five job related references (with email and phone numbers), as well as salary history **no later than March 13, 2026 to [lisaward912@gmail.com](mailto:lisaward912@gmail.com)**.

Please direct any questions to Lisa Ward, Senior Associate, Mercer Group Associates, at 706-983-9326; or Alan Reddish at 706-614-4961.



**MERCER GROUP ASSOCIATES**



## Staff Report

**To:** Mayor and City Council

**From:** Danny Roberts, City Manager

**Date:** August 13, 2026

**SUBJECT:** Update on Toddler Park – Walton County Foundation Grant

**RECOMMENDATION:** Staff recommends that the City Council approve acceptance of the Walton County Foundation grant awarded for landscaping improvements at Toddler Park.

**FISCAL IMPLICATION:** Grant Award: \$40,000 (100-0000-334500)

**BACKGROUND:** The City applied to the Walton County Foundation for funding to support landscaping enhancements at Toddler Park. The Foundation has approved the City's request and awarded a \$40,000 grant. These funds were originally intended to reduce the amount needed from the General Fund for the current project scope. Acceptance of the grant will allow staff to proceed with coordinating the landscaping improvements in accordance with the approved project plan.





Loganville Police Department  
605 Tom Brewer Road  
Loganville, Georgia 30052

Section 3, Item B.

M.D. Lowry

Chief of Police

770-466-8087 Phone

770-466-6679 Fax

**MEMORANDUM**

To: Honorable Mayor and Council  
From: Chief M.D. Lowry   
Through: Mr. Danny Roberts, City Manager  
Ref: SRO Agreement with Walton County Board of Education  
Date: July 27, 2026

**BACKGROUND**

The Loganville Police Department has provided School Resource Officer (SRO) services to the public schools inside the City of Loganville since 2006. The Loganville Police Department currently provides SRO services to Bay Creek Elementary and Loganville High School. The Walton County Board of Education provides financial compensation for these services each year through an agreement between the City and the Board. The current request covers the 2026-2027 school year.

**STAFF RECCOMENDATION**

The following recommendation is submitted: The City of Loganville and Loganville Police Department should continue this established relationship and accept the proposed agreement and compensation.

**FUNDING**

The current funding is \$66,897.46 per school, for a total of \$133,794.92.

*Note: I have been informed that the Superintendent intends to introduce a measure to increase SRO funding at the Board work session on 8/4/26 with a potential vote on 8/11/26. If this is approved, the updated agreement will be presented at the Council meeting on 8/13/26.*

**REQUEST**

We request approval for signature to adopt the 2026-2027 School Year agreement to provide School Resource Officer services to the Walton County Board of Education.

# AGREEMENT BETWEEN THE LOGANVILLE POLICE DEPARTMENT

and

## THE WALTON COUNTY SCHOOL DISTRICT

for

## THE SCHOOL RESOURCE OFFICER PROGRAM

THIS AGREEMENT is made and entered into as of the \_\_\_\_\_ day of \_\_\_\_\_, (the "Effective Date"), by and between the LOGANVILLE POLICE DEPARTMENT (the "LPD"), and the WALTON COUNTY SCHOOL DISTRICT (the "WCSD").

### WITNESSETH

WHEREAS, it is the intent and desire of the LPD and the WCSD to provide for law enforcement and related services as set forth herein;

WHEREAS, the LPD and the WCSD recognize the benefits of a School Resource Officer Program ("Program") to the citizens of Walton County, and particularly to the faculty and students of Walton County Public Schools;

NOW, THEREFORE, for and in consideration of the promises and mutual covenants contained herein, and other good and valuable consideration, the LPD and the WCSD hereby agree as follows:

**Section 1. Purpose.** The purpose of this Agreement is to increase the security and safety of WCSD through the funding necessary to permit, *inter alia*, the assignment of Police Officers to serve WCSD on a full-time basis during the regular school year.

**Section 2. Term of Agreement.** The term of this Agreement shall be for one (1) year from the Effective Date; provided, however, that the Agreement shall be automatically renewed unless either party provides written notice of its intent not to renew at least thirty (30) days prior to the expiration of the term. The LPD and the WCSD agree to negotiate the program costs annually for any subsequent term in accordance with Section 5 below.

**Section 3. Program Staffing.** The Program shall be staffed in accordance with the following:

3.1.1. School Resource Officers. The LPD shall assign one (1) full-time Police Officer to each of the following schools to serve as a School Resource Officer ("SRO"): Loganville High School and Bay Creek Elementary School. The duties of an SRO shall include the following:

(a) *Instruction.* The SRO shall act as an instructor for specialized, short-term programs about Georgia criminal and juvenile laws, as well as the Alcohol Drug Awareness Program (ADAP) when requested to do so by the Principal or a faculty member of the school to which the SRO is assigned.

(b) *Investigations.* The SRO may assist with non-campus investigations related to juveniles who attend the school to which the SRO is assigned.

(c) *Law Enforcement.* The SRO may take emergency law enforcement action when required by law; provided, however, that the Principal of the school shall be notified of such action as soon as practicable.

(d) *Traffic Control.* The SRO shall assist in traffic control during the arrival and departure of students.

3.1.2. D.A.R.E. (Drug Abuse Resistance and Education) Officer. The LPD shall provide instruction and, as needed, school safety and law enforcement services to all elementary schools within the city limits of Loganville.

3.1.3. Supervising Officers. The LPD shall assign one (1) full-time Supervising Officer to oversee the Program and serve as a liaison with WCSD, whose duties shall include the following:

(a) *School Visits.* The Supervising Officer shall perform scheduled and non-scheduled visits to the schools within WCSD to which SRO's are assigned.

(b) *Program Administration.* The Supervising Officer shall approve Program reports; provide leadership, training and direction for the Program; conduct Program evaluations; analyze campus statistics and problem areas for WCSD; establish rapport with WCSD administrators; oversee school traffic issues; submit monthly reports to the Superintendent; oversee major school functions in which an SRO is participating; coordinate with the Walton County Juvenile Court regarding school-related criminal cases; keep accurate crime reports for WCSD; and maintain time cards and keep up with overtime and comp time for the Program.

(c) *Investigations.* The Supervising Officer shall be available for investigation of crime-related incidents involving a WCSD employee that have a student as the complainant or victim.

3.2 Application and Appointment Process. The Chief of Police shall recruit, interview and evaluate potential candidates for the position of School Resource Officer. Applicants must meet the following requirements:

1. An applicant must have a desire to serve in the position for which he or she is applying.

2. An applicant must be certified and sworn peace officers with a minimum of three (3) years law enforcement experience.
3. An applicant must have successfully completed the School Resource Officers 40-hour training course.

3.3 Scheduling. SRO's shall be scheduled in accordance with the following:

3.3.1. Working Hours. SRO's shall serve WCSD on a full-time basis, i.e., from one-half (1/2) hour prior to the start of classes until one-half (1/2) hour after classes are dismissed, although a SRO's working hours may be adjusted on a situational basis, with the prior consent of the Chief of Police, in order to cover campus-related activities which require the presence of a law enforcement officer. Notwithstanding the foregoing, SRO's may periodically be required to perform other tasks during school hours, including, but not limited to mandatory training.

3.3.2. Temporary Reassignment. The Chief of Police may temporarily reassign SRO's when school is not in session and during periods of law enforcement emergency.

3.3.3. Overtime. SRO's may not work overtime hours without the prior approval of the Chief of Police. Overtime work will be paid in accordance with LPD policies. SRO's shall neither expect nor accept any additional compensation for overtime work directly from the WCSD.

3.4 Employment Status. SRO's shall be and remain employees of the LPD and shall not be WCSD employees. SRO's shall remain responsive to the supervision and chain of command of the LPD. The LPD shall remain solely responsible for the SRO's hiring, firing, training, discipline and/or dismissal. The LPD agrees to pay the salary and employment benefits of the SRO's in accordance with the applicable salary schedules and employment practices of the LPD, including but not limited to: sick leave, annual leave, retirement compensation, workers compensation, unemployment compensation, life insurance, medical and dental insurance. The SRO's shall be subject to all other personnel policies of the LPD.

3.5 Removal and Replacement Process. SRO's may be removed and replaced in accordance with the following:

3.5.1. Removal for Cause. If the Principal, in consultation with the Assistant Principal, requests that the SRO be removed from the school (1) because the SRO is not effectively performing the duties of the SRO and/or (2) because the SRO has engaged in unprofessional conduct, LPD will replace the SRO in accordance with 3.5.3.

3.5.2. Discretionary Removal. The LPD reserves the right to dismiss or reassign a SRO when it is deemed to be in the best interests of either the WCSD or the LPD.



3.5.3. Replacement. In the event of a resignation, dismissal, reassignment, removal, or long-term absence of a SRO, the LPD shall provide a temporary replacement for the SRO as soon as possible, but not more than fifteen (15) school days of receiving notice of such absence, dismissal, resignation or reassignment. As soon as practicable, the LPD shall provide a permanent replacement for the position.

**Section 4. Duties and Responsibilities of SRO's**. In addition to those duties and responsibilities specifically provided for in Section 3.1 above, SRO's shall have the following duties and responsibilities:

1. SRO's shall enforce federal, state and local laws and, at the request of the school administration, assist WCSD officials with the enforcement of WCSD policies and regulations regarding student conduct.
2. SRO's shall investigate criminal activity committed on or adjacent to WCSD property.
3. SRO's shall assist school administrators in developing plans and strategies to prevent and minimize dangerous situations that may occur on campus or during school-sponsored events.
4. SRO's shall maintain a detailed weekly report of duties performed.

Notwithstanding the foregoing, SRO's shall not be used by WCSD as school disciplinarians; provided, however, that a SRO may be contacted regarding incidents believed to be in violation of the law, and the SRO shall then determine whether law enforcement action is appropriate. SRO's shall also not be used for regularly-assigned monitoring duties, including but not limited to lunchroom, hallway, carpool, or bus monitoring duties.

**Section 5. Compensation**. The LPD shall be compensated by the WCSD in the total amount of \$ 133,794.92 annually for the services to be performed under this Agreement. Not less than sixty (60) days prior to the expiration of this Agreement, the LPD shall inform the WCSD of any additional compensation it is requesting for the subsequent term. Compensation owed to the LPD by the WCSD shall be paid in accordance with the Payment Schedule attached hereto as Exhibit "A" and incorporated herein by reference.

**Section 6. Termination**. Either party may terminate this Agreement for any reason whatsoever with sixty (60) days prior written notice to the other party. In the event of such termination by the WCSD, the SRO's will be immediately reassigned by the LPD and, if the termination is not for cause, the WCSD shall immediately pay any remaining funds due to the LPD for the remainder of the school year. In the event of termination by the LPD, the WCSD shall compensate the LPD for all services provided up to the date of termination.

**Section 7.     Assignability.** This Agreement may not be delegated or assigned by either party and any purported delegation or assignment of this Agreement (or rights hereunder) is void unless prior written consent of the other party has been obtained.

**Section 8.     Entire Agreement.** This Agreement incorporates all prior negotiations, interpretations, and understandings between the parties and is the full and complete expression of their Agreement.

**Section 9.     Modifications.** Any change, alteration, deletion, or addition to the terms set forth in this Agreement must be in writing and signed by both parties.

**Section 10.    Governing Law.** This Agreement shall be governed by, and construed and enforced in accordance with, the laws of the State of Georgia.

**Section 11.    Miscellaneous.** This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original and all of which counterparts together shall constitute but one and the same instrument. Each provision of this Agreement is severable from any and all other provisions of this Agreement. Should any provision of this Agreement be for any reason unenforceable, the balance shall nonetheless remain in and be of full force and effect, without giving effect to such unenforceable provision. Time is of the essence hereof. The section headings of this Agreement are for convenience only and in no way limit or enlarge the scope or meaning of the language hereof.

**IN WITNESS WHEREOF**, the parties hereto have duly signed, sealed, and delivered this Agreement as of the Effective Date.

**LOGANVILLE POLICE DEPARTMENT:**

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

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

**WALTON COUNTY SCHOOL DISTRICT:**

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

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

**EXHIBIT "A"**

The WCSD shall pay in full the amount set forth in Section 6 of the Agreement in a lump sum payment at a time mutually agreeable to the parties. Notwithstanding the foregoing, said payment must be made prior to the end of the applicable school year.

# AGREEMENT BETWEEN THE LOGANVILLE POLICE DEPARTMENT

and

## THE WALTON COUNTY SCHOOL DISTRICT

for

## THE SCHOOL RESOURCE OFFICER PROGRAM

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applying.

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3

3.5.3. Replacement. In the event of a resignation, dismissal, reassignment, removal, or long-term absence of a SRO, the LPD shall provide a temporary replacement for the SRO as soon as possible, but not more than fifteen (15) school days of receiving notice of such absence, dismissal, resignation or reassignment. As soon as practicable, the LPD shall provide a permanent replacement for the position.

Section 4. Duties and Responsibilities of SRO's. In addition to those duties and responsibilities specifically provided for in Section 3.1 above, SRO's shall have the following duties and responsibilities:

1. SRO's shall enforce federal, state and local laws and, at the request of the school administration, assist WCSD officials with the enforcement of WCSD policies and regulations regarding student conduct.
2. SRO's shall investigate criminal activity committed on or adjacent to WCSD property.
3. SRO's shall assist school administrators in developing plans and strategies to prevent and minimize dangerous situations that may occur on campus or during school-sponsored events.
4. SRO's shall maintain a detailed weekly report of duties performed.

Notwithstanding the foregoing, SRO's shall not be used by WCSD as school disciplinarians; provided, however, that a SRO may be contacted regarding incidents believed to be in violation of the law, and the SRO shall then determine whether law enforcement action is appropriate. SRO's shall also not be used for regularly-assigned monitoring duties, including but not limited to lunchroom, hallway, carpool, or bus monitoring duties.

Section 5. Compensation. The LPD shall be compensated by the WCSD in the total amount of \$ 150,000.00 annually for the services to be performed under this Agreement. Not less than sixty (60) days prior to the expiration of this Agreement, the LPD shall inform the WCSD of any additional compensation it is requesting for the subsequent term. Compensation owed to the LPD by the WCSD shall be paid in accordance with the Payment Schedule attached hereto as Exhibit "A" and incorporated herein by reference.

Section 6. Termination. Either party may terminate this Agreement for any reason whatsoever with sixty (60) days prior written notice to the other party. In the event of such termination by the WCSD, the SRO's will be immediately reassigned by the LPD and, if the termination is not for cause, the WCSD shall immediately pay any remaining funds due to the LPD for the remainder of the school year. In the event of termination by the LPD, the WCSD shall compensate the LPD for all services provided up to the date of termination.

4

Section 7. Assignability. This Agreement may not be delegated or assigned by either party and any purported delegation or assignment of this Agreement (or rights hereunder) is void unless prior written consent of the other party has been obtained.

Section 8. Entire Agreement. This Agreement incorporates all prior negotiations, interpretations, and understandings between the parties and is the full and complete expression of their Agreement.

Section 9. Modifications. Any change, alteration, deletion, or addition to the terms set forth in this Agreement must be in writing and signed by both parties.

Section 10. Governing Law. This Agreement shall be governed by, and construed and enforced in accordance with, the laws of the State of Georgia.

Section 11. Miscellaneous. This Agreement may be executed in one or more counterparts, each of which shall be deemed to be an original and all of which counterparts together shall constitute but one and the same instrument. Each provision of this Agreement is severable from any and all other provisions of this Agreement. Should any provision of this Agreement be for any reason unenforceable, the balance shall nonetheless remain in and be of full force and effect, without giving effect to such unenforceable provision. Time is of the essence hereof. The section headings of this Agreement are for convenience only and in no way limit or enlarge the scope or meaning of the language hereof.

IN WITNESS WHEREOF, the parties hereto have duly signed, sealed, and delivered this Agreement as of the Effective Date.

LOGANVILLE POLICE DEPARTMENT:

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

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

WALTON COUNTY SCHOOL DISTRICT:

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

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

5

EXHIBIT "A"

The WCSD shall pay in full the amount set forth in Section 6 of the Agreement in a lump sum payment at a time mutually agreeable to the parties. Notwithstanding the foregoing, said payment must be made prior to the end of the applicable school year.



Loganville Police Department  
605 Tom Brewer Road  
Loganville, Georgia 30052

M.D. Lowry

Chief of Police

770-466-8087 Phone

770-466-6679 Fax

## MEMORANDUM

To: Honorable Mayor and Council

From: Chief M.D. Lowry 

Through: Mr. Danny Roberts, City Manager

Ref: Patrol Vehicles & Equipment

Date: July 29, 2026

## BACKGROUND

This request is for Four (4) LPD patrol units. These units will be to support the approved additional officers in the current FY26-27 Budget.

## STAFF RECCOMENDATION

The following recommendations for vehicles and associated patrol and emergency equipment are as follows:

1. Four (4) 2027 Police Interceptor Utility Vehicles @ \$46,024.20 each: \$184,096.80

*Vendor: Loganville Ford – Lowest Returned Bid*

2. Emergency Equipment to outfit four (4) marked patrol units @ \$49,746.67

*Vendor: Dana Safety Supply*

3. Four (4) In Car Camera – ALPR Systems & TAP Program @ \$37,868.64

*Vendor: AXON, Inc.*

4. Lettering of four (4) patrol vehicles @ \$1,580.00

*Vendor: AKO Signs*



5. Window tint for four (4) vehicles @ \$895.00

Vendor: The Trim Company

### **COST & FUNDING**

I have attached individual quotes for all items listed above, with a total cost for this project of **\$274,187.11**.

This purchase will be funded by the *2019 Walton County SPLOST*, under line item **321-3200-542200**.

### **REQUEST**

We request approval from the Council for this purchase to include a \$5000.00 contingency, in an amount not to exceed **\$279,187.11**.

**LOGANVILLE FORD**

3460 ATLANTA HWY  
LOGANVILLE GA 30052  
770-554-9994

**RETAIL PURCHASE AGREEMENT**Dealership License #: N/A

Cust#: 225289

Deal #: 77264Purchaser's Name(s): CITY OF LOGANVILLEDate: 07/16/2026Address: 4895 HIGHWAY 81 PO BOX 39 LOGANVILLE GA 30052County: WALTONTelephone (1): 678-410-5674Telephone (2): 404-597-3042

DOB: \_\_\_\_\_

E-mail: FIXTHIS3460@GMAIL.COM

D.L./State I.D.#: \_\_\_\_\_

Issuing State: \_\_\_\_\_

Exp. Date: \_\_\_\_\_

The above information has been requested so that we may verify your identity. By signing below, you represent that you are at least 18 years of age and have authority to enter into this Agreement. The Odometer Reading for the Vehicle you are purchasing is accurate unless indicated otherwise. Please refer to the Federal Mileage Statement for full disclosure.

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                            |                                                                                                                                                                         |                            |                 |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|-----------------|
| YEAR<br>2027                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | MAKE<br>FORD                                               | MODEL<br>EXPLORER                                                                                                                                                       | COLOR<br>WHITE             | STOCK NO.<br>FO |
| VIN/SERIAL NO.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                            | ODOMETER READING<br><input type="checkbox"/> Not Accurate                                                                                                               | SALESPERSON                |                 |
| THE VEHICLE IS:<br><input checked="" type="checkbox"/> NEW <input type="checkbox"/> USED                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                            | PRIOR USE DISCLOSURE:<br><input type="checkbox"/> DEMONSTRATOR <input type="checkbox"/> FACTORY OFFICIAL <input type="checkbox"/> RENTAL <input type="checkbox"/> OTHER |                            |                 |
| <b>WARRANTY STATEMENT</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                            |                                                                                                                                                                         |                            |                 |
| <p>We are selling this Vehicle to you AS-IS and we expressly disclaim all warranties, express and implied, including any implied warranties of merchantability and fitness for a particular purpose, unless the box beside the "Used Vehicle Limited Warranty Applies" is marked below, or we enter into a service contract with you at the time of, or within 90 days of, the date of this transaction. Any warranties by a manufacturer or supplier other than our Dealership are theirs, <u>not</u> ours, and only such manufacturer or supplier shall be liable for performance under such warranties. We neither assume nor authorize any other person to assume for us any liability in connection with the sale of the Vehicle and the related goods and services.</p> <p><b>CONTRACTUAL DISCLOSURE STATEMENT (USED VEHICLES ONLY)</b> The information you see on the window form for this Vehicle is part of this contract. Information on the window form overrides any contrary provisions in the contract of sale. Guía para compradores de vehículos usados. La información que ve en el formulario de la ventanilla para este vehículo forma parte del presente contrato. La información del formulario de la ventanilla deja sin efecto toda disposición en contrario contenida en el contrato de venta.</p> <p><input type="checkbox"/> We are providing a Used Vehicle Limited Warranty in connection with this transaction. Any implied warranties apply for the duration of the Limited Warranty.</p> |                                                            |                                                                                                                                                                         | CASH PRICE OF VEHICLE      |                 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                            |                                                                                                                                                                         | 46024.20                   |                 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                            |                                                                                                                                                                         | N/A                        |                 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                            |                                                                                                                                                                         | N/A                        |                 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                            |                                                                                                                                                                         | N/A                        |                 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                            |                                                                                                                                                                         | N/A                        |                 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                            |                                                                                                                                                                         | N/A                        |                 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                            |                                                                                                                                                                         | N/A                        |                 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                            |                                                                                                                                                                         | N/A                        |                 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                            |                                                                                                                                                                         | N/A                        |                 |
| <b>TRADE-IN VEHICLE INFORMATION</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                            |                                                                                                                                                                         |                            |                 |
| Year:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Make:                                                      | Model:                                                                                                                                                                  | Color:                     |                 |
| N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | N/A                                                        | N/A                                                                                                                                                                     | N/A                        |                 |
| VIN/Serial No.:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Odometer Reading:<br><input type="checkbox"/> Not Accurate |                                                                                                                                                                         |                            |                 |
| N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | N/A                                                        |                                                                                                                                                                         |                            |                 |
| Trade-In Allowance:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Balance Owed & Lienholder:                                 |                                                                                                                                                                         |                            |                 |
| N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | N/A                                                        |                                                                                                                                                                         |                            |                 |
| <b>OTHER MATERIAL UNDERSTANDINGS AND INTEGRATED DOCUMENTS</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                            |                                                                                                                                                                         |                            |                 |
| <input type="checkbox"/> IF BOX IS MARKED, PLEASE SEE THE DELIVERY CONFIRMATION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                            |                                                                                                                                                                         |                            |                 |
| <input type="checkbox"/> IF BOX IS MARKED, PLEASE SEE THE CONDITIONAL (SPOT) DELIVERY AGREEMENT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                            |                                                                                                                                                                         |                            |                 |
| <p>*The Deposit/Down Payment received from you is <u>not refundable</u>, except as set forth in this Retail Purchase Agreement. In the case of a Deposit, we will hold the Vehicle for <u>N/A</u> days.</p> <p>X _____</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                            |                                                                                                                                                                         | TOTAL SELLING PRICE        |                 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                            |                                                                                                                                                                         | 46024.20                   |                 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                            |                                                                                                                                                                         | TOTAL DUE                  |                 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                            |                                                                                                                                                                         | 46024.20                   |                 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                            |                                                                                                                                                                         | LESS DEPOSIT/DOWN PAYMENT* |                 |
| N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                            |                                                                                                                                                                         |                            |                 |
| LESS REBATE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                            | N/A                                                                                                                                                                     |                            |                 |
| N/A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                            | N/A                                                                                                                                                                     |                            |                 |
| LESS CASH DUE AT DELIVERY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                            | N/A                                                                                                                                                                     |                            |                 |
| AMOUNT TO BE FINANCED<br>(See Paragraphs 11 and 14)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                            | 46024.20                                                                                                                                                                |                            |                 |

This agreement and any documents which are part of this transaction or incorporated herein comprise the entire agreement affecting this Retail Purchase Agreement and no other agreement or understanding of any nature concerning the same has been made or entered into or will be recognized. I have read and accept all of the terms and conditions of this Agreement, and agree to them as if they were printed above my signature. I further acknowledge receipt of a copy of this Agreement. This Agreement shall not become binding until signed and accepted by an Authorized Dealership Representative.

Purchaser

Accepted by Authorized Dealership Representative

N/A

Purchaser

DealerCAP

53187\*1\*LOG-FI  
CATALOG #8963182

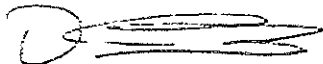
07/20/2026 12:39  
© 2015 CDK Global, LLC Georgia 07

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To Whom it may concern,

This is to confirm that the pricing on the Retail Purchase agreement includes all equipment on the Preview Order for the City of Loganville. The Police interceptor order L001 has an MSRP of \$51925 which includes a driver side Whelen spot lamp as well as inoperable rear interior handles and locks. Loganville Ford proposes a delivered price of \$46024.20.

Thank you in advance

A handwritten signature in black ink, appearing to read "Dave Gunter", with a stylized flourish at the end.

Dave Gunter

Commercial Director

Loganville Ford



Preview Order L001 - K8A - Police Inter Utility AWD: Order Summary Time of Preview: 07/20/2026 12:37:07 Receipt: 7/20/2026

Dealership Name: Loganville Ford

Sales Code : F21472

|               |               |               |       |              |          |             |      |
|---------------|---------------|---------------|-------|--------------|----------|-------------|------|
| Dealer Rep.   | David Gunter  | Type          | Fleet | Vehicle Line | Explorer | Order Code  | L001 |
| Customer Name | CITY OF LOGAN | Priority Code | J2    | Model Year   | 2027     | Price Level | 715  |

| DESCRIPTION                    | MSRP    | DESCRIPTION                    | MSRP    |
|--------------------------------|---------|--------------------------------|---------|
| K8A0 POLICE INTER UTILITY AWD  | \$49050 | SPOT LAMP LED DUAL - WHELEN    | \$980   |
| .119 INCH WHEELBASE            | \$0     | REAR DR HNDL AND LOCKS INOPR   | \$100   |
| TOTAL BASE VEHICLE             | \$49050 | FRONT LICENSE PLATE BRACKET    | \$0     |
| OXFORD WHITE                   | \$0     | 50 STATE EMISSIONS             | \$0     |
| CLOTH BUCKETS/VINYL REAR SEATS | \$0     | SPECIAL DEALER ACCOUNT ADJUSTM | \$0     |
| ONYX INTERIOR                  | \$0     | SPECIAL FLEET ACCOUNT CREDIT   | \$0     |
| EQUIPMENT GROUP 500A           | \$0     | FUEL CHARGE                    | \$0     |
| .FM STEREO                     | \$0     | NET INVOICE FLEET OPTION (B4A) | \$0     |
| 3.3L TI-VCT V6 ENGINE          | \$0     | PRICED DORA                    | \$0     |
| 10-SPEED AUTO TRANSMISSION     | \$0     | ADVERTISING ASSESSMENT         | \$0     |
| FORD FLEET SPECIAL ADJUSTMENT  | \$0     | DESTINATION & DELIVERY         | \$1795  |
|                                |         |                                | MSRP    |
| TOTAL BASE AND OPTIONS         |         |                                | \$51925 |
| DISCOUNTS                      |         |                                | NA      |
| TOTAL                          |         |                                | \$51925 |

ORDERING FIN: QG689 END USER FIN: QG689

Customer Name:

Customer Email:

Customer Address:

Customer Phone:

Customer Signature

Date

*This order has not been submitted to the order bank.*

*This is not an invoice.*



Prepared for: GREG WARNACK

LOGANVILLE POLICE DEPARTMENT

Prepared by: Ron Morgan

07/16/2026

Wade Ford Fleet | 3860 South Cobb Drive Smyrna Georgia | 30080

2027 Police Interceptor Utility AWD Base (K8A)

Price Level: 715 | Quote ID: 27PIU3.3GW

## Pricing Summary - Single Vehicle

### MSRP

#### Vehicle Pricing

|                    |                    |
|--------------------|--------------------|
| Base Vehicle Price | \$49,050.00        |
| Options            | \$690.00           |
| Colors             | \$0.00             |
| Upfitting          | \$0.00             |
| Fleet Discount     | \$0.00             |
| Fuel Charge        | \$0.00             |
| Destination Charge | \$1,795.00         |
| <b>Subtotal</b>    | <b>\$51,535.00</b> |

#### Pre-Tax Adjustments

| Code         | Description                                     | MSRP               |
|--------------|-------------------------------------------------|--------------------|
| GOV          | GA Statewide Contract 99999-001-SPD0000183-0006 | -\$4,500.00        |
| <b>Total</b> |                                                 | <b>\$47,035.00</b> |

Customer Signature

Acceptance Date

Prices and content availability as shown are subject to change and should be treated as estimates only. Actual base vehicle, package and option pricing may vary from this estimate because of special local pricing, availability or pricing adjustments not reflected in the dealer's computer system. See salesperson for the most current information.



**AKINS FORD DODGE 220 W. MAY STREET WINDER GA 30680**  
**CONTACT: Savanna Waters SSORRELLS@AKINSONLINE.COM 678-219-3505**

2027 FORD EXPLORER POLICE INTERCEPTOR UNIT SWC#99999-001-SPD0000218

STANDARD EQUIPMENT - FULL SIZE SPARE, 18"X18 PAINTED BLACK STEEL WHEELS,CLIMATE CONTROL, DARK CAR, RED AND WHITE  
DOME LAMP, FRONT CLOTH REAR VINYL SEATS, BLIND SPOT MONITORING,KEYLESS ENTRY - 4 KEY FOBs, POLICE ENGINE IDLE,  
10" SCREEN. ANDROID AUTO AND CARPLAY

[illegible]

| PAINT COLORS |    |                  |  |  |
|--------------|----|------------------|--|--|
|              |    | NO CHARGE PAINTS |  |  |
|              | UM | AGATE BLACK      |  |  |
|              | JS | ICONIC SILVER    |  |  |
|              | YZ | OXFORD WHITE     |  |  |
|              | UJ | STERLING GREY    |  |  |
|              | LK | DARK BLUE        |  |  |
|              | TN | SILVER GREY MET  |  |  |
|              | M7 | CARBONIZED GRAY  |  |  |
|              | E4 | VERMILLION RED   |  |  |
|              | LM | ROYAL BLUE       |  |  |

|                         |                    |
|-------------------------|--------------------|
| Base Vehicle            | \$45,494.60        |
| Total Vehicle Options A | \$2,270.00         |
| DELIVERY                | \$80.00            |
| <b>TOTAL COST</b>       | <b>\$47,844.60</b> |

## Sales Quote

DANA SAFETY SUPPLY, INC  
500 S EDWARDIA DR  
GREENSBORO, NC 27409

Telephone: 800-845-0045

|                 |          |
|-----------------|----------|
| Sales Quote No. | 618023-E |
| Customer No.    | LOGAN    |

| Bill To                                                                                                       |
|---------------------------------------------------------------------------------------------------------------|
| LOGANVILLE POLICE DEPT<br>ap@loganville-ga.gov; mdlowry@loganville<br>ATTN: PAUL HUNT<br>LOGANVILLE, GA 30052 |

| Ship To                                                                                |
|----------------------------------------------------------------------------------------|
| LOGANVILLE POLICE DEPT<br>4895 HIGHWAY 81 N<br>ATTN: PAUL HUNT<br>LOGANVILLE, GA 30052 |

Contact: CHIEF LOWRY  
Telephone: 770-466-8087

E-mail: ap@loganville-ga.gov mdlowry@loganville-ga.g

Contact: PAUL HUNT  
Telephone: 770-466-8087

E-mail:

| Quote Date     |                  | Ship Via           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | F.O.B.         |  | Customer PO Number |  | Payment Method |                |  |  |
|----------------|------------------|--------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|--|--------------------|--|----------------|----------------|--|--|
| 07/16/26       |                  | UPS GROUND FREIGHT |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | QUOTED FREIGHT |  |                    |  | NET30          |                |  |  |
| Entered By     |                  |                    | Salesperson                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                |  | Ordered By         |  |                | Resale Number  |  |  |
| Katie Watford  |                  |                    | David Cavender- Atlanta                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                |  | Paul HUNT          |  |                |                |  |  |
| Order Quantity | Approve Quantity | Tax                | Item Number / Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                |  |                    |  | Unit Price     | Extended Price |  |  |
| 4              | 4                | Y                  | ENSLB01XXR-5BS<br>SOI, NFUSE LBAR, 48", BW/BW, BW/BA/BA/BW, HK44<br>Warehouse: DROP<br>QSF100771<br><br>48"/122cm 10-32 VOLT NFUSE LED LIGHTBAR W/ 15' LIN DSC TECHNOLOGY<br>/D12/D12/D12/D12/D12/D12/D12/D12\<br>/B_W/ B_W  B_W  B_W  B_W  B_W  B_W  B_W\<br> D12 --CLR-- CLR --CLR--- CLR O-CLR-- D12 <br> B_W --CLR-- CLR --CLR--- CLR O-CLR-- B_W <br>\D12\ D12 D12 D12 D12 D12 D12 D12/ D12/<br>\B_W\B_A  B_A  B_A  B_A  B_A  B_A  B_A/B_W/<br>Lenses - [D]6[12]6[P]<br>Programming - Default Programming<br>Certs - No Certification<br>Accessories - PNFLBSPLT1, AUTO-DIM<br>Mount - Standard Fixed Height Mount (PNFLBK08) & Extension Plate (PNFLBKXT)<br>Hook - PNFLBF44<br>Vehicle - 2025 Ford Police Interceptor Utility w/o Roof Rack |                |  |                    |  | 1,259.0000     | 5,036.00       |  |  |
| 4              | 4                | Y                  | ENGSA5201<br>SOI 500 SERIES SIREN W/ BUILT IN LINK MODULE<br>Warehouse: DROP<br>bluePRINT® 500 Series Remote Amplifier with Link, 10-16v, 200 Watt dual-tone                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                |  |                    |  | 642.6400       | 2,570.56       |  |  |

Print Date 07/16/26  
Print Time 11:34:08 AM  
Page No. 1

Continued on Next Page



# Sales Quote

**DANA SAFETY SUPPLY, INC**  
**500 S EDWARDIA DR**  
**GREENSBORO, NC 27409**

**Telephone:** 800-845-0045

|                        |          |
|------------------------|----------|
| <b>Sales Quote No.</b> | 618023-E |
| <b>Customer No.</b>    | LOGAN    |

| <b>Bill To</b>                                                                                                |
|---------------------------------------------------------------------------------------------------------------|
| LOGANVILLE POLICE DEPT<br>ap@loganville-ga.gov; mdlowry@loganville<br>ATTN: PAUL HUNT<br>LOGANVILLE, GA 30052 |

| <b>Ship To</b>                                                                         |
|----------------------------------------------------------------------------------------|
| LOGANVILLE POLICE DEPT<br>4895 HIGHWAY 81 N<br>ATTN: PAUL HUNT<br>LOGANVILLE, GA 30052 |

**Contact:** CHIEF LOWRY  
**Telephone:** 770-466-8087

**E-mail:** ap@loganville-ga.gov mdlowry@loganville-ga.g

**Contact:** PAUL HUNT  
**Telephone:** 770-466-8087

**E-mail:**

| Quote Date     | Ship Via           |                         | F.O.B.                                                                                                                                                                                                                                                                                                                                                       | Customer PO Number | Payment Method |
|----------------|--------------------|-------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|----------------|
| 07/16/26       | UPS GROUND FREIGHT |                         | QUOTED FREIGHT                                                                                                                                                                                                                                                                                                                                               |                    | NET30          |
| Entered By     |                    | Salesperson             |                                                                                                                                                                                                                                                                                                                                                              | Ordered By         | Resale Number  |
| Katie Watford  |                    | David Cavender- Atlanta |                                                                                                                                                                                                                                                                                                                                                              | Paul HUnt          |                |
| Order Quantity | Approve Quantity   | Tax                     | Item Number / Description                                                                                                                                                                                                                                                                                                                                    | Unit Price         | Extended Price |
| 4              | 4                  | Y                       | ENGCP18003<br>SOI PUSH BUTTON CONTROL PANEL W/MICROPHONE<br>Warehouse: DROP<br>Push Button Control Panel with Microphone, compatible with bluePRINT® Control Systems (Remote)                                                                                                                                                                                | 167.0200           | 668.08         |
| 4              | 4                  | Y                       | ENGSYMD01<br>SOI SOUND OFF / BLUEPRINT SYNC MODULE<br>Warehouse: DROP                                                                                                                                                                                                                                                                                        | 143.8000           | 575.20         |
| 8              | 8                  | Y                       | ENGND04102<br>SOI 10 OUTPUT REMOTE NODE W/ MAGNETIC I.D.<br>Warehouse: DROP                                                                                                                                                                                                                                                                                  | 170.4100           | 1,363.28       |
| 8              | 8                  | Y                       | ENGHNK05<br>SOI 18" REMOTE NODE HARNESS<br>Warehouse: DROP                                                                                                                                                                                                                                                                                                   | 43.1100            | 344.88         |
| 4              | 4                  | Y                       | EMPTC01R2V<br>SOI, MPWR TRFC CNTRL, 26", 4MOD, BW/BW<br>Warehouse: DROP<br>26" 4 Head Front SAE mpower® Traffic Controller w/ 25' LIN DSC Technology<br>(PAS)  D12  D12  D12  D12  (DRV)<br> B_W  B_W  B_W  B_W X<br>Housing Color - Black Extrusion<br>Lens Color - All Clear Lenses<br>Accessories - PNFLBSPLT1<br>Mount Kit - PMPTCM02 (x2) Medium 2-Hole | 660.7300           | 2,642.92       |

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| <b>Print Date</b> | 07/16/26    |
| <b>Print Time</b> | 11:34:08 AM |
| <b>Page No.</b>   | 2           |

Continued on Next Page

# Sales Quote

**DANA SAFETY SUPPLY, INC**  
**500 S EDWARDIA DR**  
**GREENSBORO, NC 27409**

Telephone: 800-845-0045

|                        |          |
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| <b>Customer No.</b>    | LOGAN    |

| <b>Bill To</b>                                                                                                |
|---------------------------------------------------------------------------------------------------------------|
| LOGANVILLE POLICE DEPT<br>ap@loganville-ga.gov; mdlowry@loganville<br>ATTN: PAUL HUNT<br>LOGANVILLE, GA 30052 |

| <b>Ship To</b>                                                                         |
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| LOGANVILLE POLICE DEPT<br>4895 HIGHWAY 81 N<br>ATTN: PAUL HUNT<br>LOGANVILLE, GA 30052 |

**Contact: CHIEF LOWRY**  
**Telephone: 770-466-8087**

**E-mail: ap@loganville-ga.gov mdlowry@loganville-ga.g**

**Contact: PAUL HUNT**  
**Telephone: 770-466-8087**

**E-mail:**

| Quote Date     |                  | Ship Via           |                                                                                                                                                                                                                                                                                                                  | F.O.B.         |  | Customer PO Number |  | Payment Method |                |  |
|----------------|------------------|--------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|--|--------------------|--|----------------|----------------|--|
| 07/16/26       |                  | UPS GROUND FREIGHT |                                                                                                                                                                                                                                                                                                                  | QUOTED FREIGHT |  |                    |  | NET30          |                |  |
| Entered By     |                  |                    | Salesperson                                                                                                                                                                                                                                                                                                      |                |  | Ordered By         |  |                | Resale Number  |  |
| Katie Watford  |                  |                    | David Cavender- Atlanta                                                                                                                                                                                                                                                                                          |                |  | Paul HUNt          |  |                |                |  |
| Order Quantity | Approve Quantity | Tax                | Item Number / Description                                                                                                                                                                                                                                                                                        |                |  |                    |  | Unit Price     | Extended Price |  |
| 4              | 4                | Y                  | EMPAK01CN6<br>SOI, MPWR ARRW, REAR, 6MOD, 2020-25 PIU, RBA/BA, BA/F<br>Warehouse: DROP<br>Ford Explorer/PI Utility (2020-25) 6 Mod Split Rear w/ 4" Modules<br>(DRV)  T18  D12  D12   D12  D12  T18  (PAS)<br> RBA  B_A  B_A X X B_A  B_A  RBA <br>Accessories: PNFLBSPLT1<br>LIN DSC w/ Breakout Box (Included) |                |  |                    |  | 1,074.7600     | 4,299.04       |  |
| 8              | 8                | Y                  | EMPS1SLS3E<br>SOI mpower 3" Fascia Light w/ Stud Mount<br>Warehouse: DROP<br>Location: Rear Side Windows                                                                                                                                                                                                         |                |  |                    |  | 88.5400        | 708.32         |  |
| 8              | 8                | Y                  | PMP1BKDGAJ<br>SOI 3" mPOWER 90 DEGREE MOUNTING BRACKET, BLACK<br>Warehouse: DROP                                                                                                                                                                                                                                 |                |  |                    |  | 8.1100         | 64.88          |  |
| 8              | 8                | Y                  | ELUC3H010E<br>SOI UNIV UNDERCOVER LED INSERT, 5 WIRE BLUE/WHITE<br>Warehouse: DROP<br>Location: Tail Lights                                                                                                                                                                                                      |                |  |                    |  | 66.9500        | 535.60         |  |
| 8              | 8                | Y                  | ESLRL6115E<br>SOI, SL RUNNING, 61", 5MOD, B/W, 2CLR/DUO<br>Warehouse: DROP<br>SL Running Light, 61" - 5 Module, Dual Color Blue/White, Blue Print Compatible                                                                                                                                                     |                |  |                    |  | 292.1700       | 2,337.36       |  |

**Print Date** 07/16/26  
**Print Time** 11:34:08 AM  
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# Sales Quote

DANA SAFETY SUPPLY, INC  
500 S EDWARDIA DR  
GREENSBORO, NC 27409

Telephone: 800-845-0045

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| LOGANVILLE POLICE DEPT<br>ap@loganville-ga.gov; mdlowry@loganville<br>ATTN: PAUL HUNT<br>LOGANVILLE, GA 30052 |

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Telephone: 770-466-8087

E-mail:

| Quote Date     |                  | Ship Via           |                                                                                                                                                                                     | F.O.B.         |  | Customer PO Number |  | Payment Method |                |  |  |
|----------------|------------------|--------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|--|--------------------|--|----------------|----------------|--|--|
| 07/16/26       |                  | UPS GROUND FREIGHT |                                                                                                                                                                                     | QUOTED FREIGHT |  |                    |  | NET30          |                |  |  |
| Entered By     |                  |                    | Salesperson                                                                                                                                                                         |                |  | Ordered By         |  |                | Resale Number  |  |  |
| Katie Watford  |                  |                    | David Cavender- Atlanta                                                                                                                                                             |                |  | Paul HUnt          |  |                |                |  |  |
| Order Quantity | Approve Quantity | Tax                | Item Number / Description                                                                                                                                                           |                |  |                    |  | Unit Price     | Extended Price |  |  |
| 8              | 8                | Y                  | PSLVBK01<br>SOI MOUNT KIT FOR SL LIGHTS 2020+ PIU<br>Warehouse: DROP                                                                                                                |                |  |                    |  | 26.0400        | 208.32         |  |  |
| 16             | 16               | Y                  | EMPS1QMS3E<br>SOI MPOWER FASCIA 3" 8-LED QUICK MNT BLUE/WHITE<br>Warehouse: DROP<br>Location: Side Of Push Bumper & Tag Lights                                                      |                |  |                    |  | 88.5400        | 1,416.64       |  |  |
| 4              | 4                | Y                  | ETSKLF101<br>SOI LOW FREQUENCY AFTERSHOCK SIREN W/I SPEAKERS<br>Warehouse: DROP<br>LF Aftershock Siren System, includes: 100 Watt Speaker, 200 Watt Amplifier and Universal Bracket |                |  |                    |  | 421.0700       | 1,684.28       |  |  |
| 4              | 4                | Y                  | ETSSLFVBK09<br>SOI 20-25 PIU AFTRSHK BKT DRIVER SIDE<br>Warehouse: DROP                                                                                                             |                |  |                    |  | 29.4500        | 117.80         |  |  |
| 4              | 4                | Y                  | ETSS100J<br>SOI 100J SERIES COMPOSITE SPEAKER<br>Warehouse: DROP<br>100J series composite speaker w/ universal bail brkt-100 watt                                                   |                |  |                    |  | 169.0000       | 676.00         |  |  |
| 4              | 4                | Y                  | 7170-0974<br>GJ, PARTITION, 2020+ PIU, LARGE MESH WNDW<br>Warehouse: DROP                                                                                                           |                |  |                    |  | 795.7500       | 3,183.00       |  |  |

Print Date 07/16/26  
Print Time 11:34:08 AM  
Page No. 4

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# Sales Quote

**DANA SAFETY SUPPLY, INC**  
**500 S EDWARDIA DR**  
**GREENSBORO, NC 27409**

**Telephone:** 800-845-0045

|                        |          |
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| <b>Sales Quote No.</b> | 618023-E |
| <b>Customer No.</b>    | LOGAN    |

| <b>Bill To</b>                                                                                                |
|---------------------------------------------------------------------------------------------------------------|
| LOGANVILLE POLICE DEPT<br>ap@loganville-ga.gov; mdlowry@loganville<br>ATTN: PAUL HUNT<br>LOGANVILLE, GA 30052 |

| <b>Ship To</b>                                                                         |
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| LOGANVILLE POLICE DEPT<br>4895 HIGHWAY 81 N<br>ATTN: PAUL HUNT<br>LOGANVILLE, GA 30052 |

**Contact:** CHIEF LOWRY  
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**Telephone:** 770-466-8087

**E-mail:**

| Quote Date     |                  | Ship Via           |                                                                                                                                                                                                              | F.O.B.         | Customer PO Number | Payment Method |                |
|----------------|------------------|--------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|--------------------|----------------|----------------|
| 07/16/26       |                  | UPS GROUND FREIGHT |                                                                                                                                                                                                              | QUOTED FREIGHT |                    | NET30          |                |
| Entered By     |                  |                    | Salesperson                                                                                                                                                                                                  |                | Ordered By         |                | Resale Number  |
| Katie Watford  |                  |                    | David Cavender- Atlanta                                                                                                                                                                                      |                | Paul HUNT          |                |                |
| Order Quantity | Approve Quantity | Tax                | Item Number / Description                                                                                                                                                                                    |                |                    | Unit Price     | Extended Price |
| 4              | 4                | Y                  | 7170-1084-04<br>GJ, 2020-25+ PIU FULL TRANSPORT REPLACEMENT SEAT<br>Warehouse: DROP<br>2020-2025 Ford Police Interceptor® Utility Full Transport Replacement Seat<br>with Hex/Honeycomb Mesh Cargo Partition |                |                    | 1,306.2600     | 5,225.04       |
| 4              | 4                | Y                  | 7160-1411<br>GJ 2020+ Ford Police Interceptor® Utility Window Bars<br>Warehouse: DROP                                                                                                                        |                |                    | 244.8500       | 979.40         |
| 4              | 4                | Y                  | BK0535ITU20<br>SMC PB400 VS Bumper Steel<br>Warehouse: DROP                                                                                                                                                  |                |                    | 405.3000       | 1,621.20       |
| 4              | 4                | Y                  | HK0809ITU25<br>SMC PB8 HEADLIGHT GUARD DOUBLE LOOP, 2025 PIU<br>Warehouse: DROP                                                                                                                              |                |                    | 321.3000       | 1,285.20       |
| 4              | 4                | Y                  | C-VS-0618-INUT<br>HAV 24" CONSOLE - 2020 PIUT<br>Warehouse: DROP<br>1. SOUND OFF: ENGSA5201<br>ORDER BRACKETS:<br>C-EB40-S05-1P<br>C-EB25-XTL-1P<br>CUP2-1001                                                |                |                    | 395.8800       | 1,583.52       |
| 4              | 4                | Y                  | HAV Self-Adjusting Double Cup Holder<br>Warehouse: DROP                                                                                                                                                      |                |                    | 42.9400        | 171.76         |

**Print Date** 07/16/26  
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## Sales Quote

DANA SAFETY SUPPLY, INC  
500 S EDWARDIA DR  
GREENSBORO, NC 27409

Telephone: 800-845-0045

|                 |          |
|-----------------|----------|
| Sales Quote No. | 618023-E |
| Customer No.    | LOGAN    |

| Bill To                                                                                                       |
|---------------------------------------------------------------------------------------------------------------|
| LOGANVILLE POLICE DEPT<br>ap@loganville-ga.gov; mdlowry@loganville<br>ATTN: PAUL HUNT<br>LOGANVILLE, GA 30052 |

| Ship To                                                                                |
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| LOGANVILLE POLICE DEPT<br>4895 HIGHWAY 81 N<br>ATTN: PAUL HUNT<br>LOGANVILLE, GA 30052 |

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Telephone: 770-466-8087

E-mail: ap@loganville-ga.gov mdlowry@loganville-ga.g

Contact: PAUL HUNT  
Telephone: 770-466-8087

E-mail:

| Quote Date     | Ship Via           |     | F.O.B.                                                                                                               | Customer PO Number | Payment Method |                |
|----------------|--------------------|-----|----------------------------------------------------------------------------------------------------------------------|--------------------|----------------|----------------|
| 07/16/26       | UPS GROUND FREIGHT |     | QUOTED FREIGHT                                                                                                       |                    | NET30          |                |
| Entered By     |                    |     | Salesperson                                                                                                          | Ordered By         | Resale Number  |                |
| Katie Watford  |                    |     | David Cavender- Atlanta                                                                                              | Paul HUnt          |                |                |
| Order Quantity | Approve Quantity   | Tax | Item Number / Description                                                                                            |                    | Unit Price     | Extended Price |
| 4              | 4                  | Y   | C-ARM-103<br>HAV FLIP-UP ARMREST, ATTACHES TO CONSOLE<br>Warehouse: DROP                                             |                    | 130.5900       | 522.36         |
| 16             | 16                 | Y   | EMPS1QMS3E<br>SOI MPOWER FASCIA 3" 8-LED QUICK MNT BLUE/WHITE<br>Warehouse: DROP<br>Location: Rear D Pillar Vertical |                    | 88.5400        | 1,416.64       |
| 8              | 8                  | Y   | EMPS1QMS3J<br>SOI MPOWER FASCIA 3" 8-LED QUICK MNT RED/BLUE<br>Warehouse: DROP<br>Location: Rear D Pillar Vertical   |                    | 88.5400        | 708.32         |
| 4              | 4                  | Y   | PMP1BK004<br>SOI D-PILLARD WEDGE KIT FOR 2020 PIU, 6-PIECE<br>Warehouse: DROP                                        |                    | 56.3400        | 225.36         |
| 4              | 4                  | Y   | PACKAGE<br>PACKAGE DEAL - PANORAMA ANTENNA<br>Warehouse: DROP                                                        |                    | 265.5900       | 1,062.36       |
| 4              | 4                  | Y   | GPSB<br>PANORAMA MULTI-BAND GPS 2G/3G/4G/WLAN ANTENNA<br>Warehouse: DROP                                             |                    | 0.0000         | 0.00           |
| 4              | 4                  | Y   | C23FP-5SP-GNSS<br>PANORAMA ANTENNA FME PLUG(M) TO SMA PLUG(M)<br>Warehouse: DROP                                     |                    | 0.0000         | 0.00           |

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# Sales Quote

DANA SAFETY SUPPLY, INC  
500 S EDWARDIA DR  
GREENSBORO, NC 27409

Telephone: 800-845-0045

|                 |          |
|-----------------|----------|
| Sales Quote No. | 618023-E |
| Customer No.    | LOGAN    |

| Bill To                                                                                                       |
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| LOGANVILLE POLICE DEPT<br>ap@loganville-ga.gov; mdlowry@loganville<br>ATTN: PAUL HUNT<br>LOGANVILLE, GA 30052 |

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Telephone: 770-466-8087

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Contact: PAUL HUNT  
Telephone: 770-466-8087

E-mail:

| Quote Date     |                  | Ship Via           |                                                                                                                                                                                             | F.O.B.         |  | Customer PO Number |            | Payment Method |               |  |
|----------------|------------------|--------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|--|--------------------|------------|----------------|---------------|--|
| 07/16/26       |                  | UPS GROUND FREIGHT |                                                                                                                                                                                             | QUOTED FREIGHT |  |                    |            | NET30          |               |  |
| Entered By     |                  |                    | Salesperson                                                                                                                                                                                 |                |  | Ordered By         |            |                | Resale Number |  |
| Katie Watford  |                  |                    | David Cavender- Atlanta                                                                                                                                                                     |                |  | Paul HUnt          |            |                |               |  |
| Order Quantity | Approve Quantity | Tax                | Item Number / Description                                                                                                                                                                   |                |  |                    | Unit Price | Extended Price |               |  |
| 4              | 4                | Y                  | C29SP-5SJ-CELL<br>ROK CS29 CABLE 5m SMA PLG TO SMA JACK - YEL 2G/3G/4<br>Warehouse: DROP                                                                                                    |                |  |                    | 0.0000     | 0.00           |               |  |
| 4              | 4                | Y                  | C32SP-5SP-WIFI<br>ROK SMA(M) - SMA (M) 5 CS29 CABLE<br>Warehouse: DROP                                                                                                                      |                |  |                    | 0.0000     | 0.00           |               |  |
| 4              | 4                | Y                  | C23F-5M<br>FME(ftd) MPL(ftd) 5m CS23 cable<br>Warehouse: DROP                                                                                                                               |                |  |                    | 15.8700    | 63.48          |               |  |
| 4              | 4                | Y                  | AFM-835<br>PRE WIRE ANTENNA PARTS<br>Warehouse: DROP                                                                                                                                        |                |  |                    | 15.8700    | 63.48          |               |  |
| 4              | 4                | Y                  | 500-0001<br>WESTIN HINT 12" TABLET POST<br>Warehouse: ROCK                                                                                                                                  |                |  |                    | 579.5600   | 2,318.24       |               |  |
| 4              | 4                | Y                  | BLACRAC-26003<br>BLAC-RAC 1 5/8 OVERHEAD TUBE MOUNT - SETINA<br>PARTITION<br>Warehouse: DROP                                                                                                |                |  |                    | 115.0800   | 460.32         |               |  |
| 4              | 4                | Y                  | 8210-00310<br>BLAC-RAC KIT-WRS 1082-E, ELECTRONIC, 8-SEC DELAY<br>Warehouse: DROP<br>KIT-WRS 1082-E, Electronic, 8-second delay, Overhead (25070), Trigger Guard (25035), with 2 MA209 keys |                |  |                    | 455.3400   | 1,821.36       |               |  |

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Print Time 11:34:08 AM  
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# Sales Quote

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500 S EDWARDIA DR  
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Telephone: 800-845-0045

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|                |                  |                    |                                                                                                                                        |                |  |                    |  |                |                |  |  |
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| Quote Date     |                  | Ship Via           |                                                                                                                                        | F.O.B.         |  | Customer PO Number |  | Payment Method |                |  |  |
| 07/16/26       |                  | UPS GROUND FREIGHT |                                                                                                                                        | QUOTED FREIGHT |  |                    |  | NET30          |                |  |  |
| Entered By     |                  |                    | Salesperson                                                                                                                            |                |  | Ordered By         |  |                | Resale Number  |  |  |
| Katie Watford  |                  |                    | David Cavender- Atlanta                                                                                                                |                |  | Paul HUnt          |  |                |                |  |  |
| Order Quantity | Approve Quantity | Tax                | Item Number / Description                                                                                                              |                |  |                    |  | Unit Price     | Extended Price |  |  |
|                |                  |                    | <div>Approved By: _____</div> <div><input type="checkbox"/> Approve All Items &amp; Quantities</div> <div>Quote Good for 30 Days</div> |                |  |                    |  |                |                |  |  |

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| Print Date | 07/16/26    |
| Print Time | 11:34:08 AM |
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| Subtotal | 47,960.20 |
| Freight  | 1,786.47  |

|             |           |
|-------------|-----------|
| Order Total | 49,746.67 |
|-------------|-----------|

By accepting this quote/order, the customer expressly acknowledges and agrees that to the extent not expressly prohibited by law, and except to the extent arising from or relating to the gross negligence or willful misconduct of DSS, its agents or its employees, DSS shall not be liable to the customer, or any third party for any damage to the vehicle/products resulting from or arising out of any ACTS OF GOD, including without limitation, any fires, floods, earthquakes, tornados, hail or similar weather events.



Axon Enterprise, Inc.  
17800 N 85th St  
Scottsdale, Arizona 85255  
United States  
VAT: 86-0741227  
Domestic: (800) 978-2737  
International: +1.800.978.2737

Q-824948-46232BB

Issued: 07/29/2026

Quote Expiration: 08/18/2026

Estimated Contract Start Date: 10/01/2026

Account Number: 482562

Payment Terms: N30

Mode of Delivery: AUTO-GND

Credit/Debit Amount: \$0.00

| SHIP TO                                                                                          | BILL TO                                                                                                                        |
|--------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|
| Loganville Police Department - GA<br>605 Tom Brewer Rd<br>Loganville,<br>GA<br>30052-4064<br>USA | Loganville Police Department - GA<br>605 Tom Brewer Rd<br>Loganville<br>GA<br>30052-4064<br>USA<br>Email: lowry602@comcast.net |

| SALES REPRESENTATIVE                                      | PRIMARY CONTACT                                                                       |
|-----------------------------------------------------------|---------------------------------------------------------------------------------------|
| Becky Berger<br>Phone:<br>Email: rberger@axon.com<br>Fax: | Morris "Dick" Lowry<br>Phone: 678-859-0332<br>Email: dlowry@loganville-ga.gov<br>Fax: |

Quote Summary

|                        |             |
|------------------------|-------------|
| Program Length         | 22 Months   |
| TOTAL COST             | \$37,868.64 |
| ESTIMATED TOTAL W/ TAX | \$37,868.64 |

Discount Summary

|                          |             |
|--------------------------|-------------|
| Average Savings Per Year | \$16,277.15 |
| TOTAL SAVINGS            | \$29,841.44 |



Payment Summary

| Date     | Subtotal    | Tax    | Total       |
|----------|-------------|--------|-------------|
| Sep 2026 | \$37,868.64 | \$0.00 | \$37,868.64 |
| Total    | \$37,868.64 | \$0.00 | \$37,868.64 |

Q-824948-46232BB

Quote Unbundled Price: \$67,713.84  
 Quote List Price: \$37,868.64  
 Quote Subtotal: \$37,868.64

## Pricing

All deliverables are detailed in Delivery Schedules section lower in proposal

| Item           | Description                         | Qty | Term | Unbundled | List Price | Net Price | Subtotal    | Tax    | Total       |
|----------------|-------------------------------------|-----|------|-----------|------------|-----------|-------------|--------|-------------|
| <b>Program</b> |                                     |     |      |           |            |           |             |        |             |
| 80462          | True Up - Fleet 3 Advanced with TAP | 152 | 1    |           | \$108.00   | \$108.00  | \$16,416.00 | \$0.00 | \$16,416.00 |
| Fleet3A        | Fleet 3 Advanced                    | 4   | 22   | \$582.93  | \$243.78   | \$243.78  | \$21,452.64 | \$0.00 | \$21,452.64 |
| Total          |                                     |     |      |           |            |           | \$37,868.64 | \$0.00 | \$37,868.64 |

## Delivery Schedule

### Hardware

| Bundle           | Item   | Description                                               | QTY | Shipping Location | Estimated Delivery Date |
|------------------|--------|-----------------------------------------------------------|-----|-------------------|-------------------------|
| Fleet 3 Advanced | 101675 | Axon Fleet - Ericsson Cradlepoint R980-5GD-A+5Yr NetCloud | 4   | 1                 | 09/01/2026              |
| Fleet 3 Advanced | 101924 | Axon Fleet - Taoglas Ant - 7-in-1 4Cell 2WIFI 1GNSS Int   | 4   | 1                 | 09/01/2026              |
| Fleet 3 Advanced | 70112  | Axon Signal Vehicle                                       | 4   | 1                 | 09/01/2026              |
| Fleet 3 Advanced | 72036  | Axon Fleet 3 - Standard 2 Camera Kit                      | 4   | 1                 | 09/01/2026              |
| Fleet 3 Advanced | 72040  | Axon Fleet - TAP Refresh 1 - 2 Camera Kit                 | 4   | 1                 | 07/01/2028              |

### Software

| Bundle           | Item  | Description                                                  | QTY | Estimated Start Date | Estimated End Date |
|------------------|-------|--------------------------------------------------------------|-----|----------------------|--------------------|
| Fleet 3 Advanced | 80400 | Axon Evidence - Fleet Vehicle License                        | 4   | 10/01/2026           | 07/31/2028         |
| Fleet 3 Advanced | 80401 | Axon Fleet 3 - ALPR License - 1 Camera                       | 4   | 10/01/2026           | 07/31/2028         |
| Fleet 3 Advanced | 80402 | Axon Fleet - Real-Time Location, Alerts & Livestream License | 4   | 10/01/2026           | 07/31/2028         |
| Fleet 3 Advanced | 80410 | Axon Evidence - Storage - Fleet 1 Camera Unlimited           | 8   | 10/01/2026           | 07/31/2028         |

### Services

| Bundle           | Item   | Description                                           | QTY |
|------------------|--------|-------------------------------------------------------|-----|
| Fleet 3 Advanced | 100738 | Axon Fleet 3 - SIM Insertion - VZW 4FF                | 4   |
| Fleet 3 Advanced | 73391  | Axon Fleet 3 - Deployment Per Vehicle - Not Oversized | 4   |

### Warranties

| Bundle           | Item  | Description                                 | QTY | Estimated Start Date | Estimated End Date |
|------------------|-------|---------------------------------------------|-----|----------------------|--------------------|
| Fleet 3 Advanced | 80379 | Axon Signal - Ext Warranty - Signal Vehicle | 4   | 09/01/2027           | 07/31/2028         |
| Fleet 3 Advanced | 80495 | Axon Fleet 3 - Ext Warranty - 2 Camera Kit  | 4   | 09/01/2027           | 07/31/2028         |

Section 3, Item C.

Shipping Locations

| Location Number | Street            | City       | State | Zip        | Country |
|-----------------|-------------------|------------|-------|------------|---------|
| 1               | 605 Tom Brewer Rd | Loganville | GA    | 30052-4064 | USA     |

Payment Details

| Sep 2026     |         |                                     |     |             |             |
|--------------|---------|-------------------------------------|-----|-------------|-------------|
| Invoice Plan | Item    | Description                         | Qty | Subtotal    | Tax         |
| Upfront      | 80462   | True Up - Fleet 3 Advanced with TAP | 152 | \$16,416.00 | \$0.00      |
| Upfront      | Fleet3A | Fleet 3 Advanced                    | 4   | \$21,452.64 | \$0.00      |
| Total        |         |                                     |     | \$37,868.64 | \$0.00      |
|              |         |                                     |     |             | \$16,416.00 |
|              |         |                                     |     |             | \$21,452.64 |
|              |         |                                     |     |             | \$37,868.64 |

Tax is estimated based on rates applicable at date of quote and subject to change at time of invoicing. If a tax exemption certificate should be applied, please submit prior to invoicing.

## Standard Terms and Conditions

Axon Enterprise Inc. Sales Terms and Conditions

Axon Master Services and Purchasing Agreement:

This Quote is limited to and conditional upon your acceptance of the provisions set forth herein and Axon's Master Services and Purchasing Agreement (posted at <https://www.axon.com/sales-terms-and-conditions>), as well as the attached Statement of Work (SOW) for Axon Fleet and/or Axon Interview Room purchase, if applicable. In the event you and Axon have entered into a prior agreement to govern all future purchases, that agreement shall govern to the extent it includes the products and services being purchased and does not conflict with the Axon Customer Experience Improvement Program Appendix as described below.

ACEIP:

The Axon Customer Experience Improvement Program Appendix, which includes the sharing of de-identified segments of Agency Content with Axon to develop new products and improve your product experience (posted at [www.axon.com/legal/sales-terms-and-conditions](http://www.axon.com/legal/sales-terms-and-conditions)), is incorporated herein by reference. By signing below, you agree to the terms of the Axon Customer Experience Improvement Program.

Acceptance of Terms:

Any purchase order issued in response to this Quote is subject solely to the above referenced terms and conditions. By signing below, you represent that you are lawfully able to enter into contracts. If you are signing on behalf of an entity (including but not limited to the company, municipality, or government agency for whom you work), you represent to Axon that you have legal authority to bind that entity. If you do not have this authority, please do not sign this Quote.

Exceptions to Standard Terms and Conditions

Rewrite Estimates

**Estimated Amounts and Contract Terminations.** Any amounts stated as due under existing or terminated contracts — including contract transfer balances carried forward to new or pending contracts — are estimates based on payments received as of the calculation date. These estimates may be adjusted if new contracts are not executed on the anticipated dates or if expected payments are not made.

Refresh Shipment Timing

**Technology Assurance Plan (TAP) Refresh Prior to Renewal.** For Customers with expiring agreements that include TAP refresh rights, Axon may, in its discretion, ship refresh hardware under the existing contract while renewal or replacement agreements are in progress. Any such shipments will be deemed made under the terms of the existing contract until the new contract is fully executed, after which any applicable updates, fees, or adjustments will apply.

Shipment Timing

**Shipment Variance.** Estimated shipment dates are provided for planning purposes only and are not guarantees. Axon may ship hardware before or after the estimated shipment date, and failure to meet an estimated shipment date will not, by itself, constitute a breach, provided Axon uses commercially reasonable efforts to meet estimated shipment dates.

Signature

Date Signed

7/29/2026





ACCOUNTS PAYABLE  
AKO Signs Inc.  
P.O. Box 80561  
Athens GA 30608

Office: 706-548-5389  
Fax: 706-548-5370  
see website for more info

# Estimate

ESTIMATE NO. 026-2374

DATE 7/16/2026

## NAME / ADDRESS

## SHIP TO

City of Loganville  
605 Tom Brewer Rd # 100  
Loganville, GA 30052

| ORDERED BY                     |               | P.O. NO.                                                                                                                                                                                                                                                                                                                                                                                  | TERMS  | REP        | DUE DATE  |
|--------------------------------|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|------------|-----------|
| Paul Hunt                      |               |                                                                                                                                                                                                                                                                                                                                                                                           | PO     | LE         | 7/16/2026 |
| QTY                            | ITEM          | DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                               | COST   | TOTAL      |           |
| 4                              | Graphics INST | City of Loganville Police<br><br>Vehicle: 2026 Interceptor SUV<br>Sets: 4 Units - 2 Sides and Back<br><br>Police and City of Loganville<br>Cut Vinyl: 3M Black 5100R<br>Stripes<br>Cut Vinyl: 3M Indigo and Shadow Blue 7125<br>Shield<br>Printed Vinyl (Latex): 3M 5100r White<br>Color: Full Color<br>Overlamine: 8518 - Gloss<br>Contour: Yes<br><br>Mask: Yes<br>Finishing: Installed | 395.00 | 1,580.00   |           |
| Thank you for the opportunity! |               |                                                                                                                                                                                                                                                                                                                                                                                           | TOTAL  | \$1,580.00 |           |

Customer acknowledges that any change, alteration or additional charges added to the order shall be subject to further charge as reasonable for the additional materials, labor and margin. Customer grants a security interest in the signage for payment of any amounts not paid upon delivery. Amounts not paid when due shall accrue interest at 19% per annum in addition to attorneys fees of 15% of the amount collected. Customer acknowledges that all payments hereunder shall be made out to AKO Signs, exclusively. Customer shall rely only upon official AKO proof documents, and shall not rely upon any representation or statement by salesperson in conflict therewith. This approval agreement composes the entire agreement between and among the parties.

SIGNATURE \_\_\_\_\_

DATE \_\_\_\_\_

***The Trim Company  
PO Box 833  
Grayson Ga. 30017***

**Attention: Paul Hunt**

Quote To: City of Loganville

Please use this as your official quote to install window tint on (4) new Ford Explorers.

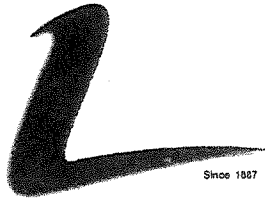
Install tint on all sides and rear lift gate glass.

Total installed price. \$895.00

No tax

Thank you.

Please advise



where people matter

City of Loganville

Public Utilities  
Brandon Phillips  
Director

P.O. Box 39  
Loganville, GA 30052

Tel: 770-466-3240

## Staff Report Department of Public Utilities

**To:** Honorable Mayor Whitfield, and Members of the City Council

**Through:** Danny Roberts, City Manager

**From:** Brandon Phillips, Director of Utilities

**Date:** August 13, 2026

**Subject:** Helixpress Spiral Assembly

### **RECOMMENDATION:**

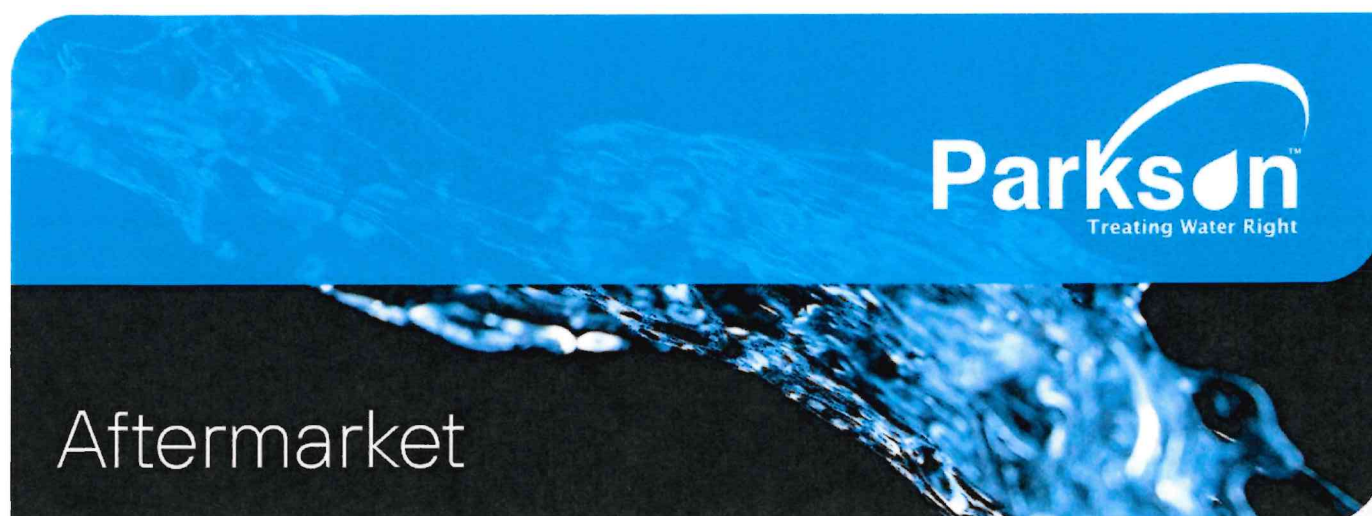
The Utilities Department recommends the City Council approves the replacement of the Helixpress spiral assembly at the wastewater treatment facility.

### **FISCAL IMPLICATION:**

Staff is requesting approval to purchase a new spiral assembly through Parkson. Line item 505-4300-522203 will be used for the purchase. The total cost for the part is \$20,423.00 and city staff will perform the installation.

### **BACKGROUND:**

The spiral assembly broke in half during operation resulting in complete failure. This happened due to constant operation over years of normal usage. We had it welded together temporarily to buy us time to purchase a new assembly. The spiral assembly transports solids to a compacting zone and dewateres them with gradual pressure, then automatically disposes them into a dumpster.



**Quote Number 00043806**

**Date Issued: 2026-07-15**

**David Pollard**

**Loganville, GA**

**Phone: (770) 466-1165 x9605**

**Email: dpollard@loganville-ga.gov**

**Expiration Date: 2026-09-30**

Thank you for your inquiry for Parkson Aftermarket parts. Below is the quote for the items requested. You may accept this quotation as your order by completing the fields and submitting or download as a PDF for processing through your purchasing team. If this is your first order in a while, please provide the billing and shipping info below. Please consider this email plus the link below to our Terms & Conditions to be the complete quotation.

**Project Number P04100545**

Please verify this project (serial) number is accurate for this order.

| Item Number | Product                                                       | Quantity | Price       | Total Price |
|-------------|---------------------------------------------------------------|----------|-------------|-------------|
| Custom      | Customized Item<br>5248-216-293/A4 Spiral Assembly with Brush | 1        | \$20,275.00 | \$20,275.00 |
| 3577-004/D  | Packing Material, Drive                                       | 1        | \$148.00    | \$148.00    |

**Please include a copy of your Tax-Exempt Certificate if the order is Not Taxable.**

**USD Total                      \$20,423.00**

**Note: Items may ship from different warehouses, unless specified as "Ship Complete" in your order.**

## Schedule and Shipping

The above items have a leadtime of **8 weeks**. Our freight terms are **Prepay and Add**. The FOB Point for this order is **Shipping Point**.

Please advise of your shipping preference:



The Helixpress® unit is ideal for industrial and municipal dewatering



High carrying capacity

# Helixpress® Dewatering Press

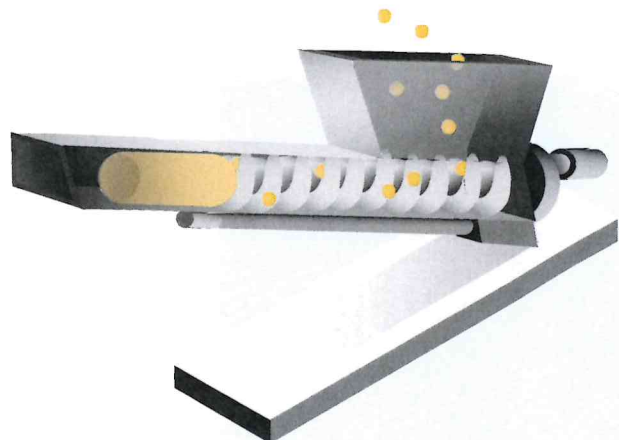
## High capacity spiral conveying/dewatering press

The Helixpress® system is a cost-effective all-in-one compacting dewatering press and conveyor. It utilizes a combination of drainage, compaction and dewatering to reduce weight and volume and ultimately decrease hauling and disposal costs.

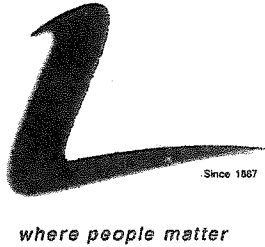
Helixpress units are available in lengths up to 30 feet and can be installed at an incline up to 20 degrees. It is ruggedly constructed of corrosion-resistant 304L stainless steel with a durable, high strength carbon steel shaftless spiral to provide long years of service. The shaftless spiral design allows for multiple collection points for maximum flexibility.

The press has only one moving part – an extremely tough, double flighted spiral which transports solids to the compacting zone and dewateres them with a gradual build-up of pressure. A special drainage screen, located at the drive end, allows

drainage as wet solids enter the unit and are conveyed to the compacting zone. A rugged brush on the spiral keeps the perforated drainage screen clean. One economical, low horsepower gearmotor controls the entire operation.







## Staff Report Department of Public Utilities

**To:** Honorable Mayor Whitfield, and Members of the City Council

**Through:** Danny Roberts, City Manager

**From:** Brandon Phillips, Director of Utilities

**Date:** August 13, 2026

**Subject:** Tommy Lee Fuller Culvert Emergency Repair

### **RECOMMENDATION:**

The Utilities Department recommends the City Council approves the emergency repair to a failed stormwater culvert on Tommy Lee Fuller Drive.

### **FISCAL IMPLICATION:**

Due to an emergency from a large sinkhole from a rain event, we notified Matthews Development to perform the work. Line item 375-4320-541400 will be used for the project. The total amount for this project is \$317,613.65.

Original Estimate - \$196,068.00

Additional work - \$118,354.20

Precision Planning Engineering - \$3,191.45

### **BACKGROUND:**

A massive sinkhole formed after a rain event compromising the roadway. Plans were already in motion to repair the culvert, but the heavy rain event created a safety hazard with the roadway. We notified Matthews Development to perform an emergency repair. Matthews Development worked closely with our engineer (Precision Planning) to ensure the roadway and culvert was installed to our standards.

The Precision Planning invoice has additional services from an unrelated project. The total for the Tommy Lee Fuller Project is \$3,191.45.

DATE SUBMITTED July 10, 2026

PLAN DATE

ATTENTION


**MATTHEWS  
DEVELOPMENT**

| SCOPE OF WORK                              | QTY | UNIT | UNIT PRICE      | TOTAL                |
|--------------------------------------------|-----|------|-----------------|----------------------|
| <b>PRECONSTRUCTION</b>                     |     |      |                 |                      |
| MOBILIZATION                               | 1   | LS   | \$ 3,000.00     | \$ 3,000.00          |
| SOFT UTILITY LOCATE                        | 1   | LS   | \$ 2,600.00     | \$ 2,600.00          |
|                                            |     |      | <b>SUBTOTAL</b> | <b>\$ 5,600.00</b>   |
| <b>ENGINEERING &amp; LAYOUT</b>            |     |      |                 |                      |
| LAYOUT & STAKING                           |     |      | \$ -            | -                    |
| ASBUILTS                                   |     |      | \$ -            | -                    |
| GPS MODEL                                  |     |      | \$ -            | -                    |
|                                            |     |      | <b>SUBTOTAL</b> | <b>\$ -</b>          |
| <b>DEMOLITION</b>                          |     |      |                 |                      |
| DEMO EXISTING 48" CMP                      | 104 | LF   | \$ 45.00        | \$ 4,680.00          |
| DEMO ASPHALT PAVEMENT                      | 534 | SY   | \$ 7.00         | \$ 3,738.00          |
| SAW CUT ASPHALT                            | 1   | LS   | \$ 700.00       | \$ 700.00            |
| DEMO SIDEWALK                              | 60  | LF   | \$ 21.00        | \$ 1,260.00          |
|                                            |     |      | <b>SUBTOTAL</b> | <b>\$ 10,378.00</b>  |
| <b>STORM DRAINAGE</b>                      |     |      |                 |                      |
| FURNISH & INSTALL 60" RCP (CL 3)           | 104 | LF   | \$ 770.00       | \$ 80,080.00         |
| ANTI SEEP COLLAR                           | 1   | EA   | \$ 6,500.00     | \$ 6,500.00          |
| MODIFY EXISTING HEADWALLS                  | 2   | EA   | \$ 10,450.00    | \$ 20,900.00         |
| UNDERCUT 2 FT. SOIL                        | 60  | CY   | \$ 45.00        | \$ 2,700.00          |
| #57 STONE BEDDING                          | 144 | TN   | \$ 50.00        | \$ 7,200.00          |
| BYPASS PUMPING                             | 1   | LS   | \$ 14,000.00    | \$ 14,000.00         |
|                                            |     |      | <b>SUBTOTAL</b> | <b>\$ 135,880.00</b> |
| <b>EROSION CONTROL</b>                     |     |      |                 |                      |
| TYPE C SILT FENCE                          | 500 | LF   | \$ 1.50         | \$ 750.00            |
| RIP RAP HEADWALLS                          | 160 | TN   | \$ 70.00        | \$ 11,200.00         |
| PERMANENT GRASSING                         | 1   | AC   | \$ 3,775.00     | \$ 3,775.00          |
|                                            |     |      | <b>SUBTOTAL</b> | <b>\$ 15,725.00</b>  |
| <b>CONCRETE WORK</b>                       |     |      |                 |                      |
| SIDEWALKS                                  | 300 | SF   | \$ 10.00        | \$ 3,000.00          |
|                                            |     |      | <b>SUBTOTAL</b> | <b>\$ 3,000.00</b>   |
| <b>ASPHALT PAVING</b>                      |     |      |                 |                      |
| FURNISH, HAUL, SPREAD, COMPACT GAB (8")    | 124 | TN   | \$ 75.00        | \$ 9,300.00          |
| ASPHALT PAVING: BINDER (2") SURFACE (1.5") | 267 | SY   | \$ 55.00        | \$ 14,685.00         |
| STRIPING                                   | 1   | LS   | \$ 1,500.00     | \$ 1,500.00          |
|                                            |     |      | <b>SUBTOTAL</b> | <b>\$ 25,485.00</b>  |
| <b>PROPOSAL TOTAL</b>                      |     |      | <b>\$</b>       | <b>196,068.00</b>    |

Contact: Matt Arp  
Address: 4834 Shannon Rd, Loganville, Ga  
Phone: 770-825-2501



**MATTHEWS  
DEVELOPMENT**

Name/ Info:  
City of Loganville  
Contact: Danny Roberts  
Phone: 770-466-1165

Project:  
Tommy Lee Fuller Dr 60" Storm Replacement

DATE August 4, 2026  
Due Date August 19, 2026

**COR #1 ADDITIONAL WORK**

| Description          | Quantity | Unit | Price        | AMOUNT        |
|----------------------|----------|------|--------------|---------------|
| Demo Asphalt Paving  | 267      | sy   | \$ 7.00      | \$ 1,869.00   |
| Demo Sidewalk        | 180      | lf   | \$ 21.00     | \$ 3,780.00   |
| Labor/Equipment      | 1        | ls   | \$ 15,000.00 | \$ 15,000.00  |
| Import Suitable Fill | 180      | cy   | \$ 30.00     | \$ 5,400.00   |
| Geotextile Fabric    | 1        | ea   | \$ 4,500.00  | \$ 4,500.00   |
| Base Fine Grade      | 267      | sy   | \$ 25.00     | \$ 6,675.00   |
| Paving               | 267      | sy   | \$ 55.00     | \$ 14,685.00  |
| Sidewalk             | 900      | sf   | \$ 10.00     | \$ 9,000.00   |
| Type 3 Rip Rap       | 93.80    | tn   | \$ 95.00     | \$ 8,911.00   |
| GAB                  | 746.68   | tn   | \$ 65.00     | \$ 48,534.20  |
|                      |          |      |              |               |
|                      |          |      |              |               |
|                      |          |      |              |               |
|                      |          |      |              |               |
|                      |          |      |              |               |
|                      |          |      |              | \$ 118,354.20 |

•Please sign and return.

Customer Signature: \_\_\_\_\_

THANK YOU FOR YOUR BUSINESS!



400 Pike Blvd  
Lawrenceville, GA 30046  
(770) 338-8000

City of Loganville  
Brandon Phillips  
P.O. Box 39  
Loganville, GA 30052

Invoice number 75868  
Date 07/31/2026

Project **E24138 Loganville - Water & Sewer  
Engineering Support Services**

Bill thru July 31, 2026

#### Professional Services

| Description                   | Total Billed | Prior Billed | Current Billed |
|-------------------------------|--------------|--------------|----------------|
| STORMWATER GENERAL CONSULTING | 7,057.50     | 3,882.50     | 3,175.00       |
| STORMWATER DIRECT EXPENSES    | 35.54        | 19.09        | 16.45          |
| Total                         | 7,093.04     | 3,901.59     | 3,191.45       |

#### Stormwater General Consulting

*Tommy Lee Fuller Rd., Emergency Repair - Engineering & Surveying Services*

|                                | Hours | Rate   | Billed Amount |
|--------------------------------|-------|--------|---------------|
| Engineering Technician         | 3.00  | 90.00  | 270.00        |
| Registered Land Surveyor (RLS) | 2.00  | 165.00 | 330.00        |
| Senior Principal Engineer      | 7.25  | 220.00 | 1,595.00      |
| Survey Coordinator             | 1.00  | 120.00 | 120.00        |
| Survey Crew                    | 4.00  | 215.00 | 860.00        |
| Phase subtotal                 |       |        | 3,175.00      |

#### Stormwater Direct Expenses

|                     | Billed Amount |
|---------------------|---------------|
| Mileages            | 15.18         |
| 24x36 Plats/ Prints | 1.27          |
| Phase subtotal      | 16.45         |

Invoice total **3,191.45**

Approved by: \_\_\_\_\_



## Staff Report

**To:** Mayor and City Council

**From:** Danny Roberts, City Manager

**Date:** August 13, 2026

**SUBJECT:** Roll-off / Container Permit

**RECOMMENDATION:** Staff recommends the City Council approve the Roll-off/Container Permit Requirements and associated fees.

**FISCAL IMPLICATION:** \$50 per permit. \$2.00 per equivalent parking space per day (marked or unmarked) for right-of-way or City-owned parking area occupancy Revenue collected will offset administrative review, inspection time, and right-of-way management associated with temporary roll-off or container placement.

**BACKGROUND:** Roll-offs, trailers, containers, and similar structures placed on City property or within the right-of-way can obstruct parking, sidewalks, and pedestrian routes, and may create safety hazards if not properly managed. To address these concerns, the City requires a Roll-off/Container Permit prior to placement. The Planning and Development Department reviews all applications and coordinates with other departments, including the Fire Marshal, to ensure compliance with safety, accessibility, and operational standards. Permits issued under this program are valid for a maximum of 90 days, after which the applicant must reapply if continued placement is needed.



## City of Loganville – Roll-off/Container Permit Requirements

All persons, contractors, and agencies must obtain a Roll-off/Container Permit before placing any roll-off, trailer, container, or similar structure on City-owned property or within the City right-of-way, including areas that would make parking spaces, sidewalks, or other public areas unavailable for use.

All permit applications must be submitted to the City of Loganville Sanitation for review and routing to other applicable City departments. Approval is required prior to placement of any roll-off or container on City property or within the right-of-way.

Permits issued under this program are **valid for a maximum of 90 days**, after which the applicant must reapply if continued placement is needed.

**Permit Submission Options** Applications may be submitted by:

- Email: [trash@loganville-ga.gov](mailto:trash@loganville-ga.gov)
- In person: City Hall, 4303 Lawrenceville Road, Loganville, GA 30052

For questions or assistance, contact City Hall at 770-466-1165.

## Fees and Conditions

- A \$50 application fee is required for each permit.
- In addition to the application fee, the daily rate for occupying City right-of-way or City-owned parking spaces are \$2.00 per equivalent parking space per day, whether marked or unmarked.
- Fees must be paid in cash, credit card, by check, money order, made payable to City of Loganville.

Payments may be submitted at City Hall during normal business hours.

## Application Review Process

Once the completed application and fee are received, the City of Loganville Sanitation will coordinate review with other relevant departments.

- The proposed placement location may be inspected to ensure it does not interfere with safe vehicular or pedestrian movement.
- The Fire Marshal may review the site to ensure emergency access is maintained.
- Staff will confirm that the placement does not obstruct collection routes or City operations.

If the requested location is not suitable, an alternate placement area will be recommended and coordinated with the applicant.

## Minimum Requirements

- Roll-offs or containers shall not be placed within or near the City right-of-way in a manner that impedes, restricts, or interferes with the flow of vehicular or pedestrian traffic. Any placement that creates a traffic hazard or obstructs visibility is strictly prohibited.
- The applicant is responsible for protecting paved surfaces during loading and unloading operations. Three-quarter-inch (3/4") plywood is required under all runners when a roll-off/container is placed on pavement. The applicant will be held liable for any damage caused by placement of the roll-off/container.
- Roll-offs/containers are not permitted in sidewalk areas. Use of sidewalks will only be allowed under special provision. When approved, the applicant must protect the integrity of the sidewalk and provide a temporary ramp for access.
- Roll-offs must be covered when not in use to prevent debris from blowing into the right-of-way. The surrounding City right-of-way must be kept free of debris at all times.
- Dumping materials from elevated locations requires the use of a covered chute to minimize dust.
- Roll-offs or containers placed adjacent to a roadway must be clearly visible to oncoming traffic at all times. Because the container itself cannot be modified, the applicant is required to place high-visibility traffic cones or similar traffic-control devices at each corner of the roll-off or container. Cones must be equipped with reflective red and white diagonal tape (minimum six inches (6") wide and twenty-four inches (24") long) to ensure nighttime visibility.
- The applicant assumes all liability and agrees to hold harmless the City of Loganville from any and all claims, damages, suits, penalties, fines, or losses arising from or related to the placement of a roll-off or container within the City right-of-way or on City-owned property.
- The applicant must ensure the issued permit is displayed in a clearly visible location near the permitted roll-off or container, such as on a stake, post, fence, or other nearby structure. The permit must remain unobstructed and easily viewable from the public right-of-way for the duration of the placement.



## CITY COUNCIL WORK SESSION MINUTES

Monday, June 08, 2026 at 6:30 PM

Council Chambers

### 1. CALL TO ORDER

Mayor Branden Whitfield called the meeting to order at 6:30p.m.

#### A. Roll Call

PRESENT

Mayor Branden Whitfield

Council Member Keith Colquitt

Council Member Bill DuVall

Council Member Wesley Johnson

Council Member Melanie Long

Council Member Lisa Newberry

Council Member Patti Wolfe

#### B. Approval of Agenda

Motion made by Council Member Colquitt to amend the Agenda to add a discussion about the Bobby Boss Extension. Seconded by Council Patti Wolfe.

Voting Yea: Council Member Colquitt, Council Member DuVall, Council Member Johnson, Council Member Long, Council Member Newberry, Council Member Wolfe.

Motion carried 6-0.

### 2. MAYOR AND COUNCIL DISCUSSION ITEMS

### 3. PLANNING & DEVELOPMENT COMMITTEE REPORT

### 4. FINANCE COMMITTEE REPORT

#### A. FY 2027 Budget Resolution

Council Member Keith Colquitt presented the Council with the FY 2027 Budget Resolution. They will vote on this at Thursday Nights Council Meeting.

#### B. FY 2027 Quotes for City Insurance Premiums

**Consent Agenda for Thursday Night**

### 5. PUBLIC SAFETY COMMITTEE REPORT

#### A. Discussion - Contract / MOU with Rosenthal and Wright

Council Member Melanie Long opened a discussion about the MOU for Rosenthal and Wright.

Motion made by Council Member Long to extend the current MOU between the City of Loganville and Paul Rosenthal of Rosenthal Wright Attorney's at Law to a month to month basis at the existing rate of \$20,000 per month while they work through the competitive bid process

Seconded by Council Member Wolfe.

Voting Yea: Council Member Johnson, Council Member Long, Council Member Newberry, Council Member Wolfe

Voting Nay: Council Member Colquitt, Council Member DuVall.

Motion carried 4-2.

**B. Discussion - Fees for Use of City Property**

Council discussed the use of City owned property for roll-offs serving businesses in the downtown area. The Council directed City Manager Danny Roberts to work with staff to create a policy process that would allow such usage with an associated fee. The Council also requested that City Manager Roberts explore the ability of a communal dumpster option for downtown businesses.

**C. Discussion - Traffic Calming**

Council Member Melanie Long discussed traffic calming devices with Council. Council directed City Manager Danny Roberts to review the ordinance and determine the process for changing the speed limit on Covington Street.

**6. PUBLIC UTILITIES COMMITTEE REPORT**

**7. FACILITIES COMMITTEE REPORT**

**8. TRANSPORTATION COMMITTEE REPORT**

**A. 2026 LMIG - (Local Maintenance Improvement Grant) \$554,000 (100-4200-522210)**

Council will vote on this item at Thursday nights meeting.

Council Member Bill Duvall presented the amended Agenda item for the Bobby Boss Extension. It will go on the **Consent Agenda for Thursday Night**

**9. CITY MANAGER'S REPORT**

**10. CITY ATTORNEY'S UPDATES / REPORTS**

**11. PUBLIC COMMENT**

Public Comments are limited to five minutes per speaker unless additional time is given by the Mayor. Each speaker should approach the podium and state their name and address for the record. All public comments are to be directed to the Mayor and Council and not the audience. Public Comments should follow general rules of appropriate decorum.

The following individuals addressed the Mayor and Council: Phillip McMahan 4250 Eddie Byrd Lane. Terry Malcom 4439 Pecan Street. Amber Croft 183 Church Street. Assistant Chief Greg Warnack. Joanne Byrne 520 Towler Shoals View. Lee Phillips 4421 Pecan Street.

Tyler Schmidt, 1354 Abbie Kilgore Way, was present to request permission to film a short movie using Loganville City Hall. City Manager Danny Roberts will have Mr. Schmidt email the areas he will need to film, along with the script, for review. If sufficient information is received prior to Thursday night's Council Meeting, the Council will vote on this item at that time.

**12. EXECUTIVE SESSION - Possible Litigation & Real Estate Matters**

Motion made by Council Member Newberry to close the open session and enter into Executive Session to discuss real estate matters and possible litigation. Seconded by Council Member Colquitt.

Voting Yea: Council Member Colquitt, Council Member DuVall, Council Member Johnson, Council Member Long, Council Member Newberry, Council Member Wolfe.

Motion carried 6-0.

13. ITEMS FOR THURSDAY NIGHT

- A. April 2026 Financial Report  
Consent Agenda for Thursday Night
- B. Last Month's Minutes  
Consent Agenda for Thursday Night

14. ADJOURNMENT

Motion made by Council Member DuVall to adjourn. Seconded by Council Member Newberry.  
Voting Yea: Council Member Colquitt, Council Member DuVall, Council Member Johnson, Council Member Long, Council Member Newberry, Council Member Wolfe.

Motion carried 6-0.

Meeting adjourned at 9:52 p.m.

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Branden Whitfield  
Mayor

\_\_\_\_\_  
Ansley Pope  
Deputy City Clerk





## CITY COUNCIL MEETING MINUTES

Thursday, June 11, 2026 at 6:30 PM

### Council Chambers

#### 1. CALL TO ORDER

Mayor Branden Whitfield called the meeting to order at 6:30pm.

##### A. Invocation and Pledge to the Flag

Pastor Calvin and Joseph gave the invocation and led the Pledge to the flag.

Sheriff Keith Brooks came to speak on behalf on the Loganville Police Dept. He appreciates the great working relationship between the Sheriff's Office and the Loganville Police Department, and he values the partnership they've built.

##### B. Roll Call

PRESENT

Mayor Branden Whitfield

Council Member Keith Colquitt

Council Member Bill DuVall

Council Member Wesley Johnson

Council Member Melanie Long

Council Member Lisa Newberry

Council Member Patti Wolfe

##### C. Adoption of Agenda

Motion made by Council Member Wolfe to adopt the agenda. Seconded by Council Member DuVall. Voting Yea: Council Member Colquitt, Council Member DuVall, Council Member Johnson, Council Member Long, Council Member Newberry, Council Member Wolfe.

Motion carried 6-0.

##### D. Proclamation - 250th Birthday of the US

Mayor Branden Whitfield presented the Matthew Talbot DAR chapter with a proclamation recognizing the 250th Birthday of the United States.

##### E. DDA - Lee Munsey Swearing-In

Mayor Branden Whitfield swore in Lee Munsey to the DDA. Her term will run from May 1, 2026 through April 30, 2030.

#### 2. CONSENT AGENDA

City Attorney Donnie Wright made the Council aware that the minutes from last month needed a small adjustment. **Case #V26-002** had the wording impervious in the motion and it should have stated pervious. The minutes will be updated to reflect the correct word for the motion.

Motion made by Council Member Colquitt to approve the Consent Agenda as presented.

- A. FY 2027 Quotes for City Insurance Premiums
- B. Bobby Boss Extension
- C. April 2026 Financial Report
- D. Last Month's Minutes

Seconded by Council Member Newberry.

Voting Yea: Council Member Colquitt, Council Member DuVall, Council Member Johnson, Council Member Long, Council Member Newberry, Council Member Wolfe.

Motion carried 6-0.

### **3. PLANNING & DEVELOPMENT COMMITTEE REPORT**

### **4. FINANCE COMMITTEE REPORT**

- A. FY 2027 Budget Resolution

Motion made by Council Member Colquitt to approve the FY 2027 Budget as presented. Seconded by Council Member Wolfe.

Voting Yea: Council Member Colquitt, Council Member DuVall, Council Member Johnson, Council Member Long, Council Member Newberry, Council Member Wolfe.

Motion carried 6-0.

### **5. PUBLIC SAFETY COMMITTEE REPORT**

### **6. PUBLIC UTILITIES COMMITTEE REPORT**

### **7. FACILITIES COMMITTEE REPORT**

### **8. TRANSPORTATION COMMITTEE REPORT**

- A. 2026 LMIG - (Local Maintenance Improvement Grant) \$554,000 (100-4200-522210)

Motion made by Council Member DuVall approve the 2026 LMIG Project. Seconded by Council Member Colquitt.

Voting Yea: Council Member Colquitt, Council Member DuVall, Council Member Newberry, Council Member Wolfe

Voting Nay: Council Member Johnson, Council Member Long

Motion carried 4-2.

### **9. CITY MANAGER'S REPORT**

City Manager Danny Roberts stated that the approved 2026 LMIG Project has a total budget of \$554,000 and will not that exceed that amount.

Motion made by Council Member DuVall to amend the motion from the 2026 LMIG Project and to accept the low bid from DCBC LLC. This will not exceed the amount of \$554,000 with the City's matching funds. Seconded by Council Member Colquitt.

Voting Yea: Council Member Colquitt, Council Member DuVall, Council Member Johnson, Council Member Long, Council Member Newberry, Council Member Wolfe.

Motion carried 6-0.

City Manager Danny Roberts provided the Council with an update on Tyler Schmidt's filming request. He stated that Mr. Schmidt will use the clean script and that an employee has committed to being present during the use of City property. He asked for the Council's approval, which was granted.

10. CITY ATTORNEY’S UPDATES / REPORTS

11. EXECUTIVE SESSION

12. ADJOURNMENT

Motion made by Council Member Colquitt to adjourn. Seconded by Council Member Wolfe.  
Voting Yea: Council Member Colquitt, Council Member DuVall, Council Member Johnson, Council Member Long, Council Member Newberry, Council Member Wolfe.

Motion carried 6-0.

Meeting adjourned at 7:09 p.m.

\_\_\_\_\_  
Branden Whitfield  
Mayor

\_\_\_\_\_  
Ansley Pope  
Deputy City Clerk



## CITY COUNCIL RETREAT MINUTES

Saturday, July 25, 2026 at 9:00 AM

Council Chambers

### 1. CALL TO ORDER

Mayor Branden Whitfield called the meeting to order at 9:01 a.m.

#### A. Roll Call

PRESENT

Mayor Branden Whitfield

Council Member Keith Colquitt

Council Member Bill DuVall

Council Member Wesley Johnson

Council Member Melanie Long

Council Member Lisa Newberry

Council Member Patti Wolfe

### 2. MAYOR AND COUNCIL DISCUSSION ITEMS

#### A. Welcome from Mayor Whitfield

#### B. Purpose of Strategic Planning

Mayor Branden Whitfield emphasized that strategic planning is vital to shaping the City's long term direction, ensuring that decisions made today support Loganville's future growth and the needs of its residents. He stated that the purpose of this meeting was not just to review current issues, but to think proactively, set priorities, and align goals across departments and leadership to strengthen the City's overall vision.

#### C. Capital Improvement Planning Discussion with a Focus on The City's Five-Year CIP

Motion made by Council Member Long to close the open session and enter into Executive Session to discuss personnel. Seconded by Council Member Johnson.

Voting Yea: Council Member DuVall, Council Member Johnson, Council Member Long, Council Member Newberry, Council Member Wolfe

Voting Nay: Council Member Colquitt

Motion carried 5-1.

Motion made by Council Member DuVall to reopen the meeting. Seconded by Council Member Long.

Voting Yea: Council Member Colquitt, Council Member DuVall, Council Member Johnson, Council Member Long, Council Member Newberry, Council Member Wolfe.

Motion carried 6-0.

Mayor Branden Whitfield announced that no action was taken during Executive Session.

City manager Danny Roberts presented to the Council with a brief overview of all the City's Capital Improvement Projects.

It Director Kyle MacKenzie spoke with Council regarding the IT Department's capital projects. He stated that the most urgent need is the purchase of the Microsoft 365 migration. Council chose to vote on this item today.

Motion made by Council Member Colquitt to approve the purchase of the Microsoft 365 migration license in the amount of \$36,000 and not to exceed this amount. a Seconded by Council Member Wolfe.

Voting Yea: Council Member Colquitt, Council Member DuVall, Council Member Johnson, Council Member Long, Council Member Newberry, Council Member Wolfe.

Motion carried 6-0.

Public Utilities Director Brandon Phillips, Police Chief Dick Lowry, and Fire Chief Tim Johnson also provided updates on their department's five-year plans.

- D. Council Vision and Priorities
- Council held a general discuss regarding overall vision and priorities for the City.

3. ADJOURNMENT

Motion made by Council Member Colquitt to adjourn. Seconded by Council Member Newberry.  
Voting Yea: Council Member Colquitt, Council Member DuVall, Council Member Johnson, Council Member Long, Council Member Newberry, Council Member Wolfe.

Motion carried 6-0.  
Meeting adjourned at 12:56 p.m.

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Branden Whitfield  
Mayor

\_\_\_\_\_  
Ansley Pope  
Deputy City Clerk





City of Loganville

# Income Statement Account Summary

Section 3, Item 1.

For Fiscal: 2025-2026 Period Ending: 05/31/2026

|                                            |                                          | Original<br>Total Budget | Current<br>Total Budget | MTD Activity | YTD Activity | YTD Activity +<br>Encumbrances | Budget<br>Remaining |
|--------------------------------------------|------------------------------------------|--------------------------|-------------------------|--------------|--------------|--------------------------------|---------------------|
| <b>Fund: 100 - General Fund</b>            |                                          |                          |                         |              |              |                                |                     |
| <b>Department: 0000 - Non-Departmental</b> |                                          |                          |                         |              |              |                                |                     |
| <a href="#">100-0000-311100</a>            | Real Property Taxes - Current            | 8,250,000.00             | 8,250,000.00            | -759.32      | 8,271,997.88 | 8,271,997.88                   | -21,997.88          |
| <a href="#">100-0000-311131</a>            | Motor Vehicle Tax - Current              | 30,000.00                | 30,000.00               | 2,329.63     | 26,955.98    | 26,955.98                      | 3,044.02            |
| <a href="#">100-0000-311132</a>            | Mobile Home Tax - Current                | 7,000.00                 | 7,000.00                | 1,602.82     | 5,302.85     | 5,302.85                       | 1,697.15            |
| <a href="#">100-0000-311133</a>            | Intangible Tax - Current                 | 135,000.00               | 135,000.00              | 8,062.56     | 65,436.39    | 65,436.39                      | 69,563.61           |
| <a href="#">100-0000-311300</a>            | Personal Property - Current              | 330,000.00               | 330,000.00              | -137.10      | 411,407.83   | 411,407.83                     | -81,407.83          |
| <a href="#">100-0000-311315</a>            | Motor Vehicle Tavl Taxes                 | 629,000.00               | 629,000.00              | 83,231.18    | 676,825.46   | 676,825.46                     | -47,825.46          |
| <a href="#">100-0000-311600</a>            | Real Estate Transfer Tax                 | 65,000.00                | 65,000.00               | 2,518.65     | 26,447.52    | 26,447.52                      | 38,552.48           |
| <a href="#">100-0000-311700</a>            | Electric Franchise Tax                   | 860,000.00               | 860,000.00              | 0.00         | 861,168.21   | 861,168.21                     | -1,168.21           |
| <a href="#">100-0000-311730</a>            | Gas Franchise Tax                        | 130,000.00               | 130,000.00              | 0.00         | 123,313.90   | 123,313.90                     | 6,686.10            |
| <a href="#">100-0000-311750</a>            | Television Cable Franchise Tax           | 75,000.00                | 75,000.00               | 15,662.94    | 63,569.42    | 63,569.42                      | 11,430.58           |
| <a href="#">100-0000-311760</a>            | Telephone Franchise Tax                  | 5,000.00                 | 5,000.00                | 724.43       | 2,954.34     | 2,954.34                       | 2,045.66            |
| <a href="#">100-0000-313100</a>            | Local Option Sales Tax & Use Tax         | 1,900,000.00             | 1,900,000.00            | 181,013.97   | 1,687,264.53 | 1,687,264.53                   | 212,735.47          |
| <a href="#">100-0000-314100</a>            | Excise Tax By Drink                      | 42,000.00                | 42,000.00               | 2,886.01     | 32,490.64    | 32,490.64                      | 9,509.36            |
| <a href="#">100-0000-314200</a>            | Alcoholic Beverage Excise Tax            | 430,000.00               | 430,000.00              | 32,919.20    | 355,553.38   | 355,553.38                     | 74,446.62           |
| <a href="#">100-0000-316100</a>            | Business & Occupation Taxes              | 610,000.00               | 610,000.00              | 15,384.30    | 590,921.40   | 590,921.40                     | 19,078.60           |
| <a href="#">100-0000-316200</a>            | Insurance Premium Taxes                  | 1,400,000.00             | 1,400,000.00            | 0.00         | 1,536,912.21 | 1,536,912.21                   | -136,912.21         |
| <a href="#">100-0000-316400</a>            | Energy Excise Tax Gw                     | 2,000.00                 | 2,000.00                | 0.00         | 788.67       | 788.67                         | 1,211.33            |
| <a href="#">100-0000-319110</a>            | Real Property Tax Penalties              | 45,000.00                | 45,000.00               | 2,354.78     | 39,071.06    | 39,071.06                      | 5,928.94            |
| <a href="#">100-0000-319120</a>            | Personal Property Tax Penalties          | 3,000.00                 | 3,000.00                | 341.14       | 6,965.33     | 6,965.33                       | -3,965.33           |
| <a href="#">100-0000-319500</a>            | Fifa                                     | 6,000.00                 | 6,000.00                | 700.00       | 6,033.89     | 6,033.89                       | -33.89              |
| <a href="#">100-0000-321110</a>            | Beer & Wine License / Permit             | 36,000.00                | 36,000.00               | 225.00       | 38,500.00    | 38,500.00                      | -2,500.00           |
| <a href="#">100-0000-321140</a>            | Liquor License / Permit                  | 45,000.00                | 45,000.00               | 0.00         | 52,450.00    | 52,450.00                      | -7,450.00           |
| <a href="#">100-0000-322200</a>            | Sign Permits                             | 8,500.00                 | 8,500.00                | 175.00       | 9,410.00     | 9,410.00                       | -910.00             |
| <a href="#">100-0000-322240</a>            | Development Permits                      | 5,000.00                 | 5,000.00                | 1,640.00     | 5,030.50     | 5,030.50                       | -30.50              |
| <a href="#">100-0000-323100</a>            | Building Permits                         | 160,000.00               | 160,000.00              | 16,434.43    | 241,276.02   | 241,276.02                     | -81,276.02          |
| <a href="#">100-0000-323190</a>            | Fire Inspections                         | 60,000.00                | 60,000.00               | 4,050.00     | 82,468.30    | 82,468.30                      | -22,468.30          |
| <a href="#">100-0000-334150</a>            | Fire Dept Grant                          | 0.00                     | 0.00                    | 0.00         | 39,964.00    | 39,964.00                      | -39,964.00          |
| <a href="#">100-0000-334500</a>            | Miscellaneous Grants                     | 0.00                     | 0.00                    | 40,000.00    | 42,500.00    | 42,500.00                      | -42,500.00          |
| <a href="#">100-0000-335120</a>            | Intergovernmental Revenues               | 182,000.00               | 182,000.00              | 6,058.53     | 174,902.59   | 174,902.59                     | 7,097.41            |
| <a href="#">100-0000-335121</a>            | Lmig Road Work                           | 175,000.00               | 175,000.00              | 0.00         | 408,865.09   | 408,865.09                     | -233,865.09         |
| <a href="#">100-0000-337102</a>            | Dea Reimbursement                        | 19,000.00                | 19,000.00               | 7,446.47     | 18,600.66    | 18,600.66                      | 399.34              |
| <a href="#">100-0000-338000</a>            | Housing Auth - In Lieu Of Taxes          | 3,000.00                 | 3,000.00                | 0.00         | 0.00         | 0.00                           | 3,000.00            |
| <a href="#">100-0000-341120</a>            | Probation Fee                            | 175,500.00               | 175,500.00              | 11,728.95    | 166,206.06   | 166,206.06                     | 9,293.94            |
| <a href="#">100-0000-341300</a>            | Administrative Fee - Capital Recove      | 30,000.00                | 30,000.00               | 3,652.85     | 23,815.83    | 23,815.83                      | 6,184.17            |
| <a href="#">100-0000-341301</a>            | Engineering Plan Review Fees             | 15,000.00                | 15,000.00               | 6,800.00     | 24,069.00    | 24,069.00                      | -9,069.00           |
| <a href="#">100-0000-341302</a>            | Administrative Plan Review Fees          | 50,000.00                | 50,000.00               | 2,798.14     | 76,015.21    | 76,015.21                      | -26,015.21          |
| <a href="#">100-0000-341305</a>            | Rezoning Application                     | 0.00                     | 0.00                    | 500.00       | 2,000.00     | 2,000.00                       | -2,000.00           |
| <a href="#">100-0000-341306</a>            | Variance Application                     | 1,000.00                 | 1,000.00                | 0.00         | 300.00       | 300.00                         | 700.00              |
| <a href="#">100-0000-341390</a>            | Epd - Npdes Fees                         | 500.00                   | 500.00                  | 262.40       | 741.52       | 741.52                         | -241.52             |
| <a href="#">100-0000-341392</a>            | Land Disturbance Permit                  | 2,500.00                 | 2,500.00                | 300.00       | 1,100.00     | 1,100.00                       | 1,400.00            |
| <a href="#">100-0000-341400</a>            | Printing & Duplicating Services          | 750.00                   | 750.00                  | 75.00        | 1,129.51     | 1,129.51                       | -379.51             |
| <a href="#">100-0000-341700</a>            | Admin Charges                            | 55,000.00                | 55,000.00               | 1,300.00     | 38,300.00    | 38,300.00                      | 16,700.00           |
| <a href="#">100-0000-341910</a>            | Election Qualifying Fee                  | 1,800.00                 | 1,800.00                | 0.00         | 1,800.00     | 1,800.00                       | 0.00                |
| <a href="#">100-0000-342120</a>            | Accident Reports                         | 7,500.00                 | 7,500.00                | 515.00       | 6,085.00     | 6,085.00                       | 1,415.00            |
| <a href="#">100-0000-342320</a>            | Fingerprinting Fees                      | 250.00                   | 250.00                  | 60.00        | 1,230.00     | 1,230.00                       | -980.00             |
| <a href="#">100-0000-346400</a>            | Background Check Fees                    | 8,000.00                 | 8,000.00                | 350.00       | 6,100.00     | 6,100.00                       | 1,900.00            |
| <a href="#">100-0000-349300</a>            | Bad Check Fees                           | 240.00                   | 240.00                  | 30.00        | 120.00       | 120.00                         | 120.00              |
| <a href="#">100-0000-349900</a>            | Other Charges for Service-Tech Servic... | 960.00                   | 960.00                  | 80.00        | 640.00       | 640.00                         | 320.00              |
| <a href="#">100-0000-351170</a>            | Municipal Court Fines                    | 350,000.00               | 350,000.00              | 33,650.00    | 321,810.40   | 321,810.40                     | 28,189.60           |
| <a href="#">100-0000-351171</a>            | Code Enforcement Fines                   | 2,500.00                 | 2,500.00                | 70.00        | 1,605.00     | 1,605.00                       | 895.00              |
| <a href="#">100-0000-351175</a>            | Fire Fines And Fees                      | 500.00                   | 500.00                  | 0.00         | 300.00       | 300.00                         | 200.00              |

## Income Statement

For Fiscal: 2025-2026 Period

Section 3, Item 1.

6

|                                                   |                                   | Original<br>Total Budget | Current<br>Total Budget | MTD Activity      | YTD Activity         | YTD Activity +<br>Encumbrances | Budget<br>Remaining |
|---------------------------------------------------|-----------------------------------|--------------------------|-------------------------|-------------------|----------------------|--------------------------------|---------------------|
| <a href="#">100-0000-361000</a>                   | Interest Revenues                 | 200,000.00               | 200,000.00              | 34,213.56         | 197,244.08           | 197,244.08                     | 2,755.92            |
| <a href="#">100-0000-371200</a>                   | Fire Fund Donations               | 0.00                     | 0.00                    | 200.00            | 10,200.00            | 10,200.00                      | -10,200.00          |
| <a href="#">100-0000-371250</a>                   | Police Fund Donations             | 35,000.00                | 35,000.00               | 0.00              | 39,300.30            | 39,300.30                      | -4,300.30           |
| <a href="#">100-0000-389000</a>                   | Bank Charges & Misc.              | 0.00                     | 0.00                    | 1,932.34          | 14,684.92            | 14,684.92                      | -14,684.92          |
| <a href="#">100-0000-389150</a>                   | Rental Receipts                   | 75,000.00                | 75,000.00               | 2,100.00          | 60,800.00            | 60,800.00                      | 14,200.00           |
| <a href="#">100-0000-389175</a>                   | Event Receipts                    | 80,000.00                | 80,000.00               | 47,577.00         | 93,341.00            | 93,341.00                      | -13,341.00          |
| <a href="#">100-0000-391220</a>                   | Transfers In - Sanitation Fund    | 440,000.00               | 440,000.00              | 0.00              | 0.00                 | 0.00                           | 440,000.00          |
| <a href="#">100-0000-391230</a>                   | Transfer In Hotel/Motel           | 50,000.00                | 50,000.00               | 2,497.68          | 20,568.51            | 20,568.51                      | 29,431.49           |
| <a href="#">100-0000-392001</a>                   | Comp For Loss Of Gen Fixed Assets | 0.00                     | 0.00                    | 0.00              | 3.30                 | 3.30                           | -3.30               |
| <b>Department: 0000 - Non-Departmental Total:</b> |                                   | <b>17,229,500.00</b>     | <b>17,229,500.00</b>    | <b>575,557.54</b> | <b>17,014,857.69</b> | <b>17,014,857.69</b>           | <b>214,642.31</b>   |

## Department: 1100 - Legislative

|                                              |                               |                  |                  |                 |                  |                  |                 |
|----------------------------------------------|-------------------------------|------------------|------------------|-----------------|------------------|------------------|-----------------|
| <a href="#">100-1100-511100</a>              | Salaries & Wages              | 48,000.00        | 48,000.00        | 4,000.00        | 44,000.00        | 44,000.00        | 4,000.00        |
| <a href="#">100-1100-512200</a>              | Fica & Medicare               | 3,672.00         | 3,672.00         | 306.00          | 3,366.00         | 3,366.00         | 306.00          |
| <a href="#">100-1100-512400</a>              | Payments To Retirement        | 8,545.84         | 8,545.84         | 1,019.94        | 8,189.06         | 8,189.06         | 356.78          |
| <a href="#">100-1100-512810</a>              | Uniforms                      | 1,500.00         | 118.89           | 0.00            | 118.89           | 118.89           | 0.00            |
| <a href="#">100-1100-521201</a>              | Legal Expenses                | 0.00             | 19,423.46        | 0.00            | 19,423.46        | 19,423.46        | 0.00            |
| <a href="#">100-1100-521301</a>              | Computer Services             | 1,000.00         | 721.00           | 0.00            | 721.00           | 721.00           | 0.00            |
| <a href="#">100-1100-522206</a>              | Computer Repair & Maintenance | 0.00             | 2,623.44         | 26.24           | 2,623.44         | 2,623.44         | 0.00            |
| <a href="#">100-1100-523301</a>              | Advertising Expense           | 0.00             | 75.00            | 75.00           | 75.00            | 75.00            | 0.00            |
| <a href="#">100-1100-523400</a>              | Printing & Binding            | 250.00           | 330.02           | 0.00            | 330.02           | 330.02           | 0.00            |
| <a href="#">100-1100-523500</a>              | Travel                        | 3,000.00         | 1,312.00         | 0.00            | 575.00           | 575.00           | 737.00          |
| <a href="#">100-1100-523600</a>              | Dues & Fees                   | 1,500.00         | 0.00             | 0.00            | 0.00             | 0.00             | 0.00            |
| <a href="#">100-1100-523700</a>              | Education & Training          | 20,000.00        | 2,770.00         | 0.00            | 2,770.00         | 2,770.00         | 0.00            |
| <a href="#">100-1100-523900</a>              | Other                         | 1,000.00         | 1,986.75         | 140.40          | 1,986.75         | 1,986.75         | 0.00            |
| <a href="#">100-1100-529910</a>              | Municipal Meetings            | 1,000.00         | 921.17           | 11.44           | 921.17           | 921.17           | 0.00            |
| <a href="#">100-1100-531100</a>              | General Supplies & Mater      | 1,000.00         | 247.15           | 0.00            | 247.15           | 247.15           | 0.00            |
| <a href="#">100-1100-531300</a>              | Food                          | 500.00           | 232.56           | 128.37          | 231.81           | 231.81           | 0.75            |
| <a href="#">100-1100-531700</a>              | Other Supplies                | 500.00           | 488.56           | 0.00            | 129.94           | 129.94           | 358.62          |
| <b>Department: 1100 - Legislative Total:</b> |                               | <b>91,467.84</b> | <b>91,467.84</b> | <b>5,707.39</b> | <b>85,708.69</b> | <b>85,708.69</b> | <b>5,759.15</b> |

## Department: 1300 - Executive

|                                            |                            |                   |                   |                  |                   |                   |                   |
|--------------------------------------------|----------------------------|-------------------|-------------------|------------------|-------------------|-------------------|-------------------|
| <a href="#">100-1300-511100</a>            | Salaries & Wages           | 511,515.00        | 511,515.00        | 49,529.45        | 398,008.34        | 398,008.34        | 113,506.66        |
| <a href="#">100-1300-511300</a>            | Overtime Pay               | 0.00              | 25.08             | 8.36             | 25.08             | 25.08             | 0.00              |
| <a href="#">100-1300-512100</a>            | Group Insurance            | 156,999.00        | 156,999.00        | 9,176.25         | 104,787.78        | 104,787.78        | 52,211.22         |
| <a href="#">100-1300-512200</a>            | Fica & Medicare            | 38,911.00         | 38,911.00         | 3,793.76         | 30,676.30         | 30,676.30         | 8,234.70          |
| <a href="#">100-1300-512400</a>            | Payments To Retirement     | 74,558.00         | 74,558.00         | 0.00             | 63,632.27         | 63,632.27         | 10,925.73         |
| <a href="#">100-1300-512700</a>            | Workers Compensation       | 1,165.00          | 1,165.00          | 0.00             | 2,964.33          | 2,964.33          | -1,799.33         |
| <a href="#">100-1300-512810</a>            | Uniforms                   | 4,500.00          | 4,500.00          | 0.00             | 321.06            | 321.06            | 4,178.94          |
| <a href="#">100-1300-521200</a>            | Professional Services      | 15,000.00         | 27,000.00         | 2,000.00         | 27,000.00         | 27,000.00         | 0.00              |
| <a href="#">100-1300-521202</a>            | Engineering Fees           | 50,000.00         | 7,576.67          | 0.00             | 0.00              | 0.00              | 7,576.67          |
| <a href="#">100-1300-521302</a>            | Drug Testing               | 0.00              | 50.00             | 0.00             | 50.00             | 50.00             | 0.00              |
| <a href="#">100-1300-523400</a>            | Printing & Binding         | 0.00              | 77.16             | 0.00             | 77.16             | 77.16             | 0.00              |
| <a href="#">100-1300-523500</a>            | Travel                     | 967.00            | 1,608.64          | 0.00             | 1,608.64          | 1,608.64          | 0.00              |
| <a href="#">100-1300-523510</a>            | City Manager Car Allowance | 9,125.00          | 9,125.00          | 1,050.00         | 8,400.00          | 8,400.00          | 725.00            |
| <a href="#">100-1300-523600</a>            | Dues & Fees                | 8,000.00          | 4,110.00          | 400.00           | 955.00            | 955.00            | 3,155.00          |
| <a href="#">100-1300-523700</a>            | Education & Training       | 3,000.00          | 3,000.00          | 0.00             | 2,801.00          | 2,801.00          | 199.00            |
| <a href="#">100-1300-523900</a>            | Other                      | 2,500.00          | 4,493.59          | 3,992.98         | 4,391.59          | 4,391.59          | 102.00            |
| <a href="#">100-1300-529989</a>            | Contingency                | 1,000.00          | 1,000.00          | 0.00             | 0.00              | 0.00              | 1,000.00          |
| <a href="#">100-1300-531100</a>            | General Supplies & Mater   | 1,000.00          | 1,398.50          | 0.00             | 1,223.50          | 1,223.50          | 175.00            |
| <a href="#">100-1300-531101</a>            | Office Supplies            | 1,000.00          | 4,234.16          | 206.03           | 4,234.16          | 4,234.16          | 0.00              |
| <a href="#">100-1300-531114</a>            | Flowers & Plants           | 750.00            | 750.00            | 0.00             | 221.49            | 221.49            | 528.51            |
| <a href="#">100-1300-531300</a>            | Food                       | 1,000.00          | 2,736.29          | 0.00             | 2,588.84          | 2,588.84          | 147.45            |
| <a href="#">100-1300-531600</a>            | Small Equipment <\$20000   | 1,000.00          | 2,656.91          | 0.00             | 2,656.91          | 2,656.91          | 0.00              |
| <a href="#">100-1300-531700</a>            | Other Supplies             | 500.00            | 0.00              | 0.00             | 0.00              | 0.00              | 0.00              |
| <b>Department: 1300 - Executive Total:</b> |                            | <b>882,490.00</b> | <b>857,490.00</b> | <b>70,156.83</b> | <b>656,623.45</b> | <b>656,623.45</b> | <b>200,866.55</b> |

## Department: 1510 - Financial Administration

|                                 |                  |            |            |           |            |            |           |
|---------------------------------|------------------|------------|------------|-----------|------------|------------|-----------|
| <a href="#">100-1510-511100</a> | Salaries & Wages | 481,637.00 | 481,637.00 | 55,038.30 | 415,701.40 | 415,701.40 | 65,935.60 |
| <a href="#">100-1510-511300</a> | Overtime Pay     | 1,658.00   | 2,083.45   | 234.72    | 2,083.45   | 2,083.45   | 0.00      |
| <a href="#">100-1510-512100</a> | Group Insurance  | 206,175.00 | 206,175.00 | 18,184.75 | 194,315.50 | 194,315.50 | 11,859.50 |

## Income Statement

For Fiscal: 2025-2026 Period

Section 3, Item 1.

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|                                                           |                                  | Original<br>Total Budget | Current<br>Total Budget | MTD Activity      | YTD Activity        | YTD Activity +<br>Encumbrances | Budget<br>Remaining |
|-----------------------------------------------------------|----------------------------------|--------------------------|-------------------------|-------------------|---------------------|--------------------------------|---------------------|
| <a href="#">100-1510-512200</a>                           | Fica & Medicare                  | 36,753.00                | 36,753.00               | 4,063.58          | 31,063.19           | 31,063.19                      | 5,689.81            |
| <a href="#">100-1510-512400</a>                           | Payments To Retirement           | 64,307.00                | 64,157.89               | 0.00              | 61,468.30           | 61,468.30                      | 2,689.59            |
| <a href="#">100-1510-512700</a>                           | Workers Compensation             | 4,708.00                 | 4,708.00                | 0.00              | 8,215.89            | 8,215.89                       | -3,507.89           |
| <a href="#">100-1510-512810</a>                           | Uniforms                         | 500.00                   | 500.00                  | 0.00              | 0.00                | 0.00                           | 500.00              |
| <a href="#">100-1510-521101</a>                           | Fifa Expense                     | 1,500.00                 | 1,500.00                | 91.00             | 1,327.00            | 1,327.00                       | 173.00              |
| <a href="#">100-1510-521200</a>                           | City Attorney & Retainer         | 250,000.00               | 250,000.00              | 41,527.03         | 248,179.60          | 248,179.60                     | 1,820.40            |
| <a href="#">100-1510-521203</a>                           | Audit Fees                       | 33,250.00                | 32,537.41               | 0.00              | 30,750.00           | 30,750.00                      | 1,787.41            |
| <a href="#">100-1510-521205</a>                           | Cpa Expense                      | 12,000.00                | 12,563.75               | 3,938.75          | 12,563.75           | 12,563.75                      | 0.00                |
| <a href="#">100-1510-521207</a>                           | Codification Of City Code        | 7,000.00                 | 7,000.00                | 0.00              | 0.00                | 0.00                           | 7,000.00            |
| <a href="#">100-1510-521302</a>                           | Drug Testing                     | 50.00                    | 100.00                  | 0.00              | 100.00              | 100.00                         | 0.00                |
| <a href="#">100-1510-523130</a>                           | General Liability                | 86,500.00                | 106,901.00              | 0.00              | 106,901.00          | 106,901.00                     | 0.00                |
| <a href="#">100-1510-523201</a>                           | Postage                          | 9,500.00                 | 9,500.00                | 504.87            | 6,927.33            | 6,927.33                       | 2,572.67            |
| <a href="#">100-1510-523301</a>                           | Advertising Expense              | 3,000.00                 | 3,000.00                | 624.00            | 1,531.50            | 1,531.50                       | 1,468.50            |
| <a href="#">100-1510-523400</a>                           | Printing & Binding               | 300.00                   | 875.58                  | 0.00              | 875.58              | 875.58                         | 0.00                |
| <a href="#">100-1510-523500</a>                           | Travel                           | 500.00                   | 0.00                    | 0.00              | 0.00                | 0.00                           | 0.00                |
| <a href="#">100-1510-523600</a>                           | Dues & Fees                      | 12,000.00                | 26,986.24               | 0.00              | 26,486.24           | 26,486.24                      | 500.00              |
| <a href="#">100-1510-523700</a>                           | Education & Training             | 2,000.00                 | 1,110.68                | 0.00              | 0.00                | 0.00                           | 1,110.68            |
| <a href="#">100-1510-523900</a>                           | Other                            | 2,500.00                 | 2,500.00                | 137.00            | 1,976.87            | 2,131.86                       | 368.14              |
| <a href="#">100-1510-531100</a>                           | General Supplies & Mater         | 4,000.00                 | 4,000.00                | 389.92            | 3,513.52            | 3,513.52                       | 486.48              |
| <a href="#">100-1510-531101</a>                           | Office Supplies                  | 8,000.00                 | 8,000.00                | 376.59            | 6,709.97            | 6,709.97                       | 1,290.03            |
| <a href="#">100-1510-531600</a>                           | Small Equipment <\$20000         | 1,000.00                 | 0.00                    | 0.00              | 0.00                | 0.00                           | 0.00                |
| <a href="#">100-1510-581200</a>                           | Principal - Loan                 | 116,916.00               | 116,916.00              | 0.00              | 87,446.49           | 87,446.49                      | 29,469.51           |
| <a href="#">100-1510-582200</a>                           | Interest - Loan                  | 16,027.00                | 16,027.00               | 0.00              | 12,259.47           | 12,259.47                      | 3,767.53            |
| <b>Department: 1510 - Financial Administration Total:</b> |                                  | <b>1,361,781.00</b>      | <b>1,395,532.00</b>     | <b>125,110.51</b> | <b>1,260,396.05</b> | <b>1,260,551.04</b>            | <b>134,980.96</b>   |
| <b>Department: 1535 - It - Data Processing/Mis</b>        |                                  |                          |                         |                   |                     |                                |                     |
| <a href="#">100-1535-511100</a>                           | Salaries & Wages                 | 182,224.00               | 182,224.00              | 20,955.58         | 163,694.10          | 163,694.10                     | 18,529.90           |
| <a href="#">100-1535-511300</a>                           | Overtime Pay                     | 936.00                   | 1,294.09                | 59.08             | 1,294.09            | 1,294.09                       | 0.00                |
| <a href="#">100-1535-512100</a>                           | Group Insurance                  | 51,159.00                | 51,159.00               | 3,403.25          | 36,050.75           | 36,050.75                      | 15,108.25           |
| <a href="#">100-1535-512200</a>                           | Fica & Medicare                  | 13,954.00                | 13,954.00               | 1,571.07          | 12,562.31           | 12,562.31                      | 1,391.69            |
| <a href="#">100-1535-512400</a>                           | Payments To Retirement           | 32,662.00                | 32,662.00               | 3,872.02          | 31,260.38           | 31,260.38                      | 1,401.62            |
| <a href="#">100-1535-512810</a>                           | Uniforms                         | 1,000.00                 | 1,000.00                | 0.00              | 434.72              | 434.72                         | 565.28              |
| <a href="#">100-1535-521202</a>                           | Engineering Fees                 | 0.00                     | 1,400.00                | 0.00              | 1,400.00            | 1,400.00                       | 0.00                |
| <a href="#">100-1535-521208</a>                           | Professional Service             | 1,000.00                 | 4,900.00                | 0.00              | 4,900.00            | 4,900.00                       | 0.00                |
| <a href="#">100-1535-521301</a>                           | Computer Services                | 169,220.00               | 154,119.59              | 1,356.98          | 148,068.12          | 140,349.99                     | 13,769.60           |
| <a href="#">100-1535-521302</a>                           | Drug Testing                     | 50.00                    | 50.00                   | 0.00              | 0.00                | 0.00                           | 50.00               |
| <a href="#">100-1535-522201</a>                           | Office Equip-Rep & Maint         | 18,000.00                | 21,436.07               | 800.32            | 20,944.60           | 20,944.60                      | 491.47              |
| <a href="#">100-1535-522206</a>                           | Computer Repair & Maintenance    | 2,500.00                 | 1,100.00                | 0.00              | 264.26              | 264.26                         | 835.74              |
| <a href="#">100-1535-523130</a>                           | General Liability                | 25,000.00                | 25,000.00               | 0.00              | 24,027.12           | 24,027.12                      | 972.88              |
| <a href="#">100-1535-523200</a>                           | Telephone                        | 56,380.00                | 56,627.84               | 4,650.15          | 54,831.77           | 54,831.77                      | 1,796.07            |
| <a href="#">100-1535-523201</a>                           | Postage                          | 200.00                   | 200.00                  | 0.00              | 0.00                | 0.00                           | 200.00              |
| <a href="#">100-1535-523600</a>                           | Dues & Fees                      | 200.00                   | 200.00                  | 0.00              | 0.00                | 0.00                           | 200.00              |
| <a href="#">100-1535-523700</a>                           | Education & Training             | 6,570.00                 | 2,670.00                | 0.00              | 0.00                | 0.00                           | 2,670.00            |
| <a href="#">100-1535-523900</a>                           | Other                            | 1,000.00                 | 1,000.00                | 0.00              | 72.44               | 72.44                          | 927.56              |
| <a href="#">100-1535-531100</a>                           | General Supplies & Mater         | 500.00                   | 500.00                  | 0.00              | 0.00                | 0.00                           | 500.00              |
| <a href="#">100-1535-531101</a>                           | Office Supplies                  | 1,000.00                 | 1,000.00                | 341.57            | 421.55              | 421.55                         | 578.45              |
| <a href="#">100-1535-531102</a>                           | Computer Supplies                | 5,250.00                 | 5,250.00                | 0.00              | 1,544.70            | 1,544.70                       | 3,705.30            |
| <a href="#">100-1535-531600</a>                           | Small Equipment <\$20000         | 28,100.00                | 39,158.41               | 2,835.00          | 27,023.88           | 39,277.53                      | -119.12             |
| <b>Department: 1535 - It - Data Processing/Mis Total:</b> |                                  | <b>596,905.00</b>        | <b>596,905.00</b>       | <b>39,845.02</b>  | <b>528,794.79</b>   | <b>533,330.31</b>              | <b>63,574.69</b>    |
| <b>Department: 1565 - General Gov Building &amp; PI</b>   |                                  |                          |                         |                   |                     |                                |                     |
| <a href="#">100-1565-511100</a>                           | Salaries & Wages                 | 204,161.00               | 204,161.00              | 23,509.03         | 172,695.76          | 172,695.76                     | 31,465.24           |
| <a href="#">100-1565-511300</a>                           | Overtime Pay                     | 564.00                   | 564.00                  | 0.00              | 0.00                | 0.00                           | 564.00              |
| <a href="#">100-1565-512100</a>                           | Group Insurance                  | 74,022.00                | 74,022.00               | 8,684.00          | 80,287.25           | 80,287.25                      | -6,265.25           |
| <a href="#">100-1565-512200</a>                           | Fica & Medicare                  | 15,642.00                | 15,642.00               | 1,693.66          | 12,558.51           | 12,558.51                      | 3,083.49            |
| <a href="#">100-1565-512400</a>                           | Payments To Retirement           | 36,300.00                | 36,300.00               | 4,338.14          | 34,794.13           | 34,794.13                      | 1,505.87            |
| <a href="#">100-1565-512700</a>                           | Workers Compensation             | 25,688.00                | 25,688.00               | 0.00              | 32,292.35           | 32,292.35                      | -6,604.35           |
| <a href="#">100-1565-512810</a>                           | Uniforms                         | 3,000.00                 | 3,000.00                | 1,416.97          | 2,033.91            | 2,033.91                       | 966.09              |
| <a href="#">100-1565-521200</a>                           | Contracted Professional Services | 40,000.00                | 40,000.00               | 5,032.27          | 35,890.62           | 35,890.62                      | 4,109.38            |
| <a href="#">100-1565-521302</a>                           | Drug Testing                     | 200.00                   | 200.00                  | 0.00              | 50.00               | 50.00                          | 150.00              |
| <a href="#">100-1565-522204</a>                           | Building Repairs & Maint         | 125,000.00               | 125,000.00              | 2,710.47          | 142,461.53          | 146,331.93                     | -21,331.93          |

## Income Statement

For Fiscal: 2025-2026 Period

Section 3, Item 1.

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|                                                                |                               | Original<br>Total Budget | Current<br>Total Budget | MTD Activity     | YTD Activity      | YTD Activity +<br>Encumbrances | Budget<br>Remaining |
|----------------------------------------------------------------|-------------------------------|--------------------------|-------------------------|------------------|-------------------|--------------------------------|---------------------|
| <a href="#">100-1565-522207</a>                                | Park Maintenance & Recreation | 2,500.00                 | 2,500.00                | 0.00             | 0.00              | 0.00                           | 2,500.00            |
| <a href="#">100-1565-523140</a>                                | Property Insurance            | 40,000.00                | 43,363.00               | 0.00             | 43,363.00         | 43,363.00                      | 0.00                |
| <a href="#">100-1565-523200</a>                                | Telephone                     | 0.00                     | 0.00                    | 72.75            | 72.75             | 72.75                          | -72.75              |
| <a href="#">100-1565-523700</a>                                | Education & Training          | 500.00                   | 500.00                  | 0.00             | 85.00             | 85.00                          | 415.00              |
| <a href="#">100-1565-523800</a>                                | Licenses                      | 150.00                   | 150.00                  | 110.00           | 110.00            | 110.00                         | 40.00               |
| <a href="#">100-1565-523900</a>                                | Other                         | 500.00                   | 500.00                  | 0.00             | 308.73            | 308.73                         | 191.27              |
| <a href="#">100-1565-531100</a>                                | General Supplies & Mater      | 10,000.00                | 10,000.00               | 1,412.71         | 8,721.17          | 8,721.17                       | 1,278.83            |
| <a href="#">100-1565-531105</a>                                | Hand Tools                    | 1,500.00                 | 1,500.00                | 760.06           | 800.03            | 800.03                         | 699.97              |
| <a href="#">100-1565-531210</a>                                | Water & Sewer Utility         | 60,000.00                | 60,000.00               | 6,330.36         | 44,279.57         | 44,279.57                      | 15,720.43           |
| <a href="#">100-1565-531220</a>                                | Natural Gas                   | 35,000.00                | 35,000.00               | 1,069.25         | 30,700.67         | 30,700.67                      | 4,299.33            |
| <a href="#">100-1565-531230</a>                                | Electricity                   | 180,000.00               | 180,000.00              | 15,907.40        | 169,058.31        | 169,058.31                     | 10,941.69           |
| <a href="#">100-1565-531600</a>                                | Small Equipment <\$20000      | 4,500.00                 | 4,500.00                | 2,619.98         | 2,619.98          | 2,619.98                       | 1,880.02            |
| <a href="#">100-1565-531700</a>                                | Other Supplies                | 2,000.00                 | 2,000.00                | 883.09           | 883.09            | 883.09                         | 1,116.91            |
| <a href="#">100-1565-541200</a>                                | Site Improvements             | 40,000.00                | 40,000.00               | 0.00             | 0.00              | 0.00                           | 40,000.00           |
| <a href="#">100-1565-542100</a>                                | Machinery                     | 0.00                     | 0.00                    | 0.00             | 20,500.00         | 0.00                           | 0.00                |
| <b>Department: 1565 - General Gov Building &amp; PI Total:</b> |                               | <b>901,227.00</b>        | <b>904,590.00</b>       | <b>76,550.14</b> | <b>834,566.36</b> | <b>817,936.76</b>              | <b>86,653.24</b>    |
| <b>Department: 2000 - Judicial</b>                             |                               |                          |                         |                  |                   |                                |                     |
| <a href="#">100-2000-511100</a>                                | Salaries & Wages              | 236,437.00               | 236,437.00              | 24,882.89        | 205,762.58        | 205,762.58                     | 30,674.42           |
| <a href="#">100-2000-511300</a>                                | Overtime Pay                  | 502.00                   | 502.00                  | 0.00             | 122.96            | 122.96                         | 379.04              |
| <a href="#">100-2000-512100</a>                                | Group Insurance               | 50,412.00                | 50,412.00               | 4,792.75         | 50,597.75         | 50,597.75                      | -185.75             |
| <a href="#">100-2000-512200</a>                                | Fica & Medicare               | 17,883.00                | 17,883.00               | 1,859.75         | 15,639.10         | 15,639.10                      | 2,243.90            |
| <a href="#">100-2000-512400</a>                                | Payments To Retirement        | 41,527.00                | 41,527.00               | 5,023.96         | 40,214.16         | 40,214.16                      | 1,312.84            |
| <a href="#">100-2000-521202</a>                                | Judge                         | 35,000.00                | 35,000.00               | 2,916.66         | 32,083.26         | 32,083.26                      | 2,916.74            |
| <a href="#">100-2000-521204</a>                                | Solicitor                     | 30,000.00                | 30,000.00               | 2,500.00         | 27,500.00         | 27,500.00                      | 2,500.00            |
| <a href="#">100-2000-521205</a>                                | Public Defender               | 20,000.00                | 20,000.00               | 0.00             | 11,409.00         | 11,409.00                      | 8,591.00            |
| <a href="#">100-2000-521210</a>                                | Contract Labor - Other        | 3,500.00                 | 3,500.00                | 400.00           | 2,840.91          | 2,840.91                       | 659.09              |
| <a href="#">100-2000-523500</a>                                | Travel                        | 1,500.00                 | 1,500.00                | 0.00             | 1,050.18          | 1,050.18                       | 449.82              |
| <a href="#">100-2000-523600</a>                                | Dues & Fees                   | 300.00                   | 300.00                  | 0.00             | 300.00            | 300.00                         | 0.00                |
| <a href="#">100-2000-523700</a>                                | Education & Training          | 2,000.00                 | 2,000.00                | 0.00             | 0.00              | 0.00                           | 2,000.00            |
| <a href="#">100-2000-523900</a>                                | Other                         | 500.00                   | 500.00                  | 2.23             | 20.07             | 20.07                          | 479.93              |
| <a href="#">100-2000-531100</a>                                | General Supplies & Mater      | 2,000.00                 | 2,000.00                | 0.00             | 1,658.98          | 1,658.98                       | 341.02              |
| <a href="#">100-2000-571010</a>                                | Prisoner Expense              | 40,000.00                | 36,500.00               | 2,699.41         | 24,160.12         | 24,160.12                      | 12,339.88           |
| <a href="#">100-2000-571030</a>                                | Peace Officer'S A&B Fund      | 45,000.00                | 32,000.00               | 3,424.68         | 26,401.81         | 26,401.81                      | 5,598.19            |
| <a href="#">100-2000-571040</a>                                | Local Victim Assistance Fund  | 25,000.00                | 25,000.00               | 1,473.99         | 12,196.54         | 12,196.54                      | 12,803.46           |
| <a href="#">100-2000-571050</a>                                | Drug Abuse Education          | 7,000.00                 | 7,000.00                | 0.00             | 1,739.82          | 1,739.82                       | 5,260.18            |
| <a href="#">100-2000-571060</a>                                | Courtware Solutions           | 66,000.00                | 92,500.00               | 5,500.00         | 103,500.00        | 103,500.00                     | -11,000.00          |
| <a href="#">100-2000-571090</a>                                | Consolidated Remittance       | 75,000.00                | 65,000.00               | 6,368.38         | 54,265.36         | 54,265.36                      | 10,734.64           |
| <b>Department: 2000 - Judicial Total:</b>                      |                               | <b>699,561.00</b>        | <b>699,561.00</b>       | <b>61,844.70</b> | <b>611,462.60</b> | <b>611,462.60</b>              | <b>88,098.40</b>    |
| <b>Department: 3200 - Police</b>                               |                               |                          |                         |                  |                   |                                |                     |
| <a href="#">100-3200-511100</a>                                | Salaries & Wages              | 2,417,668.00             | 2,412,668.00            | 253,324.49       | 2,047,454.73      | 2,047,454.73                   | 365,213.27          |
| <a href="#">100-3200-511300</a>                                | Overtime Pay                  | 149,100.00               | 149,100.00              | 8,770.61         | 134,824.73        | 134,824.73                     | 14,275.27           |
| <a href="#">100-3200-511301</a>                                | Overtime Pay Dea              | 19,811.00                | 24,811.00               | 2,556.49         | 23,470.21         | 23,470.21                      | 1,340.79            |
| <a href="#">100-3200-512100</a>                                | Group Insurance               | 853,578.00               | 853,578.00              | 66,870.75        | 706,849.25        | 706,849.25                     | 146,728.75          |
| <a href="#">100-3200-512200</a>                                | Fica & Medicare               | 197,990.00               | 197,990.00              | 19,465.19        | 164,510.27        | 164,510.27                     | 33,479.73           |
| <a href="#">100-3200-512400</a>                                | Payments To Retirement        | 430,402.00               | 430,402.00              | 51,372.16        | 411,859.82        | 411,859.82                     | 18,542.18           |
| <a href="#">100-3200-512700</a>                                | Workers Compensation          | 90,883.00                | 90,883.00               | 0.00             | 147,547.14        | 147,547.14                     | -56,664.14          |
| <a href="#">100-3200-512810</a>                                | Uniforms                      | 28,000.00                | 24,917.21               | 7,499.15         | 24,904.59         | 24,904.59                      | 12.62               |
| <a href="#">100-3200-521209</a>                                | Professional Service          | 8,500.00                 | 13,690.00               | 1,397.57         | 13,119.35         | 13,119.35                      | 570.65              |
| <a href="#">100-3200-521301</a>                                | Computer Services             | 500.00                   | 0.00                    | 0.00             | 0.00              | 0.00                           | 0.00                |
| <a href="#">100-3200-521302</a>                                | Pre-Employment Screening      | 2,000.00                 | 2,000.00                | 50.00            | 1,170.00          | 1,170.00                       | 830.00              |
| <a href="#">100-3200-522201</a>                                | Office Equip-Rep & Maint      | 1,500.00                 | 0.00                    | 0.00             | 0.00              | 0.00                           | 0.00                |
| <a href="#">100-3200-522202</a>                                | Auto & Truck Rep & Maint      | 0.00                     | 67.50                   | 0.00             | 67.50             | 67.50                          | 0.00                |
| <a href="#">100-3200-522203</a>                                | Mach & Equip Rep & Maint      | 8,500.00                 | 20,905.33               | 0.00             | 18,606.48         | 18,606.48                      | 2,298.85            |
| <a href="#">100-3200-523160</a>                                | Law Enforcement Liabili       | 30,000.00                | 61,252.00               | 0.00             | 61,252.00         | 61,252.00                      | 0.00                |
| <a href="#">100-3200-523400</a>                                | Printing & Binding            | 2,000.00                 | 700.00                  | 50.00            | 644.95            | 644.95                         | 55.05               |
| <a href="#">100-3200-523500</a>                                | Travel                        | 2,000.00                 | 3,300.00                | 0.00             | 3,271.62          | 3,271.62                       | 28.38               |
| <a href="#">100-3200-523600</a>                                | Dues & Fees                   | 3,000.00                 | 2,258.82                | 0.00             | 2,224.12          | 2,224.12                       | 34.70               |
| <a href="#">100-3200-523700</a>                                | Education & Training          | 6,000.00                 | 6,320.12                | 231.26           | 6,320.12          | 6,320.12                       | 0.00                |
| <a href="#">100-3200-523900</a>                                | Other                         | 3,000.00                 | 2,123.97                | 0.00             | 390.86            | 390.86                         | 1,733.11            |

## Income Statement

For Fiscal: 2025-2026 Period

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|                                                |                              | Original<br>Total Budget | Current<br>Total Budget | MTD Activity      | YTD Activity        | YTD Activity +<br>Encumbrances | Budget<br>Remaining |
|------------------------------------------------|------------------------------|--------------------------|-------------------------|-------------------|---------------------|--------------------------------|---------------------|
| <a href="#">100-3200-523905</a>                | Police Fund Expenses         | 40,000.00                | 40,000.00               | 0.00              | 34,557.63           | 34,557.63                      | 5,442.37            |
| <a href="#">100-3200-523910</a>                | D.A.R.E Expenses             | 1,500.00                 | 1,132.50                | 501.41            | 501.41              | 501.41                         | 631.09              |
| <a href="#">100-3200-531100</a>                | General Supplies & Mater     | 14,000.00                | 18,989.88               | 668.26            | 14,862.36           | 15,150.65                      | 3,839.23            |
| <a href="#">100-3200-531101</a>                | Office Supplies              | 13,000.00                | 4,500.00                | 153.19            | 3,338.45            | 3,338.45                       | 1,161.55            |
| <a href="#">100-3200-531104</a>                | Ammunition                   | 17,500.00                | 12,646.30               | 0.00              | 12,110.70           | 12,646.30                      | 0.00                |
| <a href="#">100-3200-531600</a>                | Small Equipment <\$20000     | 7,500.00                 | 4,948.37                | 0.00              | 4,948.37            | 4,948.37                       | 0.00                |
| <a href="#">100-3200-531730</a>                | Neighborhood Watch           | 500.00                   | 500.00                  | 0.00              | 0.00                | 0.00                           | 500.00              |
| <a href="#">100-3200-571010</a>                | Prisoner Expense             | 5,000.00                 | 5,000.00                | 0.00              | 0.00                | 331.99                         | 4,668.01            |
| <b>Department: 3200 - Police Total:</b>        |                              | <b>4,353,432.00</b>      | <b>4,384,684.00</b>     | <b>412,910.53</b> | <b>3,838,806.66</b> | <b>3,839,962.54</b>            | <b>544,721.46</b>   |
| <b>Department: 3500 - Fire</b>                 |                              |                          |                         |                   |                     |                                |                     |
| <a href="#">100-3500-511100</a>                | Salaries & Wages             | 2,316,465.00             | 2,316,465.00            | 260,272.72        | 2,061,416.16        | 2,061,416.16                   | 255,048.84          |
| <a href="#">100-3500-511300</a>                | Overtime Pay                 | 85,044.00                | 85,044.00               | 2,675.19          | 62,318.19           | 62,318.19                      | 22,725.81           |
| <a href="#">100-3500-512100</a>                | Group Insurance              | 681,000.00               | 681,000.00              | 49,790.75         | 529,549.75          | 529,549.75                     | 151,450.25          |
| <a href="#">100-3500-512110</a>                | Fire Cancer Insurance-Hb 146 | 4,500.00                 | 11,293.00               | 0.00              | 11,292.93           | 11,292.93                      | 0.07                |
| <a href="#">100-3500-512200</a>                | Fica & Medicare              | 182,950.00               | 182,950.00              | 19,415.74         | 159,487.59          | 159,487.59                     | 23,462.41           |
| <a href="#">100-3500-512400</a>                | Payments To Retirement       | 433,823.00               | 433,823.00              | 70,324.08         | 436,191.39          | 436,191.39                     | -2,368.39           |
| <a href="#">100-3500-512700</a>                | Workers Compensation         | 53,113.00                | 53,113.00               | 0.00              | 99,326.15           | 99,326.15                      | -46,213.15          |
| <a href="#">100-3500-512810</a>                | Uniforms                     | 26,000.00                | 25,763.25               | 94.47             | 6,202.82            | 21,370.82                      | 4,392.43            |
| <a href="#">100-3500-512108</a>                | Professional -Med Service    | 15,620.00                | 15,620.00               | 0.00              | 15,050.00           | 15,050.00                      | 570.00              |
| <a href="#">100-3500-512102</a>                | Drug Testing                 | 750.00                   | 750.00                  | 100.00            | 765.00              | 765.00                         | -15.00              |
| <a href="#">100-3500-522203</a>                | Mach & Equip Rep & Maint     | 30,000.00                | 28,000.00               | 6,083.67          | 31,395.61           | 27,113.99                      | 886.01              |
| <a href="#">100-3500-523500</a>                | Travel                       | 1,000.00                 | 1,000.00                | 0.00              | 0.00                | 0.00                           | 1,000.00            |
| <a href="#">100-3500-523600</a>                | Dues & Fees                  | 3,000.00                 | 1,500.00                | 0.00              | 84.00               | 84.00                          | 1,416.00            |
| <a href="#">100-3500-523700</a>                | Education & Training         | 5,000.00                 | 3,500.00                | 0.00              | 2,296.27            | 2,296.27                       | 1,203.73            |
| <a href="#">100-3500-523750</a>                | Fire Prevention & Train      | 3,000.00                 | 3,000.00                | 0.00              | 2,130.30            | 2,130.30                       | 869.70              |
| <a href="#">100-3500-523800</a>                | Licenses                     | 500.00                   | 886.75                  | 0.00              | 649.00              | 649.00                         | 237.75              |
| <a href="#">100-3500-523900</a>                | Other                        | 12,500.00                | 12,000.00               | 4,601.65          | 11,554.61           | 11,554.61                      | 445.39              |
| <a href="#">100-3500-523905</a>                | Fire Fund Expenses           | 0.00                     | 0.00                    | 0.00              | 9,147.56            | 9,147.56                       | -9,147.56           |
| <a href="#">100-3500-531100</a>                | General Supplies & Mater     | 10,000.00                | 10,000.00               | 1,718.56          | 9,850.91            | 9,850.91                       | 149.09              |
| <a href="#">100-3500-531101</a>                | Office Supplies              | 2,000.00                 | 2,000.00                | 118.38            | 400.10              | 400.10                         | 1,599.90            |
| <a href="#">100-3500-531270</a>                | Gasoline Expense             | 0.00                     | 0.00                    | 0.00              | 645.16              | 645.16                         | -645.16             |
| <a href="#">100-3500-531600</a>                | Small Equipment <\$20000     | 3,000.00                 | 7,000.00                | 0.00              | 4,014.57            | 4,014.57                       | 2,985.43            |
| <a href="#">100-3500-531700</a>                | Other Supplies               | 1,000.00                 | 0.00                    | 0.00              | 0.00                | 0.00                           | 0.00                |
| <a href="#">100-3500-531710</a>                | Medical Supplies             | 17,000.00                | 12,557.00               | 1,535.93          | 8,853.41            | 8,853.41                       | 3,703.59            |
| <a href="#">100-3500-542100</a>                | Machinery / Equipment        | 0.00                     | 39,608.40               | 0.00              | 39,608.40           | 39,608.40                      | 0.00                |
| <b>Department: 3500 - Fire Total:</b>          |                              | <b>3,887,265.00</b>      | <b>3,926,873.40</b>     | <b>416,731.14</b> | <b>3,502,229.88</b> | <b>3,513,116.26</b>            | <b>413,757.14</b>   |
| <b>Department: 4100 - Public Works</b>         |                              |                          |                         |                   |                     |                                |                     |
| <a href="#">100-4100-511100</a>                | Salaries & Wages             | 328,437.00               | 328,437.00              | 36,217.48         | 292,287.64          | 292,287.64                     | 36,149.36           |
| <a href="#">100-4100-511300</a>                | Overtime Pay                 | 3,534.00                 | 3,534.00                | 30.31             | 30.31               | 30.31                          | 3,503.69            |
| <a href="#">100-4100-512100</a>                | Group Insurance              | 166,296.00               | 166,296.00              | 11,577.50         | 154,213.75          | 154,213.75                     | 12,082.25           |
| <a href="#">100-4100-512200</a>                | Fica & Medicare              | 26,638.00                | 26,638.00               | 2,605.56          | 21,090.52           | 21,090.52                      | 5,547.48            |
| <a href="#">100-4100-512400</a>                | Payments To Retirement       | 58,372.00                | 58,372.00               | 6,979.64          | 56,319.50           | 56,319.50                      | 2,052.50            |
| <a href="#">100-4100-512700</a>                | Workers Compensation         | 42,087.00                | 42,087.00               | 0.00              | 69,172.27           | 69,172.27                      | -27,085.27          |
| <a href="#">100-4100-512810</a>                | Uniforms                     | 8,000.00                 | 8,000.00                | 2,536.00          | 5,455.00            | 5,455.00                       | 2,545.00            |
| <a href="#">100-4100-512102</a>                | Drug Testing                 | 100.00                   | 100.00                  | 0.00              | 100.00              | 100.00                         | 0.00                |
| <a href="#">100-4100-522140</a>                | Lawn Care                    | 8,000.00                 | 8,000.00                | 449.00            | 2,281.46            | 2,281.46                       | 5,718.54            |
| <a href="#">100-4100-522203</a>                | Mach & Equip Rep & Maint     | 10,000.00                | 10,000.00               | 1,457.66          | 3,884.98            | 3,884.98                       | 6,115.02            |
| <a href="#">100-4100-522320</a>                | Rental-Equipment/Vehicle     | 4,500.00                 | 4,500.00                | 0.00              | 2,969.00            | 2,969.00                       | 1,531.00            |
| <a href="#">100-4100-523900</a>                | Other                        | 10,000.00                | 3,000.00                | 0.00              | 692.93              | 692.93                         | 2,307.07            |
| <a href="#">100-4100-531100</a>                | General Supplies & Mater     | 10,000.00                | 18,000.00               | 2,244.52          | 14,587.83           | 16,598.63                      | 1,401.37            |
| <a href="#">100-4100-531105</a>                | Hand Tools                   | 2,000.00                 | 2,000.00                | 0.00              | 0.00                | 0.00                           | 2,000.00            |
| <a href="#">100-4100-531600</a>                | Small Equipment <\$20000     | 5,000.00                 | 4,000.00                | 679.99            | 679.99              | 679.99                         | 3,320.01            |
| <a href="#">100-4100-531700</a>                | Other Supplies               | 10,000.00                | 10,000.00               | 2,393.24          | 8,459.20            | 8,459.20                       | 1,540.80            |
| <b>Department: 4100 - Public Works Total:</b>  |                              | <b>692,964.00</b>        | <b>692,964.00</b>       | <b>67,170.90</b>  | <b>632,224.38</b>   | <b>634,235.18</b>              | <b>58,728.82</b>    |
| <b>Department: 4200 - Highways And Streets</b> |                              |                          |                         |                   |                     |                                |                     |
| <a href="#">100-4200-511100</a>                | Salaries & Wages             | 140,395.00               | 140,395.00              | 15,560.99         | 124,709.18          | 124,709.18                     | 15,685.82           |
| <a href="#">100-4200-511300</a>                | Overtime Pay                 | 3,332.00                 | 3,332.00                | 0.00              | 936.95              | 936.95                         | 2,395.05            |
| <a href="#">100-4200-512100</a>                | Group Insurance              | 59,760.00                | 59,760.00               | 5,457.75          | 57,646.50           | 57,646.50                      | 2,113.50            |



## Income Statement

For Fiscal: 2025-2026 Period

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|                                                               |                                           | Original<br>Total Budget | Current<br>Total Budget | MTD Activity      | YTD Activity        | YTD Activity +<br>Encumbrances | Budget<br>Remaining |
|---------------------------------------------------------------|-------------------------------------------|--------------------------|-------------------------|-------------------|---------------------|--------------------------------|---------------------|
| <a href="#">100-4200-512200</a>                               | Fica & Medicare                           | 11,335.00                | 11,335.00               | 1,155.92          | 9,392.36            | 9,392.36                       | 1,942.64            |
| <a href="#">100-4200-512400</a>                               | Payments To Retirement                    | 49,500.00                | 49,500.00               | 2,983.20          | 23,893.92           | 23,893.92                      | 25,606.08           |
| <a href="#">100-4200-512810</a>                               | Uniforms                                  | 4,000.00                 | 4,000.00                | 1,476.86          | 2,987.85            | 2,987.85                       | 1,012.15            |
| <a href="#">100-4200-521202</a>                               | Engineering Fees                          | 50,000.00                | 50,000.00               | 9,171.25          | 30,238.70           | 30,238.70                      | 19,761.30           |
| <a href="#">100-4200-521302</a>                               | Drug Testing                              | 100.00                   | 100.00                  | 0.00              | 0.00                | 0.00                           | 100.00              |
| <a href="#">100-4200-521303</a>                               | Technical Services                        | 3,000.00                 | 3,000.00                | 0.00              | 0.00                | 0.00                           | 3,000.00            |
| <a href="#">100-4200-521307</a>                               | Technical Service-Mapping                 | 5,000.00                 | 5,000.00                | 0.00              | 0.00                | 0.00                           | 5,000.00            |
| <a href="#">100-4200-522203</a>                               | Mach & Equip Rep & Maint                  | 15,000.00                | 15,000.00               | 409.02            | 6,717.97            | 6,717.97                       | 8,282.03            |
| <a href="#">100-4200-522210</a>                               | LMIG Repair & Maintenance                 | 0.00                     | 403,365.00              | 89,150.94         | 383,239.62          | 383,239.62                     | 20,125.38           |
| <a href="#">100-4200-522211</a>                               | Sidewalk Repair & Maint                   | 50,000.00                | 50,000.00               | 950.00            | 10,086.50           | 10,086.50                      | 39,913.50           |
| <a href="#">100-4200-523301</a>                               | Advertising Expense                       | 0.00                     | 100.00                  | 0.00              | 0.00                | 75.00                          | 25.00               |
| <a href="#">100-4200-523700</a>                               | Education & Training                      | 1,000.00                 | 500.00                  | 0.00              | 0.00                | 0.00                           | 500.00              |
| <a href="#">100-4200-523800</a>                               | Licenses                                  | 250.00                   | 250.00                  | 0.00              | 0.00                | 0.00                           | 250.00              |
| <a href="#">100-4200-523900</a>                               | Other                                     | 2,000.00                 | 2,400.00                | 0.00              | 2,066.28            | 2,066.28                       | 333.72              |
| <a href="#">100-4200-531100</a>                               | General Supplies & Mater                  | 15,000.00                | 30,000.00               | 6,226.01          | 26,899.04           | 26,899.04                      | 3,100.96            |
| <a href="#">100-4200-531105</a>                               | Hand Tools                                | 2,500.00                 | 2,500.00                | 0.00              | 0.00                | 0.00                           | 2,500.00            |
| <a href="#">100-4200-531109</a>                               | Chemicals                                 | 4,500.00                 | 4,500.00                | 2,312.50          | 2,312.50            | 2,312.50                       | 2,187.50            |
| <a href="#">100-4200-531110</a>                               | Street Repair                             | 615,141.00               | 615,141.00              | 3,250.00          | 28,710.00           | 28,710.00                      | 586,431.00          |
| <a href="#">100-4200-531111</a>                               | Traffic Light Maintenance                 | 2,000.00                 | 2,000.00                | 0.00              | 0.00                | 0.00                           | 2,000.00            |
| <a href="#">100-4200-531112</a>                               | Flowers & Plants                          | 166,000.00               | 0.00                    | 0.00              | 0.00                | 0.00                           | 0.00                |
| <a href="#">100-4200-531113</a>                               | Street Signs                              | 15,000.00                | 15,000.00               | 1,814.34          | 12,843.15           | 12,843.15                      | 2,156.85            |
| <a href="#">100-4200-531531</a>                               | Traffic Signal - Utility                  | 2,000.00                 | 2,000.00                | 174.48            | 1,637.56            | 1,637.56                       | 362.44              |
| <a href="#">100-4200-531532</a>                               | Street Light - Utility                    | 200,000.00               | 210,000.00              | 25,792.87         | 209,459.94          | 209,459.94                     | 540.06              |
| <a href="#">100-4200-531600</a>                               | Small Equipment <\$20000                  | 5,000.00                 | 5,000.00                | 0.00              | 2,655.05            | 2,655.05                       | 2,344.95            |
| <a href="#">100-4200-531610</a>                               | Infrastructure < \$25,000                 | 25,000.00                | 0.00                    | 0.00              | 0.00                | 0.00                           | 0.00                |
| <b>Department: 4200 - Highways And Streets Total:</b>         |                                           | <b>1,446,813.00</b>      | <b>1,684,178.00</b>     | <b>165,886.13</b> | <b>936,433.07</b>   | <b>936,508.07</b>              | <b>747,669.93</b>   |
| <b>Department: 4900 - Fleet Maintenance &amp; Shop</b>        |                                           |                          |                         |                   |                     |                                |                     |
| <a href="#">100-4900-511100</a>                               | Salaries & Wages                          | 250,117.00               | 250,117.00              | 28,264.27         | 220,872.50          | 220,872.50                     | 29,244.50           |
| <a href="#">100-4900-511300</a>                               | Overtime Pay                              | 1,025.00                 | 1,025.00                | 0.00              | 59.65               | 59.65                          | 965.35              |
| <a href="#">100-4900-512100</a>                               | Group Insurance                           | 117,489.00               | 117,489.00              | 9,703.50          | 108,173.75          | 108,173.75                     | 9,315.25            |
| <a href="#">100-4900-512200</a>                               | Fica & Medicare                           | 18,830.00                | 18,830.00               | 2,042.43          | 15,914.33           | 15,914.33                      | 2,915.67            |
| <a href="#">100-4900-512400</a>                               | Payments To Retirement                    | 44,527.00                | 44,527.00               | 5,314.64          | 42,562.16           | 42,562.16                      | 1,964.84            |
| <a href="#">100-4900-512700</a>                               | Workers Compensation                      | 3,615.00                 | 3,615.00                | 0.00              | 5,438.71            | 5,438.71                       | -1,823.71           |
| <a href="#">100-4900-512810</a>                               | Uniforms                                  | 4,000.00                 | 4,000.00                | 231.54            | 2,572.17            | 2,572.17                       | 1,427.83            |
| <a href="#">100-4900-521302</a>                               | Drug Testing                              | 50.00                    | 50.00                   | 0.00              | 0.00                | 0.00                           | 50.00               |
| <a href="#">100-4900-522202</a>                               | Auto & Truck Rep & Maint                  | 150,000.00               | 150,000.00              | 19,978.03         | 133,516.93          | 134,131.71                     | 15,868.29           |
| <a href="#">100-4900-522203</a>                               | Mach & Equip Rep & Maint                  | 5,500.00                 | 5,500.00                | 0.00              | 2,011.55            | 2,011.55                       | 3,488.45            |
| <a href="#">100-4900-523170</a>                               | Auto Liability                            | 160,000.00               | 160,000.00              | 0.00              | 136,287.29          | 136,287.29                     | 23,712.71           |
| <a href="#">100-4900-523500</a>                               | Travel                                    | 2,000.00                 | 2,000.00                | 0.00              | 0.00                | 0.00                           | 2,000.00            |
| <a href="#">100-4900-523600</a>                               | Dues & Fees                               | 250.00                   | 250.00                  | 0.00              | 0.00                | 0.00                           | 250.00              |
| <a href="#">100-4900-523700</a>                               | Education & Training                      | 1,000.00                 | 1,000.00                | 0.00              | 0.00                | 0.00                           | 1,000.00            |
| <a href="#">100-4900-523800</a>                               | Licenses                                  | 500.00                   | 500.00                  | 0.00              | 60.00               | 60.00                          | 440.00              |
| <a href="#">100-4900-523900</a>                               | Other                                     | 1,000.00                 | 1,000.00                | 17.95             | 365.14              | 365.14                         | 634.86              |
| <a href="#">100-4900-531100</a>                               | General Supplies & Mater                  | 5,000.00                 | 5,000.00                | 646.72            | 3,497.03            | 3,497.03                       | 1,502.97            |
| <a href="#">100-4900-531101</a>                               | Office Supplies                           | 1,000.00                 | 1,000.00                | 0.00              | 473.99              | 473.99                         | 526.01              |
| <a href="#">100-4900-531105</a>                               | Hand Tools                                | 5,000.00                 | 5,000.00                | 1,665.25          | 5,233.59            | 5,233.59                       | -233.59             |
| <a href="#">100-4900-531250</a>                               | Oil Expense                               | 7,500.00                 | 7,500.00                | 669.00            | 6,207.11            | 6,207.11                       | 1,292.89            |
| <a href="#">100-4900-531270</a>                               | Gasoline Expense                          | 220,000.00               | 220,000.00              | 26,224.58         | 194,178.00          | 194,178.00                     | 25,822.00           |
| <a href="#">100-4900-531600</a>                               | Small Equipment <\$20000                  | 22,500.00                | 22,500.00               | 0.00              | 22,633.01           | 22,633.01                      | -133.01             |
| <a href="#">100-4900-542100</a>                               | Machinery                                 | 11,000.00                | 11,000.00               | 0.00              | 0.00                | 0.00                           | 11,000.00           |
| <a href="#">100-4900-542200</a>                               | Vehicles                                  | 150,000.00               | 150,000.00              | 0.00              | 150,000.00          | 150,000.00                     | 0.00                |
| <b>Department: 4900 - Fleet Maintenance &amp; Shop Total:</b> |                                           | <b>1,181,903.00</b>      | <b>1,181,903.00</b>     | <b>94,757.91</b>  | <b>1,050,056.91</b> | <b>1,050,671.69</b>            | <b>131,231.31</b>   |
| <b>Department: 6500 - Libraries</b>                           |                                           |                          |                         |                   |                     |                                |                     |
| <a href="#">100-6500-522204</a>                               | Building Repairs & Maint                  | 6,000.00                 | 6,000.00                | 0.00              | 899.49              | 899.49                         | 5,100.51            |
| <a href="#">100-6500-572030</a>                               | Library - Azalea Regional Library Syst... | 133,238.00               | 133,238.00              | 33,309.50         | 133,238.00          | 133,238.00                     | 0.00                |
| <b>Department: 6500 - Libraries Total:</b>                    |                                           | <b>139,238.00</b>        | <b>139,238.00</b>       | <b>33,309.50</b>  | <b>134,137.49</b>   | <b>134,137.49</b>              | <b>5,100.51</b>     |
| <b>Department: 7400 - Planning &amp; Zoning</b>               |                                           |                          |                         |                   |                     |                                |                     |
| <a href="#">100-7400-511100</a>                               | Salaries & Wages                          | 278,882.00               | 278,882.00              | 31,425.73         | 249,984.26          | 249,984.26                     | 28,897.74           |

## Income Statement

For Fiscal: 2025-2026 Period

Section 3, Item 1.

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|                                                         |                             | Original<br>Total Budget | Current<br>Total Budget | MTD Activity         | YTD Activity        | YTD Activity +<br>Encumbrances | Budget<br>Remaining  |
|---------------------------------------------------------|-----------------------------|--------------------------|-------------------------|----------------------|---------------------|--------------------------------|----------------------|
| <a href="#">100-7400-511300</a>                         | Overtime Pay                | 500.00                   | 500.00                  | 60.61                | 169.57              | 169.57                         | 330.43               |
| <a href="#">100-7400-512100</a>                         | Group Insurance             | 39,300.00                | 39,300.00               | 5,823.75             | 47,065.75           | 47,065.75                      | -7,765.75            |
| <a href="#">100-7400-512200</a>                         | Fica & Medicare             | 21,277.00                | 21,277.00               | 2,361.31             | 19,290.69           | 19,290.69                      | 1,986.31             |
| <a href="#">100-7400-512400</a>                         | Payments To Retirement      | 49,514.00                | 49,514.00               | 5,925.86             | 47,482.84           | 47,482.84                      | 2,031.16             |
| <a href="#">100-7400-512810</a>                         | Uniforms                    | 1,000.00                 | 1,000.00                | 0.00                 | 0.00                | 0.00                           | 1,000.00             |
| <a href="#">100-7400-521202</a>                         | Engineering Fees            | 25,000.00                | 25,000.00               | 2,515.00             | 37,526.50           | 37,526.50                      | -12,526.50           |
| <a href="#">100-7400-521211</a>                         | Professional Consulting     | 0.00                     | 0.00                    | 0.00                 | 155,910.00          | 155,910.00                     | -155,910.00          |
| <a href="#">100-7400-521302</a>                         | Drug Testing                | 100.00                   | 100.00                  | 0.00                 | 50.00               | 50.00                          | 50.00                |
| <a href="#">100-7400-521312</a>                         | Planning Commissioners      | 2,400.00                 | 2,400.00                | 0.00                 | 296.00              | 296.00                         | 2,104.00             |
| <a href="#">100-7400-523301</a>                         | Advertising Expense         | 500.00                   | 500.00                  | 0.00                 | 150.00              | 150.00                         | 350.00               |
| <a href="#">100-7400-523400</a>                         | Printing & Binding          | 500.00                   | 500.00                  | 0.00                 | 0.00                | 0.00                           | 500.00               |
| <a href="#">100-7400-523500</a>                         | Travel                      | 1,000.00                 | 1,800.00                | 0.00                 | 506.18              | 1,158.42                       | 641.58               |
| <a href="#">100-7400-523600</a>                         | Dues & Fees                 | 400.00                   | 400.00                  | 37.44                | 282.90              | 282.90                         | 117.10               |
| <a href="#">100-7400-523700</a>                         | Education & Training        | 4,500.00                 | 3,700.00                | 0.00                 | 1,595.00            | 1,595.00                       | 2,105.00             |
| <a href="#">100-7400-523800</a>                         | Licenses                    | 400.00                   | 400.00                  | 0.00                 | 0.00                | 0.00                           | 400.00               |
| <a href="#">100-7400-523900</a>                         | Other                       | 1,000.00                 | 1,000.00                | 0.00                 | 15.99               | 15.99                          | 984.01               |
| <a href="#">100-7400-531100</a>                         | General Supplies & Mater    | 2,500.00                 | 2,500.00                | 0.00                 | 0.00                | 0.00                           | 2,500.00             |
| <a href="#">100-7400-531101</a>                         | Office Supplies             | 2,500.00                 | 2,500.00                | 153.26               | 1,722.32            | 1,722.32                       | 777.68               |
| <a href="#">100-7400-531102</a>                         | Computer Supplies           | 2,000.00                 | 2,000.00                | 0.00                 | 0.00                | 0.00                           | 2,000.00             |
| <a href="#">100-7400-531600</a>                         | Small Equipment <\$20000    | 500.00                   | 500.00                  | 0.00                 | 0.00                | 0.00                           | 500.00               |
| <a href="#">100-7400-531700</a>                         | Other Supplies              | 500.00                   | 500.00                  | 0.00                 | 83.26               | 83.26                          | 416.74               |
| <b>Department: 7400 - Planning &amp; Zoning Total:</b>  |                             | <b>434,273.00</b>        | <b>434,273.00</b>       | <b>48,302.96</b>     | <b>562,131.26</b>   | <b>562,783.50</b>              | <b>-128,510.50</b>   |
| <b>Department: 7545 - Economic Development -</b>        |                             |                          |                         |                      |                     |                                |                      |
| <a href="#">100-7545-511100</a>                         | Salaries & Wages            | 174,166.00               | 174,166.00              | 20,098.94            | 157,672.90          | 157,672.90                     | 16,493.10            |
| <a href="#">100-7545-511300</a>                         | Overtime Pay                | 67,143.00                | 67,143.00               | 29,291.76            | 56,275.54           | 56,275.54                      | 10,867.46            |
| <a href="#">100-7545-512100</a>                         | Group Insurance             | 59,973.00                | 59,973.00               | 5,425.50             | 57,481.75           | 57,481.75                      | 2,491.25             |
| <a href="#">100-7545-512200</a>                         | Fica & Medicare             | 14,887.00                | 14,887.00               | 3,630.31             | 15,888.84           | 15,888.84                      | -1,001.84            |
| <a href="#">100-7545-512400</a>                         | Payments To Retirement      | 30,961.00                | 30,961.00               | 3,700.80             | 29,776.00           | 29,776.00                      | 1,185.00             |
| <a href="#">100-7545-512810</a>                         | Uniforms                    | 300.00                   | 300.00                  | 0.00                 | 0.00                | 0.00                           | 300.00               |
| <a href="#">100-7545-523301</a>                         | Advertising Expense         | 2,500.00                 | 2,500.00                | 0.00                 | 3,625.00            | 3,625.00                       | -1,125.00            |
| <a href="#">100-7545-523400</a>                         | Printing & Binding          | 1,000.00                 | 1,000.00                | 7,661.00             | 7,661.00            | 7,661.00                       | -6,661.00            |
| <a href="#">100-7545-523500</a>                         | Travel                      | 3,000.00                 | 3,000.00                | 0.00                 | 674.35              | 3,028.81                       | -28.81               |
| <a href="#">100-7545-523600</a>                         | Dues & Fees                 | 2,500.00                 | 2,500.00                | 0.00                 | 924.00              | 924.00                         | 1,576.00             |
| <a href="#">100-7545-523900</a>                         | Other                       | 1,000.16                 | 1,000.16                | 50.00                | 100.00              | 100.00                         | 900.16               |
| <a href="#">100-7545-531100</a>                         | General Supplies & Mater    | 17,500.00                | 17,500.00               | 344.06               | 6,990.50            | 7,240.50                       | 10,259.50            |
| <a href="#">100-7545-531112</a>                         | Flowers & Plants            | 250.00                   | 250.00                  | 0.00                 | 0.00                | 0.00                           | 250.00               |
| <a href="#">100-7545-531300</a>                         | Food                        | 15,000.00                | 15,000.00               | 152.25               | 6,721.55            | 6,721.55                       | 8,278.45             |
| <a href="#">100-7545-542100</a>                         | Machinery and Equipment     | 50,000.00                | 50,000.00               | 0.00                 | 0.00                | 0.00                           | 50,000.00            |
| <a href="#">100-7545-572010</a>                         | Events - Etc.               | 120,000.00               | 120,000.00              | 6,532.70             | 72,032.58           | 103,096.07                     | 16,903.93            |
| <b>Department: 7545 - Economic Development - Total:</b> |                             | <b>560,180.16</b>        | <b>560,180.16</b>       | <b>76,887.32</b>     | <b>415,824.01</b>   | <b>449,491.96</b>              | <b>110,688.20</b>    |
| <b>Department: 9000 - 9000</b>                          |                             |                          |                         |                      |                     |                                |                      |
| <a href="#">100-9000-611040</a>                         | Transfer Out-DDA            | 0.00                     | 25,000.00               | 0.00                 | 25,000.00           | 25,000.00                      | 0.00                 |
| <b>Department: 9000 - 9000 Total:</b>                   |                             | <b>0.00</b>              | <b>25,000.00</b>        | <b>0.00</b>          | <b>25,000.00</b>    | <b>25,000.00</b>               | <b>0.00</b>          |
| <b>Fund: 100 - General Fund Surplus (Deficit):</b>      |                             | <b>0.00</b>              | <b>-345,339.40</b>      | <b>-1,119,613.44</b> | <b>1,940,462.09</b> | <b>1,903,338.15</b>            | <b>-2,248,677.55</b> |
| <b>Fund: 210 - Confiscated Asset Fund</b>               |                             |                          |                         |                      |                     |                                |                      |
| <b>Department: 0000 - Non-Departmental</b>              |                             |                          |                         |                      |                     |                                |                      |
| <a href="#">210-0000-381001</a>                         | Confiscated Assets          | 10,000.00                | 10,000.00               | 0.00                 | 0.00                | 0.00                           | 10,000.00            |
| <a href="#">210-0000-381010</a>                         | Federal Confiscated Assets  | 115,000.00               | 115,000.00              | 0.00                 | 31,179.49           | 31,179.49                      | 83,820.51            |
| <b>Department: 0000 - Non-Departmental Total:</b>       |                             | <b>125,000.00</b>        | <b>125,000.00</b>       | <b>0.00</b>          | <b>31,179.49</b>    | <b>31,179.49</b>               | <b>93,820.51</b>     |
| <b>Department: 3200 - Police</b>                        |                             |                          |                         |                      |                     |                                |                      |
| <a href="#">210-3200-523900</a>                         | Other                       | 0.00                     | 0.00                    | 0.00                 | 444.00              | 444.00                         | -444.00              |
| <a href="#">210-3200-523901</a>                         | Other -- Federal Forfeiture | 0.00                     | 66,500.00               | 0.00                 | 109,344.00          | 107,544.00                     | -41,044.00           |
| <a href="#">210-3200-531100</a>                         | General Supplies & Mater    | 25,000.00                | 25,000.00               | 0.00                 | 0.00                | 0.00                           | 25,000.00            |
| <a href="#">210-3200-531600</a>                         | Small Equipment <\$20000    | 100,000.00               | 100,000.00              | 0.00                 | 0.00                | 0.00                           | 100,000.00           |
| <a href="#">210-3200-542201</a>                         | Vehicles - Federal          | 0.00                     | 0.00                    | 0.00                 | 49,002.80           | 49,002.80                      | -49,002.80           |

## Income Statement

For Fiscal: 2025-2026 Period

Section 3, Item 1.

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|                                                                  | Original<br>Total Budget | Current<br>Total Budget | MTD Activity     | YTD Activity       | YTD Activity +<br>Encumbrances | Budget<br>Remaining |
|------------------------------------------------------------------|--------------------------|-------------------------|------------------|--------------------|--------------------------------|---------------------|
| <a href="#">210-3200-542400</a> Computer Equipment-Federal       | 0.00                     | 0.00                    | 0.00             | 29,310.00          | 29,310.00                      | -29,310.00          |
| <b>Department: 3200 - Police Total:</b>                          | <b>125,000.00</b>        | <b>191,500.00</b>       | <b>0.00</b>      | <b>188,100.80</b>  | <b>186,300.80</b>              | <b>5,199.20</b>     |
| <b>Fund: 210 - Confiscated Asset Fund Surplus (Deficit):</b>     | <b>0.00</b>              | <b>-66,500.00</b>       | <b>0.00</b>      | <b>-156,921.31</b> | <b>-155,121.31</b>             | <b>88,621.31</b>    |
| <b>Fund: 275 - Hotel/Motel Fund</b>                              |                          |                         |                  |                    |                                |                     |
| <b>Department: 0000 - Non-Departmental</b>                       |                          |                         |                  |                    |                                |                     |
| <a href="#">275-0000-314100</a> Hotel / Motel Tax                | 85,000.00                | 85,000.00               | 218.76           | 34,280.69          | 34,280.69                      | 50,719.31           |
| <b>Department: 0000 - Non-Departmental Total:</b>                | <b>85,000.00</b>         | <b>85,000.00</b>        | <b>218.76</b>    | <b>34,280.69</b>   | <b>34,280.69</b>               | <b>50,719.31</b>    |
| <b>Department: 7540 - Tourism</b>                                |                          |                         |                  |                    |                                |                     |
| <a href="#">275-7540-523301</a> Advertising Expense              | 25,000.00                | 25,000.00               | 1,100.00         | 9,989.84           | 9,989.84                       | 15,010.16           |
| <a href="#">275-7540-572010</a> Events - Tourism                 | 10,000.00                | 10,000.00               | 0.00             | 0.00               | 0.00                           | 10,000.00           |
| <a href="#">275-7540-611050</a> Transfer Out - General           | 50,000.00                | 50,000.00               | 2,497.68         | 20,568.51          | 20,568.51                      | 29,431.49           |
| <b>Department: 7540 - Tourism Total:</b>                         | <b>85,000.00</b>         | <b>85,000.00</b>        | <b>3,597.68</b>  | <b>30,558.35</b>   | <b>30,558.35</b>               | <b>54,441.65</b>    |
| <b>Fund: 275 - Hotel/Motel Fund Surplus (Deficit):</b>           | <b>0.00</b>              | <b>0.00</b>             | <b>-3,378.92</b> | <b>3,722.34</b>    | <b>3,722.34</b>                | <b>-3,722.34</b>    |
| <b>Fund: 320 - Gw Splost 2017</b>                                |                          |                         |                  |                    |                                |                     |
| <b>Department: 0000 - Non-Departmental</b>                       |                          |                         |                  |                    |                                |                     |
| <a href="#">320-0000-337101</a> Recreation Gw                    | 1,338,781.00             | 1,338,781.00            | 0.00             | 0.00               | 0.00                           | 1,338,781.00        |
| <a href="#">320-0000-337103</a> Transportation Gw                | 1,320,649.00             | 1,320,649.00            | 0.00             | 0.00               | 0.00                           | 1,320,649.00        |
| <a href="#">320-0000-337104</a> W&S Capital Improvements Gw      | 380,604.00               | 380,604.00              | 0.00             | 0.00               | 0.00                           | 380,604.00          |
| <a href="#">320-0000-361000</a> Interest Revenues                | 18,000.00                | 18,000.00               | 2,579.72         | 32,817.99          | 32,817.99                      | -14,817.99          |
| <b>Department: 0000 - Non-Departmental Total:</b>                | <b>3,058,034.00</b>      | <b>3,058,034.00</b>     | <b>2,579.72</b>  | <b>32,817.99</b>   | <b>32,817.99</b>               | <b>3,025,216.01</b> |
| <b>Department: 4200 - Highways And Streets</b>                   |                          |                         |                  |                    |                                |                     |
| <a href="#">320-4200-541410</a> Transp-Old Loganville Sidewalk   | 1,338,649.00             | 1,338,649.00            | 0.00             | 0.00               | 0.00                           | 1,338,649.00        |
| <b>Department: 4200 - Highways And Streets Total:</b>            | <b>1,338,649.00</b>      | <b>1,338,649.00</b>     | <b>0.00</b>      | <b>0.00</b>        | <b>0.00</b>                    | <b>1,338,649.00</b> |
| <b>Department: 4400 - Water</b>                                  |                          |                         |                  |                    |                                |                     |
| <a href="#">320-4400-541400</a> Infrastructure-Dest Park         | 380,604.00               | 380,604.00              | 0.00             | 0.00               | 0.00                           | 380,604.00          |
| <b>Department: 4400 - Water Total:</b>                           | <b>380,604.00</b>        | <b>380,604.00</b>       | <b>0.00</b>      | <b>0.00</b>        | <b>0.00</b>                    | <b>380,604.00</b>   |
| <b>Department: 6200 - Parks</b>                                  |                          |                         |                  |                    |                                |                     |
| <a href="#">320-6200-522207</a> Park Maintenance                 | 0.00                     | 0.00                    | 6,300.00         | 6,300.00           | 6,300.00                       | -6,300.00           |
| <a href="#">320-6200-541400</a> Recreation - Infrastructure      | 1,338,781.00             | 1,338,781.00            | 0.00             | 0.00               | 0.00                           | 1,338,781.00        |
| <b>Department: 6200 - Parks Total:</b>                           | <b>1,338,781.00</b>      | <b>1,338,781.00</b>     | <b>6,300.00</b>  | <b>6,300.00</b>    | <b>6,300.00</b>                | <b>1,332,481.00</b> |
| <b>Fund: 320 - Gw Splost 2017 Surplus (Deficit):</b>             | <b>0.00</b>              | <b>0.00</b>             | <b>-3,720.28</b> | <b>26,517.99</b>   | <b>26,517.99</b>               | <b>-26,517.99</b>   |
| <b>Fund: 321 - Wc Splost 2019</b>                                |                          |                         |                  |                    |                                |                     |
| <b>Department: 0000 - Non-Departmental</b>                       |                          |                         |                  |                    |                                |                     |
| <a href="#">321-0000-337103</a> Transportation Wc Splost 2019    | 3,218,898.44             | 3,218,898.44            | 0.00             | 0.00               | 0.00                           | 3,218,898.44        |
| <a href="#">321-0000-337104</a> Public Safety Wc Splost 2019     | 2,354,725.70             | 2,354,725.70            | 0.00             | 0.00               | 0.00                           | 2,354,725.70        |
| <a href="#">321-0000-337105</a> Parks And Rec Walton Splost 2019 | 226,192.86               | 226,192.86              | 0.00             | 0.00               | 0.00                           | 226,192.86          |
| <a href="#">321-0000-361000</a> Interest Revenues                | 270,000.00               | 270,000.00              | 18,763.46        | 234,448.30         | 234,448.30                     | 35,551.70           |
| <a href="#">321-0000-389000</a> Bank Charges & Misc.             | 0.00                     | 0.00                    | 0.00             | -35.00             | -35.00                         | 35.00               |
| <b>Department: 0000 - Non-Departmental Total:</b>                | <b>6,069,817.00</b>      | <b>6,069,817.00</b>     | <b>18,763.46</b> | <b>234,413.30</b>  | <b>234,413.30</b>              | <b>5,835,403.70</b> |
| <b>Department: 3200 - Police</b>                                 |                          |                         |                  |                    |                                |                     |
| <a href="#">321-3200-531600</a> Small Equipment <\$20000         | 0.00                     | 0.00                    | 0.00             | 0.00               | -226.99                        | 226.99              |
| <a href="#">321-3200-541300</a> Public Safety Buildings          | 2,354,725.70             | 2,226,173.70            | 0.00             | 0.00               | 0.00                           | 2,226,173.70        |
| <a href="#">321-3200-542200</a> Vehicles                         | 0.00                     | 128,552.00              | 1,158.00         | 170,889.52         | 122,026.52                     | 6,525.48            |
| <b>Department: 3200 - Police Total:</b>                          | <b>2,354,725.70</b>      | <b>2,354,725.70</b>     | <b>1,158.00</b>  | <b>170,889.52</b>  | <b>121,799.53</b>              | <b>2,232,926.17</b> |
| <b>Department: 3500 - Fire</b>                                   |                          |                         |                  |                    |                                |                     |
| <a href="#">321-3500-531600</a> Small Equipment <\$20000         | 0.00                     | 0.00                    | 0.00             | 29,822.47          | 29,822.47                      | -29,822.47          |
| <b>Department: 3500 - Fire Total:</b>                            | <b>0.00</b>              | <b>0.00</b>             | <b>0.00</b>      | <b>29,822.47</b>   | <b>29,822.47</b>               | <b>-29,822.47</b>   |
| <b>Department: 4200 - Highways And Streets</b>                   |                          |                         |                  |                    |                                |                     |
| <a href="#">321-4200-541400</a> Transportation Infrastructure    | 3,488,898.44             | 3,488,898.44            | 0.00             | 0.00               | 0.00                           | 3,488,898.44        |
| <b>Department: 4200 - Highways And Streets Total:</b>            | <b>3,488,898.44</b>      | <b>3,488,898.44</b>     | <b>0.00</b>      | <b>0.00</b>        | <b>0.00</b>                    | <b>3,488,898.44</b> |
| <b>Department: 6200 - Parks</b>                                  |                          |                         |                  |                    |                                |                     |
| <a href="#">321-6200-542100</a> Machinery/ Equipment             | 226,192.86               | 226,192.86              | 0.00             | 33,000.00          | 48,000.00                      | 178,192.86          |
| <b>Department: 6200 - Parks Total:</b>                           | <b>226,192.86</b>        | <b>226,192.86</b>       | <b>0.00</b>      | <b>33,000.00</b>   | <b>48,000.00</b>               | <b>178,192.86</b>   |
| <b>Fund: 321 - Wc Splost 2019 Surplus (Deficit):</b>             | <b>0.00</b>              | <b>0.00</b>             | <b>17,605.46</b> | <b>701.31</b>      | <b>34,791.30</b>               | <b>-34,791.30</b>   |

## Income Statement

For Fiscal: 2025-2026 Period

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|                                                                 |                                             | Original<br>Total Budget | Current<br>Total Budget | MTD Activity      | YTD Activity        | YTD Activity +<br>Encumbrances | Budget<br>Remaining  |
|-----------------------------------------------------------------|---------------------------------------------|--------------------------|-------------------------|-------------------|---------------------|--------------------------------|----------------------|
| <b>Fund: 323 - Walton county SPLOST 2025</b>                    |                                             |                          |                         |                   |                     |                                |                      |
| <b>Department: 0000 - Non-Departmental</b>                      |                                             |                          |                         |                   |                     |                                |                      |
| <a href="#">323-0000-337102</a>                                 | SPLOST 2025 Public Safety                   | 623,397.12               | 623,397.12              | 11,221.57         | 111,649.58          | 111,649.58                     | 511,747.54           |
| <a href="#">323-0000-337103</a>                                 | SPLOST 2025 Transportation                  | 5,015,513.69             | 5,015,513.69            | 90,282.66         | 726,222.35          | 726,222.35                     | 4,289,291.34         |
| <a href="#">323-0000-337104</a>                                 | SPLOST 2025 Public Utilities                | 5,440,557.22             | 5,440,557.22            | 97,933.73         | 974,396.34          | 974,396.34                     | 4,466,160.88         |
| <a href="#">323-0000-337105</a>                                 | SPLOST 2025 Parks & Recreation              | 255,026.12               | 255,026.12              | 4,590.64          | 45,674.83           | 45,674.83                      | 209,351.29           |
| <a href="#">323-0000-361000</a>                                 | Interest Revenues                           | 12,000.00                | 12,000.00               | 7,857.56          | 54,703.23           | 54,703.23                      | -42,703.23           |
| <a href="#">323-0000-389000</a>                                 | Bank Charges/ Misc                          | 0.00                     | 0.00                    | -20.00            | -220.00             | -220.00                        | 220.00               |
| <b>Department: 0000 - Non-Departmental Total:</b>               |                                             | <b>11,346,494.15</b>     | <b>11,346,494.15</b>    | <b>211,866.16</b> | <b>1,912,426.33</b> | <b>1,912,426.33</b>            | <b>9,434,067.82</b>  |
| <b>Department: 3200 - Police</b>                                |                                             |                          |                         |                   |                     |                                |                      |
| <a href="#">323-3200-542100</a>                                 | Machinery & Equipment                       | 311,698.49               | 311,698.49              | 0.00              | 0.00                | 0.00                           | 311,698.49           |
| <b>Department: 3200 - Police Total:</b>                         |                                             | <b>311,698.49</b>        | <b>311,698.49</b>       | <b>0.00</b>       | <b>0.00</b>         | <b>0.00</b>                    | <b>311,698.49</b>    |
| <b>Department: 3500 - Fire</b>                                  |                                             |                          |                         |                   |                     |                                |                      |
| <a href="#">323-3500-542100</a>                                 | Machinery & Equipment                       | 311,698.69               | 311,698.69              | 0.00              | 0.00                | 0.00                           | 311,698.69           |
| <b>Department: 3500 - Fire Total:</b>                           |                                             | <b>311,698.69</b>        | <b>311,698.69</b>       | <b>0.00</b>       | <b>0.00</b>         | <b>0.00</b>                    | <b>311,698.69</b>    |
| <b>Department: 4200 - Highways And Streets</b>                  |                                             |                          |                         |                   |                     |                                |                      |
| <a href="#">323-4200-541400</a>                                 | Transportation Streets and Sidewalks        | 5,015,513.69             | 5,015,513.69            | 0.00              | 0.00                | 0.00                           | 5,015,513.69         |
| <b>Department: 4200 - Highways And Streets Total:</b>           |                                             | <b>5,015,513.69</b>      | <b>5,015,513.69</b>     | <b>0.00</b>       | <b>0.00</b>         | <b>0.00</b>                    | <b>5,015,513.69</b>  |
| <b>Department: 4330 - Sewer Collections</b>                     |                                             |                          |                         |                   |                     |                                |                      |
| <a href="#">323-4330-541400</a>                                 | Sewer Infrastructure                        | 2,720,278.61             | 2,720,278.61            | 0.00              | 0.00                | 0.00                           | 2,720,278.61         |
| <b>Department: 4330 - Sewer Collections Total:</b>              |                                             | <b>2,720,278.61</b>      | <b>2,720,278.61</b>     | <b>0.00</b>       | <b>0.00</b>         | <b>0.00</b>                    | <b>2,720,278.61</b>  |
| <b>Department: 4400 - Water</b>                                 |                                             |                          |                         |                   |                     |                                |                      |
| <a href="#">323-4400-541400</a>                                 | Water Infrastructure                        | 2,720,278.61             | 2,720,278.61            | 0.00              | 0.00                | 0.00                           | 2,720,278.61         |
| <b>Department: 4400 - Water Total:</b>                          |                                             | <b>2,720,278.61</b>      | <b>2,720,278.61</b>     | <b>0.00</b>       | <b>0.00</b>         | <b>0.00</b>                    | <b>2,720,278.61</b>  |
| <b>Department: 6200 - Parks</b>                                 |                                             |                          |                         |                   |                     |                                |                      |
| <a href="#">323-6200-541400</a>                                 | Parks & Rec Infrastructure                  | 267,026.06               | 267,026.06              | 0.00              | 0.00                | 0.00                           | 267,026.06           |
| <b>Department: 6200 - Parks Total:</b>                          |                                             | <b>267,026.06</b>        | <b>267,026.06</b>       | <b>0.00</b>       | <b>0.00</b>         | <b>0.00</b>                    | <b>267,026.06</b>    |
| <b>Fund: 323 - Walton county SPLOST 2025 Surplus (Deficit):</b> |                                             | <b>0.00</b>              | <b>0.00</b>             | <b>211,866.16</b> | <b>1,912,426.33</b> | <b>1,912,426.33</b>            | <b>-1,912,426.33</b> |
| <b>Fund: 324 - GW SPLOST 2023</b>                               |                                             |                          |                         |                   |                     |                                |                      |
| <b>Department: 0000 - Non-Departmental</b>                      |                                             |                          |                         |                   |                     |                                |                      |
| <a href="#">324-0000-337101</a>                                 | Splost 23 Transportation                    | 2,559,746.00             | 2,559,746.00            | 41,435.72         | 304,350.12          | 304,350.12                     | 2,255,395.88         |
| <a href="#">324-0000-337102</a>                                 | Splost 23 - Public Safety-Facilities & E... | 600,000.00               | 600,000.00              | 9,450.25          | 99,723.89           | 99,723.89                      | 500,276.11           |
| <a href="#">324-0000-337103</a>                                 | Splost 23 Recreational                      | 750,000.00               | 750,000.00              | 12,358.02         | 130,408.17          | 130,408.17                     | 619,591.83           |
| <a href="#">324-0000-337104</a>                                 | Splost 23 Water & Sewer Capital Impr...     | 574,642.00               | 574,642.00              | 9,450.25          | 99,723.89           | 99,723.89                      | 474,918.11           |
| <a href="#">324-0000-361000</a>                                 | Interest Income                             | 36,000.00                | 36,000.00               | 3,669.88          | 39,212.23           | 39,212.23                      | -3,212.23            |
| <a href="#">324-0000-389000</a>                                 | Bank Charges and Misc                       | 0.00                     | 0.00                    | -95.32            | -1,049.19           | -1,049.19                      | 1,049.19             |
| <b>Department: 0000 - Non-Departmental Total:</b>               |                                             | <b>4,520,388.00</b>      | <b>4,520,388.00</b>     | <b>76,268.80</b>  | <b>672,369.11</b>   | <b>672,369.11</b>              | <b>3,848,018.89</b>  |
| <b>Department: 3200 - Police</b>                                |                                             |                          |                         |                   |                     |                                |                      |
| <a href="#">324-3200-541300</a>                                 | Police Public Safety Facilities             | 300,000.00               | 300,000.00              | 0.00              | 0.00                | 0.00                           | 300,000.00           |
| <b>Department: 3200 - Police Total:</b>                         |                                             | <b>300,000.00</b>        | <b>300,000.00</b>       | <b>0.00</b>       | <b>0.00</b>         | <b>0.00</b>                    | <b>300,000.00</b>    |
| <b>Department: 3500 - Fire</b>                                  |                                             |                          |                         |                   |                     |                                |                      |
| <a href="#">324-3500-541300</a>                                 | Fire Public Safety Facilities               | 300,000.00               | 300,000.00              | 0.00              | 0.00                | 40,719.59                      | 259,280.41           |
| <b>Department: 3500 - Fire Total:</b>                           |                                             | <b>300,000.00</b>        | <b>300,000.00</b>       | <b>0.00</b>       | <b>0.00</b>         | <b>40,719.59</b>               | <b>259,280.41</b>    |
| <b>Department: 4200 - Highways And Streets</b>                  |                                             |                          |                         |                   |                     |                                |                      |
| <a href="#">324-4200-541400</a>                                 | Transportation Infrastructure               | 2,595,746.00             | 2,595,746.00            | 0.00              | 0.00                | 0.00                           | 2,595,746.00         |
| <b>Department: 4200 - Highways And Streets Total:</b>           |                                             | <b>2,595,746.00</b>      | <b>2,595,746.00</b>     | <b>0.00</b>       | <b>0.00</b>         | <b>0.00</b>                    | <b>2,595,746.00</b>  |
| <b>Department: 4330 - Sewer Collections</b>                     |                                             |                          |                         |                   |                     |                                |                      |
| <a href="#">324-4330-541400</a>                                 | Sewer Infrastructure                        | 287,321.00               | 287,321.00              | 0.00              | 0.00                | 0.00                           | 287,321.00           |
| <b>Department: 4330 - Sewer Collections Total:</b>              |                                             | <b>287,321.00</b>        | <b>287,321.00</b>       | <b>0.00</b>       | <b>0.00</b>         | <b>0.00</b>                    | <b>287,321.00</b>    |
| <b>Department: 4400 - Water</b>                                 |                                             |                          |                         |                   |                     |                                |                      |
| <a href="#">324-4400-541400</a>                                 | Water Infrastructure                        | 287,321.00               | 287,321.00              | 0.00              | 0.00                | 0.00                           | 287,321.00           |
| <b>Department: 4400 - Water Total:</b>                          |                                             | <b>287,321.00</b>        | <b>287,321.00</b>       | <b>0.00</b>       | <b>0.00</b>         | <b>0.00</b>                    | <b>287,321.00</b>    |

## Income Statement

For Fiscal: 2025-2026 Period

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|                                                 |                                                                    | Original<br>Total Budget | Current<br>Total Budget | MTD Activity       | YTD Activity         | YTD Activity +<br>Encumbrances | Budget<br>Remaining |
|-------------------------------------------------|--------------------------------------------------------------------|--------------------------|-------------------------|--------------------|----------------------|--------------------------------|---------------------|
| <b>Department: 6200 - Parks</b>                 |                                                                    |                          |                         |                    |                      |                                |                     |
| <a href="#">324-6200-541400</a>                 | Recreational Infrastructure                                        | 750,000.00               | 750,000.00              | 0.00               | 0.00                 | 0.00                           | 750,000.00          |
|                                                 | <b>Department: 6200 - Parks Total:</b>                             | <b>750,000.00</b>        | <b>750,000.00</b>       | <b>0.00</b>        | <b>0.00</b>          | <b>0.00</b>                    | <b>750,000.00</b>   |
|                                                 | <b>Fund: 324 - GW SPLOST 2023 Surplus (Deficit):</b>               | <b>0.00</b>              | <b>0.00</b>             | <b>76,268.80</b>   | <b>672,369.11</b>    | <b>631,649.52</b>              | <b>-631,649.52</b>  |
| <b>Fund: 371 - ARPA</b>                         |                                                                    |                          |                         |                    |                      |                                |                     |
| <b>Department: 0000 - Non-Departmental</b>      |                                                                    |                          |                         |                    |                      |                                |                     |
| <a href="#">371-0000-361000</a>                 | Interest Revenue                                                   | 36,000.00                | 36,000.00               | 908.29             | 21,451.59            | 21,451.59                      | 14,548.41           |
| <a href="#">371-0000-399000</a>                 | Fund Balance For Budget Only                                       | 1,732,734.00             | 1,732,734.00            | 0.00               | 0.00                 | 0.00                           | 1,732,734.00        |
|                                                 | <b>Department: 0000 - Non-Departmental Total:</b>                  | <b>1,768,734.00</b>      | <b>1,768,734.00</b>     | <b>908.29</b>      | <b>21,451.59</b>     | <b>21,451.59</b>               | <b>1,747,282.41</b> |
| <b>Department: 4200 - Highways And Streets</b>  |                                                                    |                          |                         |                    |                      |                                |                     |
| <a href="#">371-4200-541400</a>                 | Street Infrastructure                                              | 418,734.00               | 418,734.00              | 0.00               | 99,837.72            | 99,837.72                      | 318,896.28          |
|                                                 | <b>Department: 4200 - Highways And Streets Total:</b>              | <b>418,734.00</b>        | <b>418,734.00</b>       | <b>0.00</b>        | <b>99,837.72</b>     | <b>99,837.72</b>               | <b>318,896.28</b>   |
| <b>Department: 4320 - Stormwater</b>            |                                                                    |                          |                         |                    |                      |                                |                     |
| <a href="#">371-4320-522205</a>                 | Infrastructure Repair & Maintenance                                | 0.00                     | 0.00                    | 0.00               | 187.50               | -10,939.93                     | 10,939.93           |
| <a href="#">371-4320-541400</a>                 | Infrastructure                                                     | 0.00                     | 0.00                    | 0.00               | -27,132.80           | -27,132.80                     | 27,132.80           |
|                                                 | <b>Department: 4320 - Stormwater Total:</b>                        | <b>0.00</b>              | <b>0.00</b>             | <b>0.00</b>        | <b>-26,945.30</b>    | <b>-38,072.73</b>              | <b>38,072.73</b>    |
| <b>Department: 4330 - Sewer Collections</b>     |                                                                    |                          |                         |                    |                      |                                |                     |
| <a href="#">371-4330-541400</a>                 | Infrastructure                                                     | 0.00                     | 0.00                    | 0.00               | 2,053.87             | 0.00                           | 0.00                |
|                                                 | <b>Department: 4330 - Sewer Collections Total:</b>                 | <b>0.00</b>              | <b>0.00</b>             | <b>0.00</b>        | <b>2,053.87</b>      | <b>0.00</b>                    | <b>0.00</b>         |
| <b>Department: 4400 - Water</b>                 |                                                                    |                          |                         |                    |                      |                                |                     |
| <a href="#">371-4400-522205</a>                 | Infrastructure Repair & Maintenance                                | 0.00                     | 0.00                    | 0.00               | 21,550.10            | 19,378.35                      | -19,378.35          |
|                                                 | <b>Department: 4400 - Water Total:</b>                             | <b>0.00</b>              | <b>0.00</b>             | <b>0.00</b>        | <b>21,550.10</b>     | <b>19,378.35</b>               | <b>-19,378.35</b>   |
| <b>Department: 6500 - Libraries</b>             |                                                                    |                          |                         |                    |                      |                                |                     |
| <a href="#">371-6500-541300</a>                 | Building-Library                                                   | 1,350,000.00             | 1,350,000.00            | 346,953.95         | 948,328.47           | 948,328.47                     | 401,671.53          |
|                                                 | <b>Department: 6500 - Libraries Total:</b>                         | <b>1,350,000.00</b>      | <b>1,350,000.00</b>     | <b>346,953.95</b>  | <b>948,328.47</b>    | <b>948,328.47</b>              | <b>401,671.53</b>   |
|                                                 | <b>Fund: 371 - ARPA Surplus (Deficit):</b>                         | <b>0.00</b>              | <b>0.00</b>             | <b>-346,045.66</b> | <b>-1,023,373.27</b> | <b>-1,008,020.22</b>           | <b>1,008,020.22</b> |
| <b>Fund: 375 - Capital Recovery-Impact Fees</b> |                                                                    |                          |                         |                    |                      |                                |                     |
| <b>Department: 0000 - Non-Departmental</b>      |                                                                    |                          |                         |                    |                      |                                |                     |
| <a href="#">375-0000-341320</a>                 | Capital Recovery Impact Fee                                        | 240,000.00               | 240,000.00              | 14,641.80          | 230,920.10           | 230,920.10                     | 9,079.90            |
| <a href="#">375-0000-361000</a>                 | Interest Revenues                                                  | 0.00                     | 0.00                    | 4,598.49           | 48,132.98            | 48,132.98                      | -48,132.98          |
|                                                 | <b>Department: 0000 - Non-Departmental Total:</b>                  | <b>240,000.00</b>        | <b>240,000.00</b>       | <b>19,240.29</b>   | <b>279,053.08</b>    | <b>279,053.08</b>              | <b>-39,053.08</b>   |
| <b>Department: 4400 - Water</b>                 |                                                                    |                          |                         |                    |                      |                                |                     |
| <a href="#">375-4400-541400</a>                 | Infrastructure                                                     | 240,000.00               | 240,000.00              | 0.00               | 0.00                 | 0.00                           | 240,000.00          |
|                                                 | <b>Department: 4400 - Water Total:</b>                             | <b>240,000.00</b>        | <b>240,000.00</b>       | <b>0.00</b>        | <b>0.00</b>          | <b>0.00</b>                    | <b>240,000.00</b>   |
|                                                 | <b>Fund: 375 - Capital Recovery-Impact Fees Surplus (Deficit):</b> | <b>0.00</b>              | <b>0.00</b>             | <b>19,240.29</b>   | <b>279,053.08</b>    | <b>279,053.08</b>              | <b>-279,053.08</b>  |
| <b>Fund: 505 - Water &amp; Sewer Fund</b>       |                                                                    |                          |                         |                    |                      |                                |                     |
| <b>Department: 0000 - Non-Departmental</b>      |                                                                    |                          |                         |                    |                      |                                |                     |
| <a href="#">505-0000-341320</a>                 | Capital Recovery Fee                                               | 0.00                     | 0.00                    | 17,570.16          | 33,428.05            | 33,428.05                      | -33,428.05          |
| <a href="#">505-0000-344211</a>                 | Water Sales / Collection                                           | 4,268,000.00             | 4,268,000.00            | 369,880.34         | 3,703,162.73         | 3,703,162.73                   | 564,837.27          |
| <a href="#">505-0000-344212</a>                 | Water Tap Fees                                                     | 450,000.00               | 450,000.00              | 28,050.00          | 182,200.00           | 182,200.00                     | 267,800.00          |
| <a href="#">505-0000-344213</a>                 | Backflow                                                           | 20,000.00                | 20,000.00               | 330.00             | 12,760.00            | 12,760.00                      | 7,240.00            |
| <a href="#">505-0000-344214</a>                 | Sprinkler Meter Fees                                               | 5,000.00                 | 5,000.00                | 0.00               | 0.00                 | 0.00                           | 5,000.00            |
| <a href="#">505-0000-344215</a>                 | Hydrant Meter Fees                                                 | 20,000.00                | 20,000.00               | 506.09             | 4,093.93             | 4,093.93                       | 15,906.07           |
| <a href="#">505-0000-344255</a>                 | Sewer Sales / Collection                                           | 3,640,000.00             | 3,640,000.00            | 306,034.55         | 3,165,172.41         | 3,165,172.41                   | 474,827.59          |
| <a href="#">505-0000-344256</a>                 | Sewer Tap Fees                                                     | 700,000.00               | 700,000.00              | 62,000.00          | 334,674.38           | 334,674.38                     | 365,325.62          |
| <a href="#">505-0000-344257</a>                 | Dumping Tickets                                                    | 507,896.00               | 507,896.00              | 66,900.00          | 678,900.00           | 678,900.00                     | -171,004.00         |
| <a href="#">505-0000-344258</a>                 | Grease Trap Fees                                                   | 13,000.00                | 13,000.00               | 112.50             | 12,150.00            | 12,150.00                      | 850.00              |
| <a href="#">505-0000-344260</a>                 | Storm Water Utility                                                | 650,000.00               | 650,000.00              | 55,203.64          | 575,275.27           | 575,275.27                     | 74,724.73           |
| <a href="#">505-0000-349300</a>                 | Bad Check Fees                                                     | 2,000.00                 | 2,000.00                | 802.44             | -1,072.45            | -1,072.45                      | 3,072.45            |
| <a href="#">505-0000-349900</a>                 | Water & Sewer Late Fees                                            | 210,000.00               | 210,000.00              | 13,091.04          | 156,073.13           | 156,073.13                     | 53,926.87           |
| <a href="#">505-0000-349910</a>                 | Administrative Fees                                                | 105,000.00               | 105,000.00              | 12,857.70          | 117,564.62           | 117,564.62                     | -12,564.62          |
| <a href="#">505-0000-361000</a>                 | Interest Revenues                                                  | 150,000.00               | 150,000.00              | 12,143.21          | 145,711.50           | 145,711.50                     | 4,288.50            |
| <a href="#">505-0000-389000</a>                 | Bank Charges & Etc.                                                | 150,000.00               | 150,000.00              | -4,943.82          | 107,046.33           | 107,046.33                     | 42,953.67           |
| <a href="#">505-0000-390000</a>                 | Miscellaneous Revenue                                              | 150,000.00               | 150,000.00              | 0.00               | 0.00                 | 0.00                           | 150,000.00          |
| <a href="#">505-0000-391100</a>                 | Collections -Bad Debt                                              | 5,000.00                 | 5,000.00                | -4,024.52          | -15,400.25           | -15,400.25                     | 20,400.25           |



## Income Statement

For Fiscal: 2025-2026 Period

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|                                                        | Original<br>Total Budget | Current<br>Total Budget | MTD Activity        | YTD Activity        | YTD Activity +<br>Encumbrances | Budget<br>Remaining |
|--------------------------------------------------------|--------------------------|-------------------------|---------------------|---------------------|--------------------------------|---------------------|
| <a href="#">505-0000-392000</a>                        |                          |                         |                     |                     |                                |                     |
| Sale Of Surplus Property                               | 0.00                     | 0.00                    | 889.20              | 889.20              | 889.20                         | -889.20             |
| <a href="#">505-0000-392001</a>                        |                          |                         |                     |                     |                                |                     |
| Comp For Loss Of Gen Fxd Assets                        | 0.00                     | 0.00                    | 1,214.70            | 1,214.70            | 1,214.70                       | -1,214.70           |
| <b>Department: 0000 - Non-Departmental Total:</b>      | <b>11,045,896.00</b>     | <b>11,045,896.00</b>    | <b>938,617.23</b>   | <b>9,213,843.55</b> | <b>9,213,843.55</b>            | <b>1,832,052.45</b> |
| <b>Department: 4300 - Water Quality Control</b>        |                          |                         |                     |                     |                                |                     |
| <a href="#">505-4300-511100</a>                        |                          |                         |                     |                     |                                |                     |
| Salaries & Wages                                       | 699,634.73               | 699,634.73              | 79,476.96           | 528,905.17          | 528,905.17                     | 170,729.56          |
| <a href="#">505-4300-511300</a>                        |                          |                         |                     |                     |                                |                     |
| Overtime Pay                                           | 15,040.98                | 15,040.98               | 804.10              | 10,619.39           | 10,619.39                      | 4,421.59            |
| <a href="#">505-4300-512100</a>                        |                          |                         |                     |                     |                                |                     |
| Group Insurance                                        | 250,380.00               | 250,380.00              | 24,369.75           | 236,254.50          | 236,254.50                     | 14,125.50           |
| <a href="#">505-4300-512200</a>                        |                          |                         |                     |                     |                                |                     |
| Fica & Medicare                                        | 54,735.42                | 54,735.42               | 5,810.01            | 45,991.75           | 45,991.75                      | 8,743.67            |
| <a href="#">505-4300-512400</a>                        |                          |                         |                     |                     |                                |                     |
| Payments To Retirement                                 | 124,373.03               | 124,373.03              | 14,866.28           | 119,419.50          | 119,419.50                     | 4,953.53            |
| <a href="#">505-4300-512810</a>                        |                          |                         |                     |                     |                                |                     |
| Uniforms                                               | 40,000.00                | 40,000.00               | 8,578.63            | 37,286.09           | 39,191.20                      | 808.80              |
| <a href="#">505-4300-521201</a>                        |                          |                         |                     |                     |                                |                     |
| Legal Expenses                                         | 0.00                     | 0.00                    | 0.00                | 45.00               | 45.00                          | -45.00              |
| <a href="#">505-4300-521202</a>                        |                          |                         |                     |                     |                                |                     |
| Engineering Fees                                       | 8,000.00                 | 15,370.00               | 0.00                | 13,220.00           | 15,370.00                      | 0.00                |
| <a href="#">505-4300-521208</a>                        |                          |                         |                     |                     |                                |                     |
| Professional -Med Service                              | 1,000.00                 | 1,000.00                | 0.00                | 0.00                | 0.00                           | 1,000.00            |
| <a href="#">505-4300-521301</a>                        |                          |                         |                     |                     |                                |                     |
| Computer Services                                      | 91,467.00                | 91,467.00               | 422.04              | 82,996.23           | 81,620.54                      | 9,846.46            |
| <a href="#">505-4300-521302</a>                        |                          |                         |                     |                     |                                |                     |
| Drug Testing                                           | 500.00                   | 850.00                  | 150.00              | 850.00              | 850.00                         | 0.00                |
| <a href="#">505-4300-521307</a>                        |                          |                         |                     |                     |                                |                     |
| Technical Service                                      | 10,000.00                | 10,000.00               | 0.00                | 660.00              | 660.00                         | 9,340.00            |
| <a href="#">505-4300-521320</a>                        |                          |                         |                     |                     |                                |                     |
| Outside Lab Service                                    | 10,000.00                | 10,000.00               | 1,104.68            | 9,289.98            | 6,124.98                       | 3,875.02            |
| <a href="#">505-4300-521330</a>                        |                          |                         |                     |                     |                                |                     |
| W E T Sampling                                         | 5,000.00                 | 5,700.00                | 2,850.00            | 5,608.00            | 5,608.00                       | 92.00               |
| <a href="#">505-4300-522110</a>                        |                          |                         |                     |                     |                                |                     |
| Disposal (Sludge)                                      | 5,000.00                 | 5,000.00                | 0.00                | 0.00                | 0.00                           | 5,000.00            |
| <a href="#">505-4300-522201</a>                        |                          |                         |                     |                     |                                |                     |
| Office Equip-Rep & Maint                               | 8,000.00                 | 8,000.00                | 79.09               | 4,477.44            | 4,477.44                       | 3,522.56            |
| <a href="#">505-4300-522202</a>                        |                          |                         |                     |                     |                                |                     |
| Auto & Truck Rep & Maint                               | 40,000.00                | 40,000.00               | 3,926.93            | 29,983.77           | 30,095.23                      | 9,904.77            |
| <a href="#">505-4300-522203</a>                        |                          |                         |                     |                     |                                |                     |
| Mach & Equip Rep & Maint                               | 30,000.00                | 104,137.18              | 17,915.00           | 78,962.91           | 97,590.81                      | 6,546.37            |
| <a href="#">505-4300-522204</a>                        |                          |                         |                     |                     |                                |                     |
| Building Repairs & Maint                               | 15,000.00                | 20,300.00               | 271.59              | 17,362.37           | 20,292.22                      | 7.78                |
| <a href="#">505-4300-522205</a>                        |                          |                         |                     |                     |                                |                     |
| Infrastructure Repair & Maintenance                    | 200,000.00               | 78,115.82               | 2,528.37            | 37,364.93           | 56,939.33                      | 21,176.49           |
| <a href="#">505-4300-522206</a>                        |                          |                         |                     |                     |                                |                     |
| Computer Repair & Maintenance                          | 5,000.00                 | 5,000.00                | 0.00                | 4,041.53            | 4,041.53                       | 958.47              |
| <a href="#">505-4300-522320</a>                        |                          |                         |                     |                     |                                |                     |
| Rental-Equipment/Vehicle                               | 2,000.00                 | 2,000.00                | 0.00                | 0.00                | 0.00                           | 2,000.00            |
| <a href="#">505-4300-523130</a>                        |                          |                         |                     |                     |                                |                     |
| General Liability                                      | 85,000.00                | 85,000.00               | 0.00                | 68,078.00           | 68,078.00                      | 16,922.00           |
| <a href="#">505-4300-523140</a>                        |                          |                         |                     |                     |                                |                     |
| Property Insurance                                     | 40,000.00                | 54,067.00               | 0.00                | 54,067.00           | 54,067.00                      | 0.00                |
| <a href="#">505-4300-523170</a>                        |                          |                         |                     |                     |                                |                     |
| Auto Liability                                         | 75,000.00                | 136,253.00              | 0.00                | 136,253.00          | 136,253.00                     | 0.00                |
| <a href="#">505-4300-523200</a>                        |                          |                         |                     |                     |                                |                     |
| Telephone                                              | 15,600.00                | 15,600.00               | 1,048.85            | 11,010.56           | 11,010.56                      | 4,589.44            |
| <a href="#">505-4300-523500</a>                        |                          |                         |                     |                     |                                |                     |
| Travel                                                 | 500.00                   | 500.00                  | 0.00                | 154.47              | 154.47                         | 345.53              |
| <a href="#">505-4300-523600</a>                        |                          |                         |                     |                     |                                |                     |
| Dues & Fees                                            | 2,000.00                 | 2,000.00                | 0.00                | 1,530.00            | 1,530.00                       | 470.00              |
| <a href="#">505-4300-523700</a>                        |                          |                         |                     |                     |                                |                     |
| Education & Training                                   | 10,000.00                | 10,000.00               | 0.00                | 1,687.55            | 1,687.55                       | 8,312.45            |
| <a href="#">505-4300-523800</a>                        |                          |                         |                     |                     |                                |                     |
| Licenses                                               | 1,000.00                 | 1,000.00                | 0.00                | 130.00              | 130.00                         | 870.00              |
| <a href="#">505-4300-523900</a>                        |                          |                         |                     |                     |                                |                     |
| Other                                                  | 2,000.00                 | 2,000.00                | 0.00                | 666.98              | 666.98                         | 1,333.02            |
| <a href="#">505-4300-531100</a>                        |                          |                         |                     |                     |                                |                     |
| General Supplies & Mater                               | 10,000.00                | 18,974.00               | 8,621.83            | 18,104.42           | 18,681.23                      | 292.77              |
| <a href="#">505-4300-531101</a>                        |                          |                         |                     |                     |                                |                     |
| Office Supplies                                        | 5,000.00                 | 5,000.00                | 0.00                | 1,745.71            | 1,745.71                       | 3,254.29            |
| <a href="#">505-4300-531102</a>                        |                          |                         |                     |                     |                                |                     |
| Computer Supplies                                      | 1,500.00                 | 1,500.00                | 0.00                | 0.00                | 0.00                           | 1,500.00            |
| <a href="#">505-4300-531103</a>                        |                          |                         |                     |                     |                                |                     |
| Lab Supplies                                           | 24,000.00                | 34,102.00               | 1,270.03            | 23,636.08           | 34,103.31                      | -1.31               |
| <a href="#">505-4300-531105</a>                        |                          |                         |                     |                     |                                |                     |
| Hand Tools                                             | 1,000.00                 | 1,000.00                | 169.95              | 872.71              | 872.71                         | 127.29              |
| <a href="#">505-4300-531109</a>                        |                          |                         |                     |                     |                                |                     |
| Chemicals                                              | 230,000.00               | 234,951.00              | 12,530.46           | 189,349.51          | 235,981.31                     | -1,030.31           |
| <a href="#">505-4300-531210</a>                        |                          |                         |                     |                     |                                |                     |
| Water & Sewer Utility                                  | 0.00                     | 0.00                    | 0.00                | 2,984.41            | 2,984.41                       | -2,984.41           |
| <a href="#">505-4300-531220</a>                        |                          |                         |                     |                     |                                |                     |
| Natural Gas                                            | 1,200.00                 | 1,200.00                | 116.33              | 1,176.75            | 1,176.75                       | 23.25               |
| <a href="#">505-4300-531230</a>                        |                          |                         |                     |                     |                                |                     |
| Electricity                                            | 450,000.00               | 450,000.00              | 44,059.60           | 441,764.06          | 441,764.06                     | 8,235.94            |
| <a href="#">505-4300-531270</a>                        |                          |                         |                     |                     |                                |                     |
| Gasoline Expense                                       | 70,000.00                | 70,000.00               | 11,866.63           | 60,283.55           | 60,283.55                      | 9,716.45            |
| <a href="#">505-4300-531600</a>                        |                          |                         |                     |                     |                                |                     |
| Small Equipment <\$20000                               | 5,000.00                 | 5,000.00                | 154.56              | 2,325.81            | 3,075.78                       | 1,924.22            |
| <a href="#">505-4300-531700</a>                        |                          |                         |                     |                     |                                |                     |
| Other Supplies                                         | 1,000.00                 | 1,000.00                | 0.00                | 0.00                | 0.00                           | 1,000.00            |
| <a href="#">505-4300-542100</a>                        |                          |                         |                     |                     |                                |                     |
| Machinery                                              | 0.00                     | 0.00                    | 30,563.00           | 287,641.37          | 287,641.37                     | -287,641.37         |
| <a href="#">505-4300-561000</a>                        |                          |                         |                     |                     |                                |                     |
| Depreciation                                           | 825,000.00               | 825,000.00              | 0.00                | 0.00                | 0.00                           | 825,000.00          |
| <a href="#">505-4300-562000</a>                        |                          |                         |                     |                     |                                |                     |
| Amortization                                           | 67,785.00                | 67,785.00               | 0.00                | 0.00                | 0.00                           | 67,785.00           |
| <a href="#">505-4300-581100</a>                        |                          |                         |                     |                     |                                |                     |
| Principal - Bonds                                      | 1,050,000.00             | 1,060,000.00            | 1,060,000.00        | 1,060,000.00        | 1,060,000.00                   | 0.00                |
| <a href="#">505-4300-581200</a>                        |                          |                         |                     |                     |                                |                     |
| Principal - Lease-Loader                               | 0.00                     | 0.00                    | 264,100.00          | 264,100.00          | 264,100.00                     | -264,100.00         |
| <a href="#">505-4300-582100</a>                        |                          |                         |                     |                     |                                |                     |
| Interest - Bonds                                       | 606,246.00               | 606,246.00              | 15,023.00           | 294,146.00          | 294,146.00                     | 312,100.00          |
| <b>Department: 4300 - Water Quality Control Total:</b> | <b>5,193,962.16</b>      | <b>5,269,282.16</b>     | <b>1,612,677.67</b> | <b>4,185,046.50</b> | <b>4,284,230.34</b>            | <b>985,051.82</b>   |
| <b>Department: 4320 - Stormwater</b>                   |                          |                         |                     |                     |                                |                     |
| <a href="#">505-4320-511100</a>                        |                          |                         |                     |                     |                                |                     |
| Salaries & Wages                                       | 270,145.47               | 270,145.47              | 31,993.96           | 234,394.86          | 234,394.86                     | 35,750.61           |
| <a href="#">505-4320-511300</a>                        |                          |                         |                     |                     |                                |                     |
| Overtime Pay                                           | 8,075.28                 | 8,075.28                | 1,493.92            | 7,713.37            | 7,713.37                       | 361.91              |
| <a href="#">505-4320-512100</a>                        |                          |                         |                     |                     |                                |                     |
| Group Insurance                                        | 75,636.00                | 75,636.00               | 6,843.00            | 72,573.00           | 72,573.00                      | 3,063.00            |
| <a href="#">505-4320-512200</a>                        |                          |                         |                     |                     |                                |                     |
| Fica & Medicare                                        | 21,470.26                | 21,470.26               | 2,499.68            | 19,097.05           | 19,097.05                      | 2,373.21            |

## Income Statement

For Fiscal: 2025-2026 Period

Section 3, Item 1.

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|                                             |                                     | Original<br>Total Budget | Current<br>Total Budget | MTD Activity     | YTD Activity      | YTD Activity +<br>Encumbrances | Budget<br>Remaining |
|---------------------------------------------|-------------------------------------|--------------------------|-------------------------|------------------|-------------------|--------------------------------|---------------------|
| <a href="#">505-4320-512400</a>             | Payments To Retirement              | 47,379.60                | 47,379.60               | 5,740.22         | 45,958.98         | 45,958.98                      | 1,420.62            |
| <a href="#">505-4320-521202</a>             | Engineering Fees                    | 25,000.00                | 28,000.00               | 0.00             | 26,452.58         | 26,452.58                      | 1,547.42            |
| <a href="#">505-4320-521307</a>             | Technical Service Mapping           | 25,000.00                | 25,000.00               | 2,000.00         | 20,000.00         | 20,000.00                      | 5,000.00            |
| <a href="#">505-4320-521320</a>             | Outside Lab Service                 | 20,000.00                | 20,000.00               | 0.00             | 20,999.45         | 7,214.05                       | 12,785.95           |
| <a href="#">505-4320-522203</a>             | Mach & Equip Rep & Maint            | 2,500.00                 | 2,500.00                | 555.00           | 1,026.00          | 1,026.00                       | 1,474.00            |
| <a href="#">505-4320-522205</a>             | Infrastructure Repair & Maintenance | 75,000.00                | 150,145.00              | 14,461.25        | 109,558.00        | 109,558.00                     | 40,587.00           |
| <a href="#">505-4320-523301</a>             | Advertising Expense                 | 1,000.00                 | 1,000.00                | 0.00             | 0.00              | 0.00                           | 1,000.00            |
| <a href="#">505-4320-523400</a>             | Printing & Binding                  | 3,000.00                 | 3,000.00                | 0.00             | 2,450.04          | 2,450.04                       | 549.96              |
| <a href="#">505-4320-523700</a>             | Education & Training                | 1,000.00                 | 1,000.00                | 200.00           | 814.55            | 814.55                         | 185.45              |
| <a href="#">505-4320-523800</a>             | Licenses                            | 500.00                   | 500.00                  | 0.00             | 200.00            | 200.00                         | 300.00              |
| <a href="#">505-4320-523900</a>             | Other                               | 1,000.00                 | 1,000.00                | 0.00             | 118.75            | 118.75                         | 881.25              |
| <a href="#">505-4320-531100</a>             | General Supplies & Mater            | 8,000.00                 | 8,000.00                | 592.02           | 4,623.12          | 4,623.12                       | 3,376.88            |
| <a href="#">505-4320-531101</a>             | Office Supplies                     | 1,500.00                 | 1,500.00                | 0.00             | 226.34            | 226.34                         | 1,273.66            |
| <a href="#">505-4320-531109</a>             | Chemicals                           | 2,500.00                 | 2,500.00                | 0.00             | 943.75            | 943.75                         | 1,556.25            |
| <a href="#">505-4320-531600</a>             | Small Equipment <\$20000            | 500.00                   | 1,000.00                | 0.00             | 860.00            | 860.00                         | 140.00              |
| <a href="#">505-4320-531700</a>             | Other Supplies                      | 500.00                   | 500.00                  | 0.00             | 0.00              | 0.00                           | 500.00              |
| <b>Department: 4320 - Stormwater Total:</b> |                                     | <b>589,706.61</b>        | <b>668,351.61</b>       | <b>66,379.05</b> | <b>568,009.84</b> | <b>554,224.44</b>              | <b>114,127.17</b>   |

## Department: 4330 - Sewer Collections

|                                                    |                                     |                     |                     |                  |                   |                   |                   |
|----------------------------------------------------|-------------------------------------|---------------------|---------------------|------------------|-------------------|-------------------|-------------------|
| <a href="#">505-4330-511100</a>                    | Salaries & Wages                    | 283,014.36          | 218,014.36          | 23,207.40        | 166,024.19        | 166,024.19        | 51,990.17         |
| <a href="#">505-4330-511300</a>                    | Overtime Pay                        | 30,767.27           | 18,767.27           | 1,042.99         | 16,155.53         | 16,155.53         | 2,611.74          |
| <a href="#">505-4330-512100</a>                    | Group Insurance                     | 125,256.00          | 125,256.00          | 6,360.50         | 62,475.00         | 62,475.00         | 62,781.00         |
| <a href="#">505-4330-512200</a>                    | Fica & Medicare                     | 24,163.16           | 24,163.16           | 1,795.50         | 13,731.48         | 13,731.48         | 10,431.68         |
| <a href="#">505-4330-512400</a>                    | Payments To Retirement              | 50,204.72           | 50,204.72           | 6,013.68         | 48,343.46         | 48,343.46         | 1,861.26          |
| <a href="#">505-4330-521202</a>                    | Engineering Fees                    | 5,000.00            | 43,700.00           | 6,250.00         | 47,373.75         | 43,123.75         | 576.25            |
| <a href="#">505-4330-521303</a>                    | Technical Services                  | 7,500.00            | 15,000.00           | 0.00             | 12,500.00         | 13,220.00         | 1,780.00          |
| <a href="#">505-4330-521306</a>                    | Tech Service Generator              | 5,000.00            | 8,997.75            | 4,556.00         | 8,997.75          | 8,997.75          | 0.00              |
| <a href="#">505-4330-521307</a>                    | Tech Sev Gis Mapping                | 22,000.00           | 12,000.00           | 0.00             | 9,201.33          | 9,201.33          | 2,798.67          |
| <a href="#">505-4330-522110</a>                    | Septic Disposal                     | 30,000.00           | 44,300.00           | 0.00             | 28,526.00         | 28,526.00         | 15,774.00         |
| <a href="#">505-4330-522203</a>                    | Mach & Equip Rep & Maint            | 10,000.00           | 12,000.00           | 370.46           | 10,337.21         | 10,337.21         | 1,662.79          |
| <a href="#">505-4330-522205</a>                    | Infrastructure Repair & Maintenance | 100,000.00          | 117,002.25          | 23,728.04        | 116,061.73        | 116,061.73        | 940.52            |
| <a href="#">505-4330-523500</a>                    | Travel                              | 500.00              | 500.00              | 0.00             | 0.00              | 0.00              | 500.00            |
| <a href="#">505-4330-523600</a>                    | Dues & Fees                         | 500.00              | 500.00              | 0.00             | 0.00              | 0.00              | 500.00            |
| <a href="#">505-4330-523700</a>                    | Education & Training                | 3,500.00            | 2,656.51            | 0.00             | 2,415.15          | 2,415.15          | 241.36            |
| <a href="#">505-4330-523800</a>                    | Licenses                            | 500.00              | 500.00              | 0.00             | 182.00            | 182.00            | 318.00            |
| <a href="#">505-4330-523900</a>                    | Other                               | 1,000.00            | 1,000.00            | 0.00             | 600.08            | 600.08            | 399.92            |
| <a href="#">505-4330-531100</a>                    | General Supplies & Mater            | 10,000.00           | 11,343.49           | 2,269.66         | 11,343.49         | 11,343.49         | 0.00              |
| <a href="#">505-4330-531101</a>                    | Office Supplies                     | 500.00              | 500.00              | 0.00             | 42.84             | 42.84             | 457.16            |
| <a href="#">505-4330-531105</a>                    | Hand Tools                          | 500.00              | 3,500.00            | 49.00            | 2,992.36          | 2,992.36          | 507.64            |
| <a href="#">505-4330-531109</a>                    | Chemicals                           | 10,000.00           | 11,000.00           | 0.00             | 10,363.38         | 10,363.38         | 636.62            |
| <a href="#">505-4330-531600</a>                    | Small Equipment <\$20000            | 2,500.00            | 2,500.00            | 0.00             | 860.00            | 860.00            | 1,640.00          |
| <a href="#">505-4330-531700</a>                    | Other Supplies                      | 1,000.00            | 0.00                | 0.00             | 0.00              | 0.00              | 0.00              |
| <a href="#">505-4330-541400</a>                    | Infrastructure                      | 500,000.00          | 500,000.00          | 0.00             | 0.00              | 0.00              | 500,000.00        |
| <a href="#">505-4330-541405</a>                    | Utility Relocation Project          | 0.00                | 0.00                | 0.00             | 6,514.20          | 6,514.20          | -6,514.20         |
| <b>Department: 4330 - Sewer Collections Total:</b> |                                     | <b>1,223,405.51</b> | <b>1,223,405.51</b> | <b>75,643.23</b> | <b>575,040.93</b> | <b>571,510.93</b> | <b>651,894.58</b> |

## Department: 4400 - Water

|                                 |                            |            |            |           |            |            |            |
|---------------------------------|----------------------------|------------|------------|-----------|------------|------------|------------|
| <a href="#">505-4400-511100</a> | Salaries & Wages           | 549,573.83 | 549,573.83 | 54,740.34 | 397,312.24 | 397,312.24 | 152,261.59 |
| <a href="#">505-4400-511300</a> | Overtime Pay               | 34,931.35  | 34,931.35  | 2,755.67  | 27,265.23  | 27,265.23  | 7,666.12   |
| <a href="#">505-4400-512100</a> | Group Insurance            | 246,657.00 | 246,657.00 | 20,002.75 | 179,138.25 | 179,138.25 | 67,518.75  |
| <a href="#">505-4400-512200</a> | Fica & Medicare            | 45,040.22  | 45,040.22  | 4,156.80  | 32,613.88  | 32,613.88  | 12,426.34  |
| <a href="#">505-4400-512400</a> | Payments To Retirement     | 97,659.32  | 97,659.32  | 11,677.70 | 93,612.41  | 93,612.41  | 4,046.91   |
| <a href="#">505-4400-512700</a> | Workers Compensation       | 39,358.00  | 53,767.17  | 0.00      | 53,767.17  | 53,767.17  | 0.00       |
| <a href="#">505-4400-521202</a> | Engineering Fees           | 10,000.00  | 10,000.00  | 0.00      | 2,227.50   | 2,227.50   | 7,772.50   |
| <a href="#">505-4400-521203</a> | Audit Fees                 | 24,750.00  | 24,750.00  | 0.00      | 24,750.00  | 24,750.00  | 0.00       |
| <a href="#">505-4400-521302</a> | Drug Testing               | 0.00       | 0.00       | 0.00      | 50.00      | 50.00      | -50.00     |
| <a href="#">505-4400-521304</a> | Tech Service -Utility Prot | 5,000.00   | 5,000.00   | 0.00      | 3,871.54   | 3,871.54   | 1,128.46   |
| <a href="#">505-4400-521305</a> | Techserv -Utility Service  | 60,700.00  | 60,700.00  | 6,737.37  | 33,019.19  | 48,801.10  | 11,898.90  |
| <a href="#">505-4400-521307</a> | Technical Service          | 73,500.00  | 67,000.00  | 0.00      | 24,441.45  | 24,441.45  | 42,558.55  |
| <a href="#">505-4400-521320</a> | Outside Lab Service        | 8,000.00   | 8,000.00   | 358.96    | 2,643.44   | 2,643.44   | 5,356.56   |
| <a href="#">505-4400-522201</a> | Office Equip-Rep & Maint   | 1,000.00   | 300.00     | 0.00      | 0.00       | 0.00       | 300.00     |

## Income Statement

For Fiscal: 2025-2026 Period

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|                                                   |                                     | Original<br>Total Budget | Current<br>Total Budget | MTD Activity  | YTD Activity | YTD Activity +<br>Encumbrances | Budget<br>Remaining |
|---------------------------------------------------|-------------------------------------|--------------------------|-------------------------|---------------|--------------|--------------------------------|---------------------|
| <a href="#">505-4400-522203</a>                   | Mach & Equip Rep & Maint            | 15,000.00                | 15,000.00               | 3,500.00      | 11,502.17    | 11,502.17                      | 3,497.83            |
| <a href="#">505-4400-522205</a>                   | Infrastructure Repair & Maintenance | 325,000.00               | 309,806.89              | 27,695.85     | 258,314.36   | 299,103.76                     | 10,703.13           |
| <a href="#">505-4400-523201</a>                   | Postage                             | 34,000.00                | 34,783.94               | 3,719.45      | 34,783.94    | 34,783.94                      | 0.00                |
| <a href="#">505-4400-523301</a>                   | Advertising Expense                 | 1,000.00                 | 1,000.00                | 0.00          | 0.00         | 0.00                           | 1,000.00            |
| <a href="#">505-4400-523400</a>                   | Printing & Binding                  | 17,000.00                | 17,000.00               | 1,056.48      | 9,889.51     | 9,889.51                       | 7,110.49            |
| <a href="#">505-4400-523500</a>                   | Travel                              | 500.00                   | 500.00                  | 0.00          | 0.00         | 0.00                           | 500.00              |
| <a href="#">505-4400-523600</a>                   | Dues & Fees                         | 1,500.00                 | 1,500.00                | 0.00          | 934.17       | 934.17                         | 565.83              |
| <a href="#">505-4400-523700</a>                   | Education & Training                | 7,000.00                 | 7,000.00                | 0.00          | 2,536.15     | 2,536.15                       | 4,463.85            |
| <a href="#">505-4400-523800</a>                   | Licenses                            | 1,000.00                 | 1,000.00                | 0.00          | 588.00       | 588.00                         | 412.00              |
| <a href="#">505-4400-523900</a>                   | Other                               | 295,652.00               | 295,652.00              | 88.75         | 101,369.03   | 101,369.03                     | 194,282.97          |
| <a href="#">505-4400-531100</a>                   | General Supplies & Mater            | 18,000.00                | 18,000.00               | 1,454.37      | 12,943.85    | 13,657.71                      | 4,342.29            |
| <a href="#">505-4400-531101</a>                   | Office Supplies                     | 2,000.00                 | 2,000.00                | 0.00          | 557.05       | 602.27                         | 1,397.73            |
| <a href="#">505-4400-531103</a>                   | Lab Supplies                        | 500.00                   | 500.00                  | 0.00          | 0.00         | 0.00                           | 500.00              |
| <a href="#">505-4400-531105</a>                   | Hand Tools                          | 1,500.00                 | 2,000.00                | 0.00          | 1,813.77     | 1,813.77                       | 186.23              |
| <a href="#">505-4400-531109</a>                   | Chemicals                           | 500.00                   | 1,200.00                | 0.00          | 943.75       | 943.75                         | 256.25              |
| <a href="#">505-4400-531210</a>                   | Water & Sewer Utility               | 20,000.00                | 26,000.00               | 120,034.38    | 142,991.70   | 142,991.70                     | -116,991.70         |
| <a href="#">505-4400-531510</a>                   | Purchased Water                     | 2,000,000.00             | 2,000,000.00            | 53,240.80     | 1,499,214.83 | 1,516,317.91                   | 483,682.09          |
| <a href="#">505-4400-531591</a>                   | Water Meters                        | 100,000.00               | 100,000.00              | 29,880.00     | 88,820.00    | 88,820.00                      | 11,180.00           |
| <a href="#">505-4400-531600</a>                   | Small Equipment <\$20000            | 2,000.00                 | 2,000.00                | 458.00        | 1,318.00     | 1,318.00                       | 682.00              |
| <a href="#">505-4400-531700</a>                   | Other Supplies                      | 500.00                   | 500.00                  | 0.00          | 0.00         | 0.00                           | 500.00              |
| Department: 4400 - Water Total:                   |                                     | 4,038,821.72             | 4,038,821.72            | 341,557.67    | 3,043,232.58 | 3,117,666.05                   | 921,155.67          |
| Fund: 505 - Water & Sewer Fund Surplus (Deficit): |                                     | 0.00                     | -153,965.00             | -1,157,640.39 | 842,513.70   | 686,211.79                     | -840,176.79         |
| Fund: 540 - Solid Waste Fund                      |                                     |                          |                         |               |              |                                |                     |
| Department: 0000 - Non-Departmental               |                                     |                          |                         |               |              |                                |                     |
| <a href="#">540-0000-311790</a>                   | Sanitation Franchise Tax            | 103,200.00               | 103,200.00              | 0.00          | 81,108.99    | 81,108.99                      | 22,091.01           |
| <a href="#">540-0000-344110</a>                   | Sanitation Sales / Collection       | 3,100,000.00             | 3,100,000.00            | 269,443.72    | 2,769,948.49 | 2,769,948.49                   | 330,051.51          |
| <a href="#">540-0000-361000</a>                   | Interest Revenues                   | 0.00                     | 0.00                    | 2,781.49      | 32,482.11    | 32,482.11                      | -32,482.11          |
| Department: 0000 - Non-Departmental Total:        |                                     | 3,203,200.00             | 3,203,200.00            | 272,225.21    | 2,883,539.59 | 2,883,539.59                   | 319,660.41          |
| Department: 4510 - Solid Waste Admin              |                                     |                          |                         |               |              |                                |                     |
| <a href="#">540-4510-522110</a>                   | Disposal                            | 2,163,200.00             | 2,163,200.00            | 188,969.87    | 1,679,130.20 | 1,679,130.20                   | 484,069.80          |
| <a href="#">540-4510-522111</a>                   | Roll Off Dumpsters                  | 600,000.00               | 600,000.00              | 38,818.89     | 348,579.92   | 348,579.92                     | 251,420.08          |
| <a href="#">540-4510-611050</a>                   | Transfer Out - General              | 440,000.00               | 440,000.00              | 0.00          | 0.00         | 0.00                           | 440,000.00          |
| Department: 4510 - Solid Waste Admin Total:       |                                     | 3,203,200.00             | 3,203,200.00            | 227,788.76    | 2,027,710.12 | 2,027,710.12                   | 1,175,489.88        |
| Fund: 540 - Solid Waste Fund Surplus (Deficit):   |                                     | 0.00                     | 0.00                    | 44,436.45     | 855,829.47   | 855,829.47                     | -855,829.47         |
| Report Surplus (Deficit):                         |                                     | 0.00                     | -565,804.40             | -2,260,981.53 | 5,353,300.84 | 5,170,398.44                   |                     |

## Income Statement

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## Group Summary

| Department                                                      | Original<br>Total Budget | Current<br>Total Budget | MTD Activity         | YTD Activity        | YTD Activity +<br>Encumbrances | Budget<br>Remaining  |
|-----------------------------------------------------------------|--------------------------|-------------------------|----------------------|---------------------|--------------------------------|----------------------|
| <b>Fund: 100 - General Fund</b>                                 |                          |                         |                      |                     |                                |                      |
| 0000 - Non-Departmental                                         | 17,229,500.00            | 17,229,500.00           | 575,557.54           | 17,014,857.69       | 17,014,857.69                  | 214,642.31           |
| 1100 - Legislative                                              | 91,467.84                | 91,467.84               | 5,707.39             | 85,708.69           | 85,708.69                      | 5,759.15             |
| 1300 - Executive                                                | 882,490.00               | 857,490.00              | 70,156.83            | 656,623.45          | 656,623.45                     | 200,866.55           |
| 1510 - Financial Administration                                 | 1,361,781.00             | 1,395,532.00            | 125,110.51           | 1,260,396.05        | 1,260,551.04                   | 134,980.96           |
| 1535 - It - Data Processing/Mis                                 | 596,905.00               | 596,905.00              | 39,845.02            | 528,794.79          | 533,330.31                     | 63,574.69            |
| 1565 - General Gov Building & Pl                                | 901,227.00               | 904,590.00              | 76,550.14            | 834,566.36          | 817,936.76                     | 86,653.24            |
| 2000 - Judicial                                                 | 699,561.00               | 699,561.00              | 61,844.70            | 611,462.60          | 611,462.60                     | 88,098.40            |
| 3200 - Police                                                   | 4,353,432.00             | 4,384,684.00            | 412,910.53           | 3,838,806.66        | 3,839,962.54                   | 544,721.46           |
| 3500 - Fire                                                     | 3,887,265.00             | 3,926,873.40            | 416,731.14           | 3,502,229.88        | 3,513,116.26                   | 413,757.14           |
| 4100 - Public Works                                             | 692,964.00               | 692,964.00              | 67,170.90            | 632,224.38          | 634,235.18                     | 58,728.82            |
| 4200 - Highways And Streets                                     | 1,446,813.00             | 1,684,178.00            | 165,886.13           | 936,433.07          | 936,508.07                     | 747,669.93           |
| 4900 - Fleet Maintenance & Shop                                 | 1,181,903.00             | 1,181,903.00            | 94,757.91            | 1,050,056.91        | 1,050,671.69                   | 131,231.31           |
| 6500 - Libraries                                                | 139,238.00               | 139,238.00              | 33,309.50            | 134,137.49          | 134,137.49                     | 5,100.51             |
| 7400 - Planning & Zoning                                        | 434,273.00               | 434,273.00              | 48,302.96            | 562,131.26          | 562,783.50                     | -128,510.50          |
| 7545 - Economic Development -                                   | 560,180.16               | 560,180.16              | 76,887.32            | 415,824.01          | 449,491.96                     | 110,688.20           |
| 9000 - 9000                                                     | 0.00                     | 25,000.00               | 0.00                 | 25,000.00           | 25,000.00                      | 0.00                 |
| <b>Fund: 100 - General Fund Surplus (Deficit):</b>              | <b>0.00</b>              | <b>-345,339.40</b>      | <b>-1,119,613.44</b> | <b>1,940,462.09</b> | <b>1,903,338.15</b>            | <b>-2,248,677.55</b> |
| <b>Fund: 210 - Confiscated Asset Fund</b>                       |                          |                         |                      |                     |                                |                      |
| 0000 - Non-Departmental                                         | 125,000.00               | 125,000.00              | 0.00                 | 31,179.49           | 31,179.49                      | 93,820.51            |
| 3200 - Police                                                   | 125,000.00               | 191,500.00              | 0.00                 | 188,100.80          | 186,300.80                     | 5,199.20             |
| <b>Fund: 210 - Confiscated Asset Fund Surplus (Deficit):</b>    | <b>0.00</b>              | <b>-66,500.00</b>       | <b>0.00</b>          | <b>-156,921.31</b>  | <b>-155,121.31</b>             | <b>88,621.31</b>     |
| <b>Fund: 275 - Hotel/Motel Fund</b>                             |                          |                         |                      |                     |                                |                      |
| 0000 - Non-Departmental                                         | 85,000.00                | 85,000.00               | 218.76               | 34,280.69           | 34,280.69                      | 50,719.31            |
| 7540 - Tourism                                                  | 85,000.00                | 85,000.00               | 3,597.68             | 30,558.35           | 30,558.35                      | 54,441.65            |
| <b>Fund: 275 - Hotel/Motel Fund Surplus (Deficit):</b>          | <b>0.00</b>              | <b>0.00</b>             | <b>-3,378.92</b>     | <b>3,722.34</b>     | <b>3,722.34</b>                | <b>-3,722.34</b>     |
| <b>Fund: 320 - Gw Splost 2017</b>                               |                          |                         |                      |                     |                                |                      |
| 0000 - Non-Departmental                                         | 3,058,034.00             | 3,058,034.00            | 2,579.72             | 32,817.99           | 32,817.99                      | 3,025,216.01         |
| 4200 - Highways And Streets                                     | 1,338,649.00             | 1,338,649.00            | 0.00                 | 0.00                | 0.00                           | 1,338,649.00         |
| 4400 - Water                                                    | 380,604.00               | 380,604.00              | 0.00                 | 0.00                | 0.00                           | 380,604.00           |
| 6200 - Parks                                                    | 1,338,781.00             | 1,338,781.00            | 6,300.00             | 6,300.00            | 6,300.00                       | 1,332,481.00         |
| <b>Fund: 320 - Gw Splost 2017 Surplus (Deficit):</b>            | <b>0.00</b>              | <b>0.00</b>             | <b>-3,720.28</b>     | <b>26,517.99</b>    | <b>26,517.99</b>               | <b>-26,517.99</b>    |
| <b>Fund: 321 - Wc Splost 2019</b>                               |                          |                         |                      |                     |                                |                      |
| 0000 - Non-Departmental                                         | 6,069,817.00             | 6,069,817.00            | 18,763.46            | 234,413.30          | 234,413.30                     | 5,835,403.70         |
| 3200 - Police                                                   | 2,354,725.70             | 2,354,725.70            | 1,158.00             | 170,889.52          | 121,799.53                     | 2,232,926.17         |
| 3500 - Fire                                                     | 0.00                     | 0.00                    | 0.00                 | 29,822.47           | 29,822.47                      | -29,822.47           |
| 4200 - Highways And Streets                                     | 3,488,898.44             | 3,488,898.44            | 0.00                 | 0.00                | 0.00                           | 3,488,898.44         |
| 6200 - Parks                                                    | 226,192.86               | 226,192.86              | 0.00                 | 33,000.00           | 48,000.00                      | 178,192.86           |
| <b>Fund: 321 - Wc Splost 2019 Surplus (Deficit):</b>            | <b>0.00</b>              | <b>0.00</b>             | <b>17,605.46</b>     | <b>701.31</b>       | <b>34,791.30</b>               | <b>-34,791.30</b>    |
| <b>Fund: 323 - Walton county SPLOST 2025</b>                    |                          |                         |                      |                     |                                |                      |
| 0000 - Non-Departmental                                         | 11,346,494.15            | 11,346,494.15           | 211,866.16           | 1,912,426.33        | 1,912,426.33                   | 9,434,067.82         |
| 3200 - Police                                                   | 311,698.49               | 311,698.49              | 0.00                 | 0.00                | 0.00                           | 311,698.49           |
| 3500 - Fire                                                     | 311,698.69               | 311,698.69              | 0.00                 | 0.00                | 0.00                           | 311,698.69           |
| 4200 - Highways And Streets                                     | 5,015,513.69             | 5,015,513.69            | 0.00                 | 0.00                | 0.00                           | 5,015,513.69         |
| 4330 - Sewer Collections                                        | 2,720,278.61             | 2,720,278.61            | 0.00                 | 0.00                | 0.00                           | 2,720,278.61         |
| 4400 - Water                                                    | 2,720,278.61             | 2,720,278.61            | 0.00                 | 0.00                | 0.00                           | 2,720,278.61         |
| 6200 - Parks                                                    | 267,026.06               | 267,026.06              | 0.00                 | 0.00                | 0.00                           | 267,026.06           |
| <b>Fund: 323 - Walton county SPLOST 2025 Surplus (Deficit):</b> | <b>0.00</b>              | <b>0.00</b>             | <b>211,866.16</b>    | <b>1,912,426.33</b> | <b>1,912,426.33</b>            | <b>-1,912,426.33</b> |
| <b>Fund: 324 - GW SPLOST 2023</b>                               |                          |                         |                      |                     |                                |                      |
| 0000 - Non-Departmental                                         | 4,520,388.00             | 4,520,388.00            | 76,268.80            | 672,369.11          | 672,369.11                     | 3,848,018.89         |
| 3200 - Police                                                   | 300,000.00               | 300,000.00              | 0.00                 | 0.00                | 0.00                           | 300,000.00           |
| 3500 - Fire                                                     | 300,000.00               | 300,000.00              | 0.00                 | 0.00                | 40,719.59                      | 259,280.41           |
| 4200 - Highways And Streets                                     | 2,595,746.00             | 2,595,746.00            | 0.00                 | 0.00                | 0.00                           | 2,595,746.00         |
| 4330 - Sewer Collections                                        | 287,321.00               | 287,321.00              | 0.00                 | 0.00                | 0.00                           | 287,321.00           |
| 4400 - Water                                                    | 287,321.00               | 287,321.00              | 0.00                 | 0.00                | 0.00                           | 287,321.00           |

## Income Statement

For Fiscal: 2025-2026 Period

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| Department                                                         | Original<br>Total Budget | Current<br>Total Budget | MTD Activity         | YTD Activity         | YTD Activity +<br>Encumbrances | Budget<br>Remaining |
|--------------------------------------------------------------------|--------------------------|-------------------------|----------------------|----------------------|--------------------------------|---------------------|
| 6200 - Parks                                                       | 750,000.00               | 750,000.00              | 0.00                 | 0.00                 | 0.00                           | 750,000.00          |
| <b>Fund: 324 - GW SPLOST 2023 Surplus (Deficit):</b>               | <b>0.00</b>              | <b>0.00</b>             | <b>76,268.80</b>     | <b>672,369.11</b>    | <b>631,649.52</b>              | <b>-631,649.52</b>  |
| <b>Fund: 371 - ARPA</b>                                            |                          |                         |                      |                      |                                |                     |
| 0000 - Non-Departmental                                            | 1,768,734.00             | 1,768,734.00            | 908.29               | 21,451.59            | 21,451.59                      | 1,747,282.41        |
| 4200 - Highways And Streets                                        | 418,734.00               | 418,734.00              | 0.00                 | 99,837.72            | 99,837.72                      | 318,896.28          |
| 4320 - Stormwater                                                  | 0.00                     | 0.00                    | 0.00                 | -26,945.30           | -38,072.73                     | 38,072.73           |
| 4330 - Sewer Collections                                           | 0.00                     | 0.00                    | 0.00                 | 2,053.87             | 0.00                           | 0.00                |
| 4400 - Water                                                       | 0.00                     | 0.00                    | 0.00                 | 21,550.10            | 19,378.35                      | -19,378.35          |
| 6500 - Libraries                                                   | 1,350,000.00             | 1,350,000.00            | 346,953.95           | 948,328.47           | 948,328.47                     | 401,671.53          |
| <b>Fund: 371 - ARPA Surplus (Deficit):</b>                         | <b>0.00</b>              | <b>0.00</b>             | <b>-346,045.66</b>   | <b>-1,023,373.27</b> | <b>-1,008,020.22</b>           | <b>1,008,020.22</b> |
| <b>Fund: 375 - Capital Recovery-Impact Fees</b>                    |                          |                         |                      |                      |                                |                     |
| 0000 - Non-Departmental                                            | 240,000.00               | 240,000.00              | 19,240.29            | 279,053.08           | 279,053.08                     | -39,053.08          |
| 4400 - Water                                                       | 240,000.00               | 240,000.00              | 0.00                 | 0.00                 | 0.00                           | 240,000.00          |
| <b>Fund: 375 - Capital Recovery-Impact Fees Surplus (Deficit):</b> | <b>0.00</b>              | <b>0.00</b>             | <b>19,240.29</b>     | <b>279,053.08</b>    | <b>279,053.08</b>              | <b>-279,053.08</b>  |
| <b>Fund: 505 - Water &amp; Sewer Fund</b>                          |                          |                         |                      |                      |                                |                     |
| 0000 - Non-Departmental                                            | 11,045,896.00            | 11,045,896.00           | 938,617.23           | 9,213,843.55         | 9,213,843.55                   | 1,832,052.45        |
| 4300 - Water Quality Control                                       | 5,193,962.16             | 5,269,282.16            | 1,612,677.67         | 4,185,046.50         | 4,284,230.34                   | 985,051.82          |
| 4320 - Stormwater                                                  | 589,706.61               | 668,351.61              | 66,379.05            | 568,009.84           | 554,224.44                     | 114,127.17          |
| 4330 - Sewer Collections                                           | 1,223,405.51             | 1,223,405.51            | 75,643.23            | 575,040.93           | 571,510.93                     | 651,894.58          |
| 4400 - Water                                                       | 4,038,821.72             | 4,038,821.72            | 341,557.67           | 3,043,232.58         | 3,117,666.05                   | 921,155.67          |
| <b>Fund: 505 - Water &amp; Sewer Fund Surplus (Deficit):</b>       | <b>0.00</b>              | <b>-153,965.00</b>      | <b>-1,157,640.39</b> | <b>842,513.70</b>    | <b>686,211.79</b>              | <b>-840,176.79</b>  |
| <b>Fund: 540 - Solid Waste Fund</b>                                |                          |                         |                      |                      |                                |                     |
| 0000 - Non-Departmental                                            | 3,203,200.00             | 3,203,200.00            | 272,225.21           | 2,883,539.59         | 2,883,539.59                   | 319,660.41          |
| 4510 - Solid Waste Admin                                           | 3,203,200.00             | 3,203,200.00            | 227,788.76           | 2,027,710.12         | 2,027,710.12                   | 1,175,489.88        |
| <b>Fund: 540 - Solid Waste Fund Surplus (Deficit):</b>             | <b>0.00</b>              | <b>0.00</b>             | <b>44,436.45</b>     | <b>855,829.47</b>    | <b>855,829.47</b>              | <b>-855,829.47</b>  |
| <b>Total Surplus (Deficit):</b>                                    | <b>0.00</b>              | <b>-565,804.40</b>      | <b>-2,260,981.53</b> | <b>5,353,300.84</b>  | <b>5,170,398.44</b>            |                     |



## Fund Summary

| Fund                            | Original<br>Total Budget | Current<br>Total Budget | MTD Activity         | YTD Activity        | YTD Activity +<br>Encumbrances | Budget<br>Remaining |
|---------------------------------|--------------------------|-------------------------|----------------------|---------------------|--------------------------------|---------------------|
| 100 - General Fund              | 0.00                     | -345,339.40             | -1,119,613.44        | 1,940,462.09        | 1,903,338.15                   | -2,248,677.55       |
| 210 - Confiscated Asset Fund    | 0.00                     | -66,500.00              | 0.00                 | -156,921.31         | -155,121.31                    | 88,621.31           |
| 275 - Hotel/Motel Fund          | 0.00                     | 0.00                    | -3,378.92            | 3,722.34            | 3,722.34                       | -3,722.34           |
| 320 - Gw Splost 2017            | 0.00                     | 0.00                    | -3,720.28            | 26,517.99           | 26,517.99                      | -26,517.99          |
| 321 - Wc Splost 2019            | 0.00                     | 0.00                    | 17,605.46            | 701.31              | 34,791.30                      | -34,791.30          |
| 323 - Walton county SPLOST ...  | 0.00                     | 0.00                    | 211,866.16           | 1,912,426.33        | 1,912,426.33                   | -1,912,426.33       |
| 324 - GW SPLOST 2023            | 0.00                     | 0.00                    | 76,268.80            | 672,369.11          | 631,649.52                     | -631,649.52         |
| 371 - ARPA                      | 0.00                     | 0.00                    | -346,045.66          | -1,023,373.27       | -1,008,020.22                  | 1,008,020.22        |
| 375 - Capital Recovery-Impac... | 0.00                     | 0.00                    | 19,240.29            | 279,053.08          | 279,053.08                     | -279,053.08         |
| 505 - Water & Sewer Fund        | 0.00                     | -153,965.00             | -1,157,640.39        | 842,513.70          | 686,211.79                     | -840,176.79         |
| 540 - Solid Waste Fund          | 0.00                     | 0.00                    | 44,436.45            | 855,829.47          | 855,829.47                     | -855,829.47         |
| <b>Total Surplus (Deficit):</b> | <b>0.00</b>              | <b>-565,804.40</b>      | <b>-2,260,981.53</b> | <b>5,353,300.84</b> | <b>5,170,398.44</b>            |                     |

7/21/2026

City of Loganville Planning Commission  
c/o Planning & Development  
4303 Lawrenceville Rd.  
Loganville, GA 30052

**RE: Support for Variance Cases V26-003, V26-004, V26-005, V26-006, and V26-007  
530 and 540 Brand Road SW (Parcels R5160 057 and R5160 175)**

Dear Chair and Members of the Planning Commission:

I am the owner of the properties at 530 and 540 Brand Road, and I am writing to respectfully ask the Planning Commission to support the five variance applications filed on my property by GBT Realty Corporation for the development of this 3.61-acre CH-zoned site.

My property has commercial zoning and was annexed into the City in 2008 specifically to accommodate commercial development. As the staff reports reflect, that annexation contemplated the development of a hotel and retail center on the site but the property has remained vacant since being brought into the City for that purpose. The conditions that make the requested relief necessary arose not from anything I have done, but largely from a prior public project the City approved and from which the community has benefited. Taken together, the requested variances would allow the property to be developed consistent with the commercial zoning the City intended, without adverse impact on the community and without conflict with the City's planning intent.

In 2009 and 2010, RaceTrac Petroleum developed the immediately adjacent parcel at 59 Athens Highway. A central component of that project was the realignment of Oak Grove Road. In November 2010, the City Council approved a land swap with RaceTrac. The City exchanged its 0.196-acre southwest tract for RaceTrac's 0.207-acre northwest tract for the express purpose of realigning Oak Grove Road, with all affected property owners providing the required consent. During that same period, RaceTrac also sought variances to reduce the 10-foot landscape strip along the right of way. They ultimately withdrew these, because the road realignment and cooperative dedication of right-of-way resolved the conflict along Athens Highway (Hwy 78) without the need for variances.

The reconfiguration of the Oak Grove Road / Brand Road intersection left my property irregularly shaped. My predecessors and the surrounding owners cooperated with the City by dedicating and swapping right-of-way to make the RaceTrac realignment possible. This parcel absorbed the resulting geometric constraints, which have made it materially harder to develop for the hotel and retail use for which it was annexed. For that reason, I respectfully ask the City to treat the parcel's irregular shape, arising from that cooperative realignment, as a factor in qualifying for hardship.

Just as the City partnered with RaceTrac in 2010 to solve the Athens Highway frontage problem through cooperative right-of-way dedication rather than rigid application of the code, I ask the Commission to recognize the hardship created on my property. This request is intended to allow reasonable commercial use of a parcel shaped by circumstances beyond my control.

Furthermore, the staff reports note that a smaller building footprint could meet the City's code. In practice, though, the buyer cannot proceed at the land price without the additional retail space, and the Sprouts anchor will not proceed without the foot traffic that the other retail spaces generate. Given my investment in the property to date, I cannot reduce that price. If this development does not proceed, the only alternative use that is financially viable at that price and consistent with the zoning is overnight truck parking and storage. A retail center better serves the City's intent and offers greater benefit to the residents of Loganville.

I respectfully request that the Planning Commission recommend approval of Cases V26-003 through V26-007. Thank you for your time and consideration.

Sincerely,



Samuel Cordos  
Bright Stone Lending LLC  
1147 Tranquil Brook Drive  
Naples, FL 34114  
239.385.1660  
sammycordos@gmail.com



# Sprouts Shopping Center

## Traffic Impact Study

Prepared for:

GBT Realty

Prepared by:

KCI Technologies Inc.

2160 Satellite Boulevard, Suite 130

Duluth, GA 30097

[www.kci.com](http://www.kci.com)

678.990.6200

June 2026

KCI Project #00055930

RISE TO THE  
CHALLENGE



# Sprouts Shopping Center

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June 2026

KCI Project #00055930



6/16/2026

RISE TO THE  
CHALLENGE



## Executive Summary

The purpose of this study is to evaluate the potential traffic impacts of the proposed Sprouts Shopping Center. The site is located in the City of Loganville along the south side of Brand Road and along the east side of Oak Grove Road. The development proposes a 23,273 SF organic grocery store and 8,800 SF of retail shops. The site concept plan (see Appendix B) for the development illustrates the site layout with two proposed site driveways along Oak Grove Road and one proposed site driveway along Brand Road.

Brand Road is a two-lane roadway with a posted 35-mph speed limit and is classified as a minor collector by Gwinnett County in the vicinity of the proposed development. Oak Grove Road is a two-lane roadway in the vicinity of the proposed development site. It is functionally classified as a secondary local road by Gwinnett County with a posted speed limit of 40 mph.

For the purposes of the traffic study, the analysis included the expected completion (build-out) of the development by the year 2028. The future conditions analysis was performed for the year 2028 No-Build Conditions (without the Sprouts Shopping Center). The future conditions analysis was also performed for the year 2028 Build Conditions (with the Sprouts Shopping Center). The City of Loganville requires a traffic impact study for a development generating over 100 peak hour trips. This study performed an analysis of existing and future traffic conditions at two existing intersections. The traffic impact study network consisted of the two existing intersections and the three proposed site driveways:

1. Brand Road at Oak Grove Road (side-street stop controlled)
2. RaceTrac driveway at Oak Grove Road (side-street stop controlled) / *Proposed Site Driveway #1*
3. *Oak Grove Road at Proposed Site Driveway #2 (side-street stop controlled)*
4. *Brand Road at Proposed Site Driveway #3 (side-street stop controlled)*

The project driveway volumes were calculated based on the Institute of Transportation Engineers' (ITE) Trip Generation Manual, Twelfth Edition. The most applicable ITE land use (LU) code is LU 822 (Strip Retail Plaza <40k) to account for the development. For the purposes of the traffic study, the analysis included 32,073 SF of retail to be built by the expected completion year of 2028. Additionally, due to the retail development type, pass-by reductions were included for the traffic analysis.

Pass-by trips are vehicles already traveling along the adjacent streets which choose to pull into the development, stop, then continue their trip to their destination. Pass-by rates for LU 821 (Shopping Center 40-150k) were used, because there was no data for LU 822. The pass-by rates used were 20% AM (estimated half of ITE), 40% PM (ITE rate), and 40% daily (estimated).

The estimated total driveway volumes are 1,583 vehicles per day (792 entering and 791 exiting), 126 vehicles during the AM peak hour (69 entering and 57 exiting) and 169 vehicles during the PM peak hour (85 entering and 84 exiting). The net new trips (after pass-by reductions) are estimated to be 950 vehicles per day (total of entering and exiting), 100 vehicles (total of entering and exiting) during the AM peak hour, and 101 vehicles (total of entering and exiting) during the PM peak hour.

### Brand Road at Oak Grove Road

The results of the traffic analysis indicate that the study intersection of Brand Road at Oak Grove Road is currently operating at an acceptable level of service in both the AM peak hour and PM peak hours. The results for the future year 2028 No Build Conditions (without the Sprouts Shopping Center) as well as the future year 2028 Build Conditions (with the Sprouts Shopping Center) indicate the intersection will continue to operate at an acceptable level of service LOS C during the AM peak hour for both stop-control approaches. During the PM peak hour both stop-control approaches are expected to operate at a poor level of service LOS F. A poor level of service is not uncommon at stop-control approaches that intersect cross streets with high through volumes during the peak hour.

A potential mitigation the city could consider to reduce the delay during the PM peak hour at the intersection of Brand Road at Oak Grove Road is adding a right-turn lane on the southbound approach (Oak Grove Road). The capacity analysis shows adding a southbound right-turn lane would improve the southbound approach level of service in the PM peak hour to LOS D (34 seconds of delay). A traffic signal is not a recommended mitigation due to low side-street traffic volumes at this intersection.

A potential mitigation the city could consider to reduce the delay during the PM peak hour at the intersection of Brand Road at Oak Grove Road is adding a right-turn lane on the northbound approach (Oak Grove Road). The analysis shows adding a northbound right-turn lane would improve the northbound approach level of service in the PM peak hour to LOS E (43 seconds of delay).

### RaceTrac Driveway at Oak Grove Road

At the study intersection of RaceTrac Driveway at Oak Grove Road, the side-street stop control approach currently operates at an acceptable level of service LOS A and will continue to operate at LOS A in the future year 2028 No Build and Build Conditions during the AM peak hour and is expected to operate at LOS B during the PM peak hour.

### Proposed Site Driveway #1

The results of the traffic analysis indicate the proposed site driveway #1 along Oak Grove Road, operating with side-street stop-control, is expected to operate with an acceptable level of service LOS A during the AM and PM peak hours.

### Proposed Site Driveway #2

The results of the traffic analysis indicate the proposed site driveway #2 along Oak Grove Road, operating with side-street stop-control, is expected to operate with an acceptable level of service LOS A during the AM peak hour and LOS B during the PM peak hour.

### Proposed Site Driveway #3

The results of the traffic analysis indicate the proposed site driveway #3 along Brand Road, operating with side-street stop-control, is expected to operate with an acceptable level of service LOS B during the AM peak hour and LOS C during the PM peak hour.

The traffic impact study identified the following geometric improvements needed to accommodate the proposed development at the proposed driveways along Brand Road and Oak Grove Road. Based on estimated traffic volumes in the year 2028 Build year conditions and the Gwinnett County turn lane criteria, the following geometric recommendations are provided:

- Oak Grove Road at Proposed Site Driveway #1:
  - Provide one entry lane and one exit lane on the site driveway; driveway to have stop-control
  - *Note: A left-turn lane and right-turn deceleration lane are not required*
- Oak Grove Road at Proposed Site Driveway #2
  - Provide one entry lane and one exit lane on the site driveway; driveway to have stop-control
  - *Note: A left-turn lane and right-turn deceleration lanes are not required*
- Brand Road at Proposed Site Driveway #3:
  - Provide one entry lane and one exit lane on the site driveway; driveway to have stop-control
  - *Note: The site plan does not propose an eastbound right-turn lane along Brand Road. The driveway is primarily intended to accommodate the truck exit movement and provides access to rear parking spaces for employees. Since Brand Road is classified as a minor collector by Gwinnett County, it does meet the Gwinnett County criteria for installing a right-turn lane as set forth by the Unified Development Ordinance (UDO) for County-maintained roads. The estimated eastbound right-turn volume at the site driveway #3 is estimated to be low: 3 vehicles during the AM peak hour and 3 vehicles during the PM peak hour.*
  - *Note: A southbound left-turn lane along Brand Road is not required*

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## Appendix

### A: Figures

Figure 1 – Location Map

Figure 2 – Aerial & Access Locations

Figure 3 – Existing Traffic Conditions

Figure 4 – Project Trip Distribution

Figure 5 – Future Build (Year 2028) Conditions

### B: Concept Plan

### C: Traffic Count Data

### D: GDOT Traffic Data

### E: Intersection Volume Development

### F: Capacity Analysis Reports



## 1. Existing Conditions

### 1.1 Site Conditions

The proposed development is located on property with two existing residential homes which will be removed. **Figure 1** provides a general location map. **Figure 2** is an aerial that shows the site location and the proposed site driveways (Figures included in Appendix A). Access to the property is proposed as two full movement driveways to be located along Oak Grove Road and one full movement driveway to be located along Brand Road (The concept plan is included in Appendix B). The proposed driveway along Brand Road is primarily intended to accommodate the truck exit movement and provides access to rear parking spaces for employees. Nearby land uses are commercial and residential.

### 1.2 Roadway Conditions

Brand Road is a two-lane east-west oriented roadway in the vicinity of the proposed development site. It is functionally classified as a minor collector road by Gwinnett County with a posted speed limit of 35 mph.

Oak Grove Road is a two-lane north-south oriented roadway in the vicinity of the proposed development site. It is functionally classified as a local road by Gwinnett County with a posted speed limit of 40 mph.

The intersection of Brand Road at Oak Grove Road is a four-leg intersection, operates with two-way side-street stop control (Oak Grove Road), and has the following lane configuration on the four approaches:

- Northbound Oak Grove Road: One shared left-turn/through/right-turn lane
- Southbound Oak Grove Road: One shared left-turn/through/right-turn lane
- Eastbound Brand Road: One shared left-turn/through/right-turn lane
- Westbound Brand Road: One shared left-turn/through/right-turn lane

The intersection of Oak Grove Road at RaceTrac Driveway is a three-legged intersection, operates with side-street stop control, and has the following lane configuration on the three approaches:

- Northbound Oak Grove Road: One shared left-turn/through/right-turn lane
- Southbound Oak Grove Road: One shared left-turn/through/right-turn lane
- Eastbound RaceTrac Driveway: One shared left-turn/through/right-turn lane

There is a sidewalk located along the west side of Oak Grove Road. The sidewalk begins at Brand Road and ends at the Raceway driveway and does not continue to the east in front of the site.

Gwinnett County Transit does not provide bus routes near the development site.

### 1.3 Traffic Volumes

Traffic counts were collected on Wednesday, April 15, 2026, when Gwinnett County public schools were in session, for use in the traffic analysis. The traffic data collected included:

- 4-hr turning movement count (TMC), 7-9 AM and 4-6PM, for Oak Grove Road at Brand Road
- 4-hr turning movement count (TMC), 7-9 AM and 4-6PM, for Oak Grove Road at RaceTrac Driveway

Historical traffic volume data available from the GDOT TADA source were utilized to inform the annual growth factor. The three locations are indicated in Appendix D. The three locations are:

- GDOT Count Station #135-8053 located on Old Loganville Road, south of Chase Court
- GDOT Count Station #135-0061 located on US 78/SR 10, east of Krisam Creek Drive
- GDOT Count Station #135-0154 located on Loganville Highway, east of The Esplanade Way

**Figure 3** (in Appendix A) illustrates the existing, 2026, traffic volumes. The 2026 traffic volumes are shown in the Intersection Volume Development tables included in Appendix E.

## 2. Future Conditions

### 2.1 Future No-Build Traffic Volumes

Future No-Build traffic volumes were developed by reviewing the historical traffic volumes roadways within the vicinity of the project and historic population growth in the county. Three GDOT count stations in the area were reviewed. The annual historic compound growth rate averaged 1.9% between the three count stations. The calculations are included in Appendix D. Gwinnett County's population growth rate was most recently reported as 1.2% per year in 2025. The Governor's Office of Planning and Budget developed population projections indicate an estimated growth of 0.9% by 2030 in Gwinnett County.

Considering this data, a 1.7% per year growth rate to account for background traffic volume growth was used in the traffic study. For the purposes of this study the proposed development is expected to be completed and opened by 2028. A 1.7% per year growth rate was applied to the existing year (2026) volumes to calculate year 2028 No-Build traffic volumes. The 2028 No-Build traffic volumes are shown in the Intersection Volume Development tables included in Appendix E.

### 2.2 Future Roadway Conditions

Gwinnett County and Georgia DOT planned and programmed transportation projects were reviewed for improvements within the study area. The Gwinnett County Destination 2050 CTP included one identified project within the study area. Within the "Mid-term" project list (intended for implementation from year 2031 to 2040), project IS-118 is a proposed intersection project at US 78 at Brand Road. There were no Georgia DOT planned projects near the development site.

### 3. Proposed Development Traffic

Project traffic was calculated for the proposed development. Project traffic is defined as the vehicular trips expected to be generated by the development and distributed over the roadway network.

#### 3.1 Trip Generation

The project driveway volumes were calculated based on the Institute of Transportation Engineers' (ITE) Trip Generation Manual, Twelfth Edition. For the purposes of the traffic study, the analysis included 32,073 SF of retail to be built by the expected completion year of 2028. The most applicable ITE land use (LU) code is LU 822 (Strip Retail Plaza <40k) to account for the development. Additionally, due to the retail development type, pass-by reductions were included for the traffic analysis.

Pass-by trips are vehicles already traveling along the adjacent streets which choose to pull into the development, stop, then continue their trip to their destination. Pass-by rates for LU 821 (Shopping Center 40-150k) were used, because there was no data for LU 822. The pass-by rates used were 20% AM (estimated half of ITE), 40% PM (ITE rate), and 40% daily (estimated).

**Table 1** below summarizes the trips expected daily, during the AM peak hour, and during the PM peak hour for the development. The total number of vehicles (entering and exiting) the site on a weekday is shown in the row "driveway totals". The number of additional vehicles traveling in the study network to access the development is shown in the row "net new trips". The number of net new trips is less than the gross trips (due to subtracting the pass-by trips).

| Table 1: Proposed Site Trip Generation        |           |               |              |      |       |              |      |       |
|-----------------------------------------------|-----------|---------------|--------------|------|-------|--------------|------|-------|
| Land Use (ITE Code)                           | Units     | Daily Trips   | AM Peak Hour |      |       | PM Peak Hour |      |       |
|                                               |           | Two-Way Total | Enter        | Exit | Total | Enter        | Exit | Total |
| Strip Retail Plaza <40k (822)                 | 32,073 SF | 1,583         | 69           | 57   | 126   | 85           | 84   | 169   |
| <b>Gross Trips (Total without reductions)</b> |           | 1,583         | 69           | 57   | 126   | 85           | 84   | 169   |
| Total Pass-By Reductions                      |           | -633          | -13          | -13  | -26   | -34          | -34  | -68   |
| <b>Net New Trips (Total with reductions)</b>  |           | 950           | 56           | 44   | 100   | 51           | 50   | 101   |
| <b>Driveway Totals</b>                        |           | 1,583         | 69           | 57   | 126   | 85           | 84   | 169   |

#### 3.2 Trip Distribution and Assignment

An overall trip distribution and assignment of project trips was based on existing traffic patterns, and a review of land uses and the street network in the area. Additionally, site traffic is anticipated to cross the RaceTrac property using an existing access easement across the RaceTrac property between US 78 and Oak Grove Road (deed book 50129, page 0760). The site driveway onto Brand Road (Driveway #3) is primarily intended to accommodate the truck exit movement and provide access to rear parking spaces for employees. This information was used to apply the project traffic volumes at the study intersections and development driveway.

The directional distribution for the proposed development is estimated to be:

- 15% to/from the north along Oak Grove Road
- 15% to and 10% from the south along Oak Grove Road
- 20% to and 40% from the west along Brand Road
- 25% to and 15% from the west along RaceTrac Driveway
- 20% to/from the east along Brand Road

Project trip distribution is illustrated in **Figure 4** in Appendix A.

### 3.3 Future Build Traffic Volumes

The 2028 future Build traffic volumes were calculated by adding the proposed development (Sprouts Shopping Center) traffic volumes to the projected year 2028 No-Build traffic volumes. **Figure 5** (in Appendix A) illustrates the year 2028 Build traffic volumes.

## 4. Capacity Analysis

Capacity analysis was performed at the study intersections for the weekday AM and PM peak hours. Intersection Level of Service (LOS) was calculated based on the methodologies contained in the Highway Capacity Manual, 7<sup>th</sup> Edition. The Synchro Studio software, which utilizes the HCM 7th Edition methodology, was utilized to perform the analyses.

Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions. Level of service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorist's perceptions. The Highway Capacity Manual defines six levels of service, LOS A through LOS F. Level of service A indicates excellent operations with little delay to motorists, while level of service F indicates extremely long delay.

Level of service for unsignalized intersections is calculated for the average control delay incurred for vehicles on the stop control approach, compared to the average control delay per vehicle for all approaches at a signalized intersection. Control delays for vehicles include initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. **Table 2** below indicates the relationship between delay and LOS for signalized and unsignalized intersections, respectively. Level-of-service "E" is typically considered to be the limit of acceptable delay.

Several factors affect the controlled delay for unsignalized intersections, including the availability of gaps in the cross-street traffic, and acceptable gap time to make the movement from the stop position. For stop-control intersections, LOS E and F exist when there are insufficient gaps in traffic, resulting in long delays. Low level of service for stop-control approaches is not uncommon at major cross-streets.

| Table 2: Level of Service Criteria |                                         |                           |
|------------------------------------|-----------------------------------------|---------------------------|
| Level of Service                   | Average Control Delay Per Vehicle (sec) |                           |
|                                    | Signalized Intersection                 | Unsignalized Intersection |
| A                                  | ≤10                                     | ≤10                       |
| B                                  | >10 and ≤20                             | >10 and ≤15               |
| C                                  | >20 and ≤35                             | >15 and ≤25               |
| D                                  | >35 and ≤55                             | >25 and ≤35               |
| E                                  | >55 and ≤80                             | >35 and ≤50               |
| F                                  | >80                                     | >50                       |



### 4.1 Existing Conditions Capacity Analysis

Capacity analysis was performed for the year 2026 Existing Conditions and includes existing traffic volumes at the study intersections. The existing traffic conditions and volumes are illustrated in **Figure 3**. **Table 3** summarizes the results of the existing capacity analysis.

| Table 3: Existing (Year 2026) Level of Service |                          |                      |                           |                           |
|------------------------------------------------|--------------------------|----------------------|---------------------------|---------------------------|
| Intersection                                   | Intersection Control     | Approach             | AM Peak Hour LOS (Delay*) | PM Peak Hour LOS (Delay*) |
| 1. Brand Road at Oak Grove Road                | Side-street stop control | NB Oak Grove Road    | B (13)                    | D (26)                    |
|                                                |                          | SB Oak Grove Road    | C (17)                    | E (37)                    |
| 2. RaceTrac Driveway at Oak Grove Road         | Side-street stop control | EB RaceTrac Driveway | A (9)                     | A (9)                     |

\*Average vehicle delay in seconds

Under existing conditions, at the intersection of Brand Road at Oak Grove Road, the side-street approaches are currently operating at an acceptable level of service LOS B and LOS C during the AM and a low level of service LOS D and LOS E during the PM peak hours. At the intersection of RaceTrac Driveway at Oak Grove Road, the stop-control approach is currently operating at an acceptable level of service LOS A in the AM peak hour and PM peak hours.

### 4.2 Future No Build Conditions Capacity Analysis

Capacity analysis was performed for the year 2028 Future No Build Conditions and includes the No-Build traffic volumes (without the Sprouts Shopping Center) and existing roadway conditions. **Table 4** summarizes the results of the capacity analysis.

| Table 4: No Build (Year 2028) Level of Service |                          |                      |                           |                           |
|------------------------------------------------|--------------------------|----------------------|---------------------------|---------------------------|
| Intersection                                   | Intersection Control     | Approach             | AM Peak Hour LOS (Delay*) | PM Peak Hour LOS (Delay*) |
| 1. Brand Road at Oak Grove Road                | Side-street stop control | NB Oak Grove Road    | B (13)                    | D (29)                    |
|                                                |                          | SB Oak Grove Road    | C (18)                    | E (45)                    |
| 2. RaceTrac Driveway at Oak Grove Road         | Side-street stop control | EB RaceTrac Driveway | A (9)                     | A (9)                     |

\*Average vehicle delay in seconds

By 2028 Future No-Build Conditions, at the intersection of Brand Road at Oak Grove Road, the side-street approaches are expected to continue operating at an acceptable level of service LOS B and LOS C during the AM and a low level of service LOS D and LOS E during the PM peak hours. At the intersection of RaceTrac Driveway at Oak Grove Road, the stop-control approach is expected to continue operating at an acceptable level of service LOS A in the AM and PM peak hours.

### 4.3 Future Build Conditions Capacity Analysis

Capacity analysis was performed for the year 2028 Future Build Conditions and includes the No-Build traffic volumes plus the Sprouts Shopping Center volumes. The Build traffic conditions and volumes are illustrated in **Figure 5**. **Table 5** summarizes the results of the capacity analysis.

| Table 5: Build (Year 2028) Level of Service                   |                          |                         |                           |                           |
|---------------------------------------------------------------|--------------------------|-------------------------|---------------------------|---------------------------|
| Intersection                                                  | Intersection Control     | Approach                | AM Peak Hour LOS (Delay*) | PM Peak Hour LOS (Delay*) |
| 1. Brand Road at Oak Grove Road                               | Side-street stop control | NB Oak Grove Road       | C (21)                    | F (63)                    |
|                                                               |                          | SB Oak Grove Road       | C (20)                    | F (70)                    |
| 2. RaceTrac Driveway at Oak Grove Road / Proposed Driveway #1 | Side-street stop control | EB RaceTrac Driveway    | A (9)                     | B (10)                    |
|                                                               |                          | WB Proposed Driveway #1 | A (9)                     | A (10)                    |
| 3. Oak Grove Road at Proposed Driveway #2                     | Side-street stop Control | WB Proposed Driveway #2 | A (9)                     | B (10)                    |
| 4. Brand Road at Proposed Driveway #3                         | Side-street stop Control | NB Proposed Driveway #3 | B (12)                    | C (16)                    |

\*Average vehicle delay in seconds

In the future year 2028 Build Conditions (with the Sprouts Shopping Center traffic volumes), the intersection of Brand Road at Oak Grove Road is expected to operate at an acceptable level of service LOS C during the AM peak hour for both stop-control approaches and at a poor level of service LOS F during the PM peak hour for both stop-control approaches. A poor level of service is not uncommon at stop-control approaches that intersect cross streets with high through volumes during the peak hour.

A potential mitigation the city could consider to reduce the delay during the PM peak hour at the intersection of Brand Road at Oak Grove Road is adding a right-turn lane on the southbound approach (Oak Grove Road). The capacity analysis shows adding a southbound right-turn lane would improve the southbound approach level of service in the PM peak hour to LOS D (34 seconds of delay). A traffic signal is not a recommended mitigation due to low side-street traffic volumes at this intersection.

A potential mitigation the city could consider to reduce the delay during the PM peak hour at the intersection of Brand Road at Oak Grove Road is adding a right-turn lane on the northbound approach (Oak Grove Road). The analysis shows adding a northbound right-turn lane would improve the northbound approach level of service in the PM peak hour to LOS E (43 seconds of delay).

At the intersection of RaceTrac Driveway at Oak Grove Road, the stop-control approach of RaceTrac Driveway is expected to continue operating at an acceptable level of service LOS A during the AM peak hour and LOS B during the PM peak hour. The proposed site driveway #1 along Oak Grove Road is expected to operate with an acceptable level of service LOS A during the AM and PM peak hours.

The proposed site driveway #2 along Oak Grove Road, operating with side-street stop-control, is expected to operate with an acceptable level of service LOS A during the AM peak hour and LOS B during the PM peak hour.

The results of the traffic analysis indicate the proposed site driveway #3 along Brand Road, operating with side-street stop-control, is expected to operate with an acceptable level of service LOS B during the AM peak hour and LOS C during the PM peak hour. The capacity analysis did not include a separate eastbound right-turn deceleration lane along Brand Road.

Capacity analysis reports can be found in Appendix F.

## 5. Recommendations

Recommendations for access for the proposed Sprouts Shopping Center are based on existing conditions, the proposed development use, and expected traffic volumes. The need for dedicated turn lanes at the proposed development driveway and appropriate traffic control (i.e. stop control) were based on Gwinnett County criteria. Recommendations were based on transportation industry standards and engineering judgment. Specifics of the driveway design will need to follow Gwinnett County requirements for the driveways along Brand Road and City of Loganville requirements for driveways along Oak Grove Road.

### 5.1 Turn Lane Analysis at Site Driveway

Brand Road is a county-maintained road. Oak Grove Road is a city-maintained road. For the purposes of the traffic study, the Gwinnett County turn lane analysis criteria were utilized for the three site driveways.

#### Right-Turn Deceleration Lane Criteria

Gwinnett County has criteria for installation of right-turn lanes as set forth by the Unified Development Ordinance (UDO) for County-maintained roads. The County UDO states that right-turn deceleration lanes shall be provided at each project driveway or subdivision street entrance that is provided street access to a Minor Collector Street or Major Thoroughfare.

Since Brand Road is classified as a minor collector by Gwinnett County, a right-turn deceleration lane is required at the proposed driveway; however, the site plan does not propose a right-turn lane. Note: The Brand Road driveway is primarily intended to accommodate the truck exit movement and provides access to rear parking spaces for employees. The estimated eastbound right-turn volume at the site driveway #3 is 3 vehicles during the AM peak hour and 3 vehicles during the PM peak hour.

Since Oak Grove Road is classified as a local road by Gwinnett County, a right-turn deceleration lane is NOT required at the proposed driveway.

#### Left-turn Lane Criteria

The County's *Criteria and Guidelines for Left Turn Lanes* were also reviewed. Since Brand Road is a two-lane roadway, has a posted speed limit of 35-mph, and has an average daily traffic (ADT) less than 6,000 vehicles, the left-turn criteria for non-residential developments states that a left-turn lane is warranted if there are more than 30 left turning vehicles during the peak hour.

The estimated westbound left-turn volume at the proposed site driveway #3 is 3 vehicles during the AM peak hour and 3 vehicles during the PM peak hour. This left-turn volume DOES NOT MEET the threshold to install a dedicated left-turn lane at the proposed site driveway #3 along Brand Road.

Since Oak Grove Road is a two-lane roadway, has a posted speed limit of 40-mph, and has an average daily traffic (ADT) less than 6,000 vehicles, the left-turn criteria states that a left-turn lane is warranted if there are more than 25 left turning vehicles during the peak hour.

The estimated southbound left-turn volume at the proposed site driveway #2 is 32 vehicles during the AM peak hour and 37 vehicles during the PM peak hour with development and pass-by trips. This left-turn volume DOES MEET the threshold to install a dedicated left-turn lane; however, the site plan does not propose a left-turn lane. The low traffic volume along Oak Grove Road does not justify installing a left-turn lane.

The estimated southbound left-turn volume at site driveway #1 along Oak Grove Road is 14 vehicles during the AM peak hour and 13 vehicles during the PM peak hour. This left-turn volume DOES NOT MEET the threshold to install a dedicated left-turn at the proposed driveway #1 along Oak Grove Road.

## 5.2 Recommended Driveway Geometry

Based on estimated traffic volumes in the year 2028 Build year conditions, and the Gwinnett County UDO criteria, the following geometric recommendations are provided:

- Oak Grove Road at Proposed Site Driveway #1:
  - Provide one entry lane and one exit lane on the site driveway; driveway to have stop-control
  - *Note: A left-turn lane and right-turn deceleration lane are not required*
- Oak Grove Road at Proposed Site Driveway #2
  - Provide one entry lane and one exit lane on the site driveway; driveway to have stop-control
  - *Note: A left-turn lane and right-turn deceleration lanes are not required*
- Brand Road at Proposed Site Driveway #3:
  - Provide one entry lane and one exit lane on the site driveway; driveway to have stop-control
  - Note: The site plan does not propose an eastbound right-turn lane along Brand Road. The driveway is primarily intended to accommodate the truck exit movement and provides access to rear parking spaces for employees.
  - *Note: A southbound left-turn lane along Brand Road is not required*

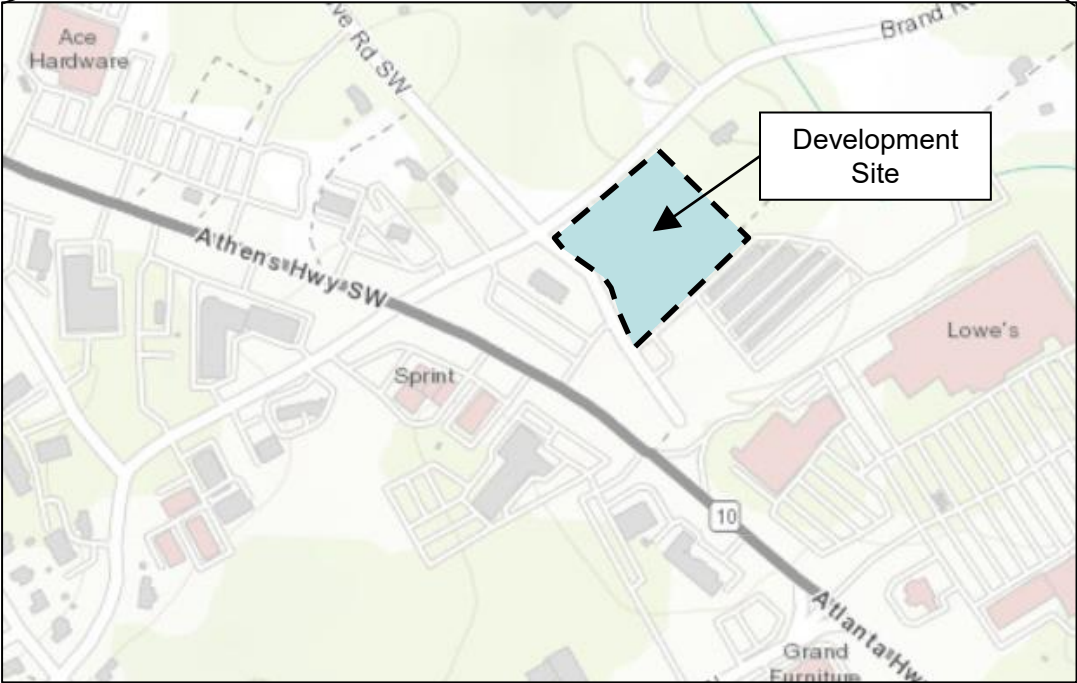
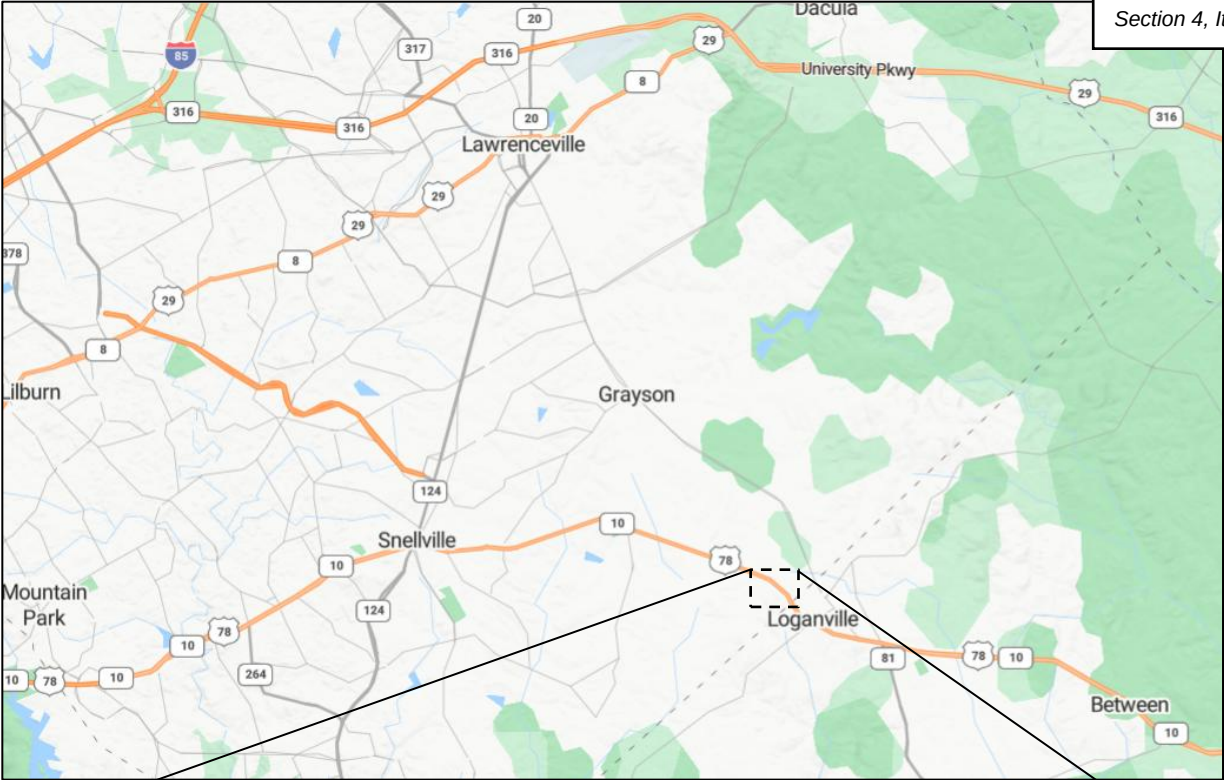
## Appendices

- Appendix A
  - Figures
- Appendix B
  - Concept Plan
- Appendix C
  - Traffic Count Data
- Appendix D
  - GDOT Traffic Data
- Appendix E
  - Intersection Volume Development
- Appendix F
  - Capacity Analysis Reports



## Appendix A

### Figures



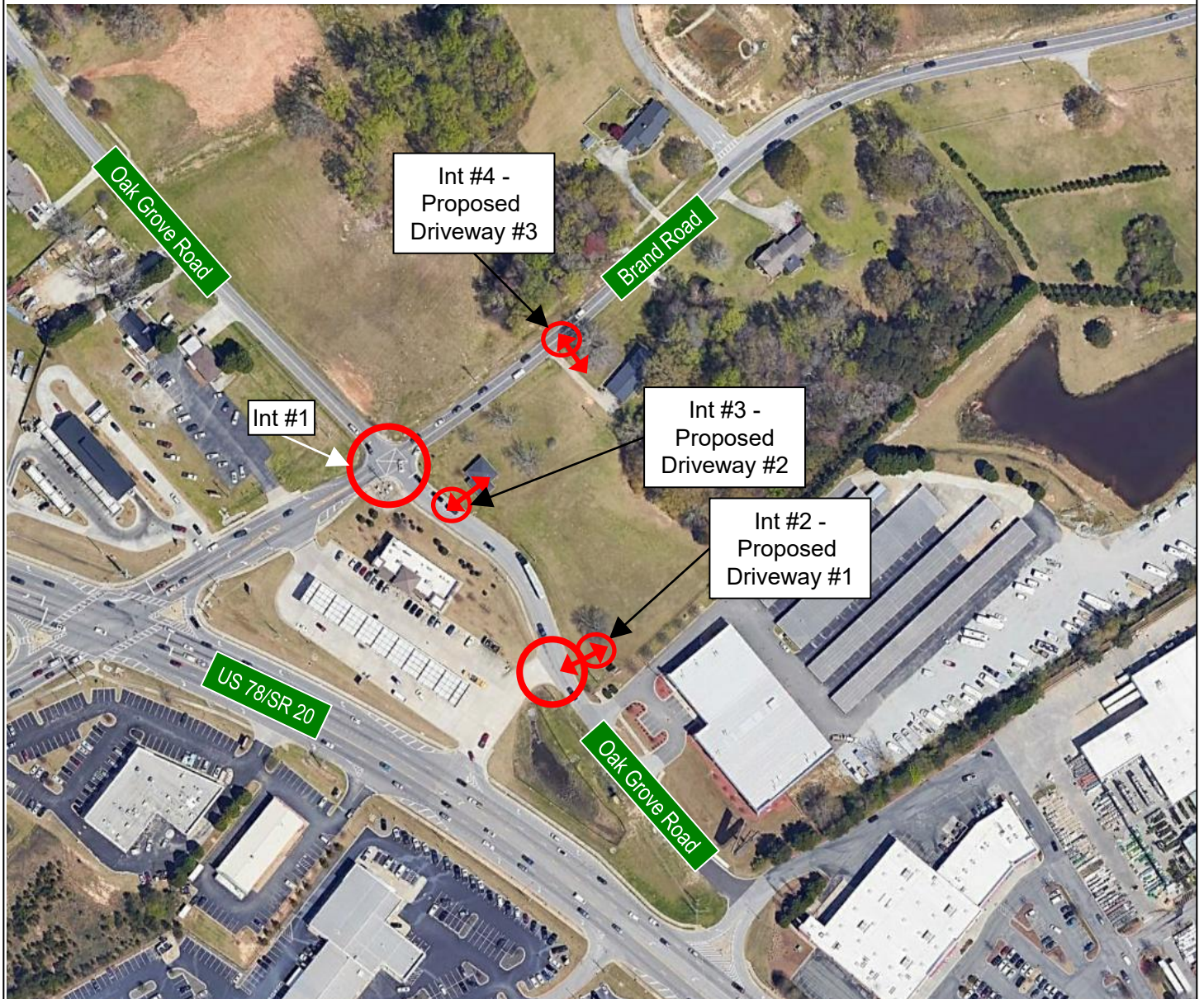
Not to Scale



Legend:

 Study Intersection

Section 4, ItemA.



Not to Scale



**Traffic Impact Study  
Sprouts Shopping Center  
City of Loganville, Georgia**

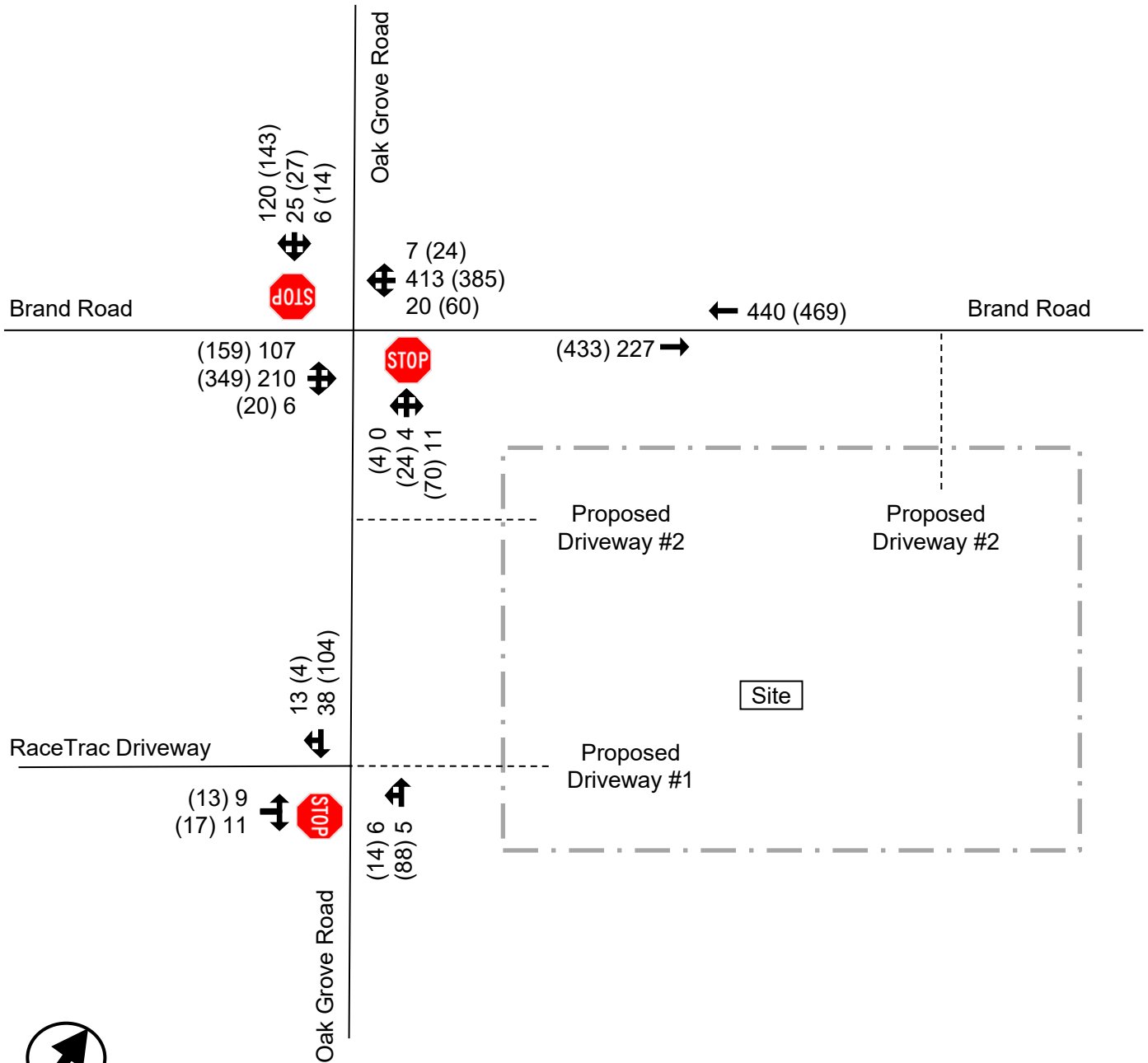
**Aerial &  
Access  
Locations**

**Figure**  
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**LEGEND:**

- Existing Roadway Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes

Section 4, ItemA.



Not to Scale



**Traffic Impact Study  
Sprouts Shopping Center  
City of Loganville, Georgia**

**Existing Traffic  
Conditions**

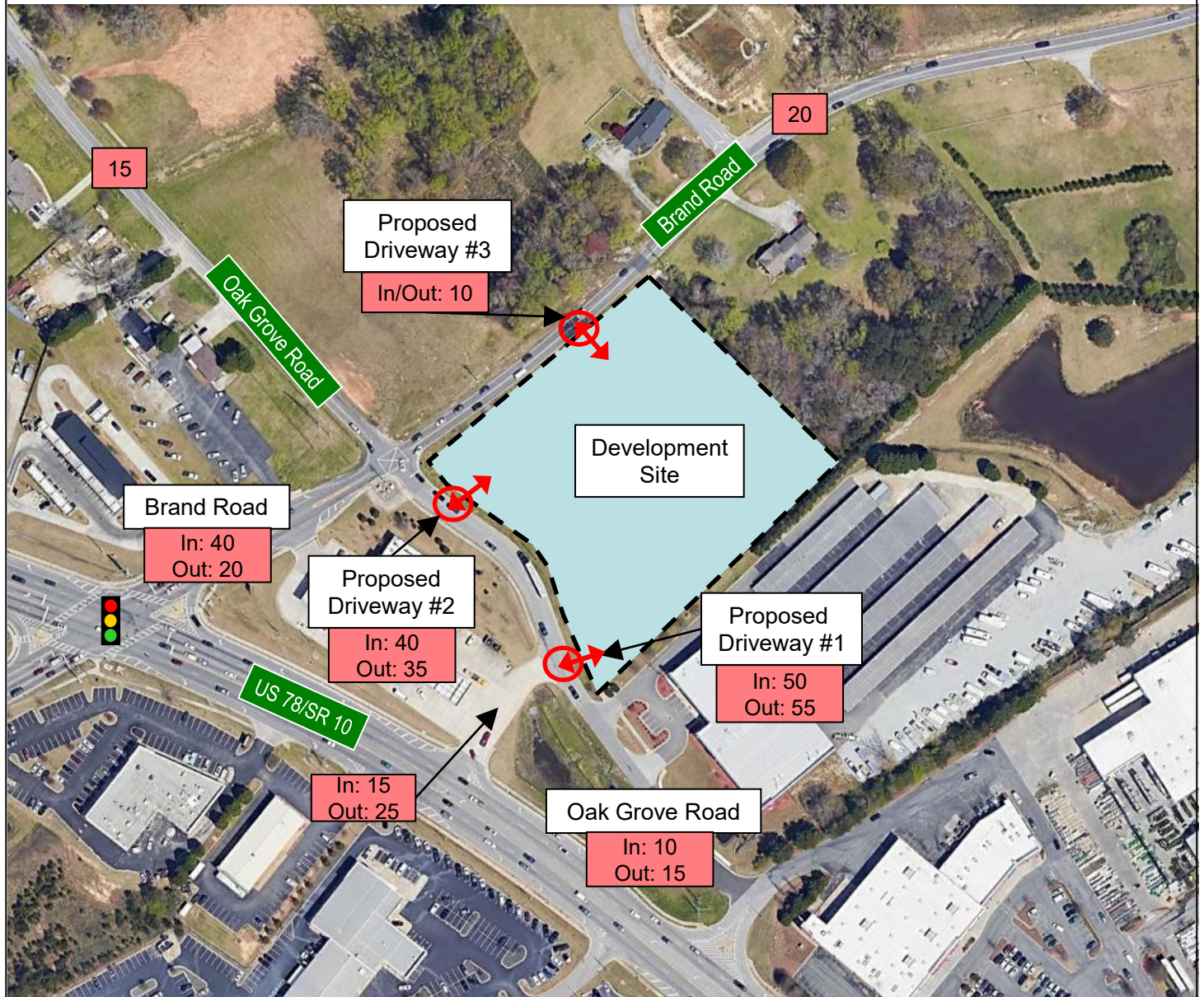
**Figure**  
233



Legend:

XX Distribution Percentage

Section 4, ItemA.



Not to Scale



**Traffic Impact Study  
Sprouts Shopping Center  
City of Loganville, Georgia**

**Project Trip  
Distribution**

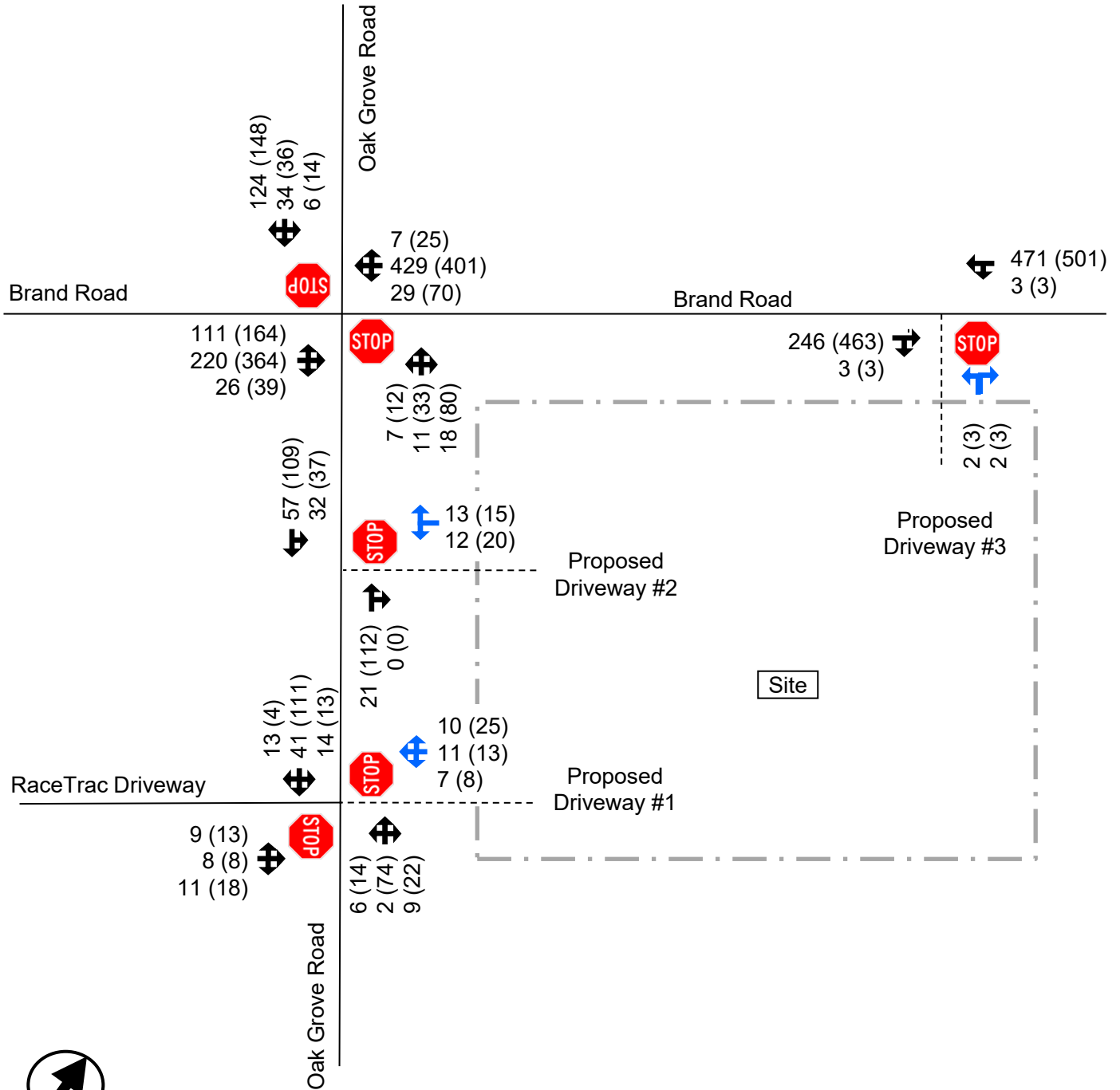
**Figure**  
234



**LEGEND:**

- Existing Roadway Laneage
- Proposed Roadway Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes

Section 4, ItemA.



Not to Scale



**Traffic Impact Study  
Sprouts Shopping Center  
City of Loganville, Georgia**

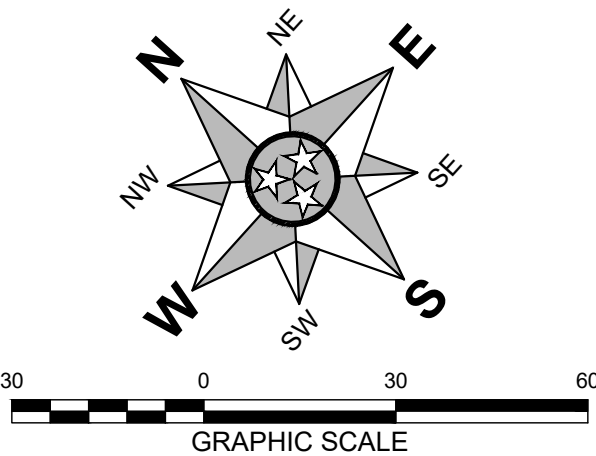
**Build  
(Year 2028)  
Traffic Conditions**

**Figure**  
235

## **Appendix B**

### **Concept Plan**





STORMWATER DETENTION REQUIREMENTS WILL BE SATISFIED THROUGH THE USE OF AN UNDERGROUND DETENTION SYSTEM IN LIEU OF A SURFACE DETENTION POND. THE UNDERGROUND DETENTION FACILITY WILL BE DESIGNED IN ACCORDANCE WITH APPLICABLE CITY OF LOGANVILLE AND GEORGIA STORMWATER MANAGEMENT MANUAL REQUIREMENTS. FINAL SIZING, ROUTING CALCULATIONS, OUTLET CONTROL STRUCTURES, AND CONSTRUCTION DETAILS WILL BE PROVIDED WITH THE LAND DISTURBANCE PERMIT.

LEGEND

|  |                               |
|--|-------------------------------|
|  | PROPERTY LINE                 |
|  | EXISTING BUILDING             |
|  | EXISTING FENCE                |
|  | EXISTING CURB                 |
|  | EXISTING CURB & GUTTER        |
|  | EXISTING MAJOR CONTOUR        |
|  | EXISTING MINOR CONTOUR        |
|  | EXISTING WATER LINE           |
|  | EXISTING SANITARY SEWER       |
|  | EXISTING NATURAL GAS LINE     |
|  | EXISTING STORM SEWER          |
|  | EXISTING OVERHEAD ELECTRIC    |
|  | EXISTING UNDERGROUND ELECTRIC |
|  | PROPERTY SETBACK LINE         |
|  | PROPOSED BUILDING LINE        |
|  | PROPOSED CURB                 |
|  | EXISTING PAVEMENT             |
|  | HEAVY DUTY ASPHALT PAVEMENT   |
|  | CONCRETE SIDEWALK             |

SITE DATA TABLE

PROJECT NAME: SPROUTS  
PARCEL ID: 5160 057 & 5160 175  
PARCEL ADDRESS: 530 & 540 BRAND ROAD, LOGANVILLE, GA 30052  
SITE ACREAGE: 3.61 AC. ±

JURISDICTION: LOGANVILLE  
COUNTY: GWINNETT  
EXISTING USE: RESIDENCE  
EXISTING ZONING: CH (COMMERCIAL HIGHWAY)  
PROPOSED USE: SHOPPING CENTER

**ZONING STANDARDS**  
BUILDING HEIGHT NOT TO EXCEED 6 STORIES  
FRONT YARD SETBACK: 35 FT (OAK GROVE ROAD - MINOR COLLECTOR STREET)  
SIDE YARD SETBACK: 20 FT  
REAR YARD SETBACK: 30 FT  
LANDSCAPE BUFFER: 10 FT ALONG PUBLIC RIGHT-OF-WAY (VARIANCE)  
5 FT ALONG NON-PUBLIC RIGHT-OF-WAY

**STREAM BUFFER AND SETBACK REQUIREMENTS**  
STATE OF GEORGIA: 25 FT UNDISTURBED NATURAL VEGETATIVE BUFFER  
CITY OF LOGANVILLE: 50 FT UNDISTURBED NATURAL VEGETATIVE BUFFER AND AN ADDITIONAL 25 FT SETBACK BEYOND THE UNDISTURBED VEGETATIVE BUFFER IN WHICH ALL IMPERVIOUS COVER SHALL BE PROHIBITED (VARIANCE)

**OFF-STREET PARKING REQUIREMENTS**  
SHOPPING CENTER: 1 SPACE PER 200 SF  
TOTAL PARKING REQUIRED: 32,073 SF / 200 SF = 161 SPACES  
TOTAL PARKING PROVIDED = 153 SPACES (7 ADA SPACES) (VARIANCE)  
PARKING SPACE DIMENSIONS REQUIRED = 9' x 19'  
PARKING SPACE DIMENSIONS PROVIDED = 9' x 18' (VARIANCE)  
LOADING SPACES REQUIRED: RETAIL AND SHOPPING CENTER - 1/ FIRST 5,000 SF PLUS 1/ ADDITIONAL 30,000 SF OR FRACTION THEREOF (2 LOADING SPACES REQUIRED). SUPERMARKET AND FOOD STORE - 2/ FIRST 10,000 SF AND EACH ADDITIONAL 20,000 SF (3 LOADING SPACES REQUIRED). 5 TOTAL LOADING SPACES REQUIRED  
LOADING SPACES PROVIDED: 3 SPACES (VARIANCE)

FEMA FLOOD MAP: MAP NUMBER 13135C0132F EFFECTIVE 12/8/2016  
SITE IS LOCATED IN ZONE X, AREA OF MINIMAL FLOOD HAZARD

BASED ON INFORMATION TAKEN FROM SURVEY PROVIDED BY CEC, DATED APRIL 28, 2026



DRAFT

CONCEPT PLAN FOR:  
SPROUTS  
530 & 540 BRAND ROAD  
LOGANVILLE  
GWINNETT COUNTY, GEORGIA



CONCEPT PLAN

|               |              |              |    |
|---------------|--------------|--------------|----|
| DATE :        | JUNE 5, 2026 | DRAWN BY :   | SH |
| PROJECT NO. : | 26-115       | CHECKED BY : | BS |

SHEET NUMBER:

CP-1



## **Appendix C**

### **Traffic Count Data**

National Data & Surveying Services

Intersection Turning Movement Count

Location: Oak Grove Rd SW & Brand Rd SW  
City: Loganville  
Control: 2-Way Stop(NB/SB)

Project ID: 26-180071-001  
Date: 4/15/2026

Data - Total

| NS/EW Streets:   | Oak Grove Rd SW     |         |         |         | Oak Grove Rd SW |         |         |         | Brand Rd SW |         |         |         | Brand Rd SW |         |         |         |       |
|------------------|---------------------|---------|---------|---------|-----------------|---------|---------|---------|-------------|---------|---------|---------|-------------|---------|---------|---------|-------|
| AM               | NORTHBOUND          |         |         |         | SOUTHBOUND      |         |         |         | EASTBOUND   |         |         |         | WESTBOUND   |         |         |         | TOTAL |
|                  | 0<br>NL             | 1<br>NT | 0<br>NR | 0<br>NU | 0<br>SL         | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL     | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL     | 1<br>WT | 0<br>WR | 0<br>WU |       |
| 7:00 AM          | 0                   | 0       | 4       | 0       | 0               | 1       | 28      | 0       | 26          | 51      | 2       | 0       | 3           | 83      | 2       | 0       | 200   |
| 7:15 AM          | 0                   | 1       | 2       | 0       | 1               | 1       | 31      | 0       | 27          | 59      | 1       | 0       | 2           | 107     | 2       | 0       | 234   |
| 7:30 AM          | 0                   | 1       | 3       | 0       | 1               | 6       | 24      | 0       | 27          | 43      | 2       | 0       | 5           | 119     | 2       | 0       | 233   |
| 7:45 AM          | 0                   | 2       | 2       | 0       | 0               | 6       | 32      | 0       | 29          | 56      | 3       | 0       | 5           | 100     | 2       | 0       | 237   |
| 8:00 AM          | 0                   | 1       | 2       | 0       | 2               | 6       | 31      | 0       | 21          | 57      | 1       | 0       | 3           | 94      | 2       | 0       | 220   |
| 8:15 AM          | 0                   | 0       | 4       | 0       | 3               | 7       | 33      | 0       | 30          | 54      | 0       | 0       | 7           | 100     | 1       | 0       | 239   |
| 8:30 AM          | 0                   | 1       | 3       | 0       | 2               | 2       | 35      | 0       | 21          | 46      | 2       | 0       | 3           | 88      | 2       | 0       | 205   |
| 8:45 AM          | 2                   | 0       | 2       | 0       | 2               | 6       | 32      | 0       | 29          | 43      | 1       | 0       | 5           | 89      | 3       | 0       | 214   |
| TOTAL VOLUMES :  | NL                  | NT      | NR      | NU      | SL              | ST      | SR      | SU      | EL          | ET      | ER      | EU      | WL          | WT      | WR      | WU      | TOTAL |
| APPROACH %'s :   | 2                   | 6       | 22      | 0       | 11              | 35      | 246     | 0       | 210         | 409     | 12      | 0       | 33          | 780     | 16      | 0       | 1782  |
|                  | 6.67%               | 20.00%  | 73.33%  | 0.00%   | 3.77%           | 11.99%  | 84.25%  | 0.00%   | 33.28%      | 64.82%  | 1.90%   | 0.00%   | 3.98%       | 94.09%  | 1.93%   | 0.00%   |       |
| PEAK HR :        | 07:30 AM - 08:30 AM |         |         |         |                 |         |         |         |             |         |         |         |             |         |         |         | TOTAL |
| PEAK HR VOL :    | 0                   | 4       | 11      | 0       | 6               | 25      | 120     | 0       | 107         | 210     | 6       | 0       | 20          | 413     | 7       | 0       | 929   |
| PEAK HR FACTOR : | 0.000               | 0.500   | 0.688   | 0.000   | 0.500           | 0.893   | 0.909   | 0.000   | 0.892       | 0.921   | 0.500   | 0.000   | 0.714       | 0.868   | 0.875   | 0.000   | 0.972 |
|                  | 0.938               |         |         |         | 0.878           |         |         |         | 0.918       |         |         |         | 0.873       |         |         |         |       |

| PM               | NORTHBOUND          |         |         |         | SOUTHBOUND |         |         |         | EASTBOUND |         |         |         | WESTBOUND |         |         |         | TOTAL |
|------------------|---------------------|---------|---------|---------|------------|---------|---------|---------|-----------|---------|---------|---------|-----------|---------|---------|---------|-------|
|                  | 0<br>NL             | 1<br>NT | 0<br>NR | 0<br>NU | 0<br>SL    | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL   | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL   | 1<br>WT | 0<br>WR | 0<br>WU |       |
| 4:00 PM          | 1                   | 12      | 12      | 0       | 3          | 7       | 41      | 0       | 40        | 78      | 3       | 0       | 16        | 95      | 2       | 0       | 310   |
| 4:15 PM          | 0                   | 4       | 5       | 0       | 0          | 8       | 32      | 0       | 42        | 96      | 5       | 0       | 16        | 105     | 2       | 0       | 315   |
| 4:30 PM          | 2                   | 6       | 17      | 0       | 4          | 14      | 40      | 0       | 29        | 84      | 3       | 0       | 9         | 78      | 4       | 0       | 290   |
| 4:45 PM          | 4                   | 6       | 12      | 0       | 4          | 11      | 36      | 0       | 35        | 89      | 5       | 0       | 17        | 91      | 6       | 0       | 316   |
| 5:00 PM          | 0                   | 8       | 17      | 0       | 2          | 6       | 26      | 0       | 31        | 89      | 3       | 0       | 12        | 91      | 7       | 0       | 292   |
| 5:15 PM          | 1                   | 5       | 19      | 0       | 6          | 8       | 30      | 0       | 31        | 81      | 3       | 0       | 20        | 98      | 5       | 0       | 307   |
| 5:30 PM          | 2                   | 7       | 18      | 0       | 3          | 7       | 46      | 0       | 42        | 93      | 6       | 0       | 12        | 100     | 4       | 0       | 340   |
| 5:45 PM          | 1                   | 4       | 16      | 0       | 3          | 6       | 41      | 0       | 55        | 86      | 8       | 0       | 16        | 96      | 8       | 0       | 340   |
| TOTAL VOLUMES :  | NL                  | NT      | NR      | NU      | SL         | ST      | SR      | SU      | EL        | ET      | ER      | EU      | WL        | WT      | WR      | WU      | TOTAL |
| APPROACH %'s :   | 11                  | 52      | 116     | 0       | 25         | 67      | 292     | 0       | 305       | 696     | 36      | 0       | 118       | 754     | 38      | 0       | 2510  |
|                  | 6.15%               | 29.05%  | 64.80%  | 0.00%   | 6.51%      | 17.45%  | 76.04%  | 0.00%   | 29.41%    | 67.12%  | 3.47%   | 0.00%   | 12.97%    | 82.86%  | 4.18%   | 0.00%   |       |
| PEAK HR :        | 05:00 PM - 06:00 PM |         |         |         |            |         |         |         |           |         |         |         |           |         |         |         | TOTAL |
| PEAK HR VOL :    | 4                   | 24      | 70      | 0       | 14         | 27      | 143     | 0       | 159       | 349     | 20      | 0       | 60        | 385     | 24      | 0       | 1279  |
| PEAK HR FACTOR : | 0.500               | 0.750   | 0.921   | 0.000   | 0.583      | 0.844   | 0.777   | 0.000   | 0.723     | 0.938   | 0.625   | 0.000   | 0.750     | 0.963   | 0.750   | 0.000   | 0.940 |
|                  | 0.907               |         |         |         | 0.821      |         |         |         | 0.886     |         |         |         | 0.953     |         |         |         |       |



National Data & Surveying Services

Intersection Turning Movement Count

Location: Oak Grove Rd SW & Brand Rd SW  
City: Loganville  
Control: 2-Way Stop(NB/SB)

Project ID: 26-180071-001  
Date: 4/15/2026

Data - Cars

| NS/EW Streets:   | Oak Grove Rd SW     |         |          |         | Oak Grove Rd SW |          |           |         | Brand Rd SW |           |          |         | Brand Rd SW |           |          |         |               |
|------------------|---------------------|---------|----------|---------|-----------------|----------|-----------|---------|-------------|-----------|----------|---------|-------------|-----------|----------|---------|---------------|
| AM               | NORTHBOUND          |         |          |         | SOUTHBOUND      |          |           |         | EASTBOUND   |           |          |         | WESTBOUND   |           |          |         | TOTAL         |
|                  | 0<br>NL             | 1<br>NT | 0<br>NR  | 0<br>NU | 0<br>SL         | 1<br>ST  | 0<br>SR   | 0<br>SU | 0<br>EL     | 1<br>ET   | 0<br>ER  | 0<br>EU | 0<br>WL     | 1<br>WT   | 0<br>WR  | 0<br>WU |               |
| 7:00 AM          | 0                   | 0       | 3        | 0       | 0               | 1        | 28        | 0       | 26          | 50        | 2        | 0       | 2           | 79        | 2        | 0       | 193           |
| 7:15 AM          | 0                   | 1       | 2        | 0       | 1               | 1        | 31        | 0       | 25          | 57        | 0        | 0       | 2           | 100       | 0        | 0       | 220           |
| 7:30 AM          | 0                   | 1       | 3        | 0       | 0               | 6        | 23        | 0       | 27          | 41        | 2        | 0       | 4           | 117       | 2        | 0       | 226           |
| 7:45 AM          | 0                   | 2       | 2        | 0       | 0               | 6        | 31        | 0       | 28          | 55        | 3        | 0       | 4           | 95        | 2        | 0       | 228           |
| 8:00 AM          | 0                   | 0       | 1        | 0       | 2               | 6        | 29        | 0       | 20          | 54        | 1        | 0       | 3           | 89        | 2        | 0       | 207           |
| 8:15 AM          | 0                   | 0       | 4        | 0       | 3               | 6        | 30        | 0       | 28          | 53        | 0        | 0       | 7           | 98        | 1        | 0       | 230           |
| 8:30 AM          | 0                   | 1       | 2        | 0       | 2               | 2        | 34        | 0       | 19          | 44        | 2        | 0       | 3           | 84        | 1        | 0       | 194           |
| 8:45 AM          | 2                   | 0       | 2        | 0       | 1               | 6        | 32        | 0       | 29          | 42        | 1        | 0       | 5           | 86        | 3        | 0       | 209           |
| TOTAL VOLUMES :  | NL<br>2             | NT<br>5 | NR<br>19 | NU<br>0 | SL<br>9         | ST<br>34 | SR<br>238 | SU<br>0 | EL<br>202   | ET<br>396 | ER<br>11 | EU<br>0 | WL<br>30    | WT<br>748 | WR<br>13 | WU<br>0 | TOTAL<br>1707 |
| APPROACH %'s :   | 7.69%               | 19.23%  | 73.08%   | 0.00%   | 3.20%           | 12.10%   | 84.70%    | 0.00%   | 33.17%      | 65.02%    | 1.81%    | 0.00%   | 3.79%       | 94.56%    | 1.64%    | 0.00%   |               |
| PEAK HR :        | 07:30 AM - 08:30 AM |         |          |         |                 |          |           |         |             |           |          |         |             |           |          |         | TOTAL         |
| PEAK HR VOL :    | 0                   | 3       | 10       | 0       | 5               | 24       | 113       | 0       | 103         | 203       | 6        | 0       | 18          | 399       | 7        | 0       | 891           |
| PEAK HR FACTOR : | 0.000               | 0.375   | 0.625    | 0.000   | 0.417           | 1.000    | 0.911     | 0.000   | 0.920       | 0.923     | 0.500    | 0.000   | 0.643       | 0.853     | 0.875    | 0.000   | 0.968         |
|                  | 0.813               |         |          |         | 0.910           |          |           |         | 0.907       |           |          |         | 0.862       |           |          |         |               |

| PM               | NORTHBOUND          |          |           |         | SOUTHBOUND |          |           |         | EASTBOUND |           |          |         | WESTBOUND |           |          |         | TOTAL         |
|------------------|---------------------|----------|-----------|---------|------------|----------|-----------|---------|-----------|-----------|----------|---------|-----------|-----------|----------|---------|---------------|
|                  | 0<br>NL             | 1<br>NT  | 0<br>NR   | 0<br>NU | 0<br>SL    | 1<br>ST  | 0<br>SR   | 0<br>SU | 0<br>EL   | 1<br>ET   | 0<br>ER  | 0<br>EU | 0<br>WL   | 1<br>WT   | 0<br>WR  | 0<br>WU |               |
| 4:00 PM          | 0                   | 12       | 12        | 0       | 3          | 7        | 41        | 0       | 39        | 78        | 3        | 0       | 16        | 90        | 2        | 0       | 303           |
| 4:15 PM          | 0                   | 4        | 5         | 0       | 0          | 8        | 31        | 0       | 39        | 94        | 5        | 0       | 16        | 102       | 2        | 0       | 306           |
| 4:30 PM          | 2                   | 6        | 17        | 0       | 4          | 13       | 39        | 0       | 29        | 82        | 3        | 0       | 9         | 75        | 3        | 0       | 282           |
| 4:45 PM          | 4                   | 6        | 12        | 0       | 3          | 11       | 35        | 0       | 35        | 88        | 5        | 0       | 17        | 89        | 6        | 0       | 311           |
| 5:00 PM          | 0                   | 8        | 17        | 0       | 2          | 6        | 26        | 0       | 31        | 86        | 3        | 0       | 12        | 90        | 7        | 0       | 288           |
| 5:15 PM          | 1                   | 5        | 18        | 0       | 6          | 8        | 29        | 0       | 31        | 78        | 3        | 0       | 20        | 98        | 5        | 0       | 302           |
| 5:30 PM          | 2                   | 7        | 18        | 0       | 3          | 7        | 45        | 0       | 41        | 92        | 6        | 0       | 11        | 97        | 4        | 0       | 333           |
| 5:45 PM          | 1                   | 4        | 16        | 0       | 3          | 6        | 41        | 0       | 55        | 86        | 7        | 0       | 16        | 94        | 8        | 0       | 337           |
| TOTAL VOLUMES :  | NL<br>10            | NT<br>52 | NR<br>115 | NU<br>0 | SL<br>24   | ST<br>66 | SR<br>287 | SU<br>0 | EL<br>300 | ET<br>684 | ER<br>35 | EU<br>0 | WL<br>117 | WT<br>735 | WR<br>37 | WU<br>0 | TOTAL<br>2462 |
| APPROACH %'s :   | 5.65%               | 29.38%   | 64.97%    | 0.00%   | 6.37%      | 17.51%   | 76.13%    | 0.00%   | 29.44%    | 67.12%    | 3.43%    | 0.00%   | 13.16%    | 82.68%    | 4.16%    | 0.00%   |               |
| PEAK HR :        | 05:00 PM - 06:00 PM |          |           |         |            |          |           |         |           |           |          |         |           |           |          |         | TOTAL         |
| PEAK HR VOL :    | 4                   | 24       | 69        | 0       | 14         | 27       | 141       | 0       | 158       | 342       | 19       | 0       | 59        | 379       | 24       | 0       | 1260          |
| PEAK HR FACTOR : | 0.500               | 0.750    | 0.958     | 0.000   | 0.583      | 0.844    | 0.783     | 0.000   | 0.718     | 0.929     | 0.679    | 0.000   | 0.738     | 0.967     | 0.750    | 0.000   | 0.935         |
|                  | 0.898               |          |           |         | 0.827      |          |           |         | 0.877     |           |          |         | 0.939     |           |          |         |               |

National Data & Surveying Services

Intersection Turning Movement Count

Location: Oak Grove Rd SW & Brand Rd SW  
City: Loganville  
Control: 2-Way Stop(NB/SB)

Project ID: 26-180071-001  
Date: 4/15/2026

Data - HT

| NS/EW Streets:   | Oak Grove Rd SW     |         |         |         | Oak Grove Rd SW |         |         |         | Brand Rd SW |         |         |         | Brand Rd SW |         |         |         |       |
|------------------|---------------------|---------|---------|---------|-----------------|---------|---------|---------|-------------|---------|---------|---------|-------------|---------|---------|---------|-------|
| AM               | NORTHBOUND          |         |         |         | SOUTHBOUND      |         |         |         | EASTBOUND   |         |         |         | WESTBOUND   |         |         |         | TOTAL |
|                  | 0<br>NL             | 1<br>NT | 0<br>NR | 0<br>NU | 0<br>SL         | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL     | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL     | 1<br>WT | 0<br>WR | 0<br>WU |       |
| 7:00 AM          | 0                   | 0       | 1       | 0       | 0               | 0       | 0       | 0       | 0           | 1       | 0       | 0       | 1           | 4       | 0       | 0       | 7     |
| 7:15 AM          | 0                   | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 2           | 2       | 1       | 0       | 0           | 7       | 2       | 0       | 14    |
| 7:30 AM          | 0                   | 0       | 0       | 0       | 1               | 0       | 1       | 0       | 0           | 2       | 0       | 0       | 1           | 2       | 0       | 0       | 7     |
| 7:45 AM          | 0                   | 0       | 0       | 0       | 0               | 0       | 1       | 0       | 1           | 1       | 0       | 0       | 1           | 5       | 0       | 0       | 9     |
| 8:00 AM          | 0                   | 1       | 1       | 0       | 0               | 0       | 2       | 0       | 1           | 3       | 0       | 0       | 0           | 5       | 0       | 0       | 13    |
| 8:15 AM          | 0                   | 0       | 0       | 0       | 0               | 1       | 3       | 0       | 2           | 1       | 0       | 0       | 0           | 2       | 0       | 0       | 9     |
| 8:30 AM          | 0                   | 0       | 1       | 0       | 0               | 0       | 1       | 0       | 2           | 2       | 0       | 0       | 0           | 4       | 1       | 0       | 11    |
| 8:45 AM          | 0                   | 0       | 0       | 0       | 1               | 0       | 0       | 0       | 0           | 1       | 0       | 0       | 0           | 3       | 0       | 0       | 5     |
| TOTAL VOLUMES :  | NL                  | NT      | NR      | NU      | SL              | ST      | SR      | SU      | EL          | ET      | ER      | EU      | WL          | WT      | WR      | WU      | TOTAL |
| APPROACH %'s :   | 0                   | 1       | 3       | 0       | 2               | 1       | 8       | 0       | 8           | 13      | 1       | 0       | 3           | 32      | 3       | 0       | 75    |
|                  | 0.00%               | 25.00%  | 75.00%  | 0.00%   | 18.18%          | 9.09%   | 72.73%  | 0.00%   | 36.36%      | 59.09%  | 4.55%   | 0.00%   | 7.89%       | 84.21%  | 7.89%   | 0.00%   |       |
| PEAK HR :        | 07:30 AM - 08:30 AM |         |         |         |                 |         |         |         |             |         |         |         |             |         |         |         | TOTAL |
| PEAK HR VOL :    | 0                   | 1       | 1       | 0       | 1               | 1       | 7       | 0       | 4           | 7       | 0       | 0       | 2           | 14      | 0       | 0       | 38    |
| PEAK HR FACTOR : | 0.000               | 0.250   | 0.250   | 0.000   | 0.250           | 0.250   | 0.583   | 0.000   | 0.500       | 0.583   | 0.000   | 0.000   | 0.500       | 0.700   | 0.000   | 0.000   | 0.731 |
|                  | 0.250               |         |         |         | 0.563           |         |         |         | 0.688       |         |         |         | 0.667       |         |         |         |       |

| PM               | NORTHBOUND          |         |         |         | SOUTHBOUND |         |         |         | EASTBOUND |         |         |         | WESTBOUND |         |         |         | TOTAL |
|------------------|---------------------|---------|---------|---------|------------|---------|---------|---------|-----------|---------|---------|---------|-----------|---------|---------|---------|-------|
|                  | 0<br>NL             | 1<br>NT | 0<br>NR | 0<br>NU | 0<br>SL    | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL   | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL   | 1<br>WT | 0<br>WR | 0<br>WU |       |
| 4:00 PM          | 1                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 1         | 0       | 0       | 0       | 0         | 5       | 0       | 0       | 7     |
| 4:15 PM          | 0                   | 0       | 0       | 0       | 0          | 0       | 1       | 0       | 3         | 2       | 0       | 0       | 0         | 3       | 0       | 0       | 9     |
| 4:30 PM          | 0                   | 0       | 0       | 0       | 0          | 1       | 1       | 0       | 0         | 2       | 0       | 0       | 0         | 3       | 1       | 0       | 8     |
| 4:45 PM          | 0                   | 0       | 0       | 0       | 1          | 0       | 1       | 0       | 0         | 1       | 0       | 0       | 0         | 2       | 0       | 0       | 5     |
| 5:00 PM          | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 3       | 0       | 0       | 0         | 1       | 0       | 0       | 4     |
| 5:15 PM          | 0                   | 0       | 1       | 0       | 0          | 0       | 1       | 0       | 0         | 3       | 0       | 0       | 0         | 0       | 0       | 0       | 5     |
| 5:30 PM          | 0                   | 0       | 0       | 0       | 0          | 0       | 1       | 0       | 1         | 1       | 0       | 0       | 1         | 3       | 0       | 0       | 7     |
| 5:45 PM          | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 0       | 1       | 0       | 0         | 2       | 0       | 0       | 3     |
| TOTAL VOLUMES :  | NL                  | NT      | NR      | NU      | SL         | ST      | SR      | SU      | EL        | ET      | ER      | EU      | WL        | WT      | WR      | WU      | TOTAL |
| APPROACH %'s :   | 1                   | 0       | 1       | 0       | 1          | 1       | 5       | 0       | 5         | 12      | 1       | 0       | 1         | 19      | 1       | 0       | 48    |
|                  | 50.00%              | 0.00%   | 50.00%  | 0.00%   | 14.29%     | 14.29%  | 71.43%  | 0.00%   | 27.78%    | 66.67%  | 5.56%   | 0.00%   | 4.76%     | 90.48%  | 4.76%   | 0.00%   |       |
| PEAK HR :        | 05:00 PM - 06:00 PM |         |         |         |            |         |         |         |           |         |         |         |           |         |         |         | TOTAL |
| PEAK HR VOL :    | 0                   | 0       | 1       | 0       | 0          | 0       | 2       | 0       | 1         | 7       | 1       | 0       | 1         | 6       | 0       | 0       | 19    |
| PEAK HR FACTOR : | 0.000               | 0.000   | 0.250   | 0.000   | 0.000      | 0.000   | 0.500   | 0.000   | 0.250     | 0.583   | 0.250   | 0.000   | 0.250     | 0.500   | 0.000   | 0.000   | 0.679 |
|                  | 0.250               |         |         |         | 0.500      |         |         |         | 0.750     |         |         |         | 0.438     |         |         |         |       |



National Data & Surveying Services

Intersection Turning Movement Count

Location: Oak Grove Rd SW & Brand Rd SW

City: Loganville

Control: 2-Way Stop(NB/SB)

Project ID: 26-180071-001

Date: 4/15/2026

Data - Bikes

| NS/EW Streets:   | Oak Grove Rd SW     |         |         |         | Oak Grove Rd SW |         |         |         | Brand Rd SW |         |         |         | Brand Rd SW |         |         |         |       |
|------------------|---------------------|---------|---------|---------|-----------------|---------|---------|---------|-------------|---------|---------|---------|-------------|---------|---------|---------|-------|
| AM               | NORTHBOUND          |         |         |         | SOUTHBOUND      |         |         |         | EASTBOUND   |         |         |         | WESTBOUND   |         |         |         | TOTAL |
|                  | 0<br>NL             | 1<br>NT | 0<br>NR | 0<br>NU | 0<br>SL         | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL     | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL     | 1<br>WT | 0<br>WR | 0<br>WU |       |
| 7:00 AM          | 0                   | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0     |
| 7:15 AM          | 0                   | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0     |
| 7:30 AM          | 0                   | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0     |
| 7:45 AM          | 0                   | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0     |
| 8:00 AM          | 0                   | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0     |
| 8:15 AM          | 0                   | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0     |
| 8:30 AM          | 0                   | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0     |
| 8:45 AM          | 0                   | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0     |
| TOTAL VOLUMES :  | NL                  | NT      | NR      | NU      | SL              | ST      | SR      | SU      | EL          | ET      | ER      | EU      | WL          | WT      | WR      | WU      | TOTAL |
| APPROACH %'s :   | 0                   | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0     |
| PEAK HR :        | 07:30 AM - 08:30 AM |         |         |         |                 |         |         |         |             |         |         |         |             |         |         |         | TOTAL |
| PEAK HR VOL :    | 0                   | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0           | 0       | 0       | 0       | 0     |
| PEAK HR FACTOR : | 0.000               | 0.000   | 0.000   | 0.000   | 0.000           | 0.000   | 0.000   | 0.000   | 0.000       | 0.000   | 0.000   | 0.000   | 0.000       | 0.000   | 0.000   | 0.000   | 0     |

| PM               | NORTHBOUND          |         |         |         | SOUTHBOUND |         |         |         | EASTBOUND |         |         |         | WESTBOUND |         |         |         | TOTAL |
|------------------|---------------------|---------|---------|---------|------------|---------|---------|---------|-----------|---------|---------|---------|-----------|---------|---------|---------|-------|
|                  | 0<br>NL             | 1<br>NT | 0<br>NR | 0<br>NU | 0<br>SL    | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL   | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL   | 1<br>WT | 0<br>WR | 0<br>WU |       |
| 4:00 PM          | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0     |
| 4:15 PM          | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0     |
| 4:30 PM          | 0                   | 0       | 0       | 0       | 0          | 1       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 1     |
| 4:45 PM          | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0     |
| 5:00 PM          | 0                   | 0       | 0       | 0       | 0          | 1       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 1     |
| 5:15 PM          | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0     |
| 5:30 PM          | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0     |
| 5:45 PM          | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0     |
| TOTAL VOLUMES :  | NL                  | NT      | NR      | NU      | SL         | ST      | SR      | SU      | EL        | ET      | ER      | EU      | WL        | WT      | WR      | WU      | TOTAL |
| APPROACH %'s :   | 0                   | 0       | 0       | 0       | 0          | 2       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 2     |
| PEAK HR :        | 05:00 PM - 06:00 PM |         |         |         |            |         |         |         |           |         |         |         |           |         |         |         | TOTAL |
| PEAK HR VOL :    | 0                   | 0       | 0       | 0       | 0          | 1       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 1     |
| PEAK HR FACTOR : | 0.000               | 0.000   | 0.000   | 0.000   | 0.000      | 0.250   | 0.000   | 0.000   | 0.000     | 0.000   | 0.000   | 0.000   | 0.000     | 0.000   | 0.000   | 0.000   | 0.250 |

National Data & Surveying Services  
Intersection Turning Movement Count

Location: Oak Grove Rd SW & Brand Rd SW  
City: Loganville

Project ID: 26-180071-001  
Date: 4/15/2026

Data - Pedestrians (Crosswalks)

| NS/EW Streets:                    | Oak Grove Rd SW     |         | Oak Grove Rd SW |         | Brand Rd SW |         | Brand Rd SW |         |            |
|-----------------------------------|---------------------|---------|-----------------|---------|-------------|---------|-------------|---------|------------|
| AM                                | NORTH LEG           |         | SOUTH LEG       |         | EAST LEG    |         | WEST LEG    |         | TOTAL      |
|                                   | EB                  | WB      | EB              | WB      | NB          | SB      | NB          | SB      |            |
| 7:00 AM                           | 0                   | 0       | 0               | 0       | 0           | 0       | 0           | 0       | 0          |
| 7:15 AM                           | 0                   | 0       | 0               | 0       | 0           | 0       | 0           | 0       | 0          |
| 7:30 AM                           | 0                   | 0       | 0               | 0       | 0           | 0       | 0           | 0       | 0          |
| 7:45 AM                           | 0                   | 0       | 0               | 0       | 0           | 0       | 0           | 0       | 0          |
| 8:00 AM                           | 0                   | 0       | 0               | 0       | 0           | 0       | 0           | 0       | 0          |
| 8:15 AM                           | 0                   | 0       | 0               | 0       | 0           | 0       | 0           | 0       | 0          |
| 8:30 AM                           | 0                   | 0       | 0               | 0       | 0           | 0       | 0           | 0       | 0          |
| 8:45 AM                           | 0                   | 0       | 0               | 0       | 0           | 0       | 0           | 0       | 0          |
| TOTAL VOLUMES :<br>APPROACH %'s : | EB<br>0             | WB<br>0 | EB<br>0         | WB<br>0 | NB<br>0     | SB<br>0 | NB<br>0     | SB<br>0 | TOTAL<br>0 |
| PEAK HR :                         | 07:30 AM - 08:30 AM |         |                 |         |             |         |             |         | TOTAL      |
| PEAK HR VOL :<br>PEAK HR FACTOR : | 0                   | 0       | 0               | 0       | 0           | 0       | 0           | 0       | 0          |

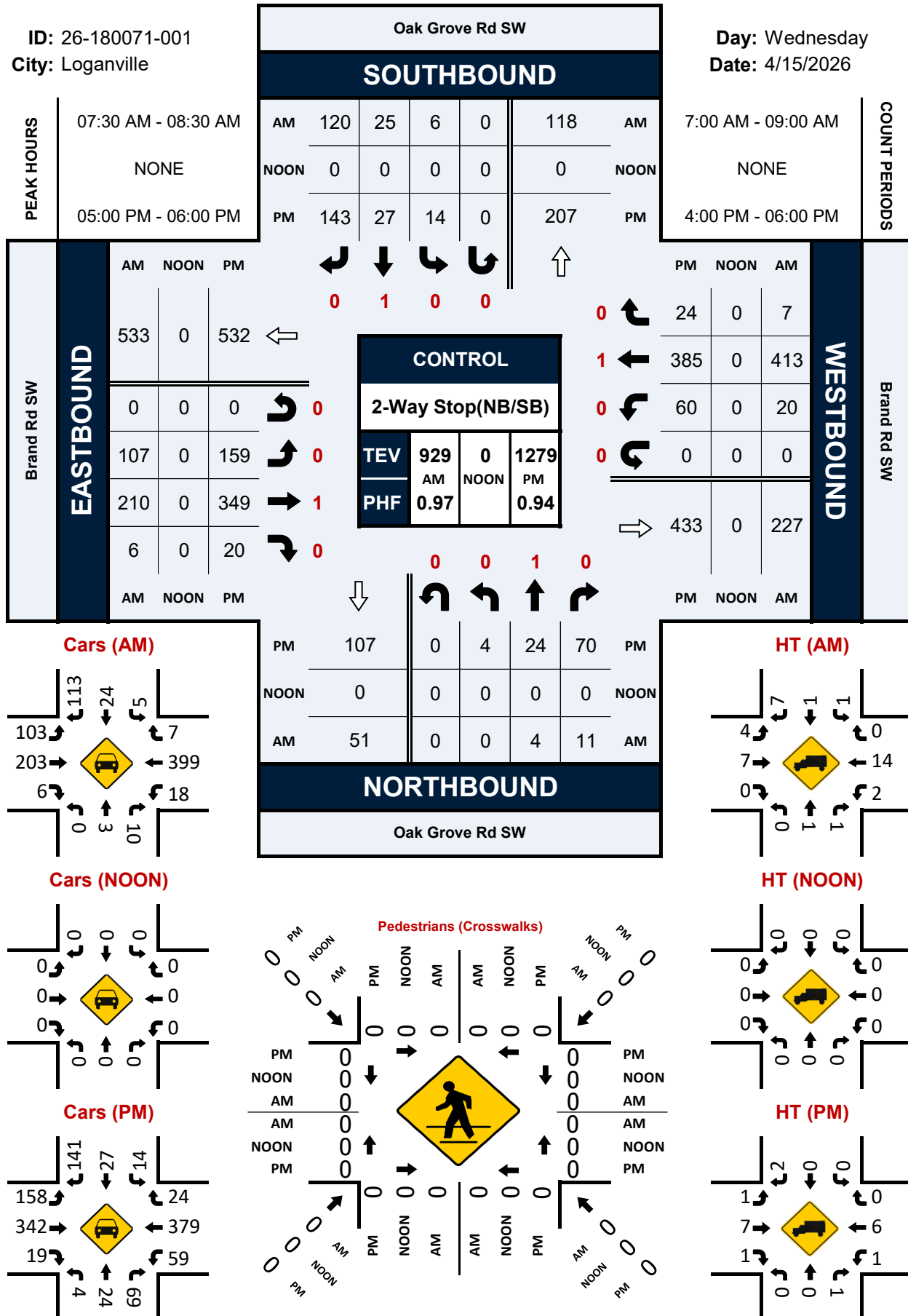
| PM                                | NORTH LEG           |         | SOUTH LEG |         | EAST LEG |         | WEST LEG |         | TOTAL      |
|-----------------------------------|---------------------|---------|-----------|---------|----------|---------|----------|---------|------------|
|                                   | EB                  | WB      | EB        | WB      | NB       | SB      | NB       | SB      |            |
| 4:00 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 4:15 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 4:30 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 4:45 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 5:00 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 5:15 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 5:30 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| 5:45 PM                           | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |
| TOTAL VOLUMES :<br>APPROACH %'s : | EB<br>0             | WB<br>0 | EB<br>0   | WB<br>0 | NB<br>0  | SB<br>0 | NB<br>0  | SB<br>0 | TOTAL<br>0 |
| PEAK HR :                         | 05:00 PM - 06:00 PM |         |           |         |          |         |          |         | TOTAL      |
| PEAK HR VOL :<br>PEAK HR FACTOR : | 0                   | 0       | 0         | 0       | 0        | 0       | 0        | 0       | 0          |

## Oak Grove Rd SW &amp; Brand Rd SW

## Peak Hour Turning Movement Count

ID: 26-180071-001  
City: Loganville

Day: Wednesday  
Date: 4/15/2026





Project ID: 26-180071-001  
Location: Oak Grove Rd SW & Brand Rd SW  
City: Loganville

Day: Wednesday  
Date: 4/15/2026

| Groups Printed - Cars, PU, Vans - Heavy Trucks |                            |      |      |       |      |            |                            |      |      |       |      |            |                       |      |      |       |      |            |                       |      |      |       |      |            |            |  |
|------------------------------------------------|----------------------------|------|------|-------|------|------------|----------------------------|------|------|-------|------|------------|-----------------------|------|------|-------|------|------------|-----------------------|------|------|-------|------|------------|------------|--|
|                                                | Oak Grove Rd SW Northbound |      |      |       |      |            | Oak Grove Rd SW Southbound |      |      |       |      |            | Brand Rd SW Eastbound |      |      |       |      |            | Brand Rd SW Westbound |      |      |       |      |            |            |  |
| Start Time                                     | Left                       | Thru | Rgt  | Uturn | Peds | App. Total | Left                       | Thru | Rgt  | Uturn | Peds | App. Total | Left                  | Thru | Rgt  | Uturn | Peds | App. Total | Left                  | Thru | Rgt  | Uturn | Peds | App. Total | Int. Total |  |
| 7:00 AM                                        | 0                          | 0    | 4    | 0     | 0    | 4          | 0                          | 1    | 28   | 0     | 0    | 29         | 26                    | 51   | 2    | 0     | 0    | 79         | 3                     | 83   | 2    | 0     | 0    | 88         | 200        |  |
| 7:15 AM                                        | 0                          | 1    | 2    | 0     | 0    | 3          | 1                          | 1    | 31   | 0     | 0    | 33         | 27                    | 59   | 1    | 0     | 0    | 87         | 2                     | 107  | 2    | 0     | 0    | 111        | 234        |  |
| 7:30 AM                                        | 0                          | 1    | 3    | 0     | 0    | 4          | 1                          | 6    | 24   | 0     | 0    | 31         | 27                    | 43   | 2    | 0     | 0    | 72         | 5                     | 119  | 2    | 0     | 0    | 126        | 233        |  |
| 7:45 AM                                        | 0                          | 2    | 2    | 0     | 0    | 4          | 0                          | 6    | 32   | 0     | 0    | 38         | 29                    | 56   | 3    | 0     | 0    | 88         | 5                     | 100  | 2    | 0     | 0    | 107        | 237        |  |
| Total                                          | 0                          | 4    | 11   | 0     | 0    | 15         | 2                          | 14   | 115  | 0     | 0    | 131        | 109                   | 209  | 8    | 0     | 0    | 326        | 15                    | 409  | 8    | 0     | 0    | 432        | 904        |  |
| 8:00 AM                                        | 0                          | 1    | 2    | 0     | 0    | 3          | 2                          | 6    | 31   | 0     | 0    | 39         | 21                    | 57   | 1    | 0     | 0    | 79         | 3                     | 94   | 2    | 0     | 0    | 99         | 220        |  |
| 8:15 AM                                        | 0                          | 0    | 4    | 0     | 0    | 4          | 3                          | 7    | 33   | 0     | 0    | 43         | 30                    | 54   | 0    | 0     | 0    | 84         | 7                     | 100  | 1    | 0     | 0    | 108        | 239        |  |
| 8:30 AM                                        | 0                          | 1    | 3    | 0     | 0    | 4          | 2                          | 2    | 35   | 0     | 0    | 39         | 21                    | 46   | 2    | 0     | 0    | 69         | 3                     | 88   | 2    | 0     | 0    | 93         | 205        |  |
| 8:45 AM                                        | 2                          | 0    | 2    | 0     | 0    | 4          | 2                          | 6    | 32   | 0     | 0    | 40         | 29                    | 43   | 1    | 0     | 0    | 73         | 5                     | 89   | 3    | 0     | 0    | 97         | 214        |  |
| Total                                          | 2                          | 2    | 11   | 0     | 0    | 15         | 9                          | 21   | 131  | 0     | 0    | 161        | 101                   | 200  | 4    | 0     | 0    | 305        | 18                    | 371  | 8    | 0     | 0    | 397        | 878        |  |
| ***BREAK***                                    |                            |      |      |       |      |            |                            |      |      |       |      |            |                       |      |      |       |      |            |                       |      |      |       |      |            |            |  |
| 4:00 PM                                        | 1                          | 12   | 12   | 0     | 0    | 25         | 3                          | 7    | 41   | 0     | 0    | 51         | 40                    | 78   | 3    | 0     | 0    | 121        | 16                    | 95   | 2    | 0     | 0    | 113        | 310        |  |
| 4:15 PM                                        | 0                          | 4    | 5    | 0     | 0    | 9          | 0                          | 8    | 32   | 0     | 0    | 40         | 42                    | 96   | 5    | 0     | 0    | 143        | 16                    | 105  | 2    | 0     | 0    | 123        | 315        |  |
| 4:30 PM                                        | 2                          | 6    | 17   | 0     | 0    | 25         | 4                          | 14   | 40   | 0     | 0    | 58         | 29                    | 84   | 3    | 0     | 0    | 116        | 9                     | 78   | 4    | 0     | 0    | 91         | 290        |  |
| 4:45 PM                                        | 4                          | 6    | 12   | 0     | 0    | 22         | 4                          | 11   | 36   | 0     | 0    | 51         | 35                    | 89   | 5    | 0     | 0    | 129        | 17                    | 91   | 6    | 0     | 0    | 114        | 316        |  |
| Total                                          | 7                          | 28   | 46   | 0     | 0    | 81         | 11                         | 40   | 149  | 0     | 0    | 200        | 146                   | 347  | 16   | 0     | 0    | 509        | 58                    | 369  | 14   | 0     | 0    | 441        | 1231       |  |
| 5:00 PM                                        | 0                          | 8    | 17   | 0     | 0    | 25         | 2                          | 6    | 26   | 0     | 0    | 34         | 31                    | 89   | 3    | 0     | 0    | 123        | 12                    | 91   | 7    | 0     | 0    | 110        | 292        |  |
| 5:15 PM                                        | 1                          | 5    | 19   | 0     | 0    | 25         | 6                          | 8    | 30   | 0     | 0    | 44         | 31                    | 81   | 3    | 0     | 0    | 115        | 20                    | 98   | 5    | 0     | 0    | 123        | 307        |  |
| 5:30 PM                                        | 2                          | 7    | 18   | 0     | 0    | 27         | 3                          | 7    | 46   | 0     | 0    | 56         | 42                    | 93   | 6    | 0     | 0    | 141        | 12                    | 100  | 4    | 0     | 0    | 116        | 340        |  |
| 5:45 PM                                        | 1                          | 4    | 16   | 0     | 0    | 21         | 3                          | 6    | 41   | 0     | 0    | 50         | 55                    | 86   | 8    | 0     | 0    | 149        | 16                    | 96   | 8    | 0     | 0    | 120        | 340        |  |
| Total                                          | 4                          | 24   | 70   | 0     | 0    | 98         | 14                         | 27   | 143  | 0     | 0    | 184        | 159                   | 349  | 20   | 0     | 0    | 528        | 60                    | 385  | 24   | 0     | 0    | 469        | 1279       |  |
| Grand Total                                    | 13                         | 58   | 138  | 0     | 0    | 209        | 36                         | 102  | 538  | 0     | 0    | 676        | 515                   | 1105 | 48   | 0     | 0    | 1668       | 151                   | 1534 | 54   | 0     | 0    | 1739       | 4292       |  |
| Apprch %                                       | 6.2                        | 27.8 | 66.0 | 0.0   | 0.0  |            | 5.3                        | 15.1 | 79.6 | 0.0   | 0.0  |            | 30.9                  | 66.2 | 2.9  | 0.0   | 0.0  |            | 8.7                   | 88.2 | 3.1  | 0.0   | 0.0  |            |            |  |
| Total %                                        | 0.3                        | 1.4  | 3.2  | 0.0   | 0.0  | 4.9        | 0.8                        | 2.4  | 12.5 | 0.0   | 0.0  | 15.8       | 12.0                  | 25.7 | 1.1  | 0.0   | 0.0  | 38.9       | 3.5                   | 35.7 | 1.3  | 0.0   | 0.0  | 40.5       |            |  |
| Cars, PU, Vans                                 | 12                         | 57   | 134  | 0     |      | 203        | 33                         | 100  | 525  | 0     |      | 658        | 502                   | 1080 | 46   | 0     |      | 1628       | 147                   | 1483 | 50   | 0     |      | 1680       | 4169       |  |
| % Cars, PU, Vans                               | 92.3                       | 98.3 | 97.1 | 0.0   |      | 97.1       | 91.7                       | 98.0 | 97.6 | 0.0   |      | 97.3       | 97.5                  | 97.7 | 95.8 | 0.0   |      | 97.6       | 97.4                  | 96.7 | 92.6 | 0.0   |      | 96.6       | 97.1       |  |
| Heavy Trucks                                   | 1                          | 1    | 4    | 0     |      | 6          | 3                          | 2    | 13   | 0     |      | 18         | 13                    | 25   | 2    | 0     |      | 40         | 4                     | 51   | 4    | 0     |      | 59         | 123        |  |
| %Heavy Trucks                                  | 7.7                        | 1.7  | 2.9  | 0.0   |      | 2.9        | 8.3                        | 2.0  | 2.4  | 0.0   |      | 2.7        | 2.5                   | 2.3  | 4.2  | 0.0   |      | 2.4        | 2.6                   | 3.3  | 7.4  | 0.0   |      | 3.4        | 2.9        |  |

Project ID: 26-180071-001  
Location: Oak Grove Rd SW & Brand Rd SW  
City: Loganville

PEAK HOURS

Day: Wednesday  
Date: 4/15/2026

AM

|                                                      | Oak Grove Rd SW Northbound |      |      |       |            | Oak Grove Rd SW Southbound |      |      |       |            | Brand Rd SW Eastbound |      |       |       |            | Brand Rd SW Westbound |      |       |       |            |            |
|------------------------------------------------------|----------------------------|------|------|-------|------------|----------------------------|------|------|-------|------------|-----------------------|------|-------|-------|------------|-----------------------|------|-------|-------|------------|------------|
| Start Time                                           | Left                       | Thru | Rgt  | Uturn | App. Total | Left                       | Thru | Rgt  | Uturn | App. Total | Left                  | Thru | Rgt   | Uturn | App. Total | Left                  | Thru | Rgt   | Uturn | App. Total | Int. Total |
| Peak Hour Analysis from 07:00 AM - 09:00 AM          |                            |      |      |       |            |                            |      |      |       |            |                       |      |       |       |            |                       |      |       |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM |                            |      |      |       |            |                            |      |      |       |            |                       |      |       |       |            |                       |      |       |       |            |            |
| 7:30 AM                                              | 0                          | 1    | 3    | 0     | 4          | 1                          | 6    | 24   | 0     | 31         | 27                    | 43   | 2     | 0     | 72         | 5                     | 119  | 2     | 0     | 126        | 233        |
| 7:45 AM                                              | 0                          | 2    | 2    | 0     | 4          | 0                          | 6    | 32   | 0     | 38         | 29                    | 56   | 3     | 0     | 88         | 5                     | 100  | 2     | 0     | 107        | 237        |
| 8:00 AM                                              | 0                          | 1    | 2    | 0     | 3          | 2                          | 6    | 31   | 0     | 39         | 21                    | 57   | 1     | 0     | 79         | 3                     | 94   | 2     | 0     | 99         | 220        |
| 8:15 AM                                              | 0                          | 0    | 4    | 0     | 4          | 3                          | 7    | 33   | 0     | 43         | 30                    | 54   | 0     | 0     | 84         | 7                     | 100  | 1     | 0     | 108        | 239        |
| Total Volume                                         | 0                          | 4    | 11   | 0     | 15         | 6                          | 25   | 120  | 0     | 151        | 107                   | 210  | 6     | 0     | 323        | 20                    | 413  | 7     | 0     | 440        | 929        |
| % App. Total                                         | 0.0                        | 26.7 | 73.3 | 0.0   | 100        | 4.0                        | 16.6 | 79.5 | 0.0   | 100        | 33.1                  | 65.0 | 1.9   | 0.0   | 100        | 4.5                   | 93.9 | 1.6   | 0.0   | 100        |            |
| PHF                                                  | 0.938                      |      |      |       |            | 0.878                      |      |      |       |            | 0.918                 |      |       |       |            | 0.873                 |      |       |       |            | 0.972      |
| Cars, PU, Vans                                       | 0                          | 3    | 10   | 0     | 13         | 5                          | 24   | 113  | 0     | 142        | 103                   | 203  | 6     | 0     | 312        | 18                    | 399  | 7     | 0     | 424        | 891        |
| % Cars, PU, Vans                                     | 0.0                        | 75.0 | 90.9 | 0.0   | 86.7       | 83.3                       | 96.0 | 94.2 | 0.0   | 94.0       | 96.3                  | 96.7 | 100.0 | 0.0   | 96.6       | 90.0                  | 96.6 | 100.0 | 0.0   | 96.4       | 95.9       |
| Heavy Trucks                                         | 0                          | 1    | 1    | 0     | 2          | 1                          | 1    | 7    | 0     | 9          | 4                     | 7    | 0     | 0     | 11         | 2                     | 14   | 0     | 0     | 16         | 38         |
| %Heavy Trucks                                        | 0.0                        | 25.0 | 9.1  | 0.0   | 13.3       | 16.7                       | 4.0  | 5.8  | 0.0   | 6.0        | 3.7                   | 3.3  | 0.0   | 0.0   | 3.4        | 10.0                  | 3.4  | 0.0   | 0.0   | 3.6        | 4.1        |

PM

|                                                      | Oak Grove Rd SW Northbound |       |      |       |            | Oak Grove Rd SW Southbound |       |      |       |            | Brand Rd SW Eastbound |      |      |       |            | Brand Rd SW Westbound |      |       |       |            |            |
|------------------------------------------------------|----------------------------|-------|------|-------|------------|----------------------------|-------|------|-------|------------|-----------------------|------|------|-------|------------|-----------------------|------|-------|-------|------------|------------|
| Start Time                                           | Left                       | Thru  | Rgt  | Uturn | App. Total | Left                       | Thru  | Rgt  | Uturn | App. Total | Left                  | Thru | Rgt  | Uturn | App. Total | Left                  | Thru | Rgt   | Uturn | App. Total | Int. Total |
| Peak Hour Analysis from 04:00 PM - 06:00 PM          |                            |       |      |       |            |                            |       |      |       |            |                       |      |      |       |            |                       |      |       |       |            |            |
| Peak Hour for Entire Intersection Begins at 05:00 PM |                            |       |      |       |            |                            |       |      |       |            |                       |      |      |       |            |                       |      |       |       |            |            |
| 5:00 PM                                              | 0                          | 8     | 17   | 0     | 25         | 2                          | 6     | 26   | 0     | 34         | 31                    | 89   | 3    | 0     | 123        | 12                    | 91   | 7     | 0     | 110        | 292        |
| 5:15 PM                                              | 1                          | 5     | 19   | 0     | 25         | 6                          | 8     | 30   | 0     | 44         | 31                    | 81   | 3    | 0     | 115        | 20                    | 98   | 5     | 0     | 123        | 307        |
| 5:30 PM                                              | 2                          | 7     | 18   | 0     | 27         | 3                          | 7     | 46   | 0     | 56         | 42                    | 93   | 6    | 0     | 141        | 12                    | 100  | 4     | 0     | 116        | 340        |
| 5:45 PM                                              | 1                          | 4     | 16   | 0     | 21         | 3                          | 6     | 41   | 0     | 50         | 55                    | 86   | 8    | 0     | 149        | 16                    | 96   | 8     | 0     | 120        | 340        |
| Total Volume                                         | 4                          | 24    | 70   | 0     | 98         | 14                         | 27    | 143  | 0     | 184        | 159                   | 349  | 20   | 0     | 528        | 60                    | 385  | 24    | 0     | 469        | 1279       |
| % App. Total                                         | 4.1                        | 24.5  | 71.4 | 0.0   | 100        | 7.6                        | 14.7  | 77.7 | 0.0   | 100        | 30.1                  | 66.1 | 3.8  | 0.0   | 100        | 12.8                  | 82.1 | 5.1   | 0.0   | 100        |            |
| PHF                                                  | 0.907                      |       |      |       |            | 0.821                      |       |      |       |            | 0.886                 |      |      |       |            | 0.953                 |      |       |       |            | 0.940      |
| Cars, PU, Vans                                       | 4                          | 24    | 69   | 0     | 97         | 14                         | 27    | 141  | 0     | 182        | 158                   | 342  | 19   | 0     | 519        | 59                    | 379  | 24    | 0     | 462        | 1260       |
| % Cars, PU, Vans                                     | 100.0                      | 100.0 | 98.6 | 0.0   | 99.0       | 100.0                      | 100.0 | 98.6 | 0.0   | 98.9       | 99.4                  | 98.0 | 95.0 | 0.0   | 98.3       | 98.3                  | 98.4 | 100.0 | 0.0   | 98.5       | 98.5       |
| Heavy Trucks                                         | 0                          | 0     | 1    | 0     | 1          | 0                          | 0     | 2    | 0     | 2          | 1                     | 7    | 1    | 0     | 9          | 1                     | 6    | 0     | 0     | 7          | 19         |
| %Heavy Trucks                                        | 0.0                        | 0.0   | 1.4  | 0.0   | 1.0        | 0.0                        | 0.0   | 1.4  | 0.0   | 1.1        | 0.6                   | 2.0  | 5.0  | 0.0   | 1.7        | 1.7                   | 1.6  | 0.0   | 0.0   | 1.5        | 1.5        |

National Data & Surveying Services

Intersection Turning Movement Count

Location: Oak Grove Rd SW & RaceTrac SE Dwy  
City: Loganville  
Control: No Control

Project ID: 26-180071-002  
Date: 4/15/2026

Data - Total

| NS/EW Streets:   | Oak Grove Rd SW     |          |         |         | Oak Grove Rd SW |          |          |         | RaceTrac SE Dwy |         |          |         | RaceTrac SE Dwy |         |         |         |              |
|------------------|---------------------|----------|---------|---------|-----------------|----------|----------|---------|-----------------|---------|----------|---------|-----------------|---------|---------|---------|--------------|
| AM               | NORTHBOUND          |          |         |         | SOUTHBOUND      |          |          |         | EASTBOUND       |         |          |         | WESTBOUND       |         |         |         | TOTAL        |
|                  | 0<br>NL             | 1<br>NT  | 0<br>NR | 0<br>NU | 0<br>SL         | 1<br>ST  | 0<br>SR  | 0<br>SU | 0<br>EL         | 1<br>ET | 0<br>ER  | 0<br>EU | 0<br>WL         | 0<br>WT | 0<br>WR | 0<br>WU |              |
| 7:00 AM          | 2                   | 4        | 0       | 0       | 0               | 6        | 2        | 0       | 0               | 0       | 0        | 0       | 0               | 0       | 0       | 0       | 14           |
| 7:15 AM          | 0                   | 2        | 0       | 0       | 0               | 3        | 1        | 0       | 2               | 0       | 2        | 0       | 0               | 0       | 0       | 0       | 10           |
| 7:30 AM          | 2                   | 2        | 0       | 0       | 0               | 7        | 6        | 0       | 1               | 0       | 5        | 0       | 0               | 0       | 0       | 0       | 23           |
| 7:45 AM          | 2                   | 2        | 0       | 0       | 0               | 10       | 4        | 0       | 2               | 0       | 2        | 0       | 0               | 0       | 0       | 0       | 22           |
| 8:00 AM          | 2                   | 1        | 0       | 0       | 0               | 10       | 0        | 0       | 3               | 0       | 3        | 0       | 0               | 0       | 0       | 0       | 19           |
| 8:15 AM          | 0                   | 0        | 0       | 0       | 0               | 11       | 3        | 0       | 3               | 0       | 1        | 0       | 0               | 0       | 0       | 0       | 18           |
| 8:30 AM          | 1                   | 4        | 0       | 0       | 0               | 5        | 2        | 0       | 0               | 0       | 2        | 0       | 0               | 0       | 0       | 0       | 14           |
| 8:45 AM          | 1                   | 2        | 0       | 0       | 0               | 12       | 0        | 0       | 2               | 0       | 1        | 0       | 0               | 0       | 0       | 0       | 18           |
| TOTAL VOLUMES :  | NL<br>10            | NT<br>17 | NR<br>0 | NU<br>0 | SL<br>0         | ST<br>64 | SR<br>18 | SU<br>0 | EL<br>13        | ET<br>0 | ER<br>16 | EU<br>0 | WL<br>0         | WT<br>0 | WR<br>0 | WU<br>0 | TOTAL<br>138 |
| APPROACH %'s :   | 37.04%              | 62.96%   | 0.00%   | 0.00%   | 0.00%           | 78.05%   | 21.95%   | 0.00%   | 44.83%          | 0.00%   | 55.17%   | 0.00%   |                 |         |         |         |              |
| PEAK HR :        | 07:30 AM - 08:30 AM |          |         |         |                 |          |          |         |                 |         |          |         |                 |         |         |         | TOTAL        |
| PEAK HR VOL :    | 6                   | 5        | 0       | 0       | 0               | 38       | 13       | 0       | 9               | 0       | 11       | 0       | 0               | 0       | 0       | 0       | 82           |
| PEAK HR FACTOR : | 0.750               | 0.625    | 0.000   | 0.000   | 0.000           | 0.864    | 0.542    | 0.000   | 0.750           | 0.000   | 0.550    | 0.000   | 0.000           | 0.000   | 0.000   | 0.000   | 0.891        |
|                  | 0.688               |          |         |         | 0.911           |          |          |         | 0.833           |         |          |         |                 |         |         |         |              |

| PM               | NORTHBOUND          |           |         |         | SOUTHBOUND |           |          |         | EASTBOUND |         |          |         | WESTBOUND |         |         |         | TOTAL        |
|------------------|---------------------|-----------|---------|---------|------------|-----------|----------|---------|-----------|---------|----------|---------|-----------|---------|---------|---------|--------------|
|                  | 0<br>NL             | 1<br>NT   | 0<br>NR | 0<br>NU | 0<br>SL    | 1<br>ST   | 0<br>SR  | 0<br>SU | 0<br>EL   | 1<br>ET | 0<br>ER  | 0<br>EU | 0<br>WL   | 0<br>WT | 0<br>WR | 0<br>WU |              |
| 4:00 PM          | 5                   | 22        | 0       | 0       | 0          | 25        | 1        | 0       | 1         | 0       | 9        | 0       | 0         | 0       | 0       | 0       | 63           |
| 4:15 PM          | 0                   | 7         | 0       | 0       | 0          | 26        | 2        | 0       | 3         | 0       | 7        | 0       | 0         | 0       | 0       | 0       | 45           |
| 4:30 PM          | 2                   | 22        | 0       | 0       | 0          | 24        | 3        | 0       | 6         | 0       | 7        | 0       | 0         | 0       | 0       | 0       | 64           |
| 4:45 PM          | 6                   | 14        | 0       | 0       | 0          | 32        | 0        | 0       | 4         | 0       | 3        | 0       | 0         | 0       | 0       | 0       | 59           |
| 5:00 PM          | 3                   | 23        | 0       | 0       | 0          | 21        | 1        | 0       | 2         | 0       | 2        | 0       | 0         | 0       | 0       | 0       | 52           |
| 5:15 PM          | 2                   | 24        | 0       | 0       | 0          | 30        | 1        | 0       | 2         | 0       | 5        | 0       | 0         | 0       | 0       | 0       | 64           |
| 5:30 PM          | 6                   | 20        | 0       | 0       | 0          | 23        | 2        | 0       | 6         | 0       | 5        | 0       | 0         | 0       | 0       | 0       | 62           |
| 5:45 PM          | 3                   | 21        | 0       | 0       | 0          | 30        | 0        | 0       | 3         | 0       | 5        | 0       | 0         | 0       | 0       | 0       | 62           |
| TOTAL VOLUMES :  | NL<br>27            | NT<br>153 | NR<br>0 | NU<br>0 | SL<br>0    | ST<br>211 | SR<br>10 | SU<br>0 | EL<br>27  | ET<br>0 | ER<br>43 | EU<br>0 | WL<br>0   | WT<br>0 | WR<br>0 | WU<br>0 | TOTAL<br>471 |
| APPROACH %'s :   | 15.00%              | 85.00%    | 0.00%   | 0.00%   | 0.00%      | 95.48%    | 4.52%    | 0.00%   | 38.57%    | 0.00%   | 61.43%   | 0.00%   |           |         |         |         |              |
| PEAK HR :        | 05:00 PM - 06:00 PM |           |         |         |            |           |          |         |           |         |          |         |           |         |         |         | TOTAL        |
| PEAK HR VOL :    | 14                  | 88        | 0       | 0       | 0          | 104       | 4        | 0       | 13        | 0       | 17       | 0       | 0         | 0       | 0       | 0       | 240          |
| PEAK HR FACTOR : | 0.583               | 0.917     | 0.000   | 0.000   | 0.000      | 0.867     | 0.500    | 0.000   | 0.542     | 0.000   | 0.850    | 0.000   | 0.000     | 0.000   | 0.000   | 0.000   | 0.938        |
|                  | 0.981               |           |         |         | 0.871      |           |          |         | 0.682     |         |          |         |           |         |         |         |              |



National Data & Surveying Services

Intersection Turning Movement Count

Location: Oak Grove Rd SW & RaceTrac SE Dwy  
City: Loganville  
Control: No Control

Project ID: 26-180071-002  
Date: 4/15/2026

Data - Cars

| NS/EW Streets:   | Oak Grove Rd SW     |          |         |         | Oak Grove Rd SW |          |          |         | RaceTrac SE Dwy |         |          |         | RaceTrac SE Dwy |         |         |         |              |
|------------------|---------------------|----------|---------|---------|-----------------|----------|----------|---------|-----------------|---------|----------|---------|-----------------|---------|---------|---------|--------------|
| AM               | NORTHBOUND          |          |         |         | SOUTHBOUND      |          |          |         | EASTBOUND       |         |          |         | WESTBOUND       |         |         |         | TOTAL        |
|                  | 0<br>NL             | 1<br>NT  | 0<br>NR | 0<br>NU | 0<br>SL         | 1<br>ST  | 0<br>SR  | 0<br>SU | 0<br>EL         | 1<br>ET | 0<br>ER  | 0<br>EU | 0<br>WL         | 0<br>WT | 0<br>WR | 0<br>WU |              |
| 7:00 AM          | 1                   | 3        | 0       | 0       | 0               | 6        | 1        | 0       | 0               | 0       | 0        | 0       | 0               | 0       | 0       | 0       | 11           |
| 7:15 AM          | 0                   | 2        | 0       | 0       | 0               | 2        | 1        | 0       | 2               | 0       | 2        | 0       | 0               | 0       | 0       | 0       | 9            |
| 7:30 AM          | 2                   | 2        | 0       | 0       | 0               | 6        | 6        | 0       | 1               | 0       | 5        | 0       | 0               | 0       | 0       | 0       | 22           |
| 7:45 AM          | 1                   | 2        | 0       | 0       | 0               | 10       | 3        | 0       | 2               | 0       | 1        | 0       | 0               | 0       | 0       | 0       | 19           |
| 8:00 AM          | 1                   | 1        | 0       | 0       | 0               | 10       | 0        | 0       | 1               | 0       | 3        | 0       | 0               | 0       | 0       | 0       | 16           |
| 8:15 AM          | 0                   | 0        | 0       | 0       | 0               | 11       | 2        | 0       | 3               | 0       | 1        | 0       | 0               | 0       | 0       | 0       | 17           |
| 8:30 AM          | 1                   | 3        | 0       | 0       | 0               | 5        | 2        | 0       | 0               | 0       | 2        | 0       | 0               | 0       | 0       | 0       | 13           |
| 8:45 AM          | 1                   | 2        | 0       | 0       | 0               | 12       | 0        | 0       | 2               | 0       | 1        | 0       | 0               | 0       | 0       | 0       | 18           |
| TOTAL VOLUMES :  | NL<br>7             | NT<br>15 | NR<br>0 | NU<br>0 | SL<br>0         | ST<br>62 | SR<br>15 | SU<br>0 | EL<br>11        | ET<br>0 | ER<br>15 | EU<br>0 | WL<br>0         | WT<br>0 | WR<br>0 | WU<br>0 | TOTAL<br>125 |
| APPROACH %'s :   | 31.82%              | 68.18%   | 0.00%   | 0.00%   | 0.00%           | 80.52%   | 19.48%   | 0.00%   | 42.31%          | 0.00%   | 57.69%   | 0.00%   |                 |         |         |         |              |
| PEAK HR :        | 07:30 AM - 08:30 AM |          |         |         |                 |          |          |         |                 |         |          |         |                 |         |         |         | TOTAL        |
| PEAK HR VOL :    | 4                   | 5        | 0       | 0       | 0               | 37       | 11       | 0       | 7               | 0       | 10       | 0       | 0               | 0       | 0       | 0       | 74           |
| PEAK HR FACTOR : | 0.500               | 0.625    | 0.000   | 0.000   | 0.000           | 0.841    | 0.458    | 0.000   | 0.583           | 0.000   | 0.500    | 0.000   | 0.000           | 0.000   | 0.000   | 0.000   | 0.841        |
|                  | 0.563               |          |         |         | 0.923           |          |          |         | 0.708           |         |          |         |                 |         |         |         |              |

| PM               | NORTHBOUND          |           |         |         | SOUTHBOUND |           |          |         | EASTBOUND |         |          |         | WESTBOUND |         |         |         | TOTAL        |
|------------------|---------------------|-----------|---------|---------|------------|-----------|----------|---------|-----------|---------|----------|---------|-----------|---------|---------|---------|--------------|
|                  | 0<br>NL             | 1<br>NT   | 0<br>NR | 0<br>NU | 0<br>SL    | 1<br>ST   | 0<br>SR  | 0<br>SU | 0<br>EL   | 1<br>ET | 0<br>ER  | 0<br>EU | 0<br>WL   | 0<br>WT | 0<br>WR | 0<br>WU |              |
| 4:00 PM          | 5                   | 22        | 0       | 0       | 0          | 25        | 1        | 0       | 0         | 0       | 8        | 0       | 0         | 0       | 0       | 0       | 61           |
| 4:15 PM          | 0                   | 7         | 0       | 0       | 0          | 26        | 2        | 0       | 3         | 0       | 7        | 0       | 0         | 0       | 0       | 0       | 45           |
| 4:30 PM          | 2                   | 22        | 0       | 0       | 0          | 23        | 3        | 0       | 6         | 0       | 6        | 0       | 0         | 0       | 0       | 0       | 62           |
| 4:45 PM          | 5                   | 14        | 0       | 0       | 0          | 32        | 0        | 0       | 4         | 0       | 3        | 0       | 0         | 0       | 0       | 0       | 58           |
| 5:00 PM          | 3                   | 23        | 0       | 0       | 0          | 21        | 1        | 0       | 2         | 0       | 2        | 0       | 0         | 0       | 0       | 0       | 52           |
| 5:15 PM          | 2                   | 23        | 0       | 0       | 0          | 30        | 1        | 0       | 2         | 0       | 5        | 0       | 0         | 0       | 0       | 0       | 63           |
| 5:30 PM          | 6                   | 20        | 0       | 0       | 0          | 22        | 2        | 0       | 6         | 0       | 5        | 0       | 0         | 0       | 0       | 0       | 61           |
| 5:45 PM          | 3                   | 21        | 0       | 0       | 0          | 29        | 0        | 0       | 3         | 0       | 5        | 0       | 0         | 0       | 0       | 0       | 61           |
| TOTAL VOLUMES :  | NL<br>26            | NT<br>152 | NR<br>0 | NU<br>0 | SL<br>0    | ST<br>208 | SR<br>10 | SU<br>0 | EL<br>26  | ET<br>0 | ER<br>41 | EU<br>0 | WL<br>0   | WT<br>0 | WR<br>0 | WU<br>0 | TOTAL<br>463 |
| APPROACH %'s :   | 14.61%              | 85.39%    | 0.00%   | 0.00%   | 0.00%      | 95.41%    | 4.59%    | 0.00%   | 38.81%    | 0.00%   | 61.19%   | 0.00%   |           |         |         |         |              |
| PEAK HR :        | 05:00 PM - 06:00 PM |           |         |         |            |           |          |         |           |         |          |         |           |         |         |         | TOTAL        |
| PEAK HR VOL :    | 14                  | 87        | 0       | 0       | 0          | 102       | 4        | 0       | 13        | 0       | 17       | 0       | 0         | 0       | 0       | 0       | 237          |
| PEAK HR FACTOR : | 0.583               | 0.946     | 0.000   | 0.000   | 0.000      | 0.850     | 0.500    | 0.000   | 0.542     | 0.000   | 0.850    | 0.000   | 0.000     | 0.000   | 0.000   | 0.000   | 0.940        |
|                  | 0.971               |           |         |         | 0.855      |           |          |         | 0.682     |         |          |         |           |         |         |         |              |

National Data & Surveying Services

Intersection Turning Movement Count

Location: Oak Grove Rd SW & RaceTrac SE Dwy  
City: Loganville  
Control: No Control

Project ID: 26-180071-002  
Date: 4/15/2026

Data - HT

| NS/EW Streets:   | Oak Grove Rd SW     |         |         |         | Oak Grove Rd SW |         |         |         | RaceTrac SE Dwy |         |         |         | RaceTrac SE Dwy |         |         |         |             |
|------------------|---------------------|---------|---------|---------|-----------------|---------|---------|---------|-----------------|---------|---------|---------|-----------------|---------|---------|---------|-------------|
| AM               | NORTHBOUND          |         |         |         | SOUTHBOUND      |         |         |         | EASTBOUND       |         |         |         | WESTBOUND       |         |         |         | TOTAL       |
|                  | 0<br>NL             | 1<br>NT | 0<br>NR | 0<br>NU | 0<br>SL         | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL         | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL         | 0<br>WT | 0<br>WR | 0<br>WU |             |
| 7:00 AM          | 1                   | 1       | 0       | 0       | 0               | 0       | 1       | 0       | 0               | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 3           |
| 7:15 AM          | 0                   | 0       | 0       | 0       | 0               | 1       | 0       | 0       | 0               | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 1           |
| 7:30 AM          | 0                   | 0       | 0       | 0       | 0               | 1       | 0       | 0       | 0               | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 1           |
| 7:45 AM          | 1                   | 0       | 0       | 0       | 0               | 0       | 1       | 0       | 0               | 0       | 1       | 0       | 0               | 0       | 0       | 0       | 3           |
| 8:00 AM          | 1                   | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 2               | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 3           |
| 8:15 AM          | 0                   | 0       | 0       | 0       | 0               | 0       | 1       | 0       | 0               | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 1           |
| 8:30 AM          | 0                   | 1       | 0       | 0       | 0               | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 1           |
| 8:45 AM          | 0                   | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0           |
| TOTAL VOLUMES :  | NL<br>3             | NT<br>2 | NR<br>0 | NU<br>0 | SL<br>0         | ST<br>2 | SR<br>3 | SU<br>0 | EL<br>2         | ET<br>0 | ER<br>1 | EU<br>0 | WL<br>0         | WT<br>0 | WR<br>0 | WU<br>0 | TOTAL<br>13 |
| APPROACH %'s :   | 60.00%              | 40.00%  | 0.00%   | 0.00%   | 0.00%           | 40.00%  | 60.00%  | 0.00%   | 66.67%          | 0.00%   | 33.33%  | 0.00%   |                 |         |         |         |             |
| PEAK HR :        | 07:30 AM - 08:30 AM |         |         |         |                 |         |         |         |                 |         |         |         |                 |         |         |         | TOTAL       |
| PEAK HR VOL :    | 2                   | 0       | 0       | 0       | 0               | 1       | 2       | 0       | 2               | 0       | 1       | 0       | 0               | 0       | 0       | 0       | 8           |
| PEAK HR FACTOR : | 0.500               | 0.000   | 0.000   | 0.000   | 0.000           | 0.250   | 0.500   | 0.000   | 0.250           | 0.000   | 0.250   | 0.000   | 0.000           | 0.000   | 0.000   | 0.000   | 0.667       |
|                  | 0.500               |         |         |         | 0.750           |         |         |         | 0.375           |         |         |         |                 |         |         |         |             |

| PM               | NORTHBOUND          |         |         |         | SOUTHBOUND |         |         |         | EASTBOUND |         |         |         | WESTBOUND |         |         |         | TOTAL      |
|------------------|---------------------|---------|---------|---------|------------|---------|---------|---------|-----------|---------|---------|---------|-----------|---------|---------|---------|------------|
|                  | 0<br>NL             | 1<br>NT | 0<br>NR | 0<br>NU | 0<br>SL    | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL   | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL   | 0<br>WT | 0<br>WR | 0<br>WU |            |
| 4:00 PM          | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 1         | 0       | 1       | 0       | 0         | 0       | 0       | 0       | 2          |
| 4:15 PM          | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0          |
| 4:30 PM          | 0                   | 0       | 0       | 0       | 0          | 1       | 0       | 0       | 0         | 0       | 1       | 0       | 0         | 0       | 0       | 0       | 2          |
| 4:45 PM          | 1                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 1          |
| 5:00 PM          | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0          |
| 5:15 PM          | 0                   | 1       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 1          |
| 5:30 PM          | 0                   | 0       | 0       | 0       | 0          | 1       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 1          |
| 5:45 PM          | 0                   | 0       | 0       | 0       | 0          | 1       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 1          |
| TOTAL VOLUMES :  | NL<br>1             | NT<br>1 | NR<br>0 | NU<br>0 | SL<br>0    | ST<br>3 | SR<br>0 | SU<br>0 | EL<br>1   | ET<br>0 | ER<br>2 | EU<br>0 | WL<br>0   | WT<br>0 | WR<br>0 | WU<br>0 | TOTAL<br>8 |
| APPROACH %'s :   | 50.00%              | 50.00%  | 0.00%   | 0.00%   | 0.00%      | 100.00% | 0.00%   | 0.00%   | 33.33%    | 0.00%   | 66.67%  | 0.00%   |           |         |         |         |            |
| PEAK HR :        | 05:00 PM - 06:00 PM |         |         |         |            |         |         |         |           |         |         |         |           |         |         |         | TOTAL      |
| PEAK HR VOL :    | 0                   | 1       | 0       | 0       | 0          | 2       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 3          |
| PEAK HR FACTOR : | 0.000               | 0.250   | 0.000   | 0.000   | 0.000      | 0.500   | 0.000   | 0.000   | 0.000     | 0.000   | 0.000   | 0.000   | 0.000     | 0.000   | 0.000   | 0.000   | 0.750      |
|                  | 0.250               |         |         |         | 0.500      |         |         |         |           |         |         |         |           |         |         |         |            |



National Data & Surveying Services

Intersection Turning Movement Count

Location: Oak Grove Rd SW & RaceTrac SE Dwy  
City: Loganville  
Control: No Control

Project ID: 26-180071-002  
Date: 4/15/2026

Data - Bikes

| NS/EW Streets:   | Oak Grove Rd SW     |         |         |         | Oak Grove Rd SW |         |         |         | RaceTrac SE Dwy |         |         |         | RaceTrac SE Dwy |         |         |         |       |
|------------------|---------------------|---------|---------|---------|-----------------|---------|---------|---------|-----------------|---------|---------|---------|-----------------|---------|---------|---------|-------|
| AM               | NORTHBOUND          |         |         |         | SOUTHBOUND      |         |         |         | EASTBOUND       |         |         |         | WESTBOUND       |         |         |         | TOTAL |
|                  | 0<br>NL             | 1<br>NT | 0<br>NR | 0<br>NU | 0<br>SL         | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL         | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL         | 0<br>WT | 0<br>WR | 0<br>WU |       |
| 7:00 AM          | 0                   | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0     |
| 7:15 AM          | 0                   | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0     |
| 7:30 AM          | 0                   | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0     |
| 7:45 AM          | 0                   | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0     |
| 8:00 AM          | 0                   | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0     |
| 8:15 AM          | 0                   | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0     |
| 8:30 AM          | 0                   | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0     |
| 8:45 AM          | 0                   | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0     |
| TOTAL VOLUMES :  | NL                  | NT      | NR      | NU      | SL              | ST      | SR      | SU      | EL              | ET      | ER      | EU      | WL              | WT      | WR      | WU      | TOTAL |
| APPROACH %'s :   | 0                   | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0     |
| PEAK HR :        | 07:30 AM - 08:30 AM |         |         |         |                 |         |         |         |                 |         |         |         |                 |         |         |         | TOTAL |
| PEAK HR VOL :    | 0                   | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0               | 0       | 0       | 0       | 0     |
| PEAK HR FACTOR : | 0.000               | 0.000   | 0.000   | 0.000   | 0.000           | 0.000   | 0.000   | 0.000   | 0.000           | 0.000   | 0.000   | 0.000   | 0.000           | 0.000   | 0.000   | 0.000   | 0     |

| PM               | NORTHBOUND          |         |         |         | SOUTHBOUND |         |         |         | EASTBOUND |         |         |         | WESTBOUND |         |         |         | TOTAL |
|------------------|---------------------|---------|---------|---------|------------|---------|---------|---------|-----------|---------|---------|---------|-----------|---------|---------|---------|-------|
|                  | 0<br>NL             | 1<br>NT | 0<br>NR | 0<br>NU | 0<br>SL    | 1<br>ST | 0<br>SR | 0<br>SU | 0<br>EL   | 1<br>ET | 0<br>ER | 0<br>EU | 0<br>WL   | 0<br>WT | 0<br>WR | 0<br>WU |       |
| 4:00 PM          | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0     |
| 4:15 PM          | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0     |
| 4:30 PM          | 0                   | 0       | 0       | 0       | 0          | 1       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 1     |
| 4:45 PM          | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0     |
| 5:00 PM          | 0                   | 0       | 0       | 0       | 0          | 1       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 1     |
| 5:15 PM          | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0     |
| 5:30 PM          | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0     |
| 5:45 PM          | 0                   | 0       | 0       | 0       | 0          | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 0     |
| TOTAL VOLUMES :  | NL                  | NT      | NR      | NU      | SL         | ST      | SR      | SU      | EL        | ET      | ER      | EU      | WL        | WT      | WR      | WU      | TOTAL |
| APPROACH %'s :   | 0                   | 0       | 0       | 0       | 0          | 2       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 2     |
| PEAK HR :        | 05:00 PM - 06:00 PM |         |         |         |            |         |         |         |           |         |         |         |           |         |         |         | TOTAL |
| PEAK HR VOL :    | 0                   | 0       | 0       | 0       | 0          | 1       | 0       | 0       | 0         | 0       | 0       | 0       | 0         | 0       | 0       | 0       | 1     |
| PEAK HR FACTOR : | 0.000               | 0.000   | 0.000   | 0.000   | 0.000      | 0.250   | 0.000   | 0.000   | 0.000     | 0.000   | 0.000   | 0.000   | 0.000     | 0.000   | 0.000   | 0.000   | 0.250 |

National Data & Surveying Services  
Intersection Turning Movement Count

Location: Oak Grove Rd SW & RaceTrac SE Dwy  
City: Loganville

Project ID: 26-180071-002  
Date: 4/15/2026

Data - Pedestrians (Crosswalks)

| NS/EW Streets:                    | Oak Grove Rd SW     |         | Oak Grove Rd SW |         | RaceTrac SE Dwy |         | RaceTrac SE Dwy  |                    |            |
|-----------------------------------|---------------------|---------|-----------------|---------|-----------------|---------|------------------|--------------------|------------|
| AM                                | NORTH LEG           |         | SOUTH LEG       |         | EAST LEG        |         | WEST LEG         |                    | TOTAL      |
|                                   | EB                  | WB      | EB              | WB      | NB              | SB      | NB               | SB                 |            |
| 7:00 AM                           | 0                   | 0       | 0               | 0       | 0               | 0       | 0                | 0                  | 0          |
| 7:15 AM                           | 0                   | 0       | 0               | 0       | 0               | 0       | 0                | 0                  | 0          |
| 7:30 AM                           | 0                   | 0       | 0               | 0       | 0               | 0       | 0                | 0                  | 0          |
| 7:45 AM                           | 0                   | 0       | 0               | 0       | 0               | 0       | 0                | 0                  | 0          |
| 8:00 AM                           | 0                   | 0       | 0               | 0       | 0               | 0       | 0                | 1                  | 1          |
| 8:15 AM                           | 0                   | 0       | 0               | 0       | 0               | 0       | 0                | 0                  | 0          |
| 8:30 AM                           | 0                   | 0       | 0               | 0       | 0               | 0       | 0                | 0                  | 0          |
| 8:45 AM                           | 0                   | 0       | 0               | 0       | 0               | 0       | 0                | 0                  | 0          |
| TOTAL VOLUMES :<br>APPROACH %'s : | EB<br>0             | WB<br>0 | EB<br>0         | WB<br>0 | NB<br>0         | SB<br>0 | NB<br>0<br>0.00% | SB<br>1<br>100.00% | TOTAL<br>1 |
| PEAK HR :                         | 07:30 AM - 08:30 AM |         |                 |         |                 |         |                  |                    | TOTAL      |
| PEAK HR VOL :                     | 0                   | 0       | 0               | 0       | 0               | 0       | 0                | 1                  | 1          |
| PEAK HR FACTOR :                  |                     |         |                 |         |                 |         | 0.250<br>0.250   |                    | 0.250      |

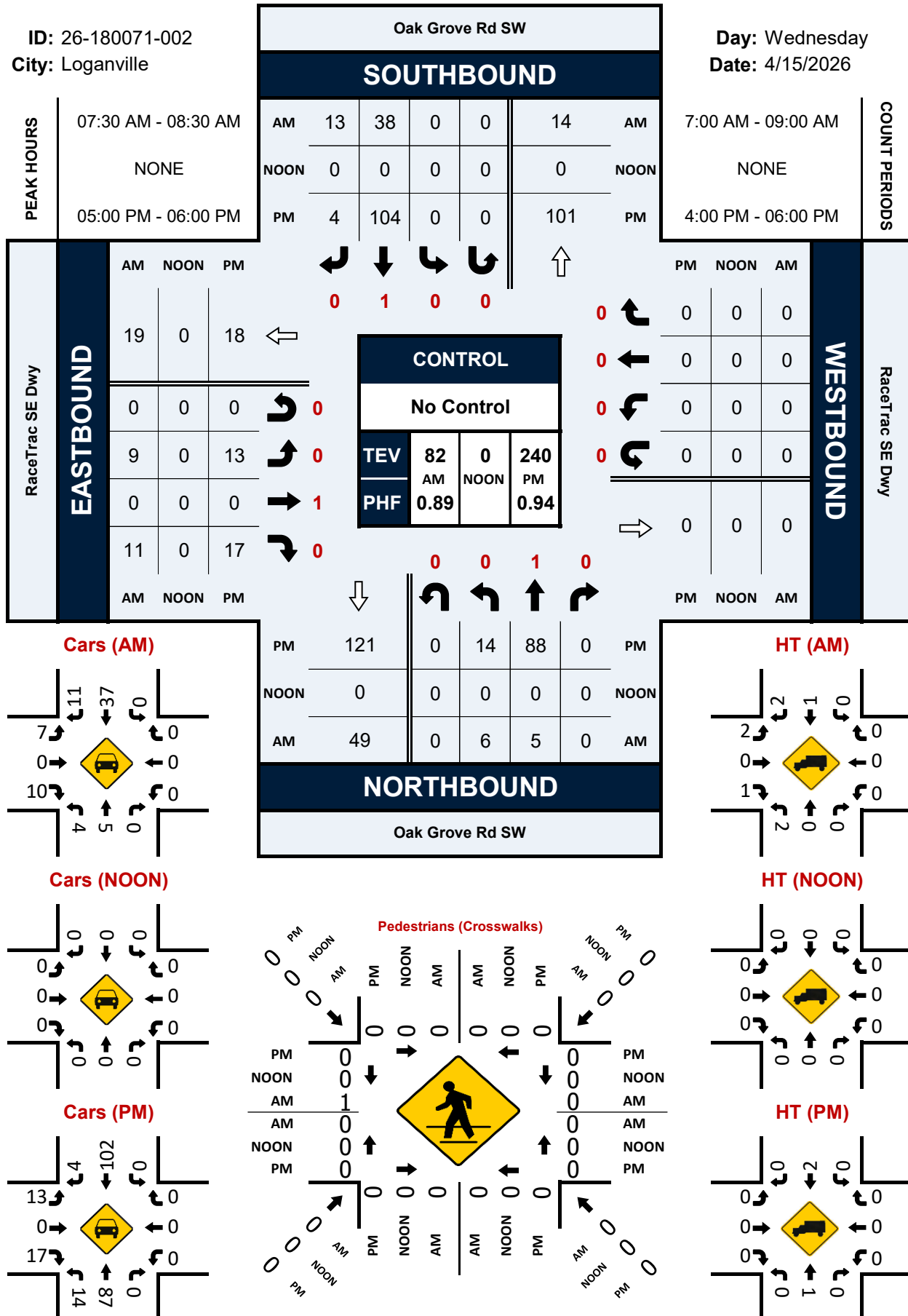
| PM                                | NORTH LEG           |         | SOUTH LEG          |                  | EAST LEG |         | WEST LEG |         | TOTAL      |
|-----------------------------------|---------------------|---------|--------------------|------------------|----------|---------|----------|---------|------------|
|                                   | EB                  | WB      | EB                 | WB               | NB       | SB      | NB       | SB      |            |
| 4:00 PM                           | 0                   | 0       | 1                  | 0                | 0        | 0       | 0        | 0       | 1          |
| 4:15 PM                           | 0                   | 0       | 0                  | 0                | 0        | 0       | 0        | 0       | 0          |
| 4:30 PM                           | 0                   | 0       | 0                  | 0                | 0        | 0       | 0        | 0       | 0          |
| 4:45 PM                           | 0                   | 0       | 0                  | 0                | 0        | 0       | 0        | 0       | 0          |
| 5:00 PM                           | 0                   | 0       | 0                  | 0                | 0        | 0       | 0        | 0       | 0          |
| 5:15 PM                           | 0                   | 0       | 0                  | 0                | 0        | 0       | 0        | 0       | 0          |
| 5:30 PM                           | 0                   | 0       | 0                  | 0                | 0        | 0       | 0        | 0       | 0          |
| 5:45 PM                           | 0                   | 0       | 0                  | 0                | 0        | 0       | 0        | 0       | 0          |
| TOTAL VOLUMES :<br>APPROACH %'s : | EB<br>0             | WB<br>0 | EB<br>1<br>100.00% | WB<br>0<br>0.00% | NB<br>0  | SB<br>0 | NB<br>0  | SB<br>0 | TOTAL<br>1 |
| PEAK HR :                         | 05:00 PM - 06:00 PM |         |                    |                  |          |         |          |         | TOTAL      |
| PEAK HR VOL :                     | 0                   | 0       | 0                  | 0                | 0        | 0       | 0        | 0       | 0          |
| PEAK HR FACTOR :                  |                     |         |                    |                  |          |         |          |         |            |

## Oak Grove Rd SW &amp; RaceTrac SE Dwy

## Peak Hour Turning Movement Count

ID: 26-180071-002  
City: Loganville

Day: Wednesday  
Date: 4/15/2026



Project ID: 26-180071-002  
Location: Oak Grove Rd SW & RaceTrac SE Dwy  
City: Loganville

Day: Wednesday  
Date: 4/15/2026

| Groups Printed - Cars, PU, Vans - Heavy Trucks |                            |      |     |       |      |            |                            |      |      |       |      |            |                           |      |      |       |      |            |                           |      |     |       |      |            |            |  |
|------------------------------------------------|----------------------------|------|-----|-------|------|------------|----------------------------|------|------|-------|------|------------|---------------------------|------|------|-------|------|------------|---------------------------|------|-----|-------|------|------------|------------|--|
|                                                | Oak Grove Rd SW Northbound |      |     |       |      |            | Oak Grove Rd SW Southbound |      |      |       |      |            | RaceTrac SE Dwy Eastbound |      |      |       |      |            | RaceTrac SE Dwy Westbound |      |     |       |      |            |            |  |
| Start Time                                     | Left                       | Thru | Rgt | Uturn | Peds | App. Total | Left                       | Thru | Rgt  | Uturn | Peds | App. Total | Left                      | Thru | Rgt  | Uturn | Peds | App. Total | Left                      | Thru | Rgt | Uturn | Peds | App. Total | Int. Total |  |
| 7:00 AM                                        | 2                          | 4    | 0   | 0     | 0    | 6          | 0                          | 6    | 2    | 0     | 0    | 8          | 0                         | 0    | 0    | 0     | 0    | 0          | 0                         | 0    | 0   | 0     | 0    | 0          | 14         |  |
| 7:15 AM                                        | 0                          | 2    | 0   | 0     | 0    | 2          | 0                          | 3    | 1    | 0     | 0    | 4          | 2                         | 0    | 2    | 0     | 0    | 4          | 0                         | 0    | 0   | 0     | 0    | 0          | 10         |  |
| 7:30 AM                                        | 2                          | 2    | 0   | 0     | 0    | 4          | 0                          | 7    | 6    | 0     | 0    | 13         | 1                         | 0    | 5    | 0     | 0    | 6          | 0                         | 0    | 0   | 0     | 0    | 0          | 23         |  |
| 7:45 AM                                        | 2                          | 2    | 0   | 0     | 0    | 4          | 0                          | 10   | 4    | 0     | 0    | 14         | 2                         | 0    | 2    | 0     | 0    | 4          | 0                         | 0    | 0   | 0     | 0    | 0          | 22         |  |
| Total                                          | 6                          | 10   | 0   | 0     | 0    | 16         | 0                          | 26   | 13   | 0     | 0    | 39         | 5                         | 0    | 9    | 0     | 0    | 14         | 0                         | 0    | 0   | 0     | 0    | 0          | 69         |  |
| 8:00 AM                                        | 2                          | 1    | 0   | 0     | 0    | 3          | 0                          | 10   | 0    | 0     | 0    | 10         | 3                         | 0    | 3    | 0     | 1    | 6          | 0                         | 0    | 0   | 0     | 0    | 0          | 19         |  |
| 8:15 AM                                        | 0                          | 0    | 0   | 0     | 0    | 0          | 0                          | 11   | 3    | 0     | 0    | 14         | 3                         | 0    | 1    | 0     | 0    | 4          | 0                         | 0    | 0   | 0     | 0    | 0          | 18         |  |
| 8:30 AM                                        | 1                          | 4    | 0   | 0     | 0    | 5          | 0                          | 5    | 2    | 0     | 0    | 7          | 0                         | 0    | 2    | 0     | 0    | 2          | 0                         | 0    | 0   | 0     | 0    | 0          | 14         |  |
| 8:45 AM                                        | 1                          | 2    | 0   | 0     | 0    | 3          | 0                          | 12   | 0    | 0     | 0    | 12         | 2                         | 0    | 1    | 0     | 0    | 3          | 0                         | 0    | 0   | 0     | 0    | 0          | 18         |  |
| Total                                          | 4                          | 7    | 0   | 0     | 0    | 11         | 0                          | 38   | 5    | 0     | 0    | 43         | 8                         | 0    | 7    | 0     | 1    | 15         | 0                         | 0    | 0   | 0     | 0    | 0          | 69         |  |
| ***BREAK***                                    |                            |      |     |       |      |            |                            |      |      |       |      |            |                           |      |      |       |      |            |                           |      |     |       |      |            |            |  |
| 4:00 PM                                        | 5                          | 22   | 0   | 0     | 1    | 27         | 0                          | 25   | 1    | 0     | 0    | 26         | 1                         | 0    | 9    | 0     | 0    | 10         | 0                         | 0    | 0   | 0     | 0    | 0          | 63         |  |
| 4:15 PM                                        | 0                          | 7    | 0   | 0     | 0    | 7          | 0                          | 26   | 2    | 0     | 0    | 28         | 3                         | 0    | 7    | 0     | 0    | 10         | 0                         | 0    | 0   | 0     | 0    | 0          | 45         |  |
| 4:30 PM                                        | 2                          | 22   | 0   | 0     | 0    | 24         | 0                          | 24   | 3    | 0     | 0    | 27         | 6                         | 0    | 7    | 0     | 0    | 13         | 0                         | 0    | 0   | 0     | 0    | 0          | 64         |  |
| 4:45 PM                                        | 6                          | 14   | 0   | 0     | 0    | 20         | 0                          | 32   | 0    | 0     | 0    | 32         | 4                         | 0    | 3    | 0     | 0    | 7          | 0                         | 0    | 0   | 0     | 0    | 0          | 59         |  |
| Total                                          | 13                         | 65   | 0   | 0     | 1    | 78         | 0                          | 107  | 6    | 0     | 0    | 113        | 14                        | 0    | 26   | 0     | 0    | 40         | 0                         | 0    | 0   | 0     | 0    | 0          | 231        |  |
| 5:00 PM                                        | 3                          | 23   | 0   | 0     | 0    | 26         | 0                          | 21   | 1    | 0     | 0    | 22         | 2                         | 0    | 2    | 0     | 0    | 4          | 0                         | 0    | 0   | 0     | 0    | 0          | 52         |  |
| 5:15 PM                                        | 2                          | 24   | 0   | 0     | 0    | 26         | 0                          | 30   | 1    | 0     | 0    | 31         | 2                         | 0    | 5    | 0     | 0    | 7          | 0                         | 0    | 0   | 0     | 0    | 0          | 64         |  |
| 5:30 PM                                        | 6                          | 20   | 0   | 0     | 0    | 26         | 0                          | 23   | 2    | 0     | 0    | 25         | 6                         | 0    | 5    | 0     | 0    | 11         | 0                         | 0    | 0   | 0     | 0    | 0          | 62         |  |
| 5:45 PM                                        | 3                          | 21   | 0   | 0     | 0    | 24         | 0                          | 30   | 0    | 0     | 0    | 30         | 3                         | 0    | 5    | 0     | 0    | 8          | 0                         | 0    | 0   | 0     | 0    | 0          | 62         |  |
| Total                                          | 14                         | 88   | 0   | 0     | 0    | 102        | 0                          | 104  | 4    | 0     | 0    | 108        | 13                        | 0    | 17   | 0     | 0    | 30         | 0                         | 0    | 0   | 0     | 0    | 0          | 240        |  |
| Grand Total                                    | 37                         | 170  | 0   | 0     | 1    | 207        | 0                          | 275  | 28   | 0     | 0    | 303        | 40                        | 0    | 59   | 0     | 1    | 99         | 0                         | 0    | 0   | 0     | 0    | 0          | 609        |  |
| Apprch %                                       | 17.9                       | 82.1 | 0.0 | 0.0   | 0.5  |            | 0.0                        | 90.8 | 9.2  | 0.0   | 0.0  |            | 40.4                      | 0.0  | 59.6 | 0.0   | 1.0  |            | 0.0                       | 0.0  | 0.0 | 0.0   | 0.0  |            |            |  |
| Total %                                        | 6.1                        | 27.9 | 0.0 | 0.0   | 0.2  | 34.0       | 0.0                        | 45.2 | 4.6  | 0.0   | 0.0  | 49.8       | 6.6                       | 0.0  | 9.7  | 0.0   | 0.2  | 16.3       | 0.0                       | 0.0  | 0.0 | 0.0   | 0.0  | 0.0        |            |  |
| Cars, PU, Vans                                 | 33                         | 167  | 0   | 0     |      | 200        | 0                          | 270  | 25   | 0     |      | 295        | 37                        | 0    | 56   | 0     |      | 93         | 0                         | 0    | 0   | 0     |      | 0          | 588        |  |
| % Cars, PU, Vans                               | 89.2                       | 98.2 | 0.0 | 0.0   |      | 96.6       | 0.0                        | 98.2 | 89.3 | 0.0   |      | 97.4       | 92.5                      | 0.0  | 94.9 | 0.0   |      | 93.9       | 0.0                       | 0.0  | 0.0 | 0.0   |      | 0.0        | 96.6       |  |
| Heavy Trucks                                   | 4                          | 3    | 0   | 0     |      | 7          | 0                          | 5    | 3    | 0     |      | 8          | 3                         | 0    | 3    | 0     |      | 6          | 0                         | 0    | 0   | 0     |      | 0          | 21         |  |
| %Heavy Trucks                                  | 10.8                       | 1.8  | 0.0 | 0.0   |      | 3.4        | 0.0                        | 1.8  | 10.7 | 0.0   |      | 2.6        | 7.5                       | 0.0  | 5.1  | 0.0   |      | 6.1        | 0.0                       | 0.0  | 0.0 | 0.0   |      | 0.0        | 3.4        |  |



Project ID: 26-180071-002  
Location: Oak Grove Rd SW & RaceTrac SE Dwy  
City: Loganville

PEAK HOURS

Day: Wednesday  
Date: 4/15/2026

AM

|                                                      | Oak Grove Rd SW<br>Northbound |       |     |       |            | Oak Grove Rd SW<br>Southbound |      |      |       |            | RaceTrac SE Dwy<br>Eastbound |      |      |       |            | RaceTrac SE Dwy<br>Westbound |      |     |       |            |            |
|------------------------------------------------------|-------------------------------|-------|-----|-------|------------|-------------------------------|------|------|-------|------------|------------------------------|------|------|-------|------------|------------------------------|------|-----|-------|------------|------------|
| Start Time                                           | Left                          | Thru  | Rgt | Uturn | App. Total | Left                          | Thru | Rgt  | Uturn | App. Total | Left                         | Thru | Rgt  | Uturn | App. Total | Left                         | Thru | Rgt | Uturn | App. Total | Int. Total |
| Peak Hour Analysis from 07:00 AM - 09:00 AM          |                               |       |     |       |            |                               |      |      |       |            |                              |      |      |       |            |                              |      |     |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM |                               |       |     |       |            |                               |      |      |       |            |                              |      |      |       |            |                              |      |     |       |            |            |
| 7:30 AM                                              | 2                             | 2     | 0   | 0     | 4          | 0                             | 7    | 6    | 0     | 13         | 1                            | 0    | 5    | 0     | 6          | 0                            | 0    | 0   | 0     | 0          | 23         |
| 7:45 AM                                              | 2                             | 2     | 0   | 0     | 4          | 0                             | 10   | 4    | 0     | 14         | 2                            | 0    | 2    | 0     | 4          | 0                            | 0    | 0   | 0     | 0          | 22         |
| 8:00 AM                                              | 2                             | 1     | 0   | 0     | 3          | 0                             | 10   | 0    | 0     | 10         | 3                            | 0    | 3    | 0     | 6          | 0                            | 0    | 0   | 0     | 0          | 19         |
| 8:15 AM                                              | 0                             | 0     | 0   | 0     | 0          | 0                             | 11   | 3    | 0     | 14         | 3                            | 0    | 1    | 0     | 4          | 0                            | 0    | 0   | 0     | 0          | 18         |
| Total Volume                                         | 6                             | 5     | 0   | 0     | 11         | 0                             | 38   | 13   | 0     | 51         | 9                            | 0    | 11   | 0     | 20         | 0                            | 0    | 0   | 0     | 0          | 82         |
| % App. Total                                         | 54.5                          | 45.5  | 0.0 | 0.0   | 100        | 0.0                           | 74.5 | 25.5 | 0.0   | 100        | 45.0                         | 0.0  | 55.0 | 0.0   | 100        | 0.0                          | 0.0  | 0.0 | 0.0   | 0          | 0          |
| PHF                                                  | 0.688                         |       |     |       |            | 0.911                         |      |      |       |            | 0.833                        |      |      |       |            |                              |      |     |       |            | 0.891      |
| Cars, PU, Vans                                       | 4                             | 5     | 0   | 0     | 9          | 0                             | 37   | 11   | 0     | 48         | 7                            | 0    | 10   | 0     | 17         | 0                            | 0    | 0   | 0     | 0          | 74         |
| % Cars, PU, Vans                                     | 66.7                          | 100.0 | 0.0 | 0.0   | 81.8       | 0.0                           | 97.4 | 84.6 | 0.0   | 94.1       | 77.8                         | 0.0  | 90.9 | 0.0   | 85.0       | 0.0                          | 0.0  | 0.0 | 0.0   | 0.0        | 90.2       |
| Heavy Trucks                                         | 2                             | 0     | 0   | 0     | 2          | 0                             | 1    | 2    | 0     | 3          | 2                            | 0    | 1    | 0     | 3          | 0                            | 0    | 0   | 0     | 0          | 8          |
| %Heavy Trucks                                        | 33.3                          | 0.0   | 0.0 | 0.0   | 18.2       | 0.0                           | 2.6  | 15.4 | 0.0   | 5.9        | 22.2                         | 0.0  | 9.1  | 0.0   | 15.0       | 0.0                          | 0.0  | 0.0 | 0.0   | 0.0        | 9.8        |

PM

|                                                      | Oak Grove Rd SW<br>Northbound |      |     |       |            | Oak Grove Rd SW<br>Southbound |      |       |       |            | RaceTrac SE Dwy<br>Eastbound |      |       |       |            | RaceTrac SE Dwy<br>Westbound |      |     |       |            |            |
|------------------------------------------------------|-------------------------------|------|-----|-------|------------|-------------------------------|------|-------|-------|------------|------------------------------|------|-------|-------|------------|------------------------------|------|-----|-------|------------|------------|
| Start Time                                           | Left                          | Thru | Rgt | Uturn | App. Total | Left                          | Thru | Rgt   | Uturn | App. Total | Left                         | Thru | Rgt   | Uturn | App. Total | Left                         | Thru | Rgt | Uturn | App. Total | Int. Total |
| Peak Hour Analysis from 04:00 PM - 06:00 PM          |                               |      |     |       |            |                               |      |       |       |            |                              |      |       |       |            |                              |      |     |       |            |            |
| Peak Hour for Entire Intersection Begins at 05:00 PM |                               |      |     |       |            |                               |      |       |       |            |                              |      |       |       |            |                              |      |     |       |            |            |
| 5:00 PM                                              | 3                             | 23   | 0   | 0     | 26         | 0                             | 21   | 1     | 0     | 22         | 2                            | 0    | 2     | 0     | 4          | 0                            | 0    | 0   | 0     | 0          | 52         |
| 5:15 PM                                              | 2                             | 24   | 0   | 0     | 26         | 0                             | 30   | 1     | 0     | 31         | 2                            | 0    | 5     | 0     | 7          | 0                            | 0    | 0   | 0     | 0          | 64         |
| 5:30 PM                                              | 6                             | 20   | 0   | 0     | 26         | 0                             | 23   | 2     | 0     | 25         | 6                            | 0    | 5     | 0     | 11         | 0                            | 0    | 0   | 0     | 0          | 62         |
| 5:45 PM                                              | 3                             | 21   | 0   | 0     | 24         | 0                             | 30   | 0     | 0     | 30         | 3                            | 0    | 5     | 0     | 8          | 0                            | 0    | 0   | 0     | 0          | 62         |
| Total Volume                                         | 14                            | 88   | 0   | 0     | 102        | 0                             | 104  | 4     | 0     | 108        | 13                           | 0    | 17    | 0     | 30         | 0                            | 0    | 0   | 0     | 0          | 240        |
| % App. Total                                         | 13.7                          | 86.3 | 0.0 | 0.0   | 100        | 0.0                           | 96.3 | 3.7   | 0.0   | 100        | 43.3                         | 0.0  | 56.7  | 0.0   | 100        | 0.0                          | 0.0  | 0.0 | 0.0   | 0          | 0          |
| PHF                                                  | 0.981                         |      |     |       |            | 0.871                         |      |       |       |            | 0.682                        |      |       |       |            |                              |      |     |       |            | 0.938      |
| Cars, PU, Vans                                       | 14                            | 87   | 0   | 0     | 101        | 0                             | 102  | 4     | 0     | 106        | 13                           | 0    | 17    | 0     | 30         | 0                            | 0    | 0   | 0     | 0          | 237        |
| % Cars, PU, Vans                                     | 100.0                         | 98.9 | 0.0 | 0.0   | 99.0       | 0.0                           | 98.1 | 100.0 | 0.0   | 98.1       | 100.0                        | 0.0  | 100.0 | 0.0   | 100.0      | 0.0                          | 0.0  | 0.0 | 0.0   | 0.0        | 98.8       |
| Heavy Trucks                                         | 0                             | 1    | 0   | 0     | 1          | 0                             | 2    | 0     | 0     | 2          | 0                            | 0    | 0     | 0     | 0          | 0                            | 0    | 0   | 0     | 0          | 3          |
| %Heavy Trucks                                        | 0.0                           | 1.1  | 0.0 | 0.0   | 1.0        | 0.0                           | 1.9  | 0.0   | 0.0   | 1.9        | 0.0                          | 0.0  | 0.0   | 0.0   | 0.0        | 0.0                          | 0.0  | 0.0 | 0.0   | 0.0        | 1.3        |



## **Appendix D**

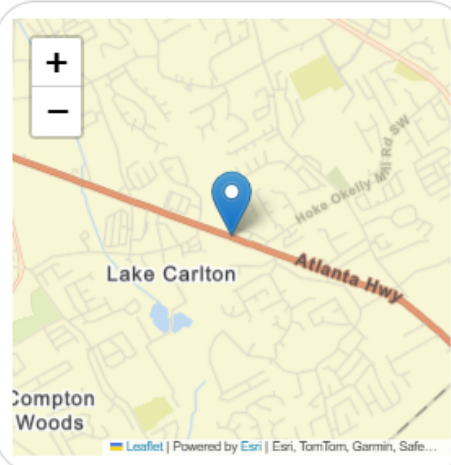
### **GDOT Traffic Data**

Location Map of GDOT Count Stations



**0000135\_8053 - 135-8053 - Old Loganville Rd****County:** GWINNETT**Route number:** 00031000**LRS section:** 1352031000**Functional class:** 7U - Local (Urban)**Coordinates:** 33.845973, -83.920995**Site Data****Count History**

| Year | Month    | Count type | Duration | ADT    | Count  |
|------|----------|------------|----------|--------|--------|
| 2026 | February | Class      | 48 hours | 11,127 | 22,254 |
| 2024 | April    | Class      | 48 hours | 11,076 | 22,153 |
| 2023 | November | Class      | 48 hours | 10,772 | 21,544 |
| 2020 | January  | Class      | 48 hours | 8,208  | 16,415 |
| 2016 | April    | Class      | 48 hours | 7,943  | 15,886 |
| 2011 | August   | Volume     | 48 hours | 6,157  | 12,314 |

**0000135\_0061 - 135-0061 - US-78/SR10****County:** GWINNETT**Route number:** 00001000**LRS section:** 1351001000**Functional class:** 3U - Principal Arterial - Other (Urban)**Coordinates:** 33.8543586730957, -83.9332427978516**Site Data****Count History**

| Year | Month    | Count type | Duration | ADT    | Count  |
|------|----------|------------|----------|--------|--------|
| 2025 | August   | Class      | 48 hours | 36,292 | 72,583 |
| 2023 | January  | Class      | 48 hours | 34,986 | 69,971 |
| 2022 | October  | Class      | 48 hours | 36,645 | 73,290 |
| 2019 | February | Class      | 48 hours | 34,610 | 69,220 |
| 2017 | February | Class      | 48 hours | 34,387 | 68,774 |
| 2015 | May      | Class      | 48 hours | 34,953 | 69,906 |
| 2013 | December | Class      | 48 hours | 34,309 | 68,618 |

0000297\_0441 - 297-0441 - CS 053313 BEG AT

County: WALTON

Route number: 00053413

LRS section: 2973053413

Functional class: 7U - Local (Urban)

Coordinates: 33.8417729, -83.9055552



Site Data



Count History

| Year | Month   | Count type | Duration | ADT   | Count |
|------|---------|------------|----------|-------|-------|
| 2024 | June    | Volume     | 48 hours | 2,400 | 4,799 |
| 2022 | March   | Class      | 48 hours | 2,512 | 5,024 |
| 2020 | January | Class      | 48 hours | 2,181 | 4,362 |
| 2018 | April   | Class      | 48 hours | 2,254 | 4,509 |
| 2016 | August  | Class      | 48 hours | 2,189 | 4,378 |
| 2014 | May     | Class      | 48 hours | 2,114 | 4,228 |
| 2010 | October | Class      | 48 hours | 1,804 | 3,607 |

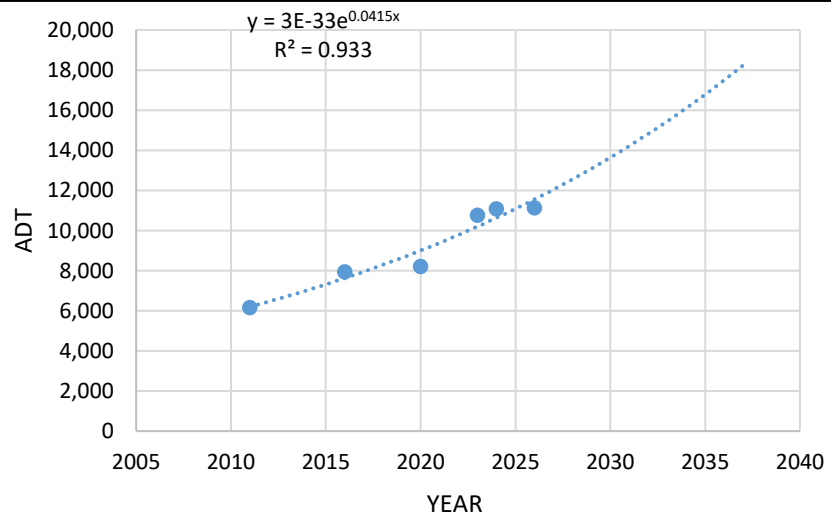
Count Station: 135-8053  
 Street: Old Loganville Road  
 Location: south of Chase Ct  
 Source: GDOT

| YEAR | ADT    | TREND |
|------|--------|-------|
| 2011 | 6,157  | 6200  |
| 2012 |        | 6500  |
| 2013 |        | 6700  |
| 2014 |        | 7000  |
| 2015 |        | 7300  |
| 2016 | 7,943  | 7600  |
| 2017 |        | 7900  |
| 2018 |        | 8200  |
| 2019 |        | 8600  |
| 2020 | 8,208  | 8900  |
| 2021 |        | 9300  |
| 2022 |        | 9700  |
| 2023 | 10,772 | 10100 |
| 2024 | 11,076 | 10500 |
| 2025 |        | 10900 |
| 2026 | 11,127 | 11300 |
| 2027 |        | 11800 |
| 2028 |        | 12300 |
| 2029 |        | 12800 |
| 2030 |        | 13300 |
| 2031 |        | 13900 |
| 2032 |        | 14400 |
| 2033 |        | 15000 |
| 2034 |        | 15600 |
| 2035 |        | 16300 |
| 2036 |        | 16900 |
| 2037 |        | 17600 |

#### 10-Years of Count Data

Trend Annual Historic Compound Growth Rate

4.25%





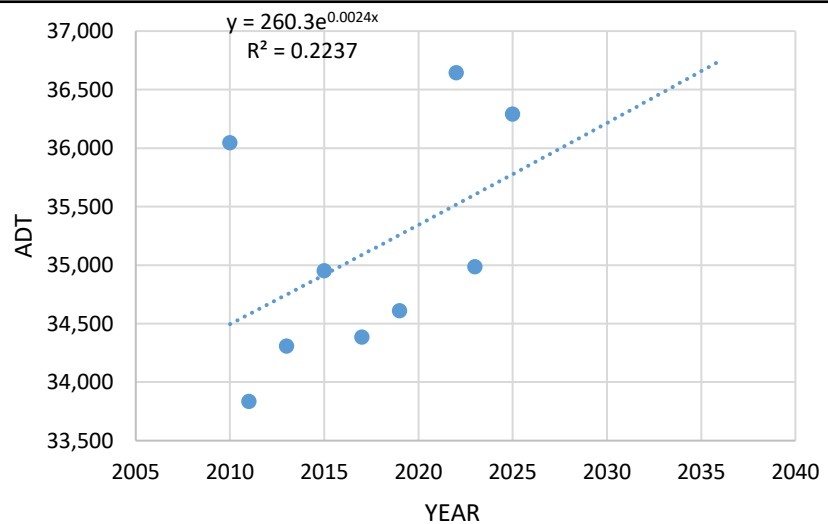
Count Station: 135-0061  
 Street: US-78/SR 10  
 Location: east of Krisam Creek Dr  
 Source: GDOT

| YEAR | ADT    | TREND |
|------|--------|-------|
| 2010 | 36,047 | 34500 |
| 2011 | 33,836 | 34600 |
| 2012 |        | 34700 |
| 2013 | 34,309 | 34700 |
| 2014 |        | 34800 |
| 2015 | 34,953 | 34900 |
| 2016 |        | 35000 |
| 2017 | 34,387 | 35100 |
| 2018 |        | 35200 |
| 2019 | 34,610 | 35300 |
| 2020 |        | 35300 |
| 2021 |        | 35400 |
| 2022 | 36,645 | 35500 |
| 2023 | 34,986 | 35600 |
| 2024 |        | 35700 |
| 2025 | 36,292 | 35800 |
| 2026 |        | 35900 |
| 2027 |        | 36000 |
| 2028 |        | 36000 |
| 2029 |        | 36100 |
| 2030 |        | 36200 |
| 2031 |        | 36300 |
| 2032 |        | 36400 |
| 2033 |        | 36500 |
| 2034 |        | 36600 |
| 2035 |        | 36700 |
| 2036 |        | 36700 |

#### 10-Years of Count Data

Trend Annual Historic Compound Growth Rate

0.25%



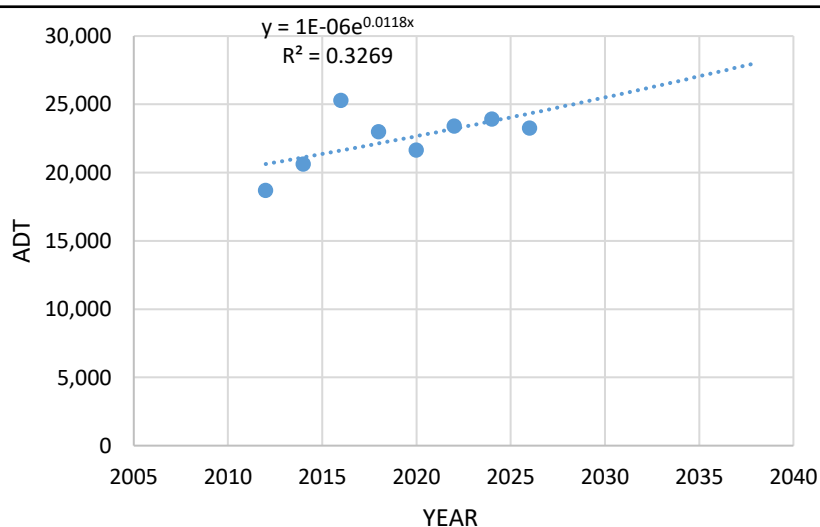
Count Station: 135-0154  
 Street: Loganville Highway  
 Location: east of The Esplanade Way  
 Source: GDOT

| YEAR | ADT    | TREND |
|------|--------|-------|
| 2012 | 18,698 | 20600 |
| 2013 |        | 20900 |
| 2014 | 20,632 | 21100 |
| 2015 |        | 21400 |
| 2016 | 25,304 | 21600 |
| 2017 |        | 21900 |
| 2018 | 23,002 | 22100 |
| 2019 |        | 22400 |
| 2020 | 21,654 | 22700 |
| 2021 |        | 22900 |
| 2022 | 23,424 | 23200 |
| 2023 |        | 23500 |
| 2024 | 23,928 | 23800 |
| 2025 |        | 24000 |
| 2026 | 23,271 | 24300 |
| 2027 |        | 24600 |
| 2028 |        | 24900 |
| 2029 |        | 25200 |
| 2030 |        | 25500 |
| 2031 |        | 25800 |
| 2032 |        | 26100 |
| 2033 |        | 26400 |
| 2034 |        | 26700 |
| 2035 |        | 27100 |
| 2036 |        | 27400 |
| 2037 |        | 27700 |
| 2038 |        | 28000 |

#### 10-Years of Count Data

Trend Annual Historic Compound Growth Rate

1.09%



## **Appendix E**

### **Intersection Volume Development**

**Traffic Impact Study**  
**Brand Road Retail Site**  
**Intersection Traffic Volumes**

**Intersection: #1 - Oak Grove Road at Brand Road**

**A.M. PEAK HOUR**

| Condition                  | Oak Grove Road<br>Northbound |       |       | Oak Grove Road<br>Southbound |       |       | Brand Road<br>Eastbound |       |       | Brand Road<br>Westbound |       |       |
|----------------------------|------------------------------|-------|-------|------------------------------|-------|-------|-------------------------|-------|-------|-------------------------|-------|-------|
|                            | L                            | T     | R     | L                            | T     | R     | L                       | T     | R     | L                       | T     | R     |
| Existing Volumes (2026)    | 0                            | 4     | 11    | 6                            | 25    | 120   | 107                     | 210   | 6     | 20                      | 413   | 7     |
| Annual Growth Rate         | 1.7%                         | 1.7%  | 1.7%  | 1.7%                         | 1.7%  | 1.7%  | 1.7%                    | 1.7%  | 1.7%  | 1.7%                    | 1.7%  | 1.7%  |
| Growth Factor              | 1.034                        | 1.034 | 1.034 | 1.034                        | 1.034 | 1.034 | 1.034                   | 1.034 | 1.034 | 1.034                   | 1.034 | 1.034 |
| No-Build Total             | 0                            | 4     | 11    | 6                            | 26    | 124   | 111                     | 217   | 6     | 21                      | 427   | 7     |
| Trip Distribution IN       |                              |       |       |                              | 15%   |       |                         | 5%    | 35%   | 15%                     |       |       |
| Trip Distribution OUT      | 15%                          | 15%   | 15%   |                              |       |       |                         |       |       |                         | 5%    |       |
| Retail/Institutional Trips | 7                            | 7     | 7     | 0                            | 8     | 0     | 0                       | 3     | 20    | 8                       | 2     | 0     |
| Pass-By Trips              |                              |       |       |                              |       |       |                         |       |       |                         |       |       |
| Total Project Trips        | 7                            | 7     | 7     | 0                            | 8     | 0     | 0                       | 3     | 20    | 8                       | 2     | 0     |
| Buildout Total (2028)      | 7                            | 11    | 18    | 6                            | 34    | 124   | 111                     | 220   | 26    | 29                      | 429   | 7     |

**P.M. PEAK HOUR**

| Condition                  | Oak Grove Road<br>Northbound |       |       | Oak Grove Road<br>Southbound |       |       | Brand Road<br>Eastbound |       |       | Brand Road<br>Westbound |       |       |
|----------------------------|------------------------------|-------|-------|------------------------------|-------|-------|-------------------------|-------|-------|-------------------------|-------|-------|
|                            | L                            | T     | R     | L                            | T     | R     | L                       | T     | R     | L                       | T     | R     |
| Existing Volumes (2026)    | 4                            | 24    | 70    | 14                           | 27    | 143   | 159                     | 349   | 20    | 60                      | 385   | 24    |
| Annual Growth Rate         | 1.7%                         | 1.7%  | 1.7%  | 1.7%                         | 1.7%  | 1.7%  | 1.7%                    | 1.7%  | 1.7%  | 1.7%                    | 1.7%  | 1.7%  |
| Growth Factor              | 1.034                        | 1.034 | 1.034 | 1.034                        | 1.034 | 1.034 | 1.034                   | 1.034 | 1.034 | 1.034                   | 1.034 | 1.034 |
| No-Build Total             | 4                            | 25    | 72    | 14                           | 28    | 148   | 164                     | 361   | 21    | 62                      | 398   | 25    |
| Trip Distribution IN       |                              |       |       |                              | 15%   |       |                         | 5%    | 35%   | 15%                     |       |       |
| Trip Distribution OUT      | 15%                          | 15%   | 15%   |                              |       |       |                         |       |       |                         | 5%    |       |
| Retail/Institutional Trips | 8                            | 8     | 8     | 0                            | 8     | 0     | 0                       | 3     | 18    | 8                       | 3     | 0     |
| Pass-By Trips              |                              |       |       |                              |       |       |                         |       |       |                         |       |       |
| Total Project Trips        | 8                            | 8     | 8     | 0                            | 8     | 0     | 0                       | 3     | 18    | 8                       | 3     | 0     |
| Buildout Total (2028)      | 12                           | 33    | 80    | 14                           | 36    | 148   | 164                     | 364   | 39    | 70                      | 401   | 25    |

**Traffic Impact Study**  
**Brand Road Retail Site**  
**Intersection Traffic Volumes**

**Intersection: #2 - Oak Grove Road at RaceTrac Driveway/Site Driveway #1**

**A.M. PEAK HOUR**

| Condition                  | Oak Grove Road<br>Northbound |       |       | Oak Grove Road<br>Southbound |       |       | RaceTrac Driveway<br>Eastbound |       |       | Proposed Site Driveway #1<br>Westbound |       |       |
|----------------------------|------------------------------|-------|-------|------------------------------|-------|-------|--------------------------------|-------|-------|----------------------------------------|-------|-------|
|                            | L                            | T     | R     | L                            | T     | R     | L                              | T     | R     | L                                      | T     | R     |
| Existing Volumes (2026)    | 6                            | 5     | 0     | 0                            | 38    | 13    | 9                              | 0     | 11    | 0                                      | 0     | 0     |
| Annual Growth Rate         | 1.7%                         | 1.7%  | 1.7%  | 1.7%                         | 1.7%  | 1.7%  | 1.7%                           | 1.7%  | 1.7%  | 1.7%                                   | 1.7%  | 1.7%  |
| Growth Factor              | 1.034                        | 1.034 | 1.034 | 1.034                        | 1.034 | 1.034 | 1.034                          | 1.034 | 1.034 | 1.034                                  | 1.034 | 1.034 |
| No-Build Total             | 6                            | 5     | 0     | 0                            | 39    | 13    | 9                              | 0     | 11    | 0                                      | 0     | 0     |
| Trip Distribution IN       |                              |       | 10%   | 25%                          |       |       |                                | 15%   |       |                                        |       |       |
| Trip Distribution OUT      |                              |       |       |                              | 5%    |       |                                |       |       | 15%                                    | 25%   | 15%   |
| Retail/Institutional Trips | 0                            | 0     | 6     | 14                           | 2     | 0     | 0                              | 8     | 0     | 7                                      | 11    | 7     |
| Pass-By Trips              |                              | -3    | 3     |                              |       |       |                                |       |       |                                        |       | 3     |
| Total Project Trips        | 0                            | -3    | 9     | 14                           | 2     | 0     | 0                              | 8     | 0     | 7                                      | 11    | 10    |
| Buildout Total (2028)      | 6                            | 2     | 9     | 14                           | 41    | 13    | 9                              | 8     | 11    | 7                                      | 11    | 10    |

**P.M. PEAK HOUR**

| Condition                  | Oak Grove Road<br>Northbound |       |       | Oak Grove Road<br>Southbound |       |       | RaceTrac Driveway<br>Eastbound |       |       | Proposed Site Driveway #1<br>Westbound |       |       |
|----------------------------|------------------------------|-------|-------|------------------------------|-------|-------|--------------------------------|-------|-------|----------------------------------------|-------|-------|
|                            | L                            | T     | R     | L                            | T     | R     | L                              | T     | R     | L                                      | T     | R     |
| Existing Volumes (2026)    | 14                           | 88    | 0     | 0                            | 104   | 4     | 13                             | 0     | 17    | 0                                      | 0     | 0     |
| Annual Growth Rate         | 1.7%                         | 1.7%  | 1.7%  | 1.7%                         | 1.7%  | 1.7%  | 1.7%                           | 1.7%  | 1.7%  | 1.7%                                   | 1.7%  | 1.7%  |
| Growth Factor              | 1.034                        | 1.034 | 1.034 | 1.034                        | 1.034 | 1.034 | 1.034                          | 1.034 | 1.034 | 1.034                                  | 1.034 | 1.034 |
| No-Build Total             | 14                           | 91    | 0     | 0                            | 108   | 4     | 13                             | 0     | 18    | 0                                      | 0     | 0     |
| Trip Distribution IN       |                              |       | 10%   | 25%                          |       |       |                                | 15%   |       |                                        |       |       |
| Trip Distribution OUT      |                              |       |       |                              | 5%    |       |                                |       |       | 15%                                    | 25%   | 15%   |
| Retail/Institutional Trips | 0                            | 0     | 5     | 13                           | 3     | 0     | 0                              | 8     | 0     | 8                                      | 13    | 8     |
| Pass-By Trips              |                              | -17   | 17    |                              |       |       |                                |       |       |                                        |       | 17    |
| Total Project Trips        | 0                            | -17   | 22    | 13                           | 3     | 0     | 0                              | 8     | 0     | 8                                      | 13    | 25    |
| Buildout Total (2028)      | 14                           | 74    | 22    | 13                           | 111   | 4     | 13                             | 8     | 18    | 8                                      | 13    | 25    |



Traffic Impact Study  
Brand Road Retail Site  
Intersection Traffic Volumes

## Intersection: #3 - Oak Grove Road at Site Driveway #2

## A.M. PEAK HOUR

| Condition                  | Oak Grove Road<br>Northbound |       |       | Oak Grove Road<br>Southbound |       |       | Eastbound |       |       | Proposed Site Driveway #2<br>Westbound |       |       |
|----------------------------|------------------------------|-------|-------|------------------------------|-------|-------|-----------|-------|-------|----------------------------------------|-------|-------|
|                            | L                            | T     | R     | L                            | T     | R     | L         | T     | R     | L                                      | T     | R     |
| Existing Volumes (2026)    |                              | 14    |       |                              | 51    |       |           |       |       |                                        |       |       |
| Annual Growth Rate         | 1.7%                         | 1.7%  | 1.7%  | 1.7%                         | 1.7%  | 1.7%  | 1.7%      | 1.7%  | 1.7%  | 1.7%                                   | 1.7%  | 1.7%  |
| Growth Factor              | 1.034                        | 1.034 | 1.034 | 1.034                        | 1.034 | 1.034 | 1.034     | 1.034 | 1.034 | 1.034                                  | 1.034 | 1.034 |
| No-Build Total             | 0                            | 14    | 0     | 0                            | 53    | 0     | 0         | 0     | 0     | 0                                      | 0     | 0     |
| Trip Distribution IN       |                              |       |       | 40%                          | 25%   |       |           |       |       |                                        |       |       |
| Trip Distribution OUT      |                              | 15%   |       |                              |       |       |           |       |       | 5%                                     |       | 30%   |
| Retail/Institutional Trips | 0                            | 7     | 0     | 22                           | 14    | 0     | 0         | 0     | 0     | 2                                      | 0     | 13    |
| Pass-By Trips              |                              |       |       | 10                           | -10   |       |           |       |       | 10                                     |       |       |
| Total Project Trips        | 0                            | 7     | 0     | 32                           | 4     | 0     | 0         | 0     | 0     | 12                                     | 0     | 13    |
| Buildout Total (2028)      | 0                            | 21    | 0     | 32                           | 57    | 0     | 0         | 0     | 0     | 12                                     | 0     | 13    |

## P.M. PEAK HOUR

| Condition                  | Oak Grove Road<br>Northbound |       |       | Oak Grove Road<br>Southbound |       |       | Eastbound |       |       | Proposed Site Driveway #2<br>Westbound |       |       |
|----------------------------|------------------------------|-------|-------|------------------------------|-------|-------|-----------|-------|-------|----------------------------------------|-------|-------|
|                            | L                            | T     | R     | L                            | T     | R     | L         | T     | R     | L                                      | T     | R     |
| Existing Volumes (2026)    |                              | 101   |       |                              | 109   |       |           |       |       |                                        |       |       |
| Annual Growth Rate         | 1.7%                         | 1.7%  | 1.7%  | 1.7%                         | 1.7%  | 1.7%  | 1.7%      | 1.7%  | 1.7%  | 1.7%                                   | 1.7%  | 1.7%  |
| Growth Factor              | 1.034                        | 1.034 | 1.034 | 1.034                        | 1.034 | 1.034 | 1.034     | 1.034 | 1.034 | 1.034                                  | 1.034 | 1.034 |
| No-Build Total             | 0                            | 104   | 0     | 0                            | 113   | 0     | 0         | 0     | 0     | 0                                      | 0     | 0     |
| Trip Distribution IN       |                              |       |       | 40%                          | 25%   |       |           |       |       |                                        |       |       |
| Trip Distribution OUT      |                              | 15%   |       |                              |       |       |           |       |       | 5%                                     |       | 30%   |
| Retail/Institutional Trips | 0                            | 8     | 0     | 20                           | 13    | 0     | 0         | 0     | 0     | 3                                      | 0     | 15    |
| Pass-By Trips              |                              |       |       | 17                           | -17   |       |           |       |       | 17                                     |       |       |
| Total Project Trips        | 0                            | 8     | 0     | 37                           | -4    | 0     | 0         | 0     | 0     | 20                                     | 0     | 15    |
| Buildout Total (2028)      | 0                            | 112   | 0     | 37                           | 109   | 0     | 0         | 0     | 0     | 20                                     | 0     | 15    |

**Traffic Impact Study**  
**Brand Road Retail Site**  
**Intersection Traffic Volumes**

**Intersection: #4 - Brand Road at Site Driveway #3**

**A.M. PEAK HOUR**

| Condition                  | Proposed Driveway #3<br>Northbound |       |       | N/A<br>Southbound |       |       | Brand Road<br>Eastbound |       |       | Brand Road<br>Westbound |       |       |
|----------------------------|------------------------------------|-------|-------|-------------------|-------|-------|-------------------------|-------|-------|-------------------------|-------|-------|
|                            | L                                  | T     | R     | L                 | T     | R     | L                       | T     | R     | L                       | T     | R     |
| Existing Volumes (2026)    |                                    |       |       |                   |       |       |                         | 227   |       |                         | 440   |       |
| Annual Growth Rate         | 1.7%                               | 1.7%  | 1.7%  | 1.7%              | 1.7%  | 1.7%  | 1.7%                    | 1.7%  | 1.7%  | 1.7%                    | 1.7%  | 1.7%  |
| Growth Factor              | 1.052                              | 1.052 | 1.052 | 1.052             | 1.052 | 1.052 | 1.052                   | 1.052 | 1.052 | 1.052                   | 1.052 | 1.052 |
| No-Build Total             | 0                                  | 0     | 0     | 0                 | 0     | 0     | 0                       | 239   | 0     | 0                       | 463   | 0     |
| Trip Distribution IN       |                                    |       |       |                   |       |       |                         |       | 5%    | 5%                      | 15%   |       |
| Trip Distribution OUT      | 5%                                 |       | 5%    |                   |       |       |                         | 15%   |       |                         |       |       |
| Retail/Institutional Trips | 2                                  | 0     | 2     | 0                 | 0     | 0     | 0                       | 7     | 3     | 3                       | 8     | 0     |
| Total Project Trips        | 2                                  | 0     | 2     | 0                 | 0     | 0     | 0                       | 7     | 3     | 3                       | 8     | 0     |
| Buildout Total (2029)      | 2                                  | 0     | 2     | 0                 | 0     | 0     | 0                       | 246   | 3     | 3                       | 471   | 0     |

**P.M. PEAK HOUR**

| Condition                  | Proposed Driveway #3<br>Northbound |       |       | N/A<br>Southbound |       |       | Brand Road<br>Eastbound |       |       | Brand Road<br>Westbound |       |       |
|----------------------------|------------------------------------|-------|-------|-------------------|-------|-------|-------------------------|-------|-------|-------------------------|-------|-------|
|                            | L                                  | T     | R     | L                 | T     | R     | L                       | T     | R     | L                       | T     | R     |
| Existing Volumes (2026)    |                                    |       |       |                   |       |       |                         | 433   |       |                         | 469   |       |
| Annual Growth Rate         | 1.7%                               | 1.7%  | 1.7%  | 1.7%              | 1.7%  | 1.7%  | 1.7%                    | 1.7%  | 1.7%  | 1.7%                    | 1.7%  | 1.7%  |
| Growth Factor              | 1.052                              | 1.052 | 1.052 | 1.052             | 1.052 | 1.052 | 1.052                   | 1.052 | 1.052 | 1.052                   | 1.052 | 1.052 |
| No-Build Total             | 0                                  | 0     | 0     | 0                 | 0     | 0     | 0                       | 455   | 0     | 0                       | 493   | 0     |
| Trip Distribution IN       |                                    |       |       |                   |       |       |                         |       | 5%    | 5%                      | 15%   |       |
| Trip Distribution OUT      | 5%                                 |       | 5%    |                   |       |       |                         | 15%   |       |                         |       |       |
| Retail/Institutional Trips | 3                                  | 0     | 3     | 0                 | 0     | 0     | 0                       | 8     | 3     | 3                       | 8     | 0     |
| Total Project Trips        | 3                                  | 0     | 3     | 0                 | 0     | 0     | 0                       | 8     | 3     | 3                       | 8     | 0     |
| Buildout Total (2029)      | 3                                  | 0     | 3     | 0                 | 0     | 0     | 0                       | 463   | 3     | 3                       | 501   | 0     |

## **Appendix F**

### **Capacity Analysis Reports**

## Existing Conditions – Year 2026

## HCM 7th TWSC

## 1: Oak Grove Road &amp; Brand Road

## Intersection

Int Delay, s/veh 4.1

| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 107  | 210  | 6    | 20   | 413  | 7    | 0    | 4    | 11   | 6    | 25   | 120  |
| Future Vol, veh/h        | 107  | 210  | 6    | 20   | 413  | 7    | 0    | 4    | 11   | 6    | 25   | 120  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 97   | 97   | 97   | 97   | 97   | 97   | 97   | 97   | 97   | 97   | 97   | 97   |
| Heavy Vehicles, %        | 3    | 3    | 3    | 4    | 4    | 4    | 13   | 13   | 13   | 6    | 6    | 6    |
| Mvmt Flow                | 110  | 216  | 6    | 21   | 426  | 7    | 0    | 4    | 11   | 6    | 26   | 124  |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |       |       | Minor2 |       |       |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 433    | 0 | 0 | 223    | 0 | 0 | 920    | 914   | 220   | 910    | 914   | 429   |
| Stage 1              | -      | - | - | -      | - | - | 440    | 440   | -     | 471    | 471   | -     |
| Stage 2              | -      | - | - | -      | - | - | 480    | 474   | -     | 439    | 443   | -     |
| Critical Hdwy        | 4.13   | - | - | 4.14   | - | - | 7.23   | 6.63  | 6.33  | 7.16   | 6.56  | 6.26  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.23   | 5.63  | -     | 6.16   | 5.56  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.23   | 5.63  | -     | 6.16   | 5.56  | -     |
| Follow-up Hdwy       | 2.227  | - | - | 2.236  | - | - | 3.617  | 4.117 | 3.417 | 3.554  | 4.054 | 3.354 |
| Pot Cap-1 Maneuver   | 1121   | - | - | 1334   | - | - | 240    | 262   | 793   | 251    | 269   | 617   |
| Stage 1              | -      | - | - | -      | - | - | 575    | 559   | -     | 566    | 553   | -     |
| Stage 2              | -      | - | - | -      | - | - | 547    | 540   | -     | 589    | 569   | -     |
| Platoon blocked, %   |        | - | - |        | - | - |        |       |       |        |       |       |
| Mov Cap-1 Maneuver   | 1121   | - | - | 1334   | - | - | 151    | 228   | 793   | 212    | 234   | 617   |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 151    | 228   | -     | 212    | 234   | -     |
| Stage 1              | -      | - | - | -      | - | - | 510    | 496   | -     | 555    | 542   | -     |
| Stage 2              | -      | - | - | -      | - | - | 408    | 529   | -     | 511    | 505   | -     |

| Approach          | EB   |  |  | WB   |  |  | NB   |  |  | SB    |  |  |
|-------------------|------|--|--|------|--|--|------|--|--|-------|--|--|
| HCM Ctrl Dly, s/v | 2.84 |  |  | 0.35 |  |  | 12.8 |  |  | 16.85 |  |  |
| HCM LOS           |      |  |  |      |  |  | B    |  |  | C     |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 477   | 593   | -   | -   | 82    | -   | -   | 458   |
| HCM Lane V/C Ratio    | 0.032 | 0.098 | -   | -   | 0.015 | -   | -   | 0.34  |
| HCM Ctrl Dly (s/v)    | 12.8  | 8.6   | 0   | -   | 7.7   | 0   | -   | 16.8  |
| HCM Lane LOS          | B     | A     | A   | -   | A     | A   | -   | C     |
| HCM 95th %tile Q(veh) | 0.1   | 0.3   | -   | -   | 0     | -   | -   | 1.5   |



## HCM 7th TWSC

## 2: Oak Grove Road &amp; RaceTrac Driveway

## Intersection

Int Delay, s/veh 2.7

| Movement                 | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT                                                                               | SBR  |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 9                                                                                 | 11   | 6    | 5                                                                                 | 38                                                                                | 13   |
| Future Vol, veh/h        | 9                                                                                 | 11   | 6    | 5                                                                                 | 38                                                                                | 13   |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop | Free | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -    | -    | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 89                                                                                | 89   | 89   | 89                                                                                | 89                                                                                | 89   |
| Heavy Vehicles, %        | 15                                                                                | 15   | 18   | 18                                                                                | 6                                                                                 | 6    |
| Mvmt Flow                | 10                                                                                | 12   | 7    | 6                                                                                 | 43                                                                                | 15   |

| Major/Minor          | Minor2 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 69     | 50     | 57     |
| Stage 1              | 50     | -      | -      |
| Stage 2              | 19     | -      | -      |
| Critical Hdwy        | 6.55   | 6.35   | 4.28   |
| Critical Hdwy Stg 1  | 5.55   | -      | -      |
| Critical Hdwy Stg 2  | 5.55   | -      | -      |
| Follow-up Hdwy       | 3.635  | 3.435  | 2.362  |
| Pot Cap-1 Maneuver   | 904    | 983    | 1451   |
| Stage 1              | 940    | -      | -      |
| Stage 2              | 971    | -      | -      |
| Platoon blocked, %   |        |        |        |
| Mov Cap-1 Maneuver   | 900    | 983    | 1451   |
| Mov Cap-2 Maneuver   | 900    | -      | -      |
| Stage 1              | 936    | -      | -      |
| Stage 2              | 971    | -      | -      |

| Approach          | EB   | NB   | SB |
|-------------------|------|------|----|
| HCM Ctrl Dly, s/v | 8.91 | 4.09 | 0  |
| HCM LOS           | A    |      |    |

| Minor Lane/Major Mvmt | NBL   | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h)      | 982   | -   | 944   | -   | -   |
| HCM Lane V/C Ratio    | 0.005 | -   | 0.024 | -   | -   |
| HCM Ctrl Dly (s/v)    | 7.5   | 0   | 8.9   | -   | -   |
| HCM Lane LOS          | A     | A   | A     | -   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | 0.1   | -   | -   |

## HCM 7th TWSC

## 1: Oak Grove Road &amp; Brand Road

## Intersection

Int Delay, s/veh 8.8

| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 159  | 349  | 20   | 60   | 385  | 24   | 4    | 24   | 70   | 14   | 27   | 143  |
| Future Vol, veh/h        | 159  | 349  | 20   | 60   | 385  | 24   | 4    | 24   | 70   | 14   | 27   | 143  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 1    | 1    | 1    | 1    | 1    | 1    |
| Mvmt Flow                | 169  | 371  | 21   | 64   | 410  | 26   | 4    | 26   | 74   | 15   | 29   | 152  |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |       |       | Minor2 |       |       |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 435    | 0 | 0 | 393    | 0 | 0 | 1272   | 1283  | 382   | 1272   | 1281  | 422   |
| Stage 1              | -      | - | - | -      | - | - | 720    | 720   | -     | 550    | 550   | -     |
| Stage 2              | -      | - | - | -      | - | - | 552    | 563   | -     | 722    | 731   | -     |
| Critical Hdwy        | 4.12   | - | - | 4.12   | - | - | 7.11   | 6.51  | 6.21  | 7.11   | 6.51  | 6.21  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.11   | 5.51  | -     | 6.11   | 5.51  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.11   | 5.51  | -     | 6.11   | 5.51  | -     |
| Follow-up Hdwy       | 2.218  | - | - | 2.218  | - | - | 3.509  | 4.009 | 3.309 | 3.509  | 4.009 | 3.309 |
| Pot Cap-1 Maneuver   | 1125   | - | - | 1166   | - | - | 145    | 166   | 668   | 145    | 166   | 634   |
| Stage 1              | -      | - | - | -      | - | - | 421    | 434   | -     | 521    | 517   | -     |
| Stage 2              | -      | - | - | -      | - | - | 520    | 511   | -     | 419    | 429   | -     |
| Platoon blocked, %   |        | - | - |        | - | - |        |       |       |        |       |       |
| Mov Cap-1 Maneuver   | 1125   | - | - | 1166   | - | - | 67     | 124   | 668   | 81     | 124   | 634   |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 67     | 124   | -     | 81     | 124   | -     |
| Stage 1              | -      | - | - | -      | - | - | 339    | 350   | -     | 483    | 480   | -     |
| Stage 2              | -      | - | - | -      | - | - | 345    | 474   | -     | 279    | 346   | -     |

| Approach          | EB   | WB   | NB    | SB   |
|-------------------|------|------|-------|------|
| HCM Ctrl Dly, s/v | 2.64 | 1.06 | 25.97 | 37.3 |
| HCM LOS           |      |      | D     | E    |

| Minor Lane/Major Mvmt | NBLn1 | EBL  | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 274   | 536  | -   | -   | 228   | -   | -   | 299   |
| HCM Lane V/C Ratio    | 0.38  | 0.15 | -   | -   | 0.055 | -   | -   | 0.655 |
| HCM Ctrl Dly (s/v)    | 26    | 8.8  | 0   | -   | 8.3   | 0   | -   | 37.3  |
| HCM Lane LOS          | D     | A    | A   | -   | A     | A   | -   | E     |
| HCM 95th %tile Q(veh) | 1.7   | 0.5  | -   | -   | 0.2   | -   | -   | 4.3   |

## HCM 7th TWSC

## 2: Oak Grove Road &amp; RaceTrac Driveway

## Intersection

Int Delay, s/veh 1.6

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|----------|-----|-----|-----|-----|-----|-----|
|----------|-----|-----|-----|-----|-----|-----|

|                          |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      | W    |      |      | W    | W    |      |
| Traffic Vol, veh/h       | 13   | 17   | 14   | 88   | 104  | 4    |
| Future Vol, veh/h        | 13   | 17   | 14   | 88   | 104  | 4    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 94   | 94   | 94   | 94   | 94   | 94   |
| Heavy Vehicles, %        | 0    | 0    | 1    | 1    | 2    | 2    |
| Mvmt Flow                | 14   | 18   | 15   | 94   | 111  | 4    |

| Major/Minor | Minor2 | Major1 | Major2 |
|-------------|--------|--------|--------|
|-------------|--------|--------|--------|

|                      |     |     |       |   |   |   |
|----------------------|-----|-----|-------|---|---|---|
| Conflicting Flow All | 236 | 113 | 115   | 0 | - | 0 |
| Stage 1              | 113 | -   | -     | - | - | - |
| Stage 2              | 123 | -   | -     | - | - | - |
| Critical Hdwy        | 6.4 | 6.2 | 4.11  | - | - | - |
| Critical Hdwy Stg 1  | 5.4 | -   | -     | - | - | - |
| Critical Hdwy Stg 2  | 5.4 | -   | -     | - | - | - |
| Follow-up Hdwy       | 3.5 | 3.3 | 2.209 | - | - | - |
| Pot Cap-1 Maneuver   | 756 | 946 | 1480  | - | - | - |
| Stage 1              | 917 | -   | -     | - | - | - |
| Stage 2              | 907 | -   | -     | - | - | - |
| Platoon blocked, %   |     |     |       | - | - | - |
| Mov Cap-1 Maneuver   | 748 | 946 | 1480  | - | - | - |
| Mov Cap-2 Maneuver   | 748 | -   | -     | - | - | - |
| Stage 1              | 907 | -   | -     | - | - | - |
| Stage 2              | 907 | -   | -     | - | - | - |

| Approach | EB | NB | SB |
|----------|----|----|----|
|----------|----|----|----|

|                   |      |      |   |
|-------------------|------|------|---|
| HCM Ctrl Dly, s/v | 9.41 | 1.02 | 0 |
| HCM LOS           | A    |      |   |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-----|-----|-------|-----|-----|
|-----------------------|-----|-----|-------|-----|-----|

|                       |      |   |       |   |   |
|-----------------------|------|---|-------|---|---|
| Capacity (veh/h)      | 247  | - | 849   | - | - |
| HCM Lane V/C Ratio    | 0.01 | - | 0.038 | - | - |
| HCM Ctrl Dly (s/v)    | 7.5  | 0 | 9.4   | - | - |
| HCM Lane LOS          | A    | A | A     | - | - |
| HCM 95th %tile Q(veh) | 0    | - | 0.1   | - | - |

## **Future No Build Conditions – Year 2028**

HCM 7th TWSC  
1: Oak Grove Road & Brand Road

No Build 7th TWSC

## Intersection

Int Delay, s/veh 4.2

| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 111  | 217  | 6    | 21   | 427  | 7    | 0    | 4    | 11   | 6    | 26   | 124  |
| Future Vol, veh/h        | 111  | 217  | 6    | 21   | 427  | 7    | 0    | 4    | 11   | 6    | 26   | 124  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 97   | 97   | 97   | 97   | 97   | 97   | 97   | 97   | 97   | 97   | 97   | 97   |
| Heavy Vehicles, %        | 3    | 3    | 3    | 4    | 4    | 4    | 13   | 13   | 13   | 6    | 6    | 6    |
| Mvmt Flow                | 114  | 224  | 6    | 22   | 440  | 7    | 0    | 4    | 11   | 6    | 27   | 128  |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |       |       | Minor2 |       |       |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 447    | 0 | 0 | 230    | 0 | 0 | 953    | 946   | 227   | 942    | 946   | 444   |
| Stage 1              | -      | - | - | -      | - | - | 456    | 456   | -     | 487    | 487   | -     |
| Stage 2              | -      | - | - | -      | - | - | 497    | 491   | -     | 455    | 459   | -     |
| Critical Hdwy        | 4.13   | - | - | 4.14   | - | - | 7.23   | 6.63  | 6.33  | 7.16   | 6.56  | 6.26  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.23   | 5.63  | -     | 6.16   | 5.56  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.23   | 5.63  | -     | 6.16   | 5.56  | -     |
| Follow-up Hdwy       | 2.227  | - | - | 2.236  | - | - | 3.617  | 4.117 | 3.417 | 3.554  | 4.054 | 3.354 |
| Pot Cap-1 Maneuver   | 1108   | - | - | 1326   | - | - | 228    | 250   | 786   | 239    | 258   | 606   |
| Stage 1              | -      | - | - | -      | - | - | 564    | 550   | -     | 554    | 544   | -     |
| Stage 2              | -      | - | - | -      | - | - | 535    | 530   | -     | 578    | 560   | -     |
| Platoon blocked, %   |        | - | - |        | - | - |        |       |       |        |       |       |
| Mov Cap-1 Maneuver   | 1108   | - | - | 1326   | - | - | 139    | 216   | 786   | 200    | 222   | 606   |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 139    | 216   | -     | 200    | 222   | -     |
| Stage 1              | -      | - | - | -      | - | - | 497    | 485   | -     | 542    | 532   | -     |
| Stage 2              | -      | - | - | -      | - | - | 392    | 519   | -     | 497    | 493   | -     |

| Approach          | EB   |  |  | WB   |  |  | NB    |  |  | SB    |  |  |
|-------------------|------|--|--|------|--|--|-------|--|--|-------|--|--|
| HCM Ctrl Dly, s/v | 2.87 |  |  | 0.36 |  |  | 13.07 |  |  | 17.67 |  |  |
| HCM LOS           |      |  |  |      |  |  | B     |  |  | C     |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 461   | 595   | -   | -   | 83    | -   | -   | 443   |
| HCM Lane V/C Ratio    | 0.034 | 0.103 | -   | -   | 0.016 | -   | -   | 0.363 |
| HCM Ctrl Dly (s/v)    | 13.1  | 8.6   | 0   | -   | 7.8   | 0   | -   | 17.7  |
| HCM Lane LOS          | B     | A     | A   | -   | A     | A   | -   | C     |
| HCM 95th %tile Q(veh) | 0.1   | 0.3   | -   | -   | 0     | -   | -   | 1.6   |



HCM 7th TWSC  
2: Oak Grove Road & RaceTrac Driveway

No Build 7th TWSC

## Intersection

Int Delay, s/veh 2.7

| Movement                 | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT                                                                               | SBR  |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 9                                                                                 | 11   | 6    | 5                                                                                 | 39                                                                                | 13   |
| Future Vol, veh/h        | 9                                                                                 | 11   | 6    | 5                                                                                 | 39                                                                                | 13   |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Stop                                                                              | Stop | Free | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -    | -    | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 89                                                                                | 89   | 89   | 89                                                                                | 89                                                                                | 89   |
| Heavy Vehicles, %        | 15                                                                                | 15   | 18   | 18                                                                                | 6                                                                                 | 6    |
| Mvmt Flow                | 10                                                                                | 12   | 7    | 6                                                                                 | 44                                                                                | 15   |

| Major/Minor          | Minor2 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 70     | 51     | 58     |
| Stage 1              | 51     | -      | -      |
| Stage 2              | 19     | -      | -      |
| Critical Hdwy        | 6.55   | 6.35   | 4.28   |
| Critical Hdwy Stg 1  | 5.55   | -      | -      |
| Critical Hdwy Stg 2  | 5.55   | -      | -      |
| Follow-up Hdwy       | 3.635  | 3.435  | 2.362  |
| Pot Cap-1 Maneuver   | 903    | 981    | 1449   |
| Stage 1              | 939    | -      | -      |
| Stage 2              | 971    | -      | -      |
| Platoon blocked, %   |        |        |        |
| Mov Cap-1 Maneuver   | 899    | 981    | 1449   |
| Mov Cap-2 Maneuver   | 899    | -      | -      |
| Stage 1              | 935    | -      | -      |
| Stage 2              | 971    | -      | -      |

| Approach          | EB   | NB   | SB |
|-------------------|------|------|----|
| HCM Ctrl Dly, s/v | 8.91 | 4.09 | 0  |
| HCM LOS           | A    |      |    |

| Minor Lane/Major Mvmt | NBL   | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h)      | 982   | -   | 942   | -   | -   |
| HCM Lane V/C Ratio    | 0.005 | -   | 0.024 | -   | -   |
| HCM Ctrl Dly (s/v)    | 7.5   | 0   | 8.9   | -   | -   |
| HCM Lane LOS          | A     | A   | A     | -   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | 0.1   | -   | -   |

## HCM 7th TWSC

## 1: Oak Grove Road &amp; Brand Road

## Intersection

Int Delay, s/veh 10.1

| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 164  | 361  | 21   | 62   | 398  | 25   | 4    | 25   | 72   | 14   | 28   | 148  |
| Future Vol, veh/h        | 164  | 361  | 21   | 62   | 398  | 25   | 4    | 25   | 72   | 14   | 28   | 148  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 1    | 1    | 1    | 1    | 1    | 1    |
| Mvmt Flow                | 174  | 384  | 22   | 66   | 423  | 27   | 4    | 27   | 77   | 15   | 30   | 157  |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |       |       | Minor2 |       |       |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 450    | 0 | 0 | 406    | 0 | 0 | 1314   | 1326  | 395   | 1315   | 1324  | 437   |
| Stage 1              | -      | - | - | -      | - | - | 744    | 744   | -     | 569    | 569   | -     |
| Stage 2              | -      | - | - | -      | - | - | 570    | 582   | -     | 746    | 755   | -     |
| Critical Hdwy        | 4.12   | - | - | 4.12   | - | - | 7.11   | 6.51  | 6.21  | 7.11   | 6.51  | 6.21  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.11   | 5.51  | -     | 6.11   | 5.51  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.11   | 5.51  | -     | 6.11   | 5.51  | -     |
| Follow-up Hdwy       | 2.218  | - | - | 2.218  | - | - | 3.509  | 4.009 | 3.309 | 3.509  | 4.009 | 3.309 |
| Pot Cap-1 Maneuver   | 1110   | - | - | 1152   | - | - | 136    | 156   | 656   | 136    | 157   | 622   |
| Stage 1              | -      | - | - | -      | - | - | 408    | 423   | -     | 509    | 508   | -     |
| Stage 2              | -      | - | - | -      | - | - | 508    | 501   | -     | 407    | 418   | -     |
| Platoon blocked, %   |        | - | - |        | - | - |        |       |       |        |       |       |
| Mov Cap-1 Maneuver   | 1110   | - | - | 1152   | - | - | 59     | 115   | 656   | 72     | 115   | 622   |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 59     | 115   | -     | 72     | 115   | -     |
| Stage 1              | -      | - | - | -      | - | - | 325    | 337   | -     | 470    | 469   | -     |
| Stage 2              | -      | - | - | -      | - | - | 328    | 462   | -     | 264    | 333   | -     |

| Approach          | EB   |  |  | WB   |  |  | NB    |  |  | SB    |  |  |
|-------------------|------|--|--|------|--|--|-------|--|--|-------|--|--|
| HCM Ctrl Dly, s/v | 2.66 |  |  | 1.06 |  |  | 28.89 |  |  | 44.69 |  |  |
| HCM LOS           |      |  |  |      |  |  | D     |  |  | E     |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 256   | 535   | -   | -   | 227   | -   | -   | 281   |
| HCM Lane V/C Ratio    | 0.42  | 0.157 | -   | -   | 0.057 | -   | -   | 0.718 |
| HCM Ctrl Dly (s/v)    | 28.9  | 8.8   | 0   | -   | 8.3   | 0   | -   | 44.7  |
| HCM Lane LOS          | D     | A     | A   | -   | A     | A   | -   | E     |
| HCM 95th %tile Q(veh) | 2     | 0.6   | -   | -   | 0.2   | -   | -   | 5.1   |

HCM 7th TWSC  
2: Oak Grove Road & RaceTrac Driveway

No Build PM 2020

## Intersection

Int Delay, s/veh 1.6

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|----------|-----|-----|-----|-----|-----|-----|
|----------|-----|-----|-----|-----|-----|-----|

|                          |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      | Y    |      |      | Y    | Y    |      |
| Traffic Vol, veh/h       | 13   | 18   | 14   | 91   | 108  | 4    |
| Future Vol, veh/h        | 13   | 18   | 14   | 91   | 108  | 4    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 94   | 94   | 94   | 94   | 94   | 94   |
| Heavy Vehicles, %        | 0    | 0    | 1    | 1    | 2    | 2    |
| Mvmt Flow                | 14   | 19   | 15   | 97   | 115  | 4    |

| Major/Minor | Minor2 | Major1 | Major2 |
|-------------|--------|--------|--------|
|-------------|--------|--------|--------|

|                      |     |     |       |   |   |   |
|----------------------|-----|-----|-------|---|---|---|
| Conflicting Flow All | 244 | 117 | 119   | 0 | - | 0 |
| Stage 1              | 117 | -   | -     | - | - | - |
| Stage 2              | 127 | -   | -     | - | - | - |
| Critical Hdwy        | 6.4 | 6.2 | 4.11  | - | - | - |
| Critical Hdwy Stg 1  | 5.4 | -   | -     | - | - | - |
| Critical Hdwy Stg 2  | 5.4 | -   | -     | - | - | - |
| Follow-up Hdwy       | 3.5 | 3.3 | 2.209 | - | - | - |
| Pot Cap-1 Maneuver   | 749 | 940 | 1475  | - | - | - |
| Stage 1              | 913 | -   | -     | - | - | - |
| Stage 2              | 904 | -   | -     | - | - | - |
| Platoon blocked, %   |     |     |       | - | - | - |
| Mov Cap-1 Maneuver   | 741 | 940 | 1475  | - | - | - |
| Mov Cap-2 Maneuver   | 741 | -   | -     | - | - | - |
| Stage 1              | 903 | -   | -     | - | - | - |
| Stage 2              | 904 | -   | -     | - | - | - |

| Approach | EB | NB | SB |
|----------|----|----|----|
|----------|----|----|----|

|                   |      |   |   |
|-------------------|------|---|---|
| HCM Ctrl Dly, s/v | 9.43 | 1 | 0 |
| HCM LOS           | A    |   |   |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-----|-----|-------|-----|-----|
|-----------------------|-----|-----|-------|-----|-----|

|                       |      |   |       |   |   |
|-----------------------|------|---|-------|---|---|
| Capacity (veh/h)      | 240  | - | 845   | - | - |
| HCM Lane V/C Ratio    | 0.01 | - | 0.039 | - | - |
| HCM Ctrl Dly (s/v)    | 7.5  | 0 | 9.4   | - | - |
| HCM Lane LOS          | A    | A | A     | - | - |
| HCM 95th %tile Q(veh) | 0    | - | 0.1   | - | - |

## **Future Build Conditions – Year 2028**

## HCM 7th TWSC

## 1: Oak Grove Road &amp; Brand Road

## Intersection

Int Delay, s/veh 5.1

| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 111  | 220  | 26   | 29   | 429  | 7    | 7    | 11   | 18   | 6    | 34   | 124  |
| Future Vol, veh/h        | 111  | 220  | 26   | 29   | 429  | 7    | 7    | 11   | 18   | 6    | 34   | 124  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 97   | 97   | 97   | 97   | 97   | 97   | 97   | 97   | 97   | 97   | 97   | 97   |
| Heavy Vehicles, %        | 3    | 3    | 3    | 4    | 4    | 4    | 13   | 13   | 13   | 6    | 6    | 6    |
| Mvmt Flow                | 114  | 227  | 27   | 30   | 442  | 7    | 7    | 11   | 19   | 6    | 35   | 128  |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |       |       | Minor2 |       |       |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 449    | 0 | 0 | 254    | 0 | 0 | 989    | 978   | 240   | 967    | 988   | 446   |
| Stage 1              | -      | - | - | -      | - | - | 469    | 469   | -     | 506    | 506   | -     |
| Stage 2              | -      | - | - | -      | - | - | 520    | 509   | -     | 461    | 482   | -     |
| Critical Hdwy        | 4.13   | - | - | 4.14   | - | - | 7.23   | 6.63  | 6.33  | 7.16   | 6.56  | 6.26  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.23   | 5.63  | -     | 6.16   | 5.56  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.23   | 5.63  | -     | 6.16   | 5.56  | -     |
| Follow-up Hdwy       | 2.227  | - | - | 2.236  | - | - | 3.617  | 4.117 | 3.417 | 3.554  | 4.054 | 3.354 |
| Pot Cap-1 Maneuver   | 1106   | - | - | 1300   | - | - | 216    | 240   | 772   | 230    | 243   | 604   |
| Stage 1              | -      | - | - | -      | - | - | 554    | 543   | -     | 542    | 533   | -     |
| Stage 2              | -      | - | - | -      | - | - | 520    | 520   | -     | 573    | 546   | -     |
| Platoon blocked, %   |        | - | - |        | - | - |        |       |       |        |       |       |
| Mov Cap-1 Maneuver   | 1106   | - | - | 1300   | - | - | 123    | 204   | 772   | 182    | 207   | 604   |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 123    | 204   | -     | 182    | 207   | -     |
| Stage 1              | -      | - | - | -      | - | - | 487    | 477   | -     | 525    | 517   | -     |
| Stage 2              | -      | - | - | -      | - | - | 370    | 504   | -     | 480    | 480   | -     |

| Approach          | EB   |  |  | WB   |  |  | NB    |  |  | SB    |  |  |
|-------------------|------|--|--|------|--|--|-------|--|--|-------|--|--|
| HCM Ctrl Dly, s/v | 2.68 |  |  | 0.49 |  |  | 20.52 |  |  | 19.95 |  |  |
| HCM LOS           |      |  |  |      |  |  | C     |  |  | C     |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 269   | 548   | -   | -   | 112   | -   | -   | 408   |
| HCM Lane V/C Ratio    | 0.138 | 0.103 | -   | -   | 0.023 | -   | -   | 0.415 |
| HCM Ctrl Dly (s/v)    | 20.5  | 8.6   | 0   | -   | 7.8   | 0   | -   | 19.9  |
| HCM Lane LOS          | C     | A     | A   | -   | A     | A   | -   | C     |
| HCM 95th %tile Q(veh) | 0.5   | 0.3   | -   | -   | 0.1   | -   | -   | 2     |

## HCM 7th TWSC

## 2: Oak Grove Road &amp; RaceTrac Driveway/Proposed Driveway #1

## Intersection

Int Delay, s/veh 4.7

| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 9    | 8    | 11   | 7    | 11   | 10   | 6    | 2    | 9    | 14   | 41   | 13   |
| Future Vol, veh/h        | 9    | 8    | 11   | 7    | 11   | 10   | 6    | 2    | 9    | 14   | 41   | 13   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 94   | 92   | 94   | 92   | 92   | 92   | 94   | 94   | 92   | 92   | 94   | 94   |
| Heavy Vehicles, %        | 0    | 2    | 0    | 2    | 2    | 2    | 1    | 1    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 10   | 9    | 12   | 8    | 12   | 11   | 6    | 2    | 10   | 15   | 44   | 14   |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |   |   |       |   |   |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 102    | 106   | 51     | 98    | 108    | 7     | 57     | 0 | 0 | 12    | 0 | 0 |
| Stage 1              | 81     | 81    | -      | 20    | 20     | -     | -      | - | - | -     | - | - |
| Stage 2              | 21     | 25    | -      | 78    | 88     | -     | -      | - | - | -     | - | - |
| Critical Hdwy        | 7.1    | 6.52  | 6.2    | 7.12  | 6.52   | 6.22  | 4.11   | - | - | 4.12  | - | - |
| Critical Hdwy Stg 1  | 6.1    | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.1    | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Follow-up Hdwy       | 3.5    | 4.018 | 3.3    | 3.518 | 4.018  | 3.318 | 2.209  | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver   | 884    | 784   | 1023   | 884   | 782    | 1075  | 1553   | - | - | 1607  | - | - |
| Stage 1              | 932    | 828   | -      | 999   | 879    | -     | -      | - | - | -     | - | - |
| Stage 2              | 1003   | 875   | -      | 930   | 822    | -     | -      | - | - | -     | - | - |
| Platoon blocked, %   |        |       |        |       |        |       |        | - | - |       | - | - |
| Mov Cap-1 Maneuver   | 849    | 774   | 1023   | 852   | 772    | 1075  | 1553   | - | - | 1607  | - | - |
| Mov Cap-2 Maneuver   | 849    | 774   | -      | 852   | 772    | -     | -      | - | - | -     | - | - |
| Stage 1              | 923    | 820   | -      | 995   | 875    | -     | -      | - | - | -     | - | - |
| Stage 2              | 975    | 871   | -      | 901   | 814    | -     | -      | - | - | -     | - | - |

| Approach          | EB   | WB   | NB   | SB   |
|-------------------|------|------|------|------|
| HCM Ctrl Dly, s/v | 9.22 | 9.23 | 2.56 | 1.52 |
| HCM LOS           | A    | A    |      |      |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1WBLn1 | SBL   | SBT   | SBR |
|-----------------------|-------|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h)      | 539   | -   | -   | 883        | 881   | 360   | -   |
| HCM Lane V/C Ratio    | 0.004 | -   | -   | 0.034      | 0.035 | 0.009 | -   |
| HCM Ctrl Dly (s/v)    | 7.3   | 0   | -   | 9.2        | 9.2   | 7.3   | 0   |
| HCM Lane LOS          | A     | A   | -   | A          | A     | A     | -   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0.1        | 0.1   | 0     | -   |



## HCM 7th TWSC

## 3: Oak Grove Road &amp; Proposed Driveway #2

## Intersection

Int Delay, s/veh 3.4

| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL  | SBT                                                                               |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|
| Lane Configurations      |  |      |  |      |      |  |
| Traffic Vol, veh/h       | 12                                                                                | 13   | 21                                                                                | 0    | 32   | 57                                                                                |
| Future Vol, veh/h        | 12                                                                                | 13   | 21                                                                                | 0    | 32   | 57                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop | Free                                                                              | Free | Free | Free                                                                              |
| RT Channelized           | -                                                                                 | None | -                                                                                 | None | -    | None                                                                              |
| Storage Length           | 0                                                                                 | -    | -                                                                                 | -    | -    | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | 0                                                                                 | -    | -    | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -    | 0                                                                                 | -    | -    | 0                                                                                 |
| Peak Hour Factor         | 92                                                                                | 92   | 92                                                                                | 92   | 92   | 92                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2                                                                                 | 2    | 2    | 2                                                                                 |
| Mvmt Flow                | 13                                                                                | 14   | 23                                                                                | 0    | 35   | 62                                                                                |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 154    | 23     | 0      |
| Stage 1              | 23     | -      | -      |
| Stage 2              | 132    | -      | -      |
| 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   | 837    | 1054   | -      |
| Stage 1              | 1000   | -      | -      |
| Stage 2              | 895    | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | 818    | 1054   | -      |
| Mov Cap-2 Maneuver   | 818    | -      | -      |
| Stage 1              | 977    | -      | -      |
| Stage 2              | 895    | -      | -      |

| Approach          | WB   | NB | SB   |
|-------------------|------|----|------|
| HCM Ctrl Dly, s/v | 9.01 | 0  | 2.63 |
| HCM LOS           | A    |    |      |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT   |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h)      | -   | -        | 926   | 647   |
| HCM Lane V/C Ratio    | -   | -        | 0.029 | 0.022 |
| HCM Ctrl Dly (s/v)    | -   | -        | 9     | 7.3   |
| HCM Lane LOS          | -   | -        | A     | A     |
| HCM 95th %tile Q(veh) | -   | -        | 0.1   | 0.1   |

## HCM 7th TWSC

## 4: Proposed Driveway #3 &amp; Brand Road

## Intersection

Int Delay, s/veh 0.1

| Movement                 | EBT                                                                               | EBR  | WBL  | WBT                                                                               | NBL                                                                               | NBR  |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 246                                                                               | 3    | 3    | 471                                                                               | 2                                                                                 | 2    |
| Future Vol, veh/h        | 246                                                                               | 3    | 3    | 471                                                                               | 2                                                                                 | 2    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Free                                                                              | Free | Free | Free                                                                              | Stop                                                                              | Stop |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | -                                                                                 | -    | -    | -                                                                                 | 0                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92   | 92   | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Mvmt Flow                | 267                                                                               | 3    | 3    | 512                                                                               | 2                                                                                 | 2    |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 271    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | 4.12   |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | 2.218  |
| Pot Cap-1 Maneuver   | -      | -      | 1293   |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 1293   |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach          | EB | WB   | NB    |
|-------------------|----|------|-------|
| HCM Ctrl Dly, s/v | 0  | 0.05 | 12.42 |
| HCM LOS           |    |      | B     |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 490   | -   | -   | 11    | -   |
| HCM Lane V/C Ratio    | 0.009 | -   | -   | 0.003 | -   |
| HCM Ctrl Dly (s/v)    | 12.4  | -   | -   | 7.8   | 0   |
| HCM Lane LOS          | B     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0     | -   |

## HCM 7th TWSC

## 1: Oak Grove Road &amp; Brand Road

## Intersection

Int Delay, s/veh 17.1

| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 164  | 364  | 39   | 70   | 401  | 25   | 12   | 33   | 80   | 14   | 36   | 148  |
| Future Vol, veh/h        | 164  | 364  | 39   | 70   | 401  | 25   | 12   | 33   | 80   | 14   | 36   | 148  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 1    | 1    | 1    | 1    | 1    | 1    |
| Mvmt Flow                | 174  | 387  | 41   | 74   | 427  | 27   | 13   | 35   | 85   | 15   | 38   | 157  |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |       |       | Minor2 |       |       |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 453    | 0 | 0 | 429    | 0 | 0 | 1352   | 1359  | 408   | 1343   | 1366  | 440   |
| Stage 1              | -      | - | - | -      | - | - | 757    | 757   | -     | 589    | 589   | -     |
| Stage 2              | -      | - | - | -      | - | - | 595    | 602   | -     | 754    | 778   | -     |
| Critical Hdwy        | 4.12   | - | - | 4.12   | - | - | 7.11   | 6.51  | 6.21  | 7.11   | 6.51  | 6.21  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.11   | 5.51  | -     | 6.11   | 5.51  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.11   | 5.51  | -     | 6.11   | 5.51  | -     |
| Follow-up Hdwy       | 2.218  | - | - | 2.218  | - | - | 3.509  | 4.009 | 3.309 | 3.509  | 4.009 | 3.309 |
| Pot Cap-1 Maneuver   | 1107   | - | - | 1131   | - | - | 128    | 149   | 645   | 130    | 148   | 619   |
| Stage 1              | -      | - | - | -      | - | - | 401    | 417   | -     | 496    | 497   | -     |
| Stage 2              | -      | - | - | -      | - | - | 493    | 490   | -     | 403    | 408   | -     |
| Platoon blocked, %   |        | - | - |        | - | - |        |       |       |        |       |       |
| Mov Cap-1 Maneuver   | 1107   | - | - | 1131   | - | - | 49     | 108   | 645   | 60     | 107   | 619   |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 49     | 108   | -     | 60     | 107   | -     |
| Stage 1              | -      | - | - | -      | - | - | 318    | 330   | -     | 452    | 453   | -     |
| Stage 2              | -      | - | - | -      | - | - | 307    | 447   | -     | 248    | 323   | -     |

| Approach          | EB   |  |  | WB   |  |  | NB    |  |  | SB    |  |  |
|-------------------|------|--|--|------|--|--|-------|--|--|-------|--|--|
| HCM Ctrl Dly, s/v | 2.56 |  |  | 1.19 |  |  | 62.51 |  |  | 70.02 |  |  |
| HCM LOS           |      |  |  |      |  |  | F     |  |  | F     |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 185   | 511   | -   | -   | 251   | -   | -   | 245   |
| HCM Lane V/C Ratio    | 0.718 | 0.158 | -   | -   | 0.066 | -   | -   | 0.86  |
| HCM Ctrl Dly (s/v)    | 62.5  | 8.9   | 0   | -   | 8.4   | 0   | -   | 70    |
| HCM Lane LOS          | F     | A     | A   | -   | A     | A   | -   | F     |
| HCM 95th %tile Q(veh) | 4.5   | 0.6   | -   | -   | 0.2   | -   | -   | 7     |

## HCM 7th TWSC

## 2: Oak Grove Road &amp; RaceTrac Driveway/Proposed Driveway #1

## Intersection

Int Delay, s/veh 3.3

| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 13   | 8    | 18   | 8    | 13   | 25   | 14   | 74   | 22   | 13   | 111  | 4    |
| Future Vol, veh/h        | 13   | 8    | 18   | 8    | 13   | 25   | 14   | 74   | 22   | 13   | 111  | 4    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 94   | 92   | 94   | 92   | 92   | 92   | 94   | 94   | 92   | 92   | 94   | 94   |
| Heavy Vehicles, %        | 0    | 2    | 0    | 2    | 2    | 2    | 1    | 1    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 14   | 9    | 19   | 9    | 14   | 27   | 15   | 79   | 24   | 14   | 118  | 4    |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |   |   |       |   |   |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 264    | 281   | 120    | 271   | 271    | 91    | 122    | 0 | 0 | 103   | 0 | 0 |
| Stage 1              | 148    | 148   | -      | 120   | 120    | -     | -      | - | - | -     | - | - |
| Stage 2              | 116    | 132   | -      | 151   | 151    | -     | -      | - | - | -     | - | - |
| Critical Hdwy        | 7.1    | 6.52  | 6.2    | 7.12  | 6.52   | 6.22  | 4.11   | - | - | 4.12  | - | - |
| Critical Hdwy Stg 1  | 6.1    | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.1    | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Follow-up Hdwy       | 3.5    | 4.018 | 3.3    | 3.518 | 4.018  | 3.318 | 2.209  | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver   | 693    | 628   | 937    | 681   | 636    | 967   | 1471   | - | - | 1489  | - | - |
| Stage 1              | 859    | 774   | -      | 884   | 796    | -     | -      | - | - | -     | - | - |
| Stage 2              | 894    | 787   | -      | 852   | 773    | -     | -      | - | - | -     | - | - |
| Platoon blocked, %   |        |       |        |       |        |       |        | - | - |       | - | - |
| Mov Cap-1 Maneuver   | 645    | 614   | 937    | 644   | 622    | 967   | 1471   | - | - | 1489  | - | - |
| Mov Cap-2 Maneuver   | 645    | 614   | -      | 644   | 622    | -     | -      | - | - | -     | - | - |
| Stage 1              | 850    | 766   | -      | 874   | 787    | -     | -      | - | - | -     | - | - |
| Stage 2              | 844    | 778   | -      | 817   | 765    | -     | -      | - | - | -     | - | - |

| Approach          | EB    |  | WB   |  | NB   |  | SB   |  |
|-------------------|-------|--|------|--|------|--|------|--|
| HCM Ctrl Dly, s/v | 10.13 |  | 9.95 |  | 0.95 |  | 0.77 |  |
| HCM LOS           | B     |  | A    |  |      |  |      |  |

| Minor Lane/Major Mvmt | NBL  | NBT | NBR | EBLn1WBLn1 | SBL   | SBT   | SBR |
|-----------------------|------|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h)      | 218  | -   | -   | 744        | 778   | 185   | -   |
| HCM Lane V/C Ratio    | 0.01 | -   | -   | 0.056      | 0.064 | 0.009 | -   |
| HCM Ctrl Dly (s/v)    | 7.5  | 0   | -   | 10.1       | 9.9   | 7.4   | 0   |
| HCM Lane LOS          | A    | A   | -   | B          | A     | A     | A   |
| HCM 95th %tile Q(veh) | 0    | -   | -   | 0.2        | 0.2   | 0     | -   |

## HCM 7th TWSC

## 3: Oak Grove Road &amp; Proposed Driveway #2

## Intersection

Int Delay, s/veh 2.2

| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL  | SBT                                                                               |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|
| Lane Configurations      |  |      |  |      |      |  |
| Traffic Vol, veh/h       | 20                                                                                | 15   | 112                                                                               | 0    | 37   | 109                                                                               |
| Future Vol, veh/h        | 20                                                                                | 15   | 112                                                                               | 0    | 37   | 109                                                                               |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0                                                                                 | 0    | 0    | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop | Free                                                                              | Free | Free | Free                                                                              |
| RT Channelized           | -                                                                                 | None | -                                                                                 | None | -    | None                                                                              |
| Storage Length           | 0                                                                                 | -    | -                                                                                 | -    | -    | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | 0                                                                                 | -    | -    | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -    | 0                                                                                 | -    | -    | 0                                                                                 |
| Peak Hour Factor         | 92                                                                                | 92   | 92                                                                                | 92   | 92   | 92                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2                                                                                 | 2    | 2    | 2                                                                                 |
| Mvmt Flow                | 22                                                                                | 16   | 122                                                                               | 0    | 40   | 118                                                                               |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 321    | 122    | 0      |
| Stage 1              | 122    | -      | -      |
| Stage 2              | 199    | -      | -      |
| 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   | 673    | 929    | -      |
| Stage 1              | 904    | -      | -      |
| Stage 2              | 835    | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | 653    | 929    | -      |
| Mov Cap-2 Maneuver   | 653    | -      | -      |
| Stage 1              | 877    | -      | -      |
| Stage 2              | 835    | -      | -      |

| Approach          | WB    | NB | SB   |
|-------------------|-------|----|------|
| HCM Ctrl Dly, s/v | 10.07 | 0  | 1.91 |
| HCM LOS           | B     |    |      |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT   |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h)      | -   | -        | 748   | 456   |
| HCM Lane V/C Ratio    | -   | -        | 0.051 | 0.027 |
| HCM Ctrl Dly (s/v)    | -   | -        | 10.1  | 7.5   |
| HCM Lane LOS          | -   | -        | B     | A     |
| HCM 95th %tile Q(veh) | -   | -        | 0.2   | 0.1   |

## HCM 7th TWSC

## 4: Proposed Driveway #3 &amp; Brand Road

## Intersection

Int Delay, s/veh 0.1

| Movement                 | EBT                                                                               | EBR  | WBL  | WBT                                                                               | NBL                                                                               | NBR  |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 463                                                                               | 3    | 3    | 501                                                                               | 3                                                                                 | 3    |
| Future Vol, veh/h        | 463                                                                               | 3    | 3    | 501                                                                               | 3                                                                                 | 3    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0    | 0                                                                                 | 0                                                                                 | 0    |
| Sign Control             | Free                                                                              | Free | Free | Free                                                                              | Stop                                                                              | Stop |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | -                                                                                 | -    | -    | -                                                                                 | 0                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92   | 92   | 92                                                                                | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2    | 2                                                                                 | 2                                                                                 | 2    |
| Mvmt Flow                | 503                                                                               | 3    | 3    | 545                                                                               | 3                                                                                 | 3    |

| Major/Minor          | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 507    |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | -      | 4.12   |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | -      | 2.218  |
| Pot Cap-1 Maneuver   | -      | -      | 1058   |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 1058   |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach          | EB | WB   | NB    |
|-------------------|----|------|-------|
| HCM Ctrl Dly, s/v | 0  | 0.05 | 15.62 |
| HCM LOS           |    |      | C     |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 346   | -   | -   | 11    | -   |
| HCM Lane V/C Ratio    | 0.019 | -   | -   | 0.003 | -   |
| HCM Ctrl Dly (s/v)    | 15.6  | -   | -   | 8.4   | 0   |
| HCM Lane LOS          | C     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | 0     | -   |



July 29, 2026

Mr. Robbie Schwartz  
Planning and Development Director  
City of Loganville  
4303 Lawrenceville Road  
Loganville, GA 30052

Re: Traffic Impact Study Review for Sprouts Shopping Center  
Traffic Study Review No. 1  
K&W Project No. 261251.00

Dear Mr. Schwartz:

As requested, Keck & Wood has reviewed the provided traffic impact study for the proposed Sprouts Shopping Center Project. Review comments are separated into sections below by subject. Our comments are as follows:

### **Executive Summary**

1. According to the Gwinnett County GIS Land and Property Map, the north leg of Oak Grove Road is classified as a Major Collector.
2. Based on how trips distributions are assigned in the study, the following additional intersections may need to be analyzed:
  - a. US 78 at Brand Road
  - b. US 78 at RaceTrac Driveway
  - c. US 78 at TJ Maxx/Lowe's Driveway (RIRO)
  - d. Oak Grove Road at TJ Maxx/Lowe's Driveway
3. Trip generation for LU 822 with 32,0073 SF in the PM peak is 84 entering and 85 exiting (the report shows the opposite), but the difference is minimal.
4. Brand Road at Oak Grove Road – Existing PM operation is described as “acceptable level of service”, but the Synchro analysis shows LOS E for this scenario.
5. “adding a right-turn lane on the northbound approach (Oak Grove Road)” – Is this mitigation feasible considering the location of Driveway #2 on Oak Grove Road and how close it is to Brand Road?
6. Identified geometric improvements for Driveway #3: “A southbound left-turn lane along Brand Road...” needs to be revised to “A westbound left-turn lane along Brand Road...”

### **Existing Conditions**

1. Site plan, access, and build out year have been established
2. Study area has been established
3. Existing traffic volumes have been included for both AM and PM peak periods
4. Existing Infrastructure has been included

### **Comments/Concerns**

- 1.2. Roadway Conditions: According to the Gwinnett County GIS Land and Property Map, Oak Grove Road north leg is classified as a Major Collector.

### **Future Conditions**

1. A build out year of 2028 has been established for the site, and a growth rate has been included.
2. A project from the Gwinnett County Destination 2050 CTP has been identified within the study area; however, trips were not accounted for in the Background or Future Build Out conditions.

### **Comments/Concerns**

- 2.2. Future Roadway Conditions: PI 0016388 – Widening of SR 20/SR 81 from Brand Road to SR 10/US 78 (scoping completed in 2019) is identified in GOASIS.

### **Proposed Development Traffic**

1. Trip Generation information has been provided. ITE Trip Generation Manual, 12<sup>th</sup> Edition was utilized.
2. Distribution and Assignment of trips has been noted in the report
3. Build Out condition traffic volumes have been included

### **Comments/Concerns**

- 3.1. Trip Generation: Based on the descriptions and the site plan, the trip generation of the proposed development is recommended to be analyzed using two separate land use codes – LU 850 (Supermarket) and LU 822 (Strip Retail Plaza). Doing so provides more conservative trip generation compared to solely using LU 822 for the entire development.
  - Combination of LU 850 & 822 = 2,938 daily trips; 104 AM trips; 303 PM trips
  - LU 822 only = 1,583 daily trips; 126 AM trips; 169 PM trips
- 3.1. Trip Generation: Entering and exiting trip generations in the PM peak are switched (84 entering, 85 exiting), but the difference is minimal.
- 3.2. Trip Distribution and Assignment: Percentages of trip distribution to each roadway do not add up to 100%.

### **Capacity Analysis**

1. A Synchro analysis has been completed for each of the study intersections
2. No crash data has been included in the TIS

### **Comments/Concerns**

- No Back of Queue Analysis is provided.
- 4.3. Future Build Conditions Capacity Analysis:
  - Capacity analysis of Brand Road at Oak Grove Road states that “A poor level of service is not uncommon at stop-control approaches...” While we acknowledge this general operational characteristic, the PM peak delay that doubled in Build Condition compared to No-Build Condition was not addressed.
  - “A traffic signal is not a recommended mitigation...” – Was a signal warrant analysis conducted for this intersection?

- “adding a right-turn lane on the northbound approach (Oak Grove Road).” – Is this feasible considering the location of the Driveway #2 and how closely spaced it is from Brand Road?
- “The proposed site driveway #2 along Oak Grove Road is expected to operate with an acceptable level of service” – However, considering NB on Oak Grove Road at Brand Road is expected to operate at LOS F with high delays, and the Driveway #2 being closely located from Brand Road (~65’ from Brand Road), are there any safety and operational concerns?

### **Traffic Signal Warrants**

1. N/A

### **Recommendations**

1. Turn Lane Analysis is provided at the site driveways based on the Gwinnett County criteria.
2. No turn lanes are recommended at the site driveways.

### **Comments/Concerns**

- “The low traffic volume along Oak Grove Road does not justify installing a left-turn lane.” – With high delays expected on Oak Grove Road NB at Brand Road, is there any concern of SBL operations to the Driveway #2 being blocked by NB queue?
- No mitigation measures provided or analyzed for Brand Road at Oak Grove Road, where the NB and SB delays on Oak Grove Road will be doubled in the Build Condition.

### **Appendix**

1. TIS appears to contain necessary items within appendix.

### **Comments/Concerns**

- Appendix B: Concept Plan
  - Driveway spacing of the Site Driveway #2 on Oak Grove Road is very close to Brand Road (~65’). Should reduced access be considered due to spacing concerns and queueing concerns noted in the TIS.
  - Confirm sight distances along Oak Grove Road considering the existing horizontal curvature.
- Appendix F: Capacity Analysis Reports (Future Build Conditions – Year 2028) – Oak Grove Road at Brand Road in the PM peak expected to have 95% percentile queue of 4.5 vehicles (~120’) for NBL. Will this impact access to the Site Driveway #2?

I have retained one copy of the study provided for review in the event there are questions. The developer should be made aware that this review does not constitute a waiver of City Ordinance requirements or assumption of responsibility for full review of City Ordinance requirements. Deviations from Ordinance requirements may be noted at any time during the review, permitting or construction processes. Re-submittals should include a narrative indicating how and where the review comments were addressed.

Sincerely,  
**KECK & WOOD, INC.**



Alex Simmons, PE  
Associate Vice President

## STAFF APPLICATION ANALYSIS REPORT

**ZONING CASE #:** V26-003

**LANDOWNERS:** Samuel Cordos / Bright Stone Lending LLC

**APPLICANT:** Kelly Hiatt on behalf of GBT Realty Corporation

**PROPERTY ADDRESS:** 530 and 540 Brand Road

**MAP/PARCEL #:** R5160 057 and R5160 175

**PARCEL DESCRIPTION:** Residential (vacant)

**AREA:** 3.61 acres

**EXISTING ZONING:** CH

**PROPOSED ZONING:** No Change

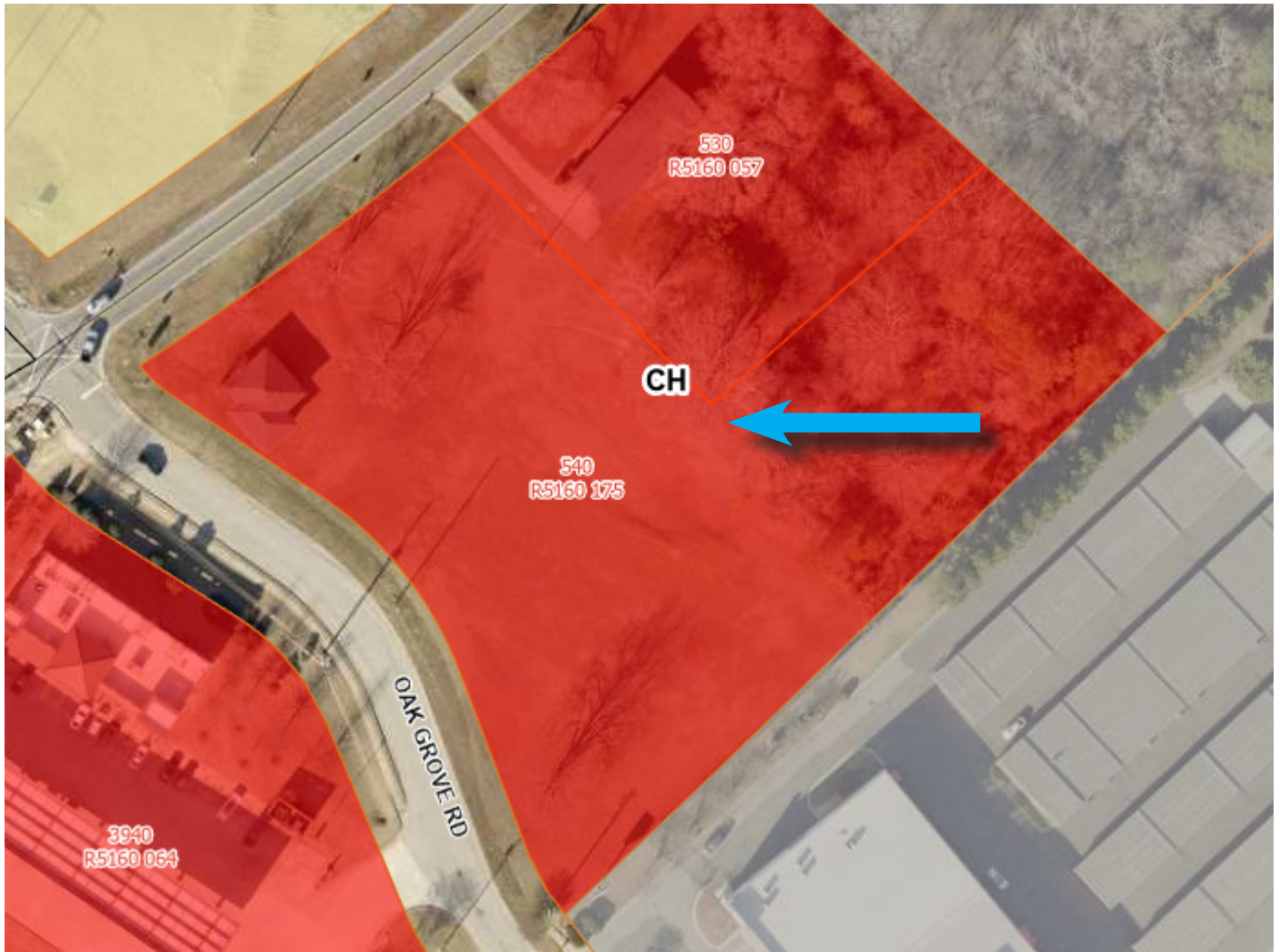
**FUTURE LAND USE MAP:** Commercial

**REASON FOR REQUEST:** Seeking relief from the City of Loganville Code of Ordinances 119-454 Frontage and Perimeter Landscaping Requirements. Specifically, the applicant is seeking relief from the requirement of a landscape strip at least 10 feet wide along all public rights-of-way. The applicant is proposing minor encroachments in various locations.

**PLANNING COMMISSION HEARING:** July 23, 2026

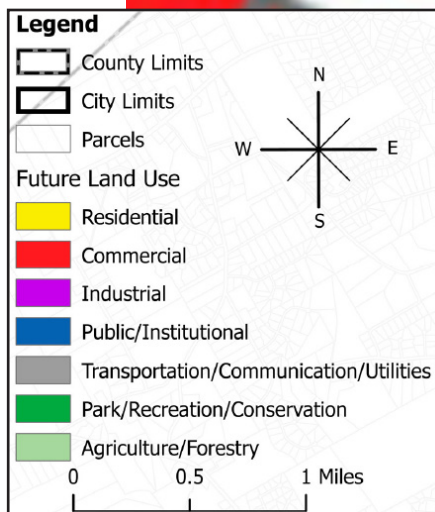
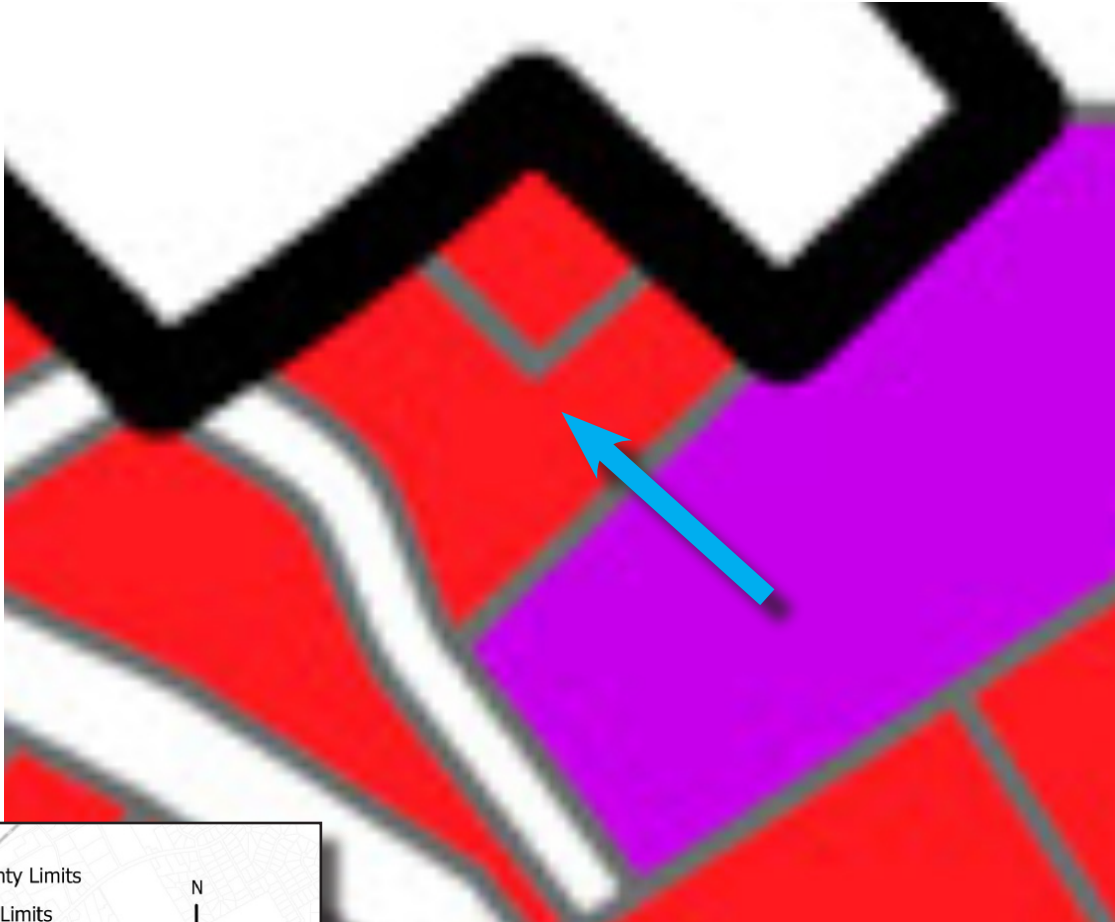
**CITY COUNCIL HEARING:** August 10, 2026

## ZONING MAP





## FUTURE LAND USE MAP



## Applicant's Request

The applicant is seeking a variance to reduce the required 10-foot landscape buffer along Brand Road to allow for minor encroachments at select locations.

## Existing Conditions

Each parcel has a residence on it, with 540 Brand Road having a 952-square-foot home that was built in 1940 and 530 Brand Road having a 2,064-square-foot home that was built in 1974, according to Gwinnett County records. The properties were annexed into the City in 2008 with the original intent of building a hotel and retail center.

Big Flat Creek runs along the northeast property line.

## Impact Analysis / Recommendation

**What extraordinary or exceptional conditions due to size, shape or topography are present on the property in question that support the request for relief?** None along Brand Road, though the applicant is stating that the issue at hand is a result of the impact from the nearby intersection, buffer requirements for the state waterway as well as the lot not being rectangle, complicating the ability to maintain uniformity. There are about 10 parking spaces of which some portion of them is in the buffer.

**What other conditions are unique to the property and adversely affect its reasonable use or usability as currently zoned?** None.

**How does the application of the requirements of the applicable ordinance to the property in question create an unnecessary hardship?** Sec. 119-34 (b) Major Variances of the City code states that relief from City code may only be granted to the extent necessary to alleviate unnecessary hardship and not as a convenience to the applicant. The applicant states that the encroachments are offset by other areas where the buffer space exceeds 10 feet but has failed to prove a true hardship as a reduction in the footprint of the buildings would allow the project to meet this standard.

**Would the requested relief, if granted, cause substantial detriment to the public good or impair the purpose and intent of the applicable ordinance?** No.

**Recommended action:** As a result of no true hardship being proven, the staff recommendation is to deny this variance.

## Planning Commission Recommended Conditions

## City Council Conditions



Date: 6/5/26

RECEIVED  
6/5/26  
MR

Application # V 26003

APPLICATION FOR MAJOR VARIANCE

Planning  
Brand Road

| APPLICANT INFORMATION                                                                                                                                                                | PROPERTY OWNER INFORMATION*                           |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|
| <b>NAME:</b> Kelly Hiatt, on behalf of GBT Realty Corporation                                                                                                                        | <b>NAME:</b> Samuel Cordos / Bright Stone Lending LLC |
| <b>ADDRESS:</b> 9010 Overlook Boulevard                                                                                                                                              | <b>ADDRESS:</b> 1147 Tranquil Brook Dr                |
| <b>CITY:</b> Brentwood                                                                                                                                                               | <b>CITY:</b> Naples                                   |
| <b>STATE:</b> TN <b>Zip:</b> 37027                                                                                                                                                   | <b>STATE:</b> FL <b>Zip:</b> 34114                    |
| <b>PHONE:</b> (248) 701-3307                                                                                                                                                         | <b>PHONE:</b> 239-358-1660                            |
| (*attach additional pages if necessary to list all owners)                                                                                                                           |                                                       |
| <b>Applicant is:</b> <input type="checkbox"/> Property Owner <input type="checkbox"/> Contract Purchaser <input checked="" type="checkbox"/> Agent <input type="checkbox"/> Attorney |                                                       |
| <b>CONTACT PERSON:</b> Kelly Hiatt <b>PHONE:</b> (248) 701-3307                                                                                                                      |                                                       |
| <b>EMAIL:</b> khiatt@gbtrealty.com <b>FAX:</b>                                                                                                                                       |                                                       |
| PROPERTY INFORMATION                                                                                                                                                                 |                                                       |
| <b>MAP &amp; PARCEL #</b> 5160 057 & 5160 175 <b>PRESENT ZONING:</b> CH <b>ACREAGE:</b> 3.61                                                                                         |                                                       |
| <b>ADDRESS:</b> 530 & 540 Brand Road SW <b>COUNTY:</b> Gwinnett                                                                                                                      |                                                       |
| <b>Ordinance and Section from Which Relief is Sought:</b> Landscape Buffer Requirements (Public Right-of-Way)                                                                        |                                                       |
| <b>Description of Request:</b> Reduction of required 10-foot landscape buffer along Brand Road frontage; minor encroachments at select locations.                                    |                                                       |

You must attach: ☒ Application Fee ☒ Legal Description ☒ Plat of Property ☒ Letter of Intent  
☒ Site Plan ☒ Names/Addresses of Abutting Property Owners ☒ Justification Analysis

Pre-Application Conference Date: 5/13/2026

Accepted by Planning & Development: Mary Pooch DATE: 6/5/26 FEE PAID: \$500.00

CHECK # 00003 RECEIPT # 6/29/26 TAKEN BY: 6/29/26 DATE OF LEGAL NOTICE: 6/29/26 NEWSPAPER: THE WALTON TRIBUNE

PLANNING COMMISSION RECOMMENDATION: ☐ Approve ☐ Approve w/conditions ☒ Deny ☐ No Recommendation

Commission Chairman: Michael Jayner DATE: 23 July 2026

CITY COUNCIL ACTION: ☐ Approved ☐ Approved w/conditions ☐ Denied ☐ Tabled to ☐ Referred Back to Planning Commission ☐ Withdrawn

Mayor

City Clerk

Date



Application # V 26-003

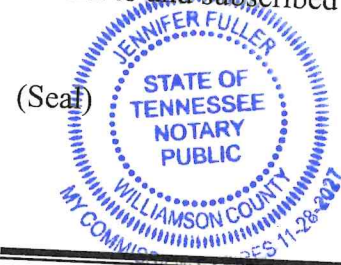
**Applicant's Certification**

The undersigned hereby certifies that they are authorized by the property owner(s) to make this application and that all information contained herein is complete and accurate, to the best of their knowledge.

Kelly Hiatt  
Applicant's Signature  
5/27/26  
Date

Kelly Hiatt Development Manager  
Print Name and Title

Sworn to and subscribed before me this 27<sup>th</sup> day of May, 2026.



[Signature]  
Signature of Notary Public

**Property Owner's Certification**  
(complete a separate form for each owner)

The undersigned hereby certifies that they are: (check all that apply)

- a) ☐ the owner of record of property contained in this application, and/or
- b) ☐ the Chief Executive of a corporation or other business entity with ownership interest in the property and is duly authorized to make this application, and

that all information contained in this application is complete and accurate to the best of their knowledge.

[Signature]  
Owner's Signature  
5-29-26  
Date

Samuel Cordes  
Print Name and Title  
owner

Sworn to and subscribed before me this 27<sup>th</sup> day of May, 2026.



[Signature]  
Signature of Notary Public

RECORD LEGAL DESCRIPTION

TRACT I:

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 160 OF THE 5TH DISTRICT, GWINNETT COUNTY, GEORGIA, CONTAINING

2.808 ACRES, MORE OR LESS, LOCATED ON OAK GROVE ROAD AND DESCRIBED IN A PLAT OF SURVEY ENTITLED "SURVEYOR FOR OSCAR C. GRIFFETH", AS PREPARED BY VON ITTER & ASSOCIATES, INC., DATED 11/27/96 AND RECORDED IN PLAT BOOK 72, PAGE 228 , GWINNETT COUNTY RECORDS, WHICH PLAT IS HEREBY REFERRED TO AND MADE A PART OF THIS DESCRIPTION. LESS AND EXCEPT FROM THE ABOVE DESCRIBED PROPERTY THE FOLLOWING PARCEL OF LAND:

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN DISTRICT 5 LAND LOT 160, LOGANVILLE, GEORGIA, CONTAINING 0.207 ACRES OF LAND, MORE OR LESS, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHERLY MARGIN OF THE 80 FOOT RIGHT-OF-WAY OF OAK GROVE ROAD AND THE EASTERLY MARGIN OF THE 80 FOOT RIGHT-OF-WAY OF BRAND ROAD, BEING THE TRUE POINT OF BEGINNING; THENCE SOUTH 38 DEGREES 21 MINUTES 20 SECONDS EAST, 0.97 FEET TO A POINT; THENCE 24.08 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 80.00 FEET, A CHORD BEARING OF SOUTH 46 DEGREES 58 MINUTES 45 SECONDS EAST, AND A CHORD DISTANCE OF 23.99 FEET TO A POINT; THENCE SOUTH 55 DEGREES 13 MINUTES 19 SECONDS EAST, 103.41 FEET TO A POINT; THENCE 129.25 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 210.00 FEET, A CHORD BEARING OF SOUTH 37 DEGREES 35 MINUTES 24 SECONDS EAST, AND A CHORD DISTANCE OF 127.22 FEET TO A POINT; THENCE SOUTH 19 DEGREES 57 MINUTES 31 SECONDS EAST, 110.82 FEET TO A POINT; THENCE 27.36 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 104.84 FEET, A CHORD BEARING OF SOUTH 27 DEGREES 14 MINUTES 13 SECONDS EAST, AND A CHORD DISTANCE OF 27.28 FEET TO A POINT; THENCE 382.90 FEET ALONG AN ARC OF THE CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 9177.14 FEET, A CHORD BEARING OF NORTH 37 DEGREES 06 MINUTES 31 SECONDS WEST, AND A CHORD DISTANCE OF 382.87 FEET TO THE TRUE POINT OF BEGINNING.

TRACT II:

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 159 AND 160 OF THE 5TH DISTRICT, GWINNETT COUNTY, GEORGIA AND BEING MORE PARTICULARLY DESCRIBED ACCORDING TO A PLAT OF SURVEY PREPARED BY B. J. GOBLE, JR., SURVEYOR DATED MAY 2, 1973 AND RECORDED IN PLAT BOOK Z, PAGE 81-A , GWINNETT COUNTY RECORDS, WHICH PLAT IS HEREBY REFERRED TO AND MADE A PART OF THIS DESCRIPTION.



## 2026 MINIMUM STANDARD ALTA/NSPS TABLE A ITEMS:

- ITEM 1: MONUMENTS FOUND AND/OR SET, AS WELL AS DESCRIPTIONS OF THEIR CHARACTER ARE DEPICTED HEREON.
- ITEM 2: 530 & 540 BRAND ROAD SW, LOGANVILLE GA.
- ITEM 3: SUBJECT PROPERTY IS LOCATED WITHIN "FLOOD ZONE X" PER FEMA FLOOD MAP ZONE 130326, MAP NO. 13297C0085E EFFECTIVE 12/08/16.
- ITEM 4: THE GROSS LAND AREA: 3.542 ACRES
- ITEM 5: VERTICAL RELIEF IS AS DEPICTED ON THE SURVEY
- ITEM 6(a): SURVEYOR WAS NOT PROVIDED A ZONING REPORT AT THE TIME OF THE SURVEY.
- ITEM 6(b): SURVEYOR WAS NOT PROVIDED A ZONING REPORT AT THE TIME OF THE SURVEY.
- ITEM 7(a): BUILDINGS LOCATED IN THE AREA
- ITEM 7(b1): DIMENSIONS MEASURED AT GROUND LEVEL ARE DEPICTED HEREON.
- ITEM 7(b2): OTHER AREAS AS SPECIFIED FOR THE CLIENT IS AS DEPICTED ON THE SURVEY
- ITEM 8: SUBSTANTIAL FEATURES OBSERVED IN THE PROCESS OF CONDUCTING THE SURVEY ARE DEPICTED ON THE SURVEY.
- ITEM 9: THERE ARE 0 HANDICAP AND 0 PARKING SPACES IN THE PROJECT LOCATION.
- ITEM 11(a): THE UTILITIES DEPICTED HEREON HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND/OR EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UTILITIES LOCATED HEREON COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UTILITIES LOCATED ARE IN THE EXACT LOCATION INDICATED. NOTE ALL UNDERGROUND UTILITY LINES SHOWN ON THE SURVEY ARE BY PLAN UNLESS OTHERWISE NOTED ("MARKED").
- ITEM 13: NAMES OF ADJOINING OWNERS OF PLATTED LANDS ACCORDING TO PUBLIC RECORD ARE DEPICTED ON THE SURVEY.
- ITEM 14: 80 ± FT TO OAK GROVE ROAD AND BRAND ROAD INTERSECTION
- ITEM 16: THERE WAS NO OBSERVED EVIDENCE OF CURRENT EARTH MOVING WORK AT THE TIME OF THE SURVEY.
- ITEM 17: THERE WAS NO OBSERVED EVIDENCE OF PROPOSED CHANGES IN STREET RIGHT OF WAY LINES OR CONSTRUCTION OBSERVED AT THE TIME OF THE SURVEY.
- ITEM 18: PURSUANT TO SECTIONS 5 AND 6 INCLUDE AS PART OF THE SURVEY ANY PLOTTABLE OFFSITE EASEMENTS DISCLOSED IN DOCUMENTS ARE AS DEPICTED ON THE SURVEY.
- ITEM 19: A PROFESSIONAL LIABILITY INSURANCE POLICY, HAS BEEN OBTAINED BY THE SURVEYOR AND SHALL REMAIN IN EFFECT THROUGHOUT THE CONTRACT TERM. A CERTIFICATE OF INSURANCE WILL BE PROVIDED UPON REQUEST.

## LEGAL DESCRIPTION (FROM TITLE COMMITMENT)

TRACT 1:  
ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 160 OF THE 5TH DISTRICT, GWINNETT COUNTY, GEORGIA, CONTAINING  
2.808 ACRES, MORE OR LESS, LOCATED ON OAK GROVE ROAD AND DESCRIBED IN A PLAT OF SURVEY ENTITLED "SURVEYOR FOR OSCAR C. GRIFFITH", AS PREPARED BY VON IITER & ASSOCIATES INC., DATED 11/27/86 AND RECORDED IN PLAT BOOK 72, PAGE 228, GWINNETT COUNTY RECORDS, WHICH PLAT IS HEREBY REFERRED TO AND MADE A PART OF THIS DESCRIPTIONLESS AND EXCEPT FROM THE ABOVE DESCRIBED PROPERTY THE FOLLOWING

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN DISTRICT 5 LAND LOT 180, LOGANVILLE, GEORGIA, CONTAINING 0.207 ACRES OF LAND, MORE OR LESS, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:  
BEGINNING AT THE INTERSECTION OF THE NORTHERLY RIGHT-OF-WAY OF BRAND ROAD, BEING THE TRUE POINT OF BEGINNING, THENCE SOUTH 38 DEGREES 21 MINUTES 20 SECONDS EAST, 4.87 FEET TO A POINT; THENCE 24.08 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 80.00 FEET, A CHORD BEARING OF SOUTH 48 DEGREES 58 MINUTES 45 SECONDS EAST, 10.41 FEET TO A POINT; THENCE 129.25 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 210.00 FEET, A CHORD BEARING OF SOUTH 37 DEGREES 35 MINUTES 24 SECONDS EAST, 110.82 FEET TO A POINT; THENCE 127.22 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 104.84 FEET, A CHORD BEARING OF SOUTH 27 DEGREES 14 MINUTES 13 SECONDS EAST, 110.82 FEET TO A POINT; THENCE 382.80 FEET ALONG AN ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 817.14 FEET, A CHORD BEARING OF NORTH 37 DEGREES 08 MINUTES 31 SECONDS WEST, AND A CHORD DISTANCE OF 382.87 FEET TO THE TRUE POINT OF BEGINNING.

TRACT 2:  
ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 159 AND 160 OF THE 5TH DISTRICT, GWINNETT COUNTY, GEORGIA AND BEING MORE PARTICULARLY DESCRIBED ACCORDING TO A PLAT OF SURVEY PREPARED BY B. J. GORLE, JR., SURVEYOR DATED MAY 2, 1973 AND RECORDED IN PLAT BOOK 2, PAGE 81-A, GWINNETT COUNTY RECORDS, WHICH PLAT IS HEREBY REFERRED TO AND MADE A PART OF THIS DESCRIPTION.

| AREA SUMMARY TABLE |       |
|--------------------|-------|
| PARCEL             | ACRES |
| R5160 175          | 2.588 |
| R5160 057          | 0.954 |
| TOTAL              | 3.542 |

## SCHEDULE B, PART II - EXCEPTIONS

- ANY DEFECT, LIEN, ENCUMBRANCE, ADVERSE CLAIM, OR OTHER MATTER THAT APPEARS FOR THE FIRST TIME IN THE PUBLIC RECORDS OR IS CREATED, ATTACHED, OR IS DISCLOSED BETWEEN THE COMMITMENT DATE AND THE DATE ON WHICH ALL OF THE SCHEDULE B, PART I-REQUIREMENTS ARE MET, [NOT SURVEY-RELATED.]
- ALL TAXES FOR THE YEAR OF 2026 AND SUBSEQUENT YEARS, NOT YET DUE AND PAYABLE, AND ANY ADDITIONAL TAXES FOR THE CURRENT YEAR OR ANY PRIOR YEARS RESULTING FROM A REASSESSMENT, AMENDMENT OR RE-BILLING OF CITY OR COUNTY TAXES, [NOT SURVEY-RELATED.]
- ANY ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION, OR ADVERSE CIRCUMSTANCE AFFECTING TITLE THAT WOULD BE DISCLOSED BY AN ACCURATE AND COMPLETE LAND SURVEY OF THE LAND, [NOT SURVEY-RELATED.]
- EASEMENTS OR CLAIMS OF EASEMENTS, NOT SHOWN BY THE PUBLIC RECORDS, [NOT SURVEY-RELATED.]
- RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT SHOWN BY THE PUBLIC RECORDS, [NOT SURVEY-RELATED.]
- LIENS OR RIGHTS TO A LIEN, FOR SERVICES, LABOR OR MATERIAL, HERETOFORE OR HEREAFTER FURNISHED, IMPOSED BY LAW AND NOT SHOWN BY THE PUBLIC RECORDS, [NOT SURVEY-RELATED.]
- TAXES OR SPECIAL ASSESSMENTS WHICH ARE NOT SHOWN AS EXISTING LIENS BY THE PUBLIC RECORDS, [NOT SURVEY-RELATED.]
- THIS POLICY DOES NOT INSURE THE EXACT AMOUNT OF ACREAGE CONTAINED WITHIN THE LAND, [NOT SURVEY-RELATED.]
- ALL MATTERS SHOWN ON PLAT RECORDED IN PLAT BOOK 72, PAGE 228, GWINNETT COUNTY, GEORGIA RECORDS, [NO PLOTTABLE MATTERS.]
- ALL MATTERS SHOWN ON PLAT RECORDED IN PLAT BOOK 2, PAGE 81A, AFORESAID RECORDS, [NO PLOTTABLE MATTERS.]
- ALL MATTERS SHOWN ON PLAT RECORDED IN PLAT BOOK 125, PAGE 57, AFORESAID RECORDS, [AFFECTS PARCEL, FORMER PROPERTY LINES PLOTTED.]
- ALL MATTERS SHOWN ON PLAT RECORDED IN PLAT BOOK 183, PAGE 184, AFORESAID RECORDS, [NO PLOTTABLE MATTERS.]
- RIGHT OF WAY DEED FROM SAMUEL WATSON ET AL., TO GWINNETT COUNTY, A POLITICAL SUBDIVISION, DATED MARCH 18, 1958, RECORDED IN DEED BOOK 215, PAGE 19, AFORESAID RECORDS, [NO PLOTTABLE MATTERS, LOCATION AND SIZE RIGHT OF WAY NOT LEGIBLE.]
- RIGHT OF WAY DEED FROM J.E. JENKINS ET AL., TO GWINNETT COUNTY, A POLITICAL SUBDIVISION, DATED MAY 15, 1964, FILED FOR RECORD MAY 21, 1964 AT 10:00 AM., RECORDED IN DEED BOOK 213, PAGE 845, AFORESAID RECORDS, [AFFECTS PARCEL, 80' RIGHT OF WAY FOR BRAND ROAD PLOTTED.]
- EASEMENT FOR THE ANCHOR GUY POLES AND WIRE FROM THE DIVERSIFIED DEVELOPMENT CO., INC., TO GEORGIA POWER COMPANY, A GEORGIA CORPORATION, DATED OCTOBER 1, 2010, FILED FOR RECORD NOVEMBER 19, 2010 AT 2:00 P.M., RECORDED IN DEED BOOK 50369, PAGE 587, AFORESAID RECORDS, [AFFECTS PARCEL, PLOTTED.]
- EASEMENT AND UTILITIES AGREEMENT BY AND BETWEEN DIVERSIFIED DEVELOPMENT COMPANY, INC., A GEORGIA CORPORATION, DATED JUNE 9, 2010, FILED FOR RECORDS JUNE 21, 2010 AT 12:38 P.M., RECORDED IN DEED BOOK 50129, PAGE 780, AFORESAID RECORDS, [UTILITY AND ACCESS EASEMENTS DO NOT AFFECT PARCEL, LAND CONVEYED FOR ROAD RIGHT OF WAY(OAK GROVE ROAD) PLOTTED.]
- RIGHTS OF UPPER AND LOWER RIPARIAN OWNERS IN AND TO THE WATERS OF CREEKS AND BRANCHES CROSSING OR ADJOINING THE PROPERTY, AND THE NATURAL FLOW THEREOF, FREE FROM DIMINUTION OR POLLUTION, [NOT SURVEY-RELATED.]

## GENERAL NOTES

- FIELD WORK COMPLETED ON 04/24/2026.
- ALL LINES TRAVERSED WITH AN PRECISION OF CLOSURE GREATER THAN 1:10,000.
- HORIZONTAL DATUM GA WEST STATE PLANE COORDINATES, NSRS 2011.
- AREA COMPUTED BY COORDINATE METHOD.
- IF THIS MAP DOES NOT HAVE AN ORIGINAL SIGNATURE AND SEAL, IT IS NOT VALID.
- PROPERTY SHOWN HEREON IS SUBJECT TO ALL RIGHTS-OF-WAYS, EASEMENTS AND RESTRICTIONS WHICH MAY EXIST.
- ALL DISTANCES SHOWN ARE HORIZONTAL GRID DISTANCES UNLESS OTHERWISE NOTED ARE EXPRESSED IN US SURVEY FOOT AND DECIMALS THEREOF.
- PROPERTY SHOWN HEREON IS SUBJECT TO THE RULES, REGULATIONS, ORDINANCES, AND/OR JURISDICTIONS OF LOCAL, STATE, AND/OR FEDERAL AGENCIES.

## EXISTING LEGEND:

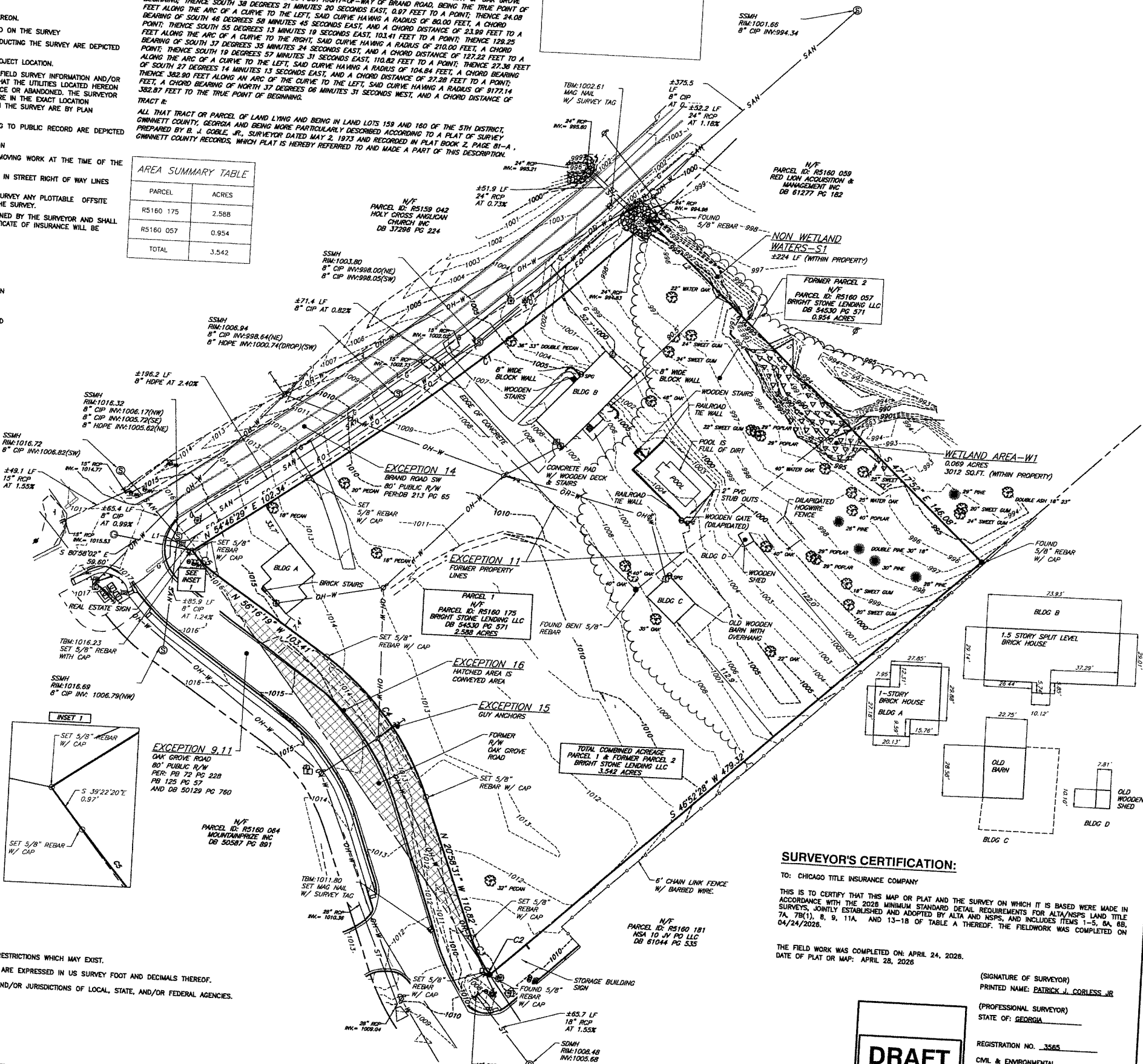
- EXISTING PROPERTY LINE
- EXISTING ADJACENT PROPERTY LINE
- EXISTING RIGHT-OF-WAY
- EXISTING TOP OF BANK
- EXISTING INDEX CONTOUR
- EXISTING INTERMEDIATE CONTOUR
- EXISTING FENCE
- EXISTING DITCH FLOW LINE
- EXISTING SANITARY SEWER LINE
- EXISTING STORM SEWER LINE
- EXISTING GAS LINE
- EXISTING WATER LINE
- EXISTING FIBER OPTIC LINE
- EXISTING OVERHEAD ELECTRIC
- EXISTING TREELINE
- RIP-RAP
- EXCLUDED AREA
- BUILDING
- WETLANDS
- EXISTING SPOT ELEVATION
- IRON PIN FOUND
- BENCHMARK
- IRON PIPE FD. (SIZE)
- REBAR FD. (SIZE)
- REBAR IRON PIN SET & CAP
- CALCULATED POINT
- MAILBOX
- SIGN
- SATELLITE DISH
- BOLLARD
- STORM MANHOLE
- SANITARY MANHOLE
- WATER BOX (WATER VALVE)
- FIRE HYDRANT
- WATER METER
- HOSE BIB BUILDING
- FARM SPRIGOT
- GAS METER
- TREE, DECIDUOUS (800 SIZE TYPE)
- TREE, CONIFER (800 SIZE TYPE)
- POWER POLE
- GUY WIRE
- GUY POLE
- ELECTRIC PULL BOX (FLUSH WITH GRADE)
- ELECTRIC METER
- CABLE PEDESTAL
- UTILITY CABINET (UNKNOWN, ABOVE GRADE)
- VAULT
- UTILITY PULL BOX (UNKNOWN, FLUSH WITH GRADE)

## LINE TABLE

| LINE # | DIRECTION     | LENGTH  |
|--------|---------------|---------|
| L1     | S 39°22'20" E | 0.97'   |
| L2     | S 47°03'40" E | 211.27' |

## CURVE TABLE

| CURVE # | RADIUS    | DELTA     | LENGTH  | CHL     | CHB           |
|---------|-----------|-----------|---------|---------|---------------|
| C1      | 1854.17'  | 9°51'46"  | 319.17' | 318.78' | N 49°50'36" E |
| C2      | 10007.94' | 0°01'19"  | 3.81'   | 3.81'   | N 37°01'36" W |
| C3      | 104.84'   | 14°58'42" | 27.36'  | 27.28'  | N 28°15'13" W |
| C4      | 210.00'   | 35°15'32" | 129.25' | 127.22' | N 38°36'24" W |
| C5      | 80.00'    | 17°14'48" | 24.08'  | 23.99'  | N 47°59'45" W |



## SURVEYOR'S CERTIFICATION:

TO: CHICAGO TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2026 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1-5, 8A, 8B, 04/24/2026.

THE FIELD WORK WAS COMPLETED ON: APRIL 24, 2026.  
DATE OF PLAT OR MAP: APRIL 28, 2026

(SIGNATURE OF SURVEYOR)  
PRINTED NAME: PATRICK J. CORLESS JR.

(PROFESSIONAL SURVEYOR)  
STATE OF: GEORGIA

REGISTRATION NO. 3568

CIVIL & ENVIRONMENTAL  
CONSULTANTS, INC.  
3701 ARGO CORPORATE DRIVE  
SUITE 400  
LOGANVILLE, GA 30053

DRAFT

SCALE IN FEET

LAND OF  
BRIGHT STONE LENDING LLC  
530 & 540 BRAND ROAD SW  
LOGANVILLE, GWINNETT COUNTY, GEORGIA

ALTA/NSPS LAND TITLE SURVEY

DATE: APR 2026  
DRAWN BY: JBM  
CHECKED BY: JBM  
PROJECT NO: 382-206-SV01  
APPROVED BY: JBM

REVISION RECORD

DESCRIPTION

777 Lowndes Hill Road  
Building 2, Suite 100  
Greenville, SC 29607  
Ph: 864.626.3140  
www.ceclinc.com



Civil & Environmental  
Consultants, Inc.



June 17, 2026

**City of Loganville**

Department of Planning & Development  
P.O. Box 39 • 4303 Lawrenceville Road  
Loganville, GA 30052

**Re:** Letter of Intent for Major Variances  
530 & 540 Brand Road SW, Loganville, GA 30052

Dear Members of the Planning Commission:

GBT Realty Corporation respectfully submits this Letter of Intent in support of five Major Variance applications for the proposed Sprouts Farmers Market shopping center at 530 and 540 Brand Road SW (Parcels 5160 057 and 5160 175), a 3.61-acre CH-zoned site. Each variance is the minimum relief necessary to achieve a functional, commercially viable development given the physical limitations described above.

**1. Reduction of Parking Space Length from 19 Feet to 18 Feet**

We request a reduction in the required parking stall length from 19 feet to 18 feet throughout the parking field. The irregular geometry of the site, combined with the mandated setbacks from both road frontages and the stream buffer corridor running across the northern portion of the property, significantly compresses the usable development envelope. Maintaining 19-foot stall depths would require either an unacceptable reduction in the total number of parking stalls or additional encroachment into the stream buffer corridor. An 18-foot stall length meets the functional needs of modern vehicles and is consistent with parking standards accepted in both Gwinnett and Walton Counties. The one-foot reduction is the minimum relief necessary to achieve a workable parking configuration within the physical limits of the buildable area.

**2. Removal of the 10-Foot Landscape Buffer Along Oak Grove Road**

We request full relief from the 10-foot landscape buffer requirement along the Oak Grove Road frontage. Oak Grove Road carries an 80-foot public right-of-way that itself contains substantial existing greenspace providing visual separation between the roadway and the development equivalent to or greater than an on-site buffer. Requiring an additional 10-foot on-site buffer along Oak Grove Road would push the building and parking field further north, deeper into the stream buffer impact zone. Relieving this buffer requirement allows the development footprint to be positioned as far south as possible, maximizing separation from the stream corridor.



### **3. Minor Encroachments into the 10-Foot Landscape Buffer Along Brand Road**

We request approval of limited encroachments into the 10-foot landscape buffer along the Brand Road frontage. The Brand Road frontage is geometrically irregular relative to the rectangular building footprint due to the angular intersection with Oak Grove Road. This angular relationship creates isolated locations where achieving a consistent parking layout with uniform aisle widths, standard stall orientations, and adequate turning radii results in nominal incursions into the 10-foot buffer. In all other areas along the Brand Road frontage, the 10-foot buffer is maintained or exceeded. The Brand Road right-of-way contains existing greenspace that supplements on-site buffering and preserves the functional intent of the buffer standard. The encroachments are the minimum necessary for a geometrically coherent and safe circulation layout and do not eliminate the buffer in any continuous stretch along the frontage.

### **4. Encroachment into the City of Loganville 50-Foot Undisturbed Stream Buffer**

We request approval of minor, limited encroachments into the City's 50-foot undisturbed stream buffer along Big Flat Creek. Georgia EPD mandates a 25-foot undisturbed natural vegetative buffer from the wrested vegetation line. The City of Loganville imposes a more restrictive 50-foot undisturbed buffer. The proposed encroachments are confined to the outer portion of the City's buffer and are specifically limited to locations where: (a) disturbance does not extend into the Georgia EPD 25-foot buffer, which will be maintained in full; (b) the encroachment is confined to the outermost edge of the City buffer, away from the stream bank; and (c) the encroachment is the minimum necessary to achieve a functional development layout. The most critical near-stream vegetative protection will remain fully intact.

### **5. Removal of the 25-Foot Non-Imperious Setback Beyond the 50-Foot Buffer**

We request relief from the City's requirement for an additional 25-foot non-imperious setback beyond the 50-foot undisturbed stream buffer. The combined effect of the Georgia EPD 25-foot buffer, the City's 50-foot buffer, and this 25-foot non-imperious setback creates a 75-foot total protected corridor measured from the wrested vegetation line/top of bank. Applied to a 3.61-acre parcel with dual road frontage setbacks, this corridor consumes a disproportionate share of the total parcel area in a manner uniquely severe on this tract. Strict enforcement of all these requirements would effectively preclude any anchor retail development on the property.

### **Conclusion**

GBT Realty Corporation respectfully requests that the Planning Commission recommend approval of the variances described herein and in the accompanying applications. Each variance is the minimum relief necessary to achieve a functional, commercially viable development on a parcel whose physical and topographic conditions create genuine, site-specific hardships. The proposed development will bring a quality grocery retail anchor to the Loganville community while implementing modern stormwater controls that directly address the identified water quality concerns associated with Big Flat Creek.

We appreciate the Commission's consideration and welcome the opportunity to discuss these requests further.

Respectfully submitted,

  
\_\_\_\_\_  
**Kelly Hiatt P.E.**  
Development Manager, Retail  
GBT Realty Corporation  
9010 Overlook Blvd, Brentwood, TN 37027  
(248) 701-3307  
khiatt@gbtrealty.com

**Attachments:**

1. Applications for Major Variances (5 applications)
2. Check for Application Fees
3. Legal Description of Property
4. Stream Delineation Map
5. Plat of Property (ALTA/NSPS Land Title Survey, Draft, April 2026)
6. Concept Site Plan (Sprouts Loganville, dated June 3, 2026)
7. Alternative Concept Plan (Sprouts Loganville, dated June 3, 2026)
8. Affected Buffer Area Plan
9. Names and Addresses of Abutting Property Owners



**M2 GROUP**  
P.O. BOX 2543  
BRENTWOOD, TN 37024-2543  
615-656-0262 / [MPG@M2U.C.COM](mailto:MPG@M2U.C.COM)

|    |    |
|----|----|
| MS | MS |
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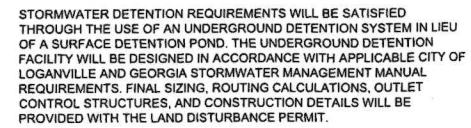
|              |            |
|--------------|------------|
| JUNE 3, 2020 | DRAWN BY : |
|              | CHECKED BY |
|              | 26-115     |

DATE: \_\_\_\_\_

PROJECT NO.: \_\_\_\_\_

**SHEET NUMBER:**

CP-303



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SAN SAN SAN

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ST ST ST

CH-E CH-E CH-E

UG-E UG-E UG-E

PROPERTY LINE  
EXISTING BUILDING  
EXISTING FENCE  
EXISTING CURB  
EXISTING CURB & GUTTER  
EXISTING MAJOR CONTOUR  
EXISTING MINOR CONTOUR  
EXISTING WATER LINE  
EXISTING SANITARY SEWER  
EXISTING NATURAL GAS LINE  
EXISTING STORM SEWER  
EXISTING OVERHEAD ELECTRIC  
EXISTING UNDERGROUND ELECTRIC  
PROPERTY SETBACK LINE  
PROPOSED BUILDING LINE  
PROPOSED CURB  
EXISTING PAVEMENT  
HEAVY DUTY ASPHALT PAVEMENT  
CONCRETE SIDEWALK

|                 |                                            |
|-----------------|--------------------------------------------|
| PROJECT NAME:   | SPROUTS                                    |
| PARCEL ID:      | 5160 057 & 5160 175                        |
| PARCEL ADDRESS: | 530 & 540 BRAND ROAD, LOGANVILLE, GA 30052 |
| SITE ACREAGE:   | 3.61 AC. ±                                 |

|                  |                         |
|------------------|-------------------------|
| JURISDICTION:    | LOGANVILLE              |
| COUNTY:          | GWINNETT                |
| EXISTING USE:    | RESIDENCE               |
| EXISTING ZONING: | CH (COMMERCIAL HIGHWAY) |
| PROPOSED USE:    | SHOPPING CENTER         |

BUILDING HEIGHT NOT TO EXCEED 6 STORIES  
FRONT YARD SETBACK: 35 FT (OAK GROVE ROAD - MINOR COLLECTOR STREET)  
SIDE YARD SETBACK: 20 FT  
REAR YARD SETBACK: 30 FT  
LANDSCAPE BUFFER: 10 FT ALONG PUBLIC RIGHT-OF-WAY (VARIANCE)  
5 FT ALONG NON-PUBLIC RIGHT-OF-WAY

STATE OF GEORGIA: 25 FT UNDISTURBED NATURAL VEGETATIVE BUFFER  
CITY OF LOGANVILLE: 50 FT UNDISTURBED NATURAL VEGETATIVE BUFFER AND  
AN ADDITIONAL 25 FT SETBACK BEYOND THE UNDISTURBED VEGETATIVE  
BUFFER IN WHICH ALL IMPERVIOUS COVER SHALL BE PROHIBITED (VARIANCE)

SHOPPING CENTER: 1 SPACE PER 200 SF  
TOTAL PARKING REQUIRED: 32,073 SF / 200 SF = 161 SPACES  
TOTAL PARKING PROVIDED = 153 SPACES (7 ADA SPACES) (VARIANCE)  
PARKING SPACE DIMENSIONS REQUIRED = 9' x 19'  
PARKING SPACE DIMENSIONS PROVIDED = 9' x 18' (VARIANCE)  
LOADING SPACES REQUIRED: RETAIL AND SHOPPING CENTER - 1/ FIRST 5,000 SF  
PLUS 1/ ADDITIONAL 30,000 SF OR FRACTION THEREOF (2 LOADING SPACES  
REQUIRED). SUPERMARKET AND FOOD STORE - 2/ FIRST 10,000 SF AND EACH  
ADDITIONAL 20,000 SF (3 LOADING SPACES REQUIRED). 5 TOTAL LOADING  
SPACES REQUIRED  
LOADING SPACES PROVIDED: 3 SPACES (VARIANCE)

FEMA FLOOD MAP: MAP NUMBER 13135C0132F EFFECTIVE 12/8/2016  
SITE IS LOCATED IN ZONE X, AREA OF MINIMAL FLOOD HAZARD

BASED ON INFORMATION TAKEN FROM SURVEY PROVIDED BY CEC, DATED APRIL 28, 2026



Know what's below.  
Call before you dig.

115\_SPROUTS LOGANVILLE CONCEPT PLAN.DWG / Wednesday, June 3, 2026 3:29:19 PM





Re: Application for Major Variance - Abutting Property Owners  
530 & 540 Brand Road SW, Loganville, GA 30052

Abutting Property Owners

| Property Address  | Owner Name                            | Mailing Address             | Mailing City      | Mailing State | Mailing Zip Code |
|-------------------|---------------------------------------|-----------------------------|-------------------|---------------|------------------|
| 520 BRAND ROAD    | RED LION ACQUISITION & MANAGEMENT INC | 2382 PRO TEC WAY STE A      | LOGANVILLE        | GA            | 30052-3683       |
| 3900 OAK GROVE RD | NSA 110 V JV PO LLC                   | 8400 E PRENTICE AVE STE 900 | GREENWOOD VILLAGE | CO            | 80111-2921       |

Property Owners Across Public Right-of-Way

| Property Address         | Owner Name                     | Mailing Address         | Mailing City | Mailing State | Mailing Zip Code |
|--------------------------|--------------------------------|-------------------------|--------------|---------------|------------------|
| 59 ATHENS HWY            | MOUNTAINPRIZE INC              | C/O SILVER OAK ADVISORS | SMYRNA       | GA            | 30081-2437       |
| 3836 OAK GROVE RD        | HOLY CROSS ANGLICAN CHURCH INC | PO BOX 776              | LOGANVILLE   | GA            | 30052-0776       |
| 506 HOKE O'KELLY MILL RD | ATLANTA MOTOR SALES LLC        | 3413 DIVERSIFIED DR     | LOGANVILLE   | GA            | 30052-2408       |





June 4, 2026

**City of Loganville**

Department of Planning & Development  
P.O. Box 39 • 4303 Lawrenceville Road  
Loganville, GA 30052

**Re:** Application for Major Variances  
530 & 540 Brand Road SW, Loganville, GA 30052

Dear Members of the Planning Commission:

On behalf of GBT Realty Corporation, we respectfully submit this package of applications for Major Variances in connection with the proposed development of a retail shopping center anchored by Sprouts Farmers Market at 530 and 540 Brand Road SW, Loganville, Georgia (Parcel IDs: 5160 057 and 5160 175). The subject property totals approximately 3.61 acres and is zoned CH (Commercial Highway). The proposed development consists of an approximately 23,273 square-foot anchor grocery store and an approximately 8,800 square-foot in-line retail building.

The site presents a combination of geometric constraints, stream and wetland features, and competing regulatory setback requirements that, taken together, render strict compliance with certain development standards impractical without material sacrifice of the property's reasonable usability. Each variance requested below is grounded in site-specific physical and topographic conditions unique to this parcel.

**Variances Requested and Justification**

Reduction of Parking Space Length from 19 Feet to 18 Feet

The applicant requests that the standard 19-foot parking stall length be reduced to 18 feet. This reduction is necessitated by the irregular geometry of the site, which is bounded on the north by Big Flat Creek and associated stream buffers and wetlands, on the west by Brand Road (80-foot public right-of-way), and on the south by Oak Grove Road (80-foot public right-of-way). The parcel's acutely angled corner at the Brand Road/Oak Grove Road intersection, combined with the mandated setbacks from both roadways and the stream buffer corridor running across the northern portion of the site, significantly compresses the usable development envelope.

Maintaining 19-foot stall depths within the constrained development footprint would require either an unacceptable reduction in the number of stalls or encroachment further into the stream buffer corridor. An 18-foot stall length meets the functional needs of modern vehicles and is consistent with standards accepted in both Gwinnett and Walton Counties. The one-foot reduction is the minimum relief necessary to achieve a workable parking configuration within the physical limits of the buildable area.

#### Removal of the 10-Foot Landscape Buffer Along Oak Grove Road

The applicant requests relief from the 10-foot landscape buffer requirement along the Oak Grove Road frontage. Oak Grove Road carries an 80-foot public right-of-way that itself contains substantial existing greenspace providing visual separation between the roadway and development equivalent to or greater than an on-site buffer.

Critically, the northern boundary is constrained by Big Flat Creek, associated wetlands and buffers. These overlapping requirements substantially reduce the usable depth of the site from north to south. Requiring a 10-foot landscape buffer on the Oak Grove Road frontage would push the building and parking field further north, deeper into the stream buffer impact zone. Relieving the Oak Grove Road landscape buffer allows the development footprint to be positioned as far south as possible, maximizing separation from the stream corridor.

#### Encroachments into the 10-Foot Landscape Buffer Along Brand Road

The applicant requests approval of limited encroachments into the 10-foot landscape buffer along the Brand Road frontage. The Brand Road frontage is geometrically irregular relative to the rectangular building footprint because of the angular intersection with Oak Grove Road. This angular relationship creates isolated locations where achieving a consistent parking layout, with uniform aisle widths, standard stall orientations, and adequate turning radii, results in nominal incursions into the 10-foot buffer. In all other areas along the Brand Road frontage, the 10-foot buffer is maintained or exceeded.

The Brand Road right-of-way contains existing greenspace that supplements on-site buffering and preserves the functional intent of the buffer standard. The encroachments are the minimum necessary for a geometrically coherent and safe circulation layout and do not eliminate the buffer in any continuous stretch along the frontage.

#### Encroachment into the City of Loganville 50-Foot Undisturbed Stream Buffer

Big Flat Creek and associated wetlands traverse the northern portion of the subject property. The Georgia EPD mandates a 25-foot undisturbed natural vegetative buffer from the wrested vegetation. The City of Loganville imposes a 50-foot undisturbed buffer. The applicant proposes minor, limited encroachments into the City's 50-foot buffer in locations where: (a) disturbance does not extend into the Georgia EPD 25-foot buffer, which will be maintained in full; (b) encroachment is confined to the outermost edge of the City buffer, away from the stream bank; and (c) the encroachment is the minimum necessary to achieve a functional development layout.

The hardship unique to this site is the simultaneous imposition of overlapping state and local buffer requirements across a 3.61-acre parcel that also carries two public street frontage setbacks. The cumulative effect reduces the net buildable area to a degree not ordinarily encountered on similarly-zoned commercial parcels that do not have regulated streams transecting them. The proposed encroachments are specifically limited to areas where the EPD 25-foot buffer immediately adjacent to the stream will remain fully undisturbed, preserving the most critical near-stream vegetative protection.

### Removal of the City of Loganville 25-Foot Non-Impervious Setback Beyond the 50-Foot Buffer

The City requires an additional 25-foot setback beyond the 50-foot undisturbed buffer from which all impervious cover is prohibited. The combined effect of the Georgia EPD 25-foot buffer, the City's 50-foot buffer, and this 25-foot non-impervious setback creates a 75-foot total protected corridor measured from wrested vegetation/top of bank. Applied to a 3.61-acre parcel with dual road frontage setbacks, this corridor consumes a disproportionate share of the total parcel area in a manner uniquely severe on this tract.

Big Flat Creek is identified as impaired due to fecal coliform bacteria from municipal facility and urban runoff sources. The proposed development will include engineered stormwater management infrastructure designed to treat site runoff before discharge to the creek, directly addressing the documented impairment mechanism. Preserving a non-impervious setback in addition to all other buffers, on a parcel where the cumulative regulatory envelope already prevents viable commercial development, creates a hardship unique to this parcel's geometry and stream proximity. The stormwater controls to be implemented provide protection to the stream that is functionally superior to the withholding of a 25-foot non-impervious margin on this site.

### **Applicant's Responses to Evaluation Criteria**

#### 1. Extraordinary or Exceptional Conditions Due to Size, Shape, or Topography

The subject property is a 3.61-acre parcel bounded on two sides by public rights-of-way that meet at an acute angle at the southwestern corner, creating an irregular, wedge-influenced parcel shape rather than a standard rectangular development lot. The northern portion is bisected by Big Flat Creek and its riparian corridor, including jurisdictional wetlands and stacked multi-jurisdictional stream buffers. The topography descends toward the creek from the south, limiting the area of suitable, gradeable impervious surface. The convergence of an angular street intersection, dual road frontage setbacks, and a regulated stream corridor with overlapping buffer requirements compresses the usable development envelope in a manner not typical of other CH-zoned commercial parcels and creates extraordinary site-specific constraints not of the applicant's making.

#### 2. Other Unique Conditions Adversely Affecting Reasonable Use

The simultaneous application of Georgia EPD stream buffer rules, City of Loganville stream buffer and non-impervious setback requirements, dual public street frontage landscape buffers, and standard zoning setbacks leaves a development footprint that, if all standards are applied strictly, cannot accommodate a shopping center of a scale consistent with the CH zoning designation. The CH zone expressly permits shopping centers; yet the physical constraints of this parcel make the standard development parameters unworkable without variance relief. No comparable CH-zoned parcel without a regulated stream transecting it would face the same degree of constrained buildable area.

### 3. How Strict Application Creates an Unnecessary Hardship

Strict enforcement of all landscape buffers, stream buffers, the non-impervious setback, and parking standards as applied to this parcel would effectively preclude development of any anchor retail use on the property. The stacking of the City's 50-foot undisturbed buffer plus a 25-foot non-impervious setback, plus dual 10-foot street landscape buffers, plus the 35-foot front setback, in combination with the angular intersection geometry, reduces the impervious development area to a dimension that cannot support a viable retail building and parking field. This hardship is not self-created; it arises from the natural presence of Big Flat Creek and its topographic corridor on the parcel, a condition that existed prior to and independent of the development proposal.

### 4. Whether the Requested Relief Causes Substantial Detriment to the Public Good

The requested variances will not cause substantial detriment to the public good. The Georgia EPD 25-foot undisturbed buffer will be maintained in full along the entirety of the stream and wetland frontage. Engineered stormwater management will treat runoff before it reaches the creek, directly addressing the identified fecal coliform impairment from diffuse urban runoff. Landscape buffer variances along Brand Road and Oak Grove Road are mitigated by existing right-of-way greenspace that preserves the visual and functional intent of the buffer standard. The 2-space parking reduction and 1-foot stall length reduction are de minimis in impact on traffic function or public safety. None of the variances authorize a use not otherwise permitted in the CH zone.

### 5. Whether the Relief Grants an Otherwise Prohibited Use

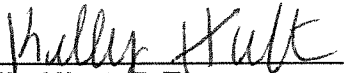
No. The variances requested are dimensional and buffer variances only. A retail shopping center with a grocery anchor is a permitted use in the CH (Commercial Highway) zoning district. None of the variances authorize a use, activity, or structure otherwise prohibited by the applicable ordinance. The relief sought pertains solely to the physical standards governing setbacks, buffers, and parking dimensions, not to the category of use proposed.

### **Conclusion**

GBT Realty Corporation respectfully requests that the Planning Commission recommend approval of the variances described herein. Each variance is the minimum relief necessary to achieve a functional, commercially viable development on a parcel whose physical and topographic conditions create genuine, site-specific hardships. The proposed development will bring a quality grocery retail anchor to the Loganville community while implementing modern stormwater controls that directly address the identified water quality concerns associated with Big Flat Creek.

We appreciate the Commission's consideration and are available to discuss these requests at your convenience.

Respectfully submitted,

  
\_\_\_\_\_

**Kelly Hiatt, P.E.**

Development Manager | Retail  
GBT Realty Corporation  
9010 Overlook Blvd, Brentwood, TN  
khiatt@gbtreatly.com

**Attachments:**

1. Applications for Major Variances
2. Check for Application Fees
3. Legal Description of Property
4. Stream Delineation Map
5. Plat of Property i.e. ALTA/NSPS Land Title Survey (Draft, April 2026)
6. Concept Site Plan (Sprouts Loganville, dated June 3, 2026)
7. Alternative Concept Plan (Sprouts Loganville, dated June 3, 2026)
8. Affected Buffer Area Plan
9. Names and Addresses of Abutting Property Owners





CITY OF LOGANVILLE  
Department of Planning & Development Section 4, Item B.  
P.O. Box 39 • 4303 Lawrenceville Road  
Loganville, GA 30052  
770.466.2633 • 770.466.3240 • Fax 770.554.5556

Date: 6/5/26

RECEIVED  
6/5/26  
MR

Application # V 26004

APPLICATION FOR MAJOR VARIANCE

Planning  
Oak Grove Buffer

| APPLICANT INFORMATION                                                                                                                                                                                                                                                                                                                                                                                                                                   | PROPERTY OWNER INFORMATION*                                                                                                                                                                                                                                                                                       |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>NAME:</b> <u>Kelly Hiatt, on behalf of GBT Realty Corporation</u><br><b>ADDRESS:</b> <u>9010 Overlook Boulevard</u><br><b>CITY:</b> <u>Brentwood</u><br><b>STATE:</b> <u>TN</u> <b>Zip:</b> <u>37027</u><br><b>PHONE:</b> <u>(248) 701-3307</u>                                                                                                                                                                                                      | <b>NAME:</b> <u>Samuel Cordos / Bright Stone Lending LLC</u><br><b>ADDRESS:</b> <u>1147 Tranquil Brook Dr</u><br><b>CITY:</b> <u>Naples</u><br><b>STATE:</b> <u>FL</u> <b>Zip:</b> <u>34114</u><br><b>PHONE:</b> <u>239-358-1660</u><br><small>(*attach additional pages if necessary to list all owners)</small> |
| <b>Applicant is:</b> <input type="checkbox"/> Property Owner <input type="checkbox"/> Contract Purchaser <input checked="" type="checkbox"/> Agent <input type="checkbox"/> Attorney                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                   |
| <b>CONTACT PERSON:</b> <u>Kelly Hiatt</u> <b>PHONE:</b> <u>(248) 701-3307</u><br><b>EMAIL:</b> <u>khiatt@gbtrealty.com</u> <b>FAX:</b> _____                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                   |
| <b>PROPERTY INFORMATION</b>                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                   |
| <b>MAP &amp; PARCEL #</b> <u>5160 057 &amp; 5160 175</u> <b>PRESENT ZONING:</b> <u>CH</u> <b>ACREAGE:</b> <u>3.61</u><br><b>ADDRESS:</b> <u>530 &amp; 540 Brand Road SW</u> <b>COUNTY:</b> <u>Gwinnett</u><br><b>Ordinance and Section from Which Relief is Sought:</b> <u>Landscape Buffer Requirements (Public Right-of-Way)</u><br><b>Description of Request:</b> <u>Removal of required 10-foot landscape buffer along Oak Grove Road frontage.</u> |                                                                                                                                                                                                                                                                                                                   |

You must attach: ☒ Application Fee ☒ Legal Description ☒ Plat of Property ☒ Letter of Intent  
☒ Site Plan ☒ Names/Addresses of Abutting Property Owners ☒ Justification Analysis

Pre-Application Conference Date: 5/13/2026

Accepted by Planning & Development: [Signature] DATE: 6/5/26 FEE PAID: \$500.00

CHECK # 103 RECEIPT # \_\_\_\_\_ TAKEN BY: \_\_\_\_\_ DATE OF LEGAL NOTICE: \_\_\_\_\_ NEWSPAPER: THE WALTON TRIBUNE

PLANNING COMMISSION RECOMMENDATION: ☐ Approve ☐ Approve w/conditions ☒ Deny ☐ No Recommendation

Commission Chairman: [Signature] DATE: 23 July 2026

CITY COUNCIL ACTION: ☐ Approved ☐ Approved w/conditions ☐ Denied ☐ Tabled to \_\_\_\_\_  
☐ Referred Back to Planning Commission ☐ Withdrawn

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Date

Application # **V** 26-004

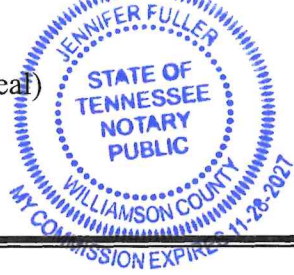
**Applicant's Certification**

The undersigned hereby certifies that they are authorized by the property owner(s) to make this application and that all information contained herein is complete and accurate, to the best of their knowledge.

Kelly Hiett 5/27/26  
Applicant's Signature Date

Kelly Hiett Development Manager  
Print Name and Title

Sworn to and subscribed before me this 27<sup>th</sup> day of May, 2026.

(Seal)  [Signature]  
Signature of Notary Public

**Property Owner's Certification**  
(complete a separate form for each owner)

The undersigned hereby certifies that they are: (check all that apply)

- a) \_\_\_\_\_ the owner of record of property contained in this application, and/or
- b) \_\_\_\_\_ the Chief Executive of a corporation or other business entity with ownership interest in the property and is duly authorized to make this application, and

that all information contained in this application is complete and accurate to the best of their knowledge.

[Signature] 5-29-26  
Owner's Signature Date

Samuel Cordos Owner  
Print Name and Title

Sworn to and subscribed before me this 20<sup>th</sup> day of May, 2026.

(Seal)  [Signature]  
Signature of Notary Public

RECORD LEGAL DESCRIPTION

TRACT I:

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 160 OF THE 5TH DISTRICT, GWINNETT COUNTY, GEORGIA, CONTAINING

2.808 ACRES, MORE OR LESS, LOCATED ON OAK GROVE ROAD AND DESCRIBED IN A PLAT OF SURVEY ENTITLED "SURVEYOR FOR OSCAR C. GRIFFETH", AS PREPARED BY VON ITTER & ASSOCIATES, INC., DATED 11/27/96 AND RECORDED IN PLAT BOOK 72, PAGE 228 , GWINNETT COUNTY RECORDS, WHICH PLAT IS HEREBY REFERRED TO AND MADE A PART OF THIS DESCRIPTION. LESS AND EXCEPT FROM THE ABOVE DESCRIBED PROPERTY THE FOLLOWING PARCEL OF LAND:

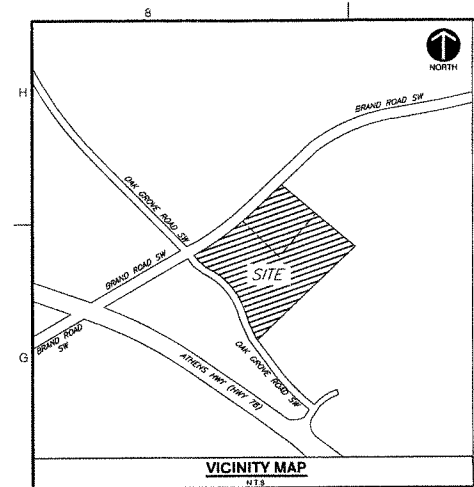
ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN DISTRICT 5 LAND LOT 160, LOGANVILLE, GEORGIA, CONTAINING 0.207 ACRES OF LAND, MORE OR LESS, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHERLY MARGIN OF THE 80 FOOT RIGHT-OF-WAY OF OAK GROVE ROAD AND THE EASTERLY MARGIN OF THE 80 FOOT RIGHT-OF-WAY OF BRAND ROAD, BEING THE TRUE POINT OF BEGINNING; THENCE SOUTH 38 DEGREES 21 MINUTES 20 SECONDS EAST, 0.97 FEET TO A POINT; THENCE 24.08 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 80.00 FEET, A CHORD BEARING OF SOUTH 46 DEGREES 58 MINUTES 45 SECONDS EAST, AND A CHORD DISTANCE OF 23.99 FEET TO A POINT; THENCE SOUTH 55 DEGREES 13 MINUTES 19 SECONDS EAST, 103.41 FEET TO A POINT; THENCE 129.25 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 210.00 FEET, A CHORD BEARING OF SOUTH 37 DEGREES 35 MINUTES 24 SECONDS EAST, AND A CHORD DISTANCE OF 127.22 FEET TO A POINT; THENCE SOUTH 19 DEGREES 57 MINUTES 31 SECONDS EAST, 110.82 FEET TO A POINT; THENCE 27.36 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 104.84 FEET, A CHORD BEARING OF SOUTH 27 DEGREES 14 MINUTES 13 SECONDS EAST, AND A CHORD DISTANCE OF 27.28 FEET TO A POINT; THENCE 382.90 FEET ALONG AN ARC OF THE CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 9177.14 FEET, A CHORD BEARING OF NORTH 37 DEGREES 06 MINUTES 31 SECONDS WEST, AND A CHORD DISTANCE OF 382.87 FEET TO THE TRUE POINT OF BEGINNING.

TRACT II:

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 159 AND 160 OF THE 5TH DISTRICT, GWINNETT COUNTY, GEORGIA AND BEING MORE PARTICULARLY DESCRIBED ACCORDING TO A PLAT OF SURVEY PREPARED BY B. J. GOBLE, JR., SURVEYOR DATED MAY 2, 1973 AND RECORDED IN PLAT BOOK Z, PAGE 81-A , GWINNETT COUNTY RECORDS, WHICH PLAT IS HEREBY REFERRED TO AND MADE A PART OF THIS DESCRIPTION.





| EXISTING LEGEND: |                                              |  |
|------------------|----------------------------------------------|--|
|                  | EXISTING PROPERTY LINE                       |  |
|                  | EXISTING ADJACENT PROPERTY LINE              |  |
|                  | EXISTING RIGHT-OF-WAY                        |  |
|                  | EXISTING TOP OF BANK                         |  |
|                  | EXISTING INDEX CONTOUR                       |  |
|                  | EXISTING INTERMEDIATE CONTOUR                |  |
|                  | EXISTING FENCE                               |  |
|                  | EXISTING DITCH FLOW LINE                     |  |
|                  | EXISTING SANITARY SEWER LINE                 |  |
|                  | EXISTING STORM SEWER LINE                    |  |
|                  | EXISTING GAS LINE                            |  |
|                  | EXISTING WATER LINE                          |  |
|                  | EXISTING FIBER OPTIC LINE                    |  |
|                  | EXISTING OVERHEAD ELECTRIC                   |  |
|                  | EXISTING TREELINE                            |  |
|                  | RIP-RAP                                      |  |
|                  | EXCLUDED AREA                                |  |
|                  | BUILDING                                     |  |
|                  | WETLANDS                                     |  |
|                  | EXISTING SPOT ELEVATION                      |  |
|                  | IRON PIN FOUND                               |  |
|                  | BENCHMARK                                    |  |
|                  | IRON PIPE FD. (SIZE)                         |  |
|                  | REBAR FD. (SIZE)                             |  |
|                  | REBAR IRON PIN SET & CAP                     |  |
|                  | CALCULATED POINT                             |  |
|                  | MAILBOX                                      |  |
|                  | SIGN                                         |  |
|                  | SATELLITE DISH                               |  |
|                  | BOLLARD                                      |  |
|                  | STORM MANHOLE                                |  |
|                  | SANITARY MANHOLE                             |  |
|                  | WATER BOX (WATER VALVE)                      |  |
|                  | FIRE HYDRANT                                 |  |
|                  | WATER METER                                  |  |
|                  | HOSE BIB BUILDING                            |  |
|                  | FARM SPOUT                                   |  |
|                  | GAS METER                                    |  |
|                  | TREE, DECIDUOUS (800 SIZE TYPE)              |  |
|                  | TREE, CONIFER (800 SIZE TYPE)                |  |
|                  | POWER POLE                                   |  |
|                  | GUY WIRE                                     |  |
|                  | GUY POLE                                     |  |
|                  | ELECTRIC PULL BOX (FLUSH WITH GRADE)         |  |
|                  | ELECTRIC METER                               |  |
|                  | CABLE PEDESTAL                               |  |
|                  | UTILITY CABINET (UNKNOWN, ABOVE GRADE)       |  |
|                  | VAULT                                        |  |
|                  | UTILITY PULL BOX (UNKNOWN, FLUSH WITH GRADE) |  |

| LINE TABLE |               |         |
|------------|---------------|---------|
| LINE #     | DIRECTION     | LENGTH  |
| L1         | S 39°22'20" E | 0.97'   |
| L2         | S 47°03'40" E | 211.27' |

| CURVE TABLE |           |           |         |         |               |
|-------------|-----------|-----------|---------|---------|---------------|
| CURVE #     | RADIUS    | DELTA     | LENGTH  | CHL     | CHB           |
| C1          | 1854.17'  | 9°51'46"  | 319.17' | 318.78' | N 49°50'36" E |
| C2          | 10007.94' | 0°01'19"  | 3.81'   | 3.81'   | N 37°01'56" W |
| C3          | 104.64'   | 14°58'47" | 27.36'  | 27.28'  | N 28°15'13" W |
| C4          | 210.00'   | 35°15'52" | 129.25' | 127.22' | N 38°36'24" W |
| C5          | 80.00'    | 17°14'48" | 24.08'  | 23.89'  | N 47°59'45" W |

2026 MINIMUM STANDARD ALTA/NSPS TABLE A ITEMS:

- ITEM 1: MONUMENTS FOUND AND/OR SET, AS WELL AS DESCRIPTIONS OF THEIR CHARACTER ARE DEPICTED HEREON.
- ITEM 2: 530 & 540 BRAND ROAD SW, LOGANVILLE GA.
- ITEM 3: SUBJECT PROPERTY IS LOCATED WITHIN "FLOOD ZONE X" PER FEMA FLOOD MAP ZONE 130326, MAP NO. 13297C0085E EFFECTIVE 12/08/16
- ITEM 4: THE GROSS LAND AREA: 3.542 ACRES
- ITEM 5: VERTICAL RELIEF IS AS DEPICTED ON THE SURVEY
- ITEM 6(a): SURVEYOR WAS NOT PROVIDED A ZONING REPORT AT THE TIME OF THE SURVEY.
- ITEM 6(b): SURVEYOR WAS NOT PROVIDED A ZONING REPORT AT THE TIME OF THE SURVEY.
- ITEM 7(a): BUILDINGS LOCATED IN THE AREA
- ITEM 7(b1): DIMENSIONS MEASURED AT GROUND LEVEL ARE DEPICTED HEREON.
- ITEM 7 (b2): OTHER AREAS AS SPECIFIED FOR THE CLIENT IS AS DEPICTED ON THE SURVEY
- ITEM 8: SUBSTANTIAL FEATURES OBSERVED IN THE PROCESS OF CONDUCTING THE SURVEY ARE DEPICTED ON THE SURVEY.
- ITEM 9: THERE ARE 0 HANDICAP AND 0 PARKING SPACES IN THE PROJECT LOCATION.
- ITEM 11(a): THE UTILITIES DEPICTED HEREON HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND/OR EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UTILITIES LOCATED HEREON COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UTILITIES LOCATED ARE IN THE EXACT LOCATION INDICATED. NOTE ALL UNDERGROUND UTILITY LINES SHOWN ON THE SURVEY ARE BY PLAN UNLESS OTHERWISE NOTED "MARKED".
- ITEM 13: NAMES OF ADJOINING OWNERS OF PLATTED LANDS ACCORDING TO PUBLIC RECORD ARE DEPICTED ON THE SURVEY.
- ITEM 14: 60 ± FT TO OAK GROVE ROAD AND BRAND ROAD INTERSECTION
- ITEM 16: THERE WAS NO OBSERVED EVIDENCE OF CURRENT EARTH MOVING WORK AT THE TIME OF THE SURVEY.
- ITEM 17: THERE WAS NO OBSERVED EVIDENCE OF PROPOSED CHANGES IN STREET RIGHT OF WAY LINES OR CONSTRUCTION OBSERVED AT THE TIME OF THE SURVEY.
- ITEM 18: PURSUANT TO SECTIONS 5 AND 6 INCLUDE AS PART OF THE SURVEY ANY PLOTTABLE OFFSITE EASEMENTS DISCLOSED IN DOCUMENTS ARE AS DEPICTED ON THE SURVEY.
- ITEM 19: A PROFESSIONAL LIABILITY INSURANCE POLICY, HAS BEEN OBTAINED BY THE SURVEYOR AND SHALL REMAIN IN EFFECT THROUGHOUT THE CONTRACT TERM. A CERTIFICATE OF INSURANCE WILL BE PROVIDED UPON REQUEST.

SCHEDULE B, PART II - EXCEPTIONS

1. ANY DEFECT, LIEN, ENCUMBRANCE, ADVERSE CLAIM, OR OTHER MATTER THAT APPEARS FOR THE FIRST TIME IN THE PUBLIC RECORDS OR IS CREATED, ATTACHED, OR IS DISCLOSED BETWEEN THE COMMITMENT DATE AND THE DATE ON WHICH ALL OF THE SCHEDULE B, PART I-REQUIREMENTS ARE MET. [NOT SURVEY-RELATED.]
2. ALL TAXES FOR THE YEAR OF 2026 AND SUBSEQUENT YEARS, NOT YET DUE AND PAYABLE, AND ANY ADDITIONAL TAXES FOR THE CURRENT YEAR OR ANY PRIOR YEARS RESULTING FROM A REASSESSMENT, AMENDMENT OR RE-BILLING OF CITY OR COUNTY TAXES. [NOT SURVEY-RELATED.]
3. ANY ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION, OR ADVERSE CIRCUMSTANCE AFFECTING TITLE THAT WOULD BE DISCLOSED BY AN ACCURATE AND COMPLETE LAND SURVEY OF THE LAND. [NOT SURVEY-RELATED.]
4. EASEMENTS OR CLAIMS OF EASEMENTS, NOT SHOWN BY THE PUBLIC RECORDS. [NOT SURVEY-RELATED.]
5. RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT SHOWN BY THE PUBLIC RECORDS. [NOT SURVEY-RELATED.]
6. LIENS OR RIGHTS TO A LIEN, FOR SERVICES, LABOR OR MATERIAL HERETOFORE OR HEREAFTER FURNISHED, IMPOSED BY LAW AND NOT SHOWN BY THE PUBLIC RECORDS. [NOT SURVEY-RELATED.]
7. TAXES OR SPECIAL ASSESSMENTS WHICH ARE NOT SHOWN AS EXISTING LIENS BY THE PUBLIC RECORDS. [NOT SURVEY-RELATED.]
8. THIS POLICY DOES NOT INSURE THE EXACT AMOUNT OF ACREAGE CONTAINED WITHIN THE LAND. [NOT SURVEY-RELATED.]
9. ALL MATTERS SHOWN ON PLAT RECORDED IN PLAT BOOK 72, PAGE 228, GWINNETT COUNTY, GEORGIA RECORDS. [NO PLOTTABLE MATTERS.]
10. ALL MATTERS SHOWN ON PLAT RECORDED IN PLAT BOOK 2, PAGE B1A, AFORESAID RECORDS. [NO PLOTTABLE MATTERS.]
11. ALL MATTERS SHOWN ON PLAT RECORDED IN PLAT BOOK 125, PAGE 57, AFORESAID RECORDS. [AFFECTS PARCEL, FORMER PROPERTY LINES PLOTTED.]
12. ALL MATTERS SHOWN ON PLAT RECORDED IN PLAT BOOK 183, PAGE 184, AFORESAID RECORDS. [NO PLOTTABLE MATTERS.]
13. RIGHT OF WAY DEED FROM SAMUEL WATSON ET. AL. TO GWINNETT COUNTY, A POLITICAL SUBDIVISION, DATED MARCH 18, 1968, RECORDED IN DEED BOOK 215, PAGE 19, AFORESAID RECORDS. [NO PLOTTABLE MATTERS. LOCATION AND SIZE RIGHT OF WAY NOT LEGIBLE.]
14. RIGHT OF WAY DEED FROM J.E. JENKINS ET. AL. TO GWINNETT COUNTY, A POLITICAL SUBDIVISION, DATED MAY 15, 1964, FILED FOR RECORD MAY 21, 1964 AT 10:00 A.M., RECORDED IN DEED BOOK 213, PAGE 645, AFORESAID RECORDS. [AFFECTS PARCEL, 80' RIGHT OF WAY FOR BRAND ROAD PLOTTED.]
15. EASEMENT FOR THE ANCHOR GUY POLES AND WIRE FROM THE DIVERSIFIED DEVELOPMENT CO., INC., TO GEORGIA POWER COMPANY, A GEORGIA CORPORATION, DATED OCTOBER 1, 2010, FILED FOR RECORD NOVEMBER 19, 2020 AT 2:00 P.M., RECORDED IN DEED BOOK 50369, PAGE 587, AFORESAID RECORDS. [AFFECTS PARCEL, PLOTTED.]
16. EASEMENT AND UTILITIES AGREEMENT BY AND BETWEEN DIVERSIFIED DEVELOPMENT COMPANY, INC., A GEORGIA CORPORATION, DATED JUNE 9, 2010, FILED FOR RECORDS JUNE 21, 2010 AT 12:38 P.M., RECORDED IN DEED BOOK 50129, PAGE 760, AFORESAID RECORDS. [UTILITY AND ACCESS EASEMENTS DO NOT AFFECT PARCEL, LAND CONVEYED FOR ROAD RIGHT OF WAY(OAK GROVE ROAD) PLOTTED.]
17. RIGHTS OF UPPER AND LOWER RIPARIAN OWNERS IN AND TO THE WATERS OF CREEKS AND BRANCHES CROSSING OR ADJOINING THE PROPERTY, AND THE NATURAL FLOW THEREOF, FREE FROM DIMINUTION OR POLLUTION. [NOT SURVEY-RELATED.]

GENERAL NOTES

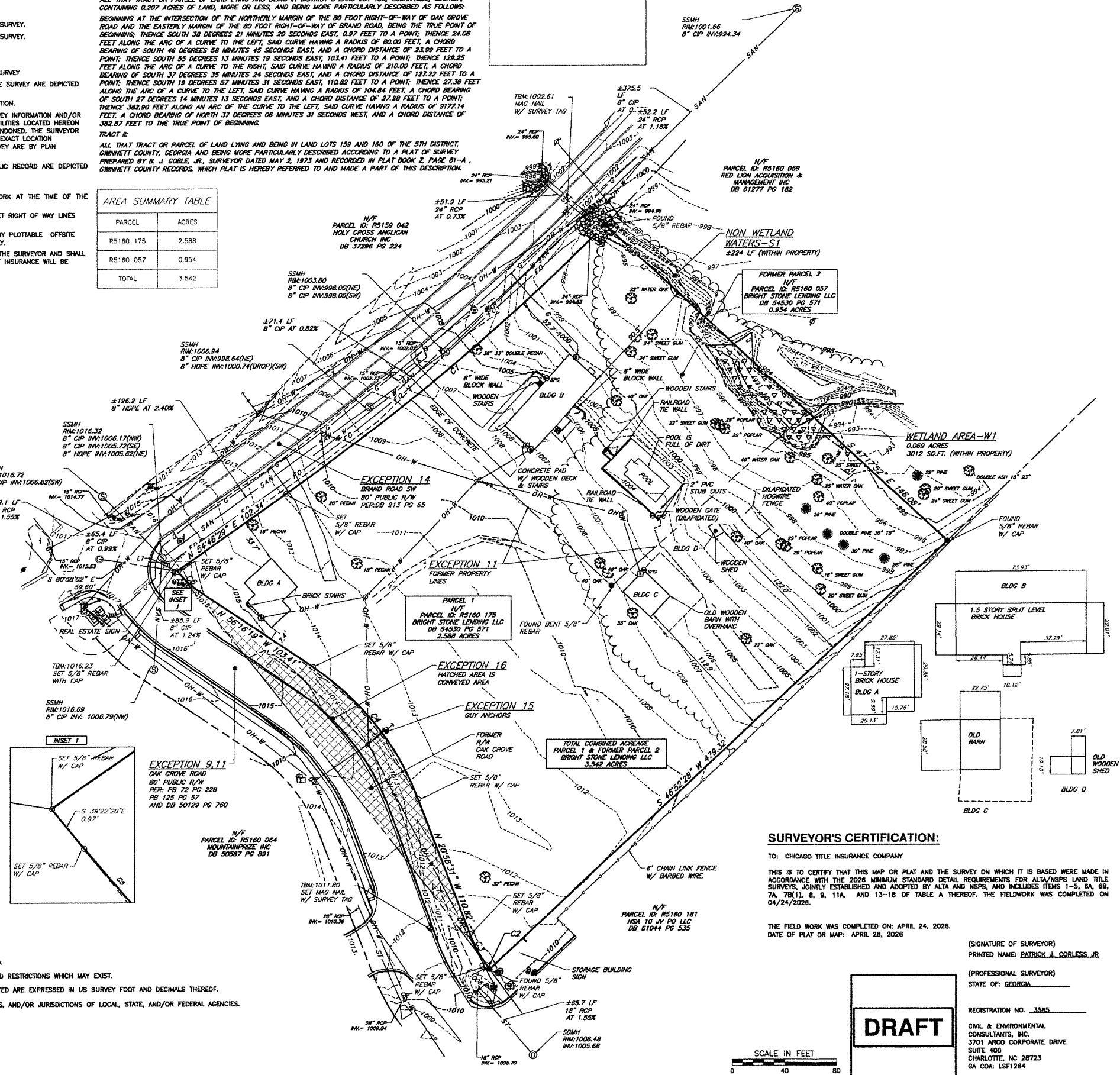
1. FIELD WORK COMPLETED ON 04/24/2026.
2. ALL LINES TRAVERSED WITH AN PRECISION OF CLOSURE GREATER THAN 1:10,000.
3. HORIZONTAL DATUM GA WEST STATE PLANE COORDINATES, NSRS 2011.
4. AREA COMPUTED BY COORDINATE METHOD.
5. IF THIS MAP DOES NOT HAVE AN ORIGINAL SIGNATURE AND SEAL, IT IS NOT VALID.
6. PROPERTY SHOWN HEREON IS SUBJECT TO ALL RIGHTS-OF-WAYS, EASEMENTS AND RESTRICTIONS WHICH MAY EXIST.
7. ALL DISTANCES SHOWN ARE HORIZONTAL GRID DISTANCES UNLESS OTHERWISE NOTED ARE EXPRESSED IN US SURVEY FOOT AND DECIMALS THEREOF.
8. PROPERTY SHOWN HEREON IS SUBJECT TO THE RULES, REGULATIONS, ORDINANCES, AND/OR JURISDICTIONS OF LOCAL, STATE, AND/OR FEDERAL AGENCIES.

LEGAL DESCRIPTION (FROM TITLE COMMITMENT)

TRACT I:  
ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 160 OF THE 5TH DISTRICT, GWINNETT COUNTY, GEORGIA, CONTAINING 2.808 ACRES, MORE OR LESS, LOCATED ON OAK GROVE ROAD AND DESCRIBED IN A PLAT OF SURVEY ENTITLED "SURVEYOR FOR OSCAR C. GRIFFITH", AS PREPARED BY VON ITER & ASSOCIATES, INC., DATED 11/27/96 AND RECORDED IN PLAT BOOK 72, PAGE 228, GWINNETT COUNTY RECORDS, WHICH PLAT IS HEREBY REFERRED TO AND MADE A PART OF THIS DESCRIPTION LESS AND EXCEPT FROM THE ABOVE DESCRIBED PROPERTY THE FOLLOWING PARCEL OF LAND:  
ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN DISTRICT 5 LAND LOT 160, LOGANVILLE, GEORGIA, CONTAINING 0.207 ACRES OF LAND, MORE OR LESS, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE NORTHERLY MARGIN OF THE 80 FOOT RIGHT-OF-WAY OF OAK GROVE ROAD AND THE EASTERLY MARGIN OF THE 80 FOOT RIGHT-OF-WAY OF BRAND ROAD, BEING THE TRUE POINT OF BEGINNING; THENCE SOUTH 38 DEGREES 21 MINUTES 20 SECONDS EAST, 0.97 FEET TO A POINT; THENCE 24.08 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 80.00 FEET, A CHORD BEARING OF SOUTH 46 DEGREES 58 MINUTES 45 SECONDS EAST, AND A CHORD DISTANCE OF 23.99 FEET TO A POINT; THENCE SOUTH 55 DEGREES 13 MINUTES 19 SECONDS EAST, 103.41 FEET TO A POINT; THENCE 129.25 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 210.00 FEET, A CHORD BEARING OF SOUTH 37 DEGREES 35 MINUTES 24 SECONDS EAST, AND A CHORD DISTANCE OF 127.22 FEET TO A POINT; THENCE SOUTH 19 DEGREES 57 MINUTES 31 SECONDS EAST, 110.82 FEET TO A POINT; THENCE 27.38 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 104.84 FEET, A CHORD BEARING OF SOUTH 27 DEGREES 14 MINUTES 13 SECONDS EAST, AND A CHORD DISTANCE OF 27.28 FEET TO A POINT; THENCE 382.90 FEET ALONG AN ARC OF THE CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 8177.14 FEET, A CHORD BEARING OF NORTH 37 DEGREES 06 MINUTES 31 SECONDS WEST, AND A CHORD DISTANCE OF 382.87 FEET TO THE TRUE POINT OF BEGINNING.

TRACT II:  
ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 159 AND 160 OF THE 5TH DISTRICT, GWINNETT COUNTY, GEORGIA AND BEING MORE PARTICULARLY DESCRIBED ACCORDING TO A PLAT OF SURVEY PREPARED BY B. J. GOBLE, JR., SURVEYOR DATED MAY 2, 1973 AND RECORDED IN PLAT BOOK 2, PAGE B1-A, GWINNETT COUNTY RECORDS, WHICH PLAT IS HEREBY REFERRED TO AND MADE A PART OF THIS DESCRIPTION.

| AREA SUMMARY TABLE |       |
|--------------------|-------|
| PARCEL             | ACRES |
| R5160 175          | 2.588 |
| R5160 057          | 0.954 |
| TOTAL              | 3.542 |



SURVEYOR'S CERTIFICATION:

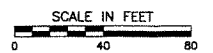
TO: CHICAGO TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2026 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1-5, 6A, 6B, 7A, 7B(1), 8, 9, 11A, AND 13-18 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON 04/24/2026.

THE FIELD WORK WAS COMPLETED ON: APRIL 24, 2026.  
DATE OF PLAT OR MAP: APRIL 28, 2026

(SIGNATURE OF SURVEYOR)  
PRINTED NAME: PATRICK J. CORLESS JR.  
(PROFESSIONAL SURVEYOR)  
STATE OF: GEORGIA  
REGISTRATION NO. 3565  
CIVIL & ENVIRONMENTAL CONSULTANTS, INC.  
3701 ARCO CORPORATE DRIVE  
SUITE 400  
CHARLOTTE, NC 28723  
GA COA: LSF1264

DRAFT



Section 4, Item B.

| REVISION RECORD |      |
|-----------------|------|
| NO              | DATE |
|                 |      |
|                 |      |
|                 |      |
|                 |      |

777 Lowndes Hill Road  
Building 2, Suite 100  
Greenville, SC 29607  
Ph: 864.626.3140  
www.cecinc.com

Civil & Environmental Consultants, Inc.

LAND OF  
BRIGHT STONE LENDING LLC  
530 & 540 BRAND ROAD SW  
LOGANVILLE, GWINNETT COUNTY, GEORGIA

| ALTANSPS LAND TITLE SURVEY |              |
|----------------------------|--------------|
| DATE:                      | APR 2026     |
| DRAWN BY:                  | JBM          |
| DRAFT:                     | 1=40         |
| CHECKED BY:                | 382-305 SV01 |
| APPROVED BY:               | DRAFT        |
| DRAWING NO.:               | SVO          |
| SHEET                      | 1 OF 313     |



June 17, 2026

**City of Loganville**

Department of Planning & Development  
P.O. Box 39 • 4303 Lawrenceville Road  
Loganville, GA 30052

**Re:** Letter of Intent for Major Variances  
530 & 540 Brand Road SW, Loganville, GA 30052

Dear Members of the Planning Commission:

GBT Realty Corporation respectfully submits this Letter of Intent in support of five Major Variance applications for the proposed Sprouts Farmers Market shopping center at 530 and 540 Brand Road SW (Parcels 5160 057 and 5160 175), a 3.61-acre CH-zoned site. Each variance is the minimum relief necessary to achieve a functional, commercially viable development given the physical limitations described above.

**1. Reduction of Parking Space Length from 19 Feet to 18 Feet**

We request a reduction in the required parking stall length from 19 feet to 18 feet throughout the parking field. The irregular geometry of the site, combined with the mandated setbacks from both road frontages and the stream buffer corridor running across the northern portion of the property, significantly compresses the usable development envelope. Maintaining 19-foot stall depths would require either an unacceptable reduction in the total number of parking stalls or additional encroachment into the stream buffer corridor. An 18-foot stall length meets the functional needs of modern vehicles and is consistent with parking standards accepted in both Gwinnett and Walton Counties. The one-foot reduction is the minimum relief necessary to achieve a workable parking configuration within the physical limits of the buildable area.

**2. Removal of the 10-Foot Landscape Buffer Along Oak Grove Road**

We request full relief from the 10-foot landscape buffer requirement along the Oak Grove Road frontage. Oak Grove Road carries an 80-foot public right-of-way that itself contains substantial existing greenspace providing visual separation between the roadway and the development equivalent to or greater than an on-site buffer. Requiring an additional 10-foot on-site buffer along Oak Grove Road would push the building and parking field further north, deeper into the stream buffer impact zone. Relieving this buffer requirement allows the development footprint to be positioned as far south as possible, maximizing separation from the stream corridor.



### **3. Minor Encroachments into the 10-Foot Landscape Buffer Along Brand Road**

We request approval of limited encroachments into the 10-foot landscape buffer along the Brand Road frontage. The Brand Road frontage is geometrically irregular relative to the rectangular building footprint due to the angular intersection with Oak Grove Road. This angular relationship creates isolated locations where achieving a consistent parking layout with uniform aisle widths, standard stall orientations, and adequate turning radii results in nominal incursions into the 10-foot buffer. In all other areas along the Brand Road frontage, the 10-foot buffer is maintained or exceeded. The Brand Road right-of-way contains existing greenspace that supplements on-site buffering and preserves the functional intent of the buffer standard. The encroachments are the minimum necessary for a geometrically coherent and safe circulation layout and do not eliminate the buffer in any continuous stretch along the frontage.

### **4. Encroachment into the City of Loganville 50-Foot Undisturbed Stream Buffer**

We request approval of minor, limited encroachments into the City's 50-foot undisturbed stream buffer along Big Flat Creek. Georgia EPD mandates a 25-foot undisturbed natural vegetative buffer from the wrested vegetation line. The City of Loganville imposes a more restrictive 50-foot undisturbed buffer. The proposed encroachments are confined to the outer portion of the City's buffer and are specifically limited to locations where: (a) disturbance does not extend into the Georgia EPD 25-foot buffer, which will be maintained in full; (b) the encroachment is confined to the outermost edge of the City buffer, away from the stream bank; and (c) the encroachment is the minimum necessary to achieve a functional development layout. The most critical near-stream vegetative protection will remain fully intact.

### **5. Removal of the 25-Foot Non-Impervious Setback Beyond the 50-Foot Buffer**

We request relief from the City's requirement for an additional 25-foot non-impervious setback beyond the 50-foot undisturbed stream buffer. The combined effect of the Georgia EPD 25-foot buffer, the City's 50-foot buffer, and this 25-foot non-impervious setback creates a 75-foot total protected corridor measured from the wrested vegetation line/top of bank. Applied to a 3.61-acre parcel with dual road frontage setbacks, this corridor consumes a disproportionate share of the total parcel area in a manner uniquely severe on this tract. Strict enforcement of all these requirements would effectively preclude any anchor retail development on the property.

### **Conclusion**

GBT Realty Corporation respectfully requests that the Planning Commission recommend approval of the variances described herein and in the accompanying applications. Each variance is the minimum relief necessary to achieve a functional, commercially viable development on a parcel whose physical and topographic conditions create genuine, site-specific hardships. The proposed development will bring a quality grocery retail anchor to the Loganville community while implementing modern stormwater controls that directly address the identified water quality concerns associated with Big Flat Creek.



We appreciate the Commission's consideration and welcome the opportunity to discuss these requests further.

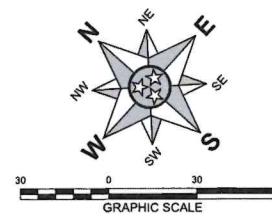
Respectfully submitted,

  
\_\_\_\_\_  
**Kelly Hiatt P.E.**  
Development Manager, Retail  
GBT Realty Corporation  
9010 Overlook Blvd, Brentwood, TN 37027  
(248) 701-3307  
khiatt@gbtrealty.com

**Attachments:**

1. Applications for Major Variances (5 applications)
2. Check for Application Fees
3. Legal Description of Property
4. Stream Delineation Map
5. Plat of Property (ALTA/NSPS Land Title Survey, Draft, April 2026)
6. Concept Site Plan (Sprouts Loganville, dated June 3, 2026)
7. Alternative Concept Plan (Sprouts Loganville, dated June 3, 2026)
8. Affected Buffer Area Plan
9. Names and Addresses of Abutting Property Owners





STORMWATER DETENTION REQUIREMENTS WILL BE SATISFIED THROUGH THE USE OF AN UNDERGROUND DETENTION SYSTEM IN LIEU OF A SURFACE DETENTION POND. THE UNDERGROUND DETENTION FACILITY WILL BE DESIGNED IN ACCORDANCE WITH APPLICABLE CITY OF LOGANVILLE AND GEORGIA STORMWATER MANAGEMENT MANUAL REQUIREMENTS. FINAL SIZING, ROUTING CALCULATIONS, OUTLET CONTROL STRUCTURES, AND CONSTRUCTION DETAILS WILL BE PROVIDED WITH THE LAND DISTURBANCE PERMIT.

## LEGEND

|  |                               |
|--|-------------------------------|
|  | PROPERTY LINE                 |
|  | EXISTING BUILDING             |
|  | EXISTING FENCE                |
|  | EXISTING CURB                 |
|  | EXISTING CURB & GUTTER        |
|  | EXISTING MAJOR CONTOUR        |
|  | EXISTING MINOR CONTOUR        |
|  | EXISTING WATER LINE           |
|  | EXISTING SANITARY SEWER       |
|  | EXISTING NATURAL GAS LINE     |
|  | EXISTING STORM SEWER          |
|  | EXISTING OVERHEAD ELECTRIC    |
|  | EXISTING UNDERGROUND ELECTRIC |
|  | PROPERTY SETBACK LINE         |
|  | PROPOSED BUILDING LINE        |
|  | PROPOSED CURB                 |
|  | EXISTING PAVEMENT             |
|  | HEAVY DUTY ASPHALT PAVEMENT   |
|  | CONCRETE SIDEWALK             |

## SITE DATA TABLE

PROJECT NAME: SPROUTS  
 PARCEL ID: 5160 057 & 5160 175  
 PARCEL ADDRESS: 530 & 540 BRAND ROAD, LOGANVILLE, GA 30052  
 SITE ACREAGE: 3.61 AC. ±

JURISDICTION: LOGANVILLE  
 COUNTY: GWINNETT  
 EXISTING USE: RESIDENCE  
 EXISTING ZONING: CH (COMMERCIAL HIGHWAY)  
 PROPOSED USE: SHOPPING CENTER

### ZONING STANDARDS

BUILDING HEIGHT NOT TO EXCEED 6 STORIES  
 FRONT YARD SETBACK: 35 FT (OAK GROVE ROAD - MINOR COLLECTOR STREET)  
 SIDE YARD SETBACK: 20 FT  
 REAR YARD SETBACK: 30 FT  
 LANDSCAPE BUFFER: 10 FT ALONG PUBLIC RIGHT-OF-WAY (VARIANCE)  
 5 FT ALONG NON-PUBLIC RIGHT-OF-WAY

### STREAM BUFFER AND SETBACK REQUIREMENTS

STATE OF GEORGIA: 25 FT UNDISTURBED NATURAL VEGETATIVE BUFFER  
 CITY OF LOGANVILLE: 50 FT UNDISTURBED NATURAL VEGETATIVE BUFFER AND AN ADDITIONAL 25 FT SETBACK BEYOND THE UNDISTURBED VEGETATIVE BUFFER IN WHICH ALL IMPERVIOUS COVER SHALL BE PROHIBITED (VARIANCE)

### OFF-STREET PARKING REQUIREMENTS

SHOPPING CENTER: 1 SPACE PER 200 SF  
 TOTAL PARKING REQUIRED: 32,073 SF / 200 SF = 161 SPACES  
 TOTAL PARKING PROVIDED = 153 SPACES (7 ADA SPACES) (VARIANCE)  
 PARKING SPACE DIMENSIONS REQUIRED = 9' x 19'  
 PARKING SPACE DIMENSIONS PROVIDED = 9' x 18' (VARIANCE)  
 LOADING SPACES REQUIRED: RETAIL AND SHOPPING CENTER - 1/ FIRST 5,000 SF PLUS 1/ ADDITIONAL 30,000 SF OR FRACTION THEREOF (2 LOADING SPACES REQUIRED); SUPERMARKET AND FOOD STORE - 2/ FIRST 10,000 SF AND EACH ADDITIONAL 20,000 SF (3 LOADING SPACES REQUIRED); 5 TOTAL LOADING SPACES REQUIRED  
 LOADING SPACES PROVIDED: 3 SPACES (VARIANCE)

FEMA FLOOD MAP: MAP NUMBER 13135C0132F EFFECTIVE 12/8/2016  
 SITE IS LOCATED IN ZONE X, AREA OF MINIMAL FLOOD HAZARD

BASED ON INFORMATION TAKEN FROM SURVEY PROVIDED BY CEC, DATED APRIL 28, 2026

# DRAFT

CONCEPT PLAN FOR:  
**SPROUTS**  
 530 & 540 BRAND ROAD  
 LOGANVILLE  
 GWINNETT COUNTY, GEORGIA

**M2 GROUP**  
 P.O. BOX 2543  
 BRENTWOOD, TN 37024-2543  
 615-352-4521 / M2GROUP@GMAIL.COM

CONCEPT PLAN

DATE: JUNE 5, 2026  
 PROJECT NO.: 26-115  
 DRAWN BY: SH  
 CHECKED BY: BS

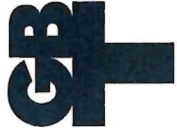
SHEET NUMBER:

CP- 317



Know what's below.  
 Call before you dig.





Re: Application for Major Variance - Abutting Property Owners  
530 & 540 Brand Road SW, Loganville, GA 30052

Abutting Property Owners

| Property Address  | Owner Name                            | Mailing Address             | Mailing City      | Mailing State | Mailing Zip Code |
|-------------------|---------------------------------------|-----------------------------|-------------------|---------------|------------------|
| 520 BRAND ROAD    | RED LION ACQUISITION & MANAGEMENT INC | 2382 PRO TEC WAY STE A      | LOGANVILLE        | GA            | 30052-3683       |
| 3900 OAK GROVE RD | NSA 110 V JV PO LLC                   | 8400 E PRENTICE AVE STE 900 | GREENWOOD VILLAGE | CO            | 80111-2921       |

Property Owners Across Public Right-of-Way

| Property Address         | Owner Name                     | Mailing Address         | Mailing City | Mailing State | Mailing Zip Code |
|--------------------------|--------------------------------|-------------------------|--------------|---------------|------------------|
| 59 ATHENS HWY            | MOUNTAINPRIZE INC              | C/O SILVER OAK ADVISORS | SMYRNA       | GA            | 30081-2437       |
| 3836 OAK GROVE RD        | HOLY CROSS ANGLICAN CHURCH INC | PO BOX 776              | LOGANVILLE   | GA            | 30052-0776       |
| 506 HOKE O'KELLY MILL RD | ATLANTA MOTOR SALES LLC        | 3413 DIVERSIFIED DR     | LOGANVILLE   | GA            | 30052-2408       |



June 4, 2026

**City of Loganville**

Department of Planning & Development  
P.O. Box 39 • 4303 Lawrenceville Road  
Loganville, GA 30052

**Re:** Application for Major Variances  
530 & 540 Brand Road SW, Loganville, GA 30052

Dear Members of the Planning Commission:

On behalf of GBT Realty Corporation, we respectfully submit this package of applications for Major Variances in connection with the proposed development of a retail shopping center anchored by Sprouts Farmers Market at 530 and 540 Brand Road SW, Loganville, Georgia (Parcel IDs: 5160 057 and 5160 175). The subject property totals approximately 3.61 acres and is zoned CH (Commercial Highway). The proposed development consists of an approximately 23,273 square-foot anchor grocery store and an approximately 8,800 square-foot in-line retail building.

The site presents a combination of geometric constraints, stream and wetland features, and competing regulatory setback requirements that, taken together, render strict compliance with certain development standards impractical without material sacrifice of the property's reasonable usability. Each variance requested below is grounded in site-specific physical and topographic conditions unique to this parcel.

**Variances Requested and Justification**

Reduction of Parking Space Length from 19 Feet to 18 Feet

The applicant requests that the standard 19-foot parking stall length be reduced to 18 feet. This reduction is necessitated by the irregular geometry of the site, which is bounded on the north by Big Flat Creek and associated stream buffers and wetlands, on the west by Brand Road (80-foot public right-of-way), and on the south by Oak Grove Road (80-foot public right-of-way). The parcel's acutely angled corner at the Brand Road/Oak Grove Road intersection, combined with the mandated setbacks from both roadways and the stream buffer corridor running across the northern portion of the site, significantly compresses the usable development envelope.

Maintaining 19-foot stall depths within the constrained development footprint would require either an unacceptable reduction in the number of stalls or encroachment further into the stream buffer corridor. An 18-foot stall length meets the functional needs of modern vehicles and is consistent with standards accepted in both Gwinnett and Walton Counties. The one-foot reduction is the minimum relief necessary to achieve a workable parking configuration within the physical limits of the buildable area.

#### Removal of the 10-Foot Landscape Buffer Along Oak Grove Road

The applicant requests relief from the 10-foot landscape buffer requirement along the Oak Grove Road frontage. Oak Grove Road carries an 80-foot public right-of-way that itself contains substantial existing greenspace providing visual separation between the roadway and development equivalent to or greater than an on-site buffer.

Critically, the northern boundary is constrained by Big Flat Creek, associated wetlands and buffers. These overlapping requirements substantially reduce the usable depth of the site from north to south. Requiring a 10-foot landscape buffer on the Oak Grove Road frontage would push the building and parking field further north, deeper into the stream buffer impact zone. Relieving the Oak Grove Road landscape buffer allows the development footprint to be positioned as far south as possible, maximizing separation from the stream corridor.

#### Encroachments into the 10-Foot Landscape Buffer Along Brand Road

The applicant requests approval of limited encroachments into the 10-foot landscape buffer along the Brand Road frontage. The Brand Road frontage is geometrically irregular relative to the rectangular building footprint because of the angular intersection with Oak Grove Road. This angular relationship creates isolated locations where achieving a consistent parking layout, with uniform aisle widths, standard stall orientations, and adequate turning radii, results in nominal incursions into the 10-foot buffer. In all other areas along the Brand Road frontage, the 10-foot buffer is maintained or exceeded.

The Brand Road right-of-way contains existing greenspace that supplements on-site buffering and preserves the functional intent of the buffer standard. The encroachments are the minimum necessary for a geometrically coherent and safe circulation layout and do not eliminate the buffer in any continuous stretch along the frontage.

#### Encroachment into the City of Loganville 50-Foot Undisturbed Stream Buffer

Big Flat Creek and associated wetlands traverse the northern portion of the subject property. The Georgia EPD mandates a 25-foot undisturbed natural vegetative buffer from the wrested vegetation. The City of Loganville imposes a 50-foot undisturbed buffer. The applicant proposes minor, limited encroachments into the City's 50-foot buffer in locations where: (a) disturbance does not extend into the Georgia EPD 25-foot buffer, which will be maintained in full; (b) encroachment is confined to the outermost edge of the City buffer, away from the stream bank; and (c) the encroachment is the minimum necessary to achieve a functional development layout.

The hardship unique to this site is the simultaneous imposition of overlapping state and local buffer requirements across a 3.61-acre parcel that also carries two public street frontage setbacks. The cumulative effect reduces the net buildable area to a degree not ordinarily encountered on similarly-zoned commercial parcels that do not have regulated streams transecting them. The proposed encroachments are specifically limited to areas where the EPD 25-foot buffer immediately adjacent to the stream will remain fully undisturbed, preserving the most critical near-stream vegetative protection.



### Removal of the City of Loganville 25-Foot Non-Impervious Setback Beyond the 50-Foot Buffer

The City requires an additional 25-foot setback beyond the 50-foot undisturbed buffer from which all impervious cover is prohibited. The combined effect of the Georgia EPD 25-foot buffer, the City's 50-foot buffer, and this 25-foot non-impervious setback creates a 75-foot total protected corridor measured from wrested vegetation/top of bank. Applied to a 3.61-acre parcel with dual road frontage setbacks, this corridor consumes a disproportionate share of the total parcel area in a manner uniquely severe on this tract.

Big Flat Creek is identified as impaired due to fecal coliform bacteria from municipal facility and urban runoff sources. The proposed development will include engineered stormwater management infrastructure designed to treat site runoff before discharge to the creek, directly addressing the documented impairment mechanism. Preserving a non-impervious setback in addition to all other buffers, on a parcel where the cumulative regulatory envelope already prevents viable commercial development, creates a hardship unique to this parcel's geometry and stream proximity. The stormwater controls to be implemented provide protection to the stream that is functionally superior to the withholding of a 25-foot non-impervious margin on this site.

### **Applicant's Responses to Evaluation Criteria**

#### 1. Extraordinary or Exceptional Conditions Due to Size, Shape, or Topography

The subject property is a 3.61-acre parcel bounded on two sides by public rights-of-way that meet at an acute angle at the southwestern corner, creating an irregular, wedge-influenced parcel shape rather than a standard rectangular development lot. The northern portion is bisected by Big Flat Creek and its riparian corridor, including jurisdictional wetlands and stacked multi-jurisdictional stream buffers. The topography descends toward the creek from the south, limiting the area of suitable, gradeable impervious surface. The convergence of an angular street intersection, dual road frontage setbacks, and a regulated stream corridor with overlapping buffer requirements compresses the usable development envelope in a manner not typical of other CH-zoned commercial parcels and creates extraordinary site-specific constraints not of the applicant's making.

#### 2. Other Unique Conditions Adversely Affecting Reasonable Use

The simultaneous application of Georgia EPD stream buffer rules, City of Loganville stream buffer and non-impervious setback requirements, dual public street frontage landscape buffers, and standard zoning setbacks leaves a development footprint that, if all standards are applied strictly, cannot accommodate a shopping center of a scale consistent with the CH zoning designation. The CH zone expressly permits shopping centers; yet the physical constraints of this parcel make the standard development parameters unworkable without variance relief. No comparable CH-zoned parcel without a regulated stream transecting it would face the same degree of constrained buildable area.

### 3. How Strict Application Creates an Unnecessary Hardship

Strict enforcement of all landscape buffers, stream buffers, the non-impervious setback, and parking standards as applied to this parcel would effectively preclude development of any anchor retail use on the property. The stacking of the City's 50-foot undisturbed buffer plus a 25-foot non-impervious setback, plus dual 10-foot street landscape buffers, plus the 35-foot front setback, in combination with the angular intersection geometry, reduces the impervious development area to a dimension that cannot support a viable retail building and parking field. This hardship is not self-created; it arises from the natural presence of Big Flat Creek and its topographic corridor on the parcel, a condition that existed prior to and independent of the development proposal.

### 4. Whether the Requested Relief Causes Substantial Detriment to the Public Good

The requested variances will not cause substantial detriment to the public good. The Georgia EPD 25-foot undisturbed buffer will be maintained in full along the entirety of the stream and wetland frontage. Engineered stormwater management will treat runoff before it reaches the creek, directly addressing the identified fecal coliform impairment from diffuse urban runoff. Landscape buffer variances along Brand Road and Oak Grove Road are mitigated by existing right-of-way greenspace that preserves the visual and functional intent of the buffer standard. The 2-space parking reduction and 1-foot stall length reduction are de minimis in impact on traffic function or public safety. None of the variances authorize a use not otherwise permitted in the CH zone.

### 5. Whether the Relief Grants an Otherwise Prohibited Use

No. The variances requested are dimensional and buffer variances only. A retail shopping center with a grocery anchor is a permitted use in the CH (Commercial Highway) zoning district. None of the variances authorize a use, activity, or structure otherwise prohibited by the applicable ordinance. The relief sought pertains solely to the physical standards governing setbacks, buffers, and parking dimensions, not to the category of use proposed.

### **Conclusion**

GBT Realty Corporation respectfully requests that the Planning Commission recommend approval of the variances described herein. Each variance is the minimum relief necessary to achieve a functional, commercially viable development on a parcel whose physical and topographic conditions create genuine, site-specific hardships. The proposed development will bring a quality grocery retail anchor to the Loganville community while implementing modern stormwater controls that directly address the identified water quality concerns associated with Big Flat Creek.

We appreciate the Commission's consideration and are available to discuss these requests at your convenience.

Respectfully submitted,

  
\_\_\_\_\_  
**Kelly Hiatt, P.E.**  
Development Manager | Retail  
GBT Realty Corporation  
9010 Overlook Blvd, Brentwood, TN  
khiatt@gbtreatly.com

**Attachments:**

1. Applications for Major Variances
2. Check for Application Fees
3. Legal Description of Property
4. Stream Delineation Map
5. Plat of Property i.e. ALTA/NSPS Land Title Survey (Draft, April 2026)
6. Concept Site Plan (Sprouts Loganville, dated June 3, 2026)
7. Alternative Concept Plan (Sprouts Loganville, dated June 3, 2026)
8. Affected Buffer Area Plan
9. Names and Addresses of Abutting Property Owners

## STAFF APPLICATION ANALYSIS REPORT

**ZONING CASE #:** V26-004

**LANDOWNERS:** Samuel Cordos / Bright Stone Lending LLC

**APPLICANT:** Kelly Hiatt on behalf of GBT Realty Corporation

**PROPERTY ADDRESS:** 530 and 540 Brand Road

**MAP/PARCEL #:** R5160 057 and R5160 175

**PARCEL DESCRIPTION:** Residential (vacant)

**AREA:** 3.61 acres

**EXISTING ZONING:** CH

**PROPOSED ZONING:** No Change

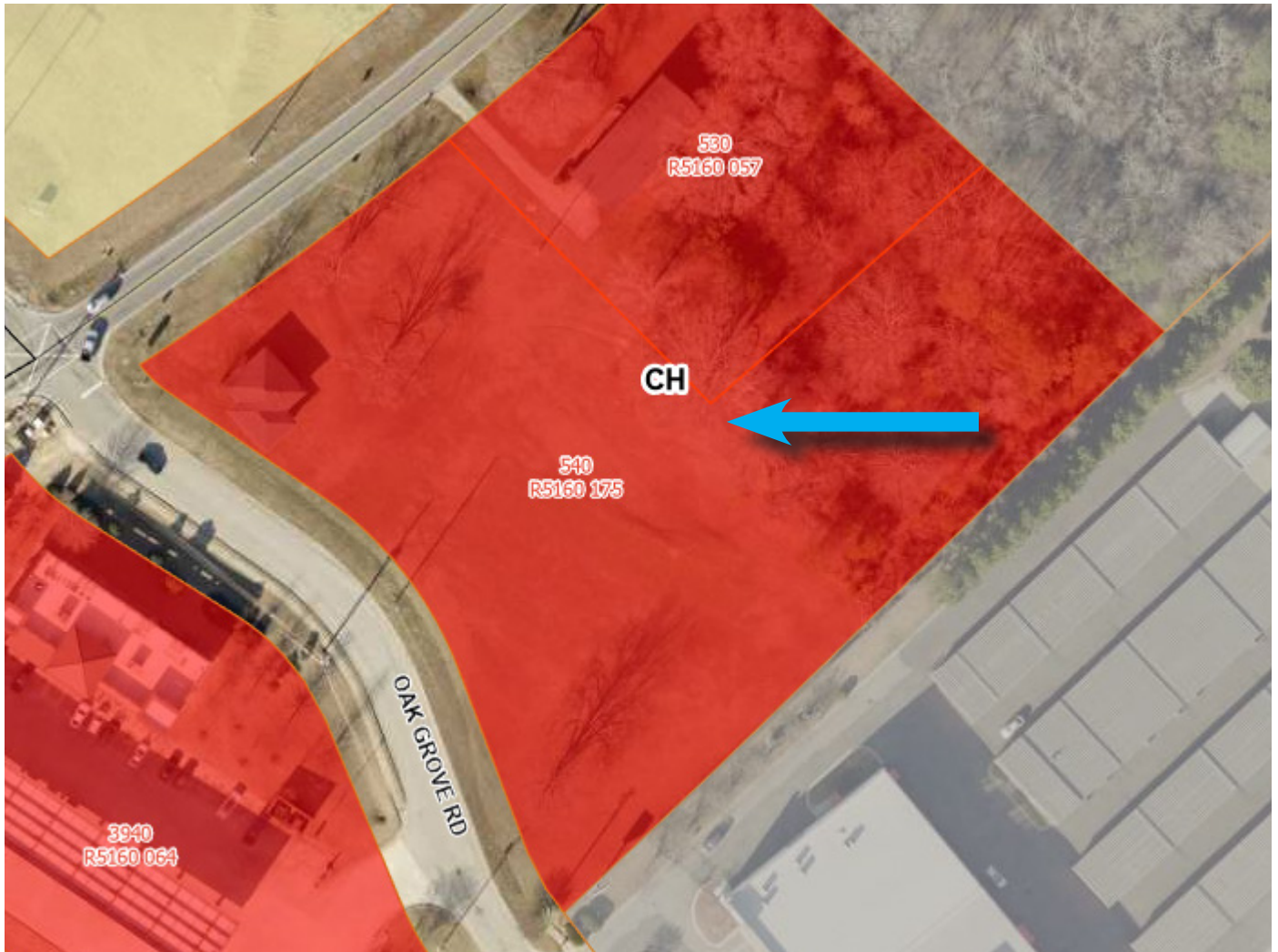
**FUTURE LAND USE MAP:** Commercial

**REASON FOR REQUEST:** Seeking relief from the City of Loganville Code of Ordinances 119-454 Frontage and Perimeter Landscaping Requirements. Specifically, the applicant is seeking removal of the requirement of a landscape strip at least 10 feet wide along all public rights-of-way.

**PLANNING COMMISSION HEARING:** July 23, 2026

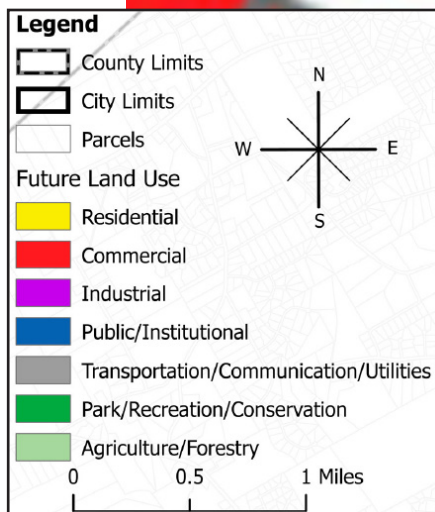
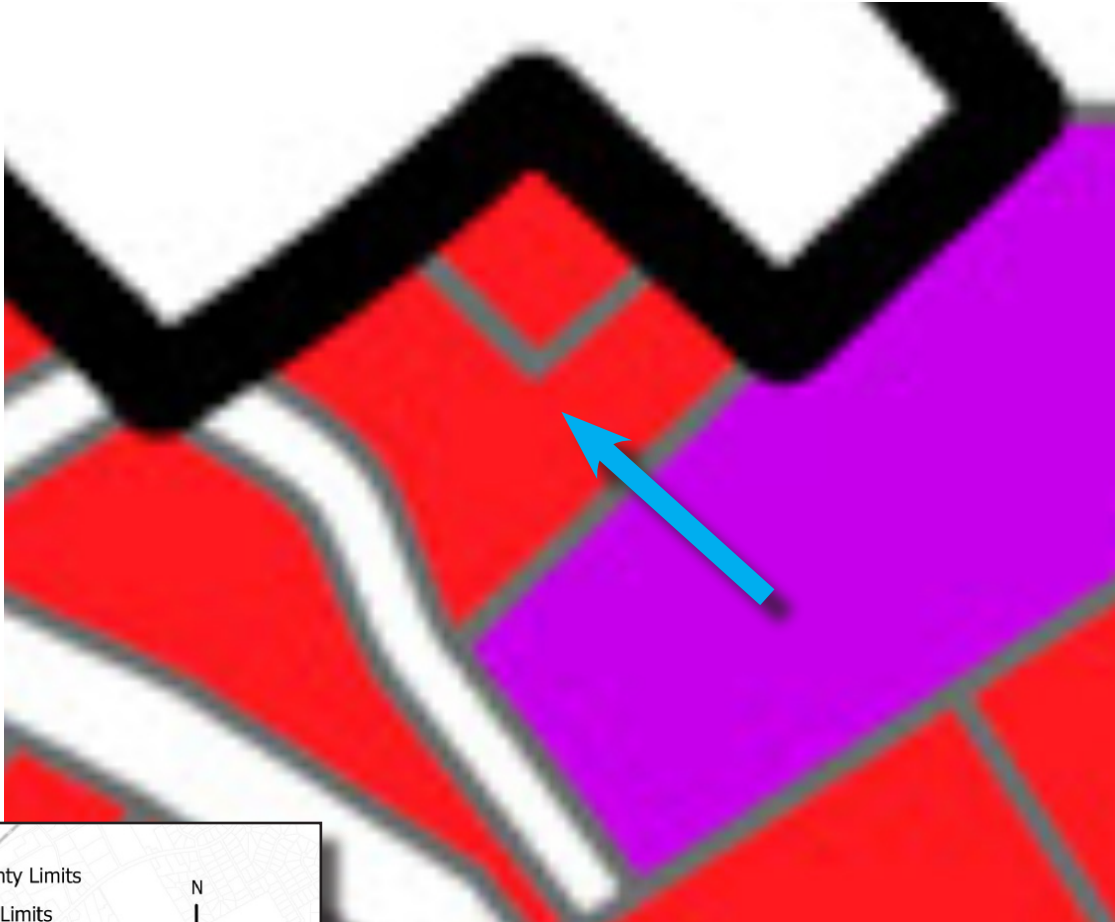
**CITY COUNCIL HEARING:** August 10, 2026

## ZONING MAP





## FUTURE LAND USE MAP



## Applicant's Request

The applicant is seeking a variance to eliminate the required 10-foot landscape buffer along Oak Grove Road.

## Existing Conditions

Each parcel has a residence on it, with 540 Brand Road having a 952-square-foot home that was built in 1940 and 530 Brand Road having a 2,064-square-foot home that was built in 1974, according to Gwinnett County records. The properties were annexed into the City in 2008 with the original intent of building a hotel and retail center.

Big Flat Creek runs along the northeast property line.

## Impact Analysis / Recommendation

**What extraordinary or exceptional conditions due to size, shape or topography are present on the property in question that support the request for relief?** The applicant states that the variance is warranted as a result of the impact from the nearby intersection, buffer requirements for the state waterway as well as the lot not being rectangle, complicating the ability to maintain uniformity. There are about 27 parking spaces of which some portion of them is in the buffer.

**What other conditions are unique to the property and adversely affect its reasonable use or usability as currently zoned?** None.

**How does the application of the requirements of the applicable ordinance to the property in question create an unnecessary hardship?** Sec. 119-34 (b) Major Variances of the City code states that relief from City code may only be granted to the extent necessary to alleviate unnecessary hardship and not as a convenience to the applicant. The applicant states, "The simultaneous application of Georgia EPD stream buffer rules, City of Loganville stream buffer and non-impervious setback requirements, dual public street frontage landscape buffers, and standard zoning setbacks leaves a development footprint that, if all standards are applied strictly, cannot accommodate a shopping center of a scale consistent with the CH zoning designation." Shopping centers inside City limits come in all shapes and sizes and this applicant has failed to show any consideration for a smaller footprint which would likely not require any of the variances.

**Would the requested relief, if granted, cause substantial detriment to the public good or impair the purpose and intent of the applicable ordinance?** No.

**Recommended action:** As a result of no true hardship being proven, the staff recommendation is to deny this variance.

## Planning Commission Recommended Conditions

## City Council Conditions



CITY OF LOGANVILLE  
Department of Planning & Development  
P.O. Box 39 • 4303 Lawrenceville Road  
Loganville, GA 30052  
770.466.2633 • 770.466.3240 • Fax 770.554.5556

Section 4, Item C.

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

Application # V

26-005

RECEIVED

6/12/26  
MR

APPLICATION FOR MAJOR VARIANCE

Stormwater  
50' Buffer

| APPLICANT INFORMATION                                                                                                                                                                | PROPERTY OWNER INFORMATION*                           |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|
| <b>NAME:</b> Kelly Hiatt, on behalf of GBT Realty Corporation                                                                                                                        | <b>NAME:</b> Samuel Cordos / Bright Stone Lending LLC |
| <b>ADDRESS:</b> 9010 Overlook Boulevard                                                                                                                                              | <b>ADDRESS:</b> 1147 Tranquil Brook Dr                |
| <b>CITY:</b> Brentwood                                                                                                                                                               | <b>CITY:</b> Naples                                   |
| <b>STATE:</b> TN <b>Zip:</b> 37027                                                                                                                                                   | <b>STATE:</b> FL <b>Zip:</b> 34114                    |
| <b>PHONE:</b> (248) 701-3307                                                                                                                                                         | <b>PHONE:</b> 239-358-1660                            |
| (*attach additional pages if necessary to list all owners)                                                                                                                           |                                                       |
| <b>Applicant is:</b> <input type="checkbox"/> Property Owner <input type="checkbox"/> Contract Purchaser <input checked="" type="checkbox"/> Agent <input type="checkbox"/> Attorney |                                                       |
| <b>CONTACT PERSON:</b> Kelly Hiatt <b>PHONE:</b> (248) 701-3307                                                                                                                      |                                                       |
| <b>EMAIL:</b> khiatt@gbtrealty.com <b>FAX:</b> _____                                                                                                                                 |                                                       |
| PROPERTY INFORMATION                                                                                                                                                                 |                                                       |
| <b>MAP &amp; PARCEL #</b> 5160 057 & 5160 175 <b>PRESENT ZONING:</b> CH <b>ACREAGE:</b> 3.61                                                                                         |                                                       |
| <b>ADDRESS:</b> 530 & 540 Brand Road SW <b>COUNTY:</b> Gwinnett                                                                                                                      |                                                       |
| <b>Ordinance and Section from Which Relief is Sought:</b> 50-Foot Undisturbed Stream Buffer                                                                                          |                                                       |
| <b>Description of Request:</b> Encroachment into the City of Loganville 50-foot undisturbed stream buffer along Big Flat Creek.                                                      |                                                       |

You must attach: ☒ Application Fee ☒ Legal Description ☒ Plat of Property ☒ Letter of Intent  
☒ Site Plan ☒ Names/Addresses of Abutting Property Owners ☒ Justification Analysis

Pre-Application Conference Date: 5/13/2026

Accepted by Planning & Development:

Mary B. Davis

DATE:

4/15/26

FEE PAID: \$500.00

CHECK # 103 RECEIPT # \_\_\_\_\_ TAKEN BY: \_\_\_\_\_ DATE OF LEGAL NOTICE: \_\_\_\_\_ NEWSPAPER: THE WALTON TRIBUNE

PLANNING COMMISSION RECOMMENDATION: ☒ Approve ☐ Approve w/conditions ☐ Deny ☐ No Recommendation

Commission Chairman:

Michael J. Jones

DATE:

23 July 2026

CITY COUNCIL ACTION:

☐ Approved ☐ Approved w/conditions ☐ Denied ☐ Tabled to \_\_\_\_\_  
☐ Referred Back to Planning Commission ☐ Withdrawn

Mayor

City Clerk

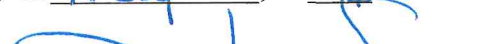
Date



Kelly Hitt  
Applicant's Signature

5/27/26  
Date

Kelly Hiett Development Manager  
Print Name and Title

(Seal)    
Signature of Notary Public

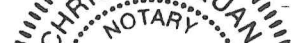
Owner's Signature \_\_\_\_\_ Date 5-29-26

Samuel Cordes owner

---

Print Name and Title

(Seal)



Signature of Notary Public

Page 2 of 2



RECORD LEGAL DESCRIPTION

TRACT I:

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 160 OF THE 5TH DISTRICT, GWINNETT COUNTY, GEORGIA, CONTAINING

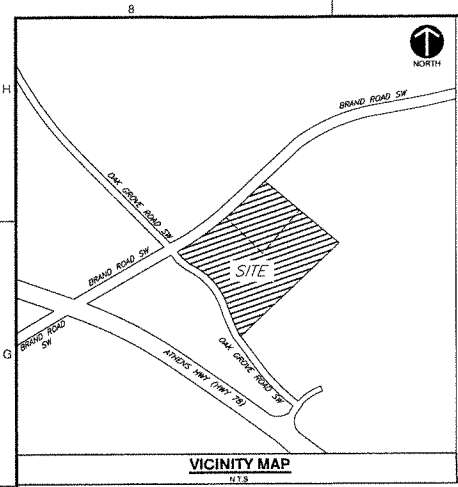
2.808 ACRES, MORE OR LESS, LOCATED ON OAK GROVE ROAD AND DESCRIBED IN A PLAT OF SURVEY ENTITLED "SURVEYOR FOR OSCAR C. GRIFFETH", AS PREPARED BY VON ITTER & ASSOCIATES, INC., DATED 11/27/96 AND RECORDED IN PLAT BOOK 72, PAGE 228 , GWINNETT COUNTY RECORDS, WHICH PLAT IS HEREBY REFERRED TO AND MADE A PART OF THIS DESCRIPTION. LESS AND EXCEPT FROM THE ABOVE DESCRIBED PROPERTY THE FOLLOWING PARCEL OF LAND:

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN DISTRICT 5 LAND LOT 160, LOGANVILLE, GEORGIA, CONTAINING 0.207 ACRES OF LAND, MORE OR LESS, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHERLY MARGIN OF THE 80 FOOT RIGHT-OF-WAY OF OAK GROVE ROAD AND THE EASTERLY MARGIN OF THE 80 FOOT RIGHT-OF-WAY OF BRAND ROAD, BEING THE TRUE POINT OF BEGINNING; THENCE SOUTH 38 DEGREES 21 MINUTES 20 SECONDS EAST, 0.97 FEET TO A POINT; THENCE 24.08 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 80.00 FEET, A CHORD BEARING OF SOUTH 46 DEGREES 58 MINUTES 45 SECONDS EAST, AND A CHORD DISTANCE OF 23.99 FEET TO A POINT; THENCE SOUTH 55 DEGREES 13 MINUTES 19 SECONDS EAST, 103.41 FEET TO A POINT; THENCE 129.25 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 210.00 FEET, A CHORD BEARING OF SOUTH 37 DEGREES 35 MINUTES 24 SECONDS EAST, AND A CHORD DISTANCE OF 127.22 FEET TO A POINT; THENCE SOUTH 19 DEGREES 57 MINUTES 31 SECONDS EAST, 110.82 FEET TO A POINT; THENCE 27.36 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 104.84 FEET, A CHORD BEARING OF SOUTH 27 DEGREES 14 MINUTES 13 SECONDS EAST, AND A CHORD DISTANCE OF 27.28 FEET TO A POINT; THENCE 382.90 FEET ALONG AN ARC OF THE CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 9177.14 FEET, A CHORD BEARING OF NORTH 37 DEGREES 06 MINUTES 31 SECONDS WEST, AND A CHORD DISTANCE OF 382.87 FEET TO THE TRUE POINT OF BEGINNING.

TRACT II:

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 159 AND 160 OF THE 5TH DISTRICT, GWINNETT COUNTY, GEORGIA AND BEING MORE PARTICULARLY DESCRIBED ACCORDING TO A PLAT OF SURVEY PREPARED BY B. J. GOBLE, JR., SURVEYOR DATED MAY 2, 1973 AND RECORDED IN PLAT BOOK Z, PAGE 81-A , GWINNETT COUNTY RECORDS, WHICH PLAT IS HEREBY REFERRED TO AND MADE A PART OF THIS DESCRIPTION.



EXISTING LEGEND:

|     |                                              |
|-----|----------------------------------------------|
| --- | EXISTING PROPERTY LINE                       |
| --- | EXISTING ADJACENT PROPERTY LINE              |
| --- | EXISTING RIGHT-OF-WAY                        |
| --- | EXISTING TOP OF BANK                         |
| --- | EXISTING INDEX CONTOUR                       |
| --- | EXISTING INTERMEDIATE CONTOUR                |
| --- | EXISTING FENCE                               |
| --- | EXISTING DITCH FLOW LINE                     |
| --- | EXISTING SANITARY SEWER LINE                 |
| --- | EXISTING STORM SEWER LINE                    |
| --- | EXISTING GAS LINE                            |
| --- | EXISTING WATER LINE                          |
| --- | EXISTING FIBER OPTIC LINE                    |
| --- | EXISTING OVERHEAD ELECTRIC                   |
| --- | EXISTING TREELINE                            |
| --- | RIP-RAP                                      |
| --- | EXCLUDED AREA                                |
| --- | BUILDING                                     |
| --- | WETLANDS                                     |
| --- | EXISTING SPOT ELEVATION                      |
| --- | IRON PIN FOUND                               |
| --- | BENCHMARK                                    |
| --- | IRON PIPE FD. (SIZE)                         |
| --- | REBAR FD. (SIZE)                             |
| --- | REBAR IRON PIN SET & CAP                     |
| --- | CALCULATED POINT                             |
| --- | MAILBOX                                      |
| --- | SIGN                                         |
| --- | SATELLITE DISH                               |
| --- | BOLLARD                                      |
| --- | STORM MANHOLE                                |
| --- | SANITARY MANHOLE                             |
| --- | WATER BOX (WATER VALVE)                      |
| --- | FIRE HYDRANT                                 |
| --- | WATER METER                                  |
| --- | HOSE BIB BUILDING                            |
| --- | FARM SPLIT                                   |
| --- | GAS METER                                    |
| --- | TREE, DECIDUOUS (800 SIZE TYPE)              |
| --- | TREE, CONIFER (800 SIZE TYPE)                |
| --- | POWER POLE                                   |
| --- | GUY WIRE                                     |
| --- | GUY POLE                                     |
| --- | ELECTRIC PULL BOX (FLUSH WITH GRADE)         |
| --- | ELECTRIC METER                               |
| --- | CABLE PEDESTAL                               |
| --- | UTILITY CABINET (UNKNOWN, ABOVE GRADE)       |
| --- | VAULT                                        |
| --- | UTILITY PULL BOX (UNKNOWN, FLUSH WITH GRADE) |

LINE TABLE

| LINE # | DIRECTION     | LENGTH  |
|--------|---------------|---------|
| L1     | S 39°22'20" E | 0.97'   |
| L2     | S 47°03'40" E | 211.27' |

CURVE TABLE

| CURVE # | RADIUS    | DELTA     | LENGTH  | CHL           | CHB |
|---------|-----------|-----------|---------|---------------|-----|
| C1      | 1854.17'  | 9°51'46"  | 318.17' | N 19°30'36" E |     |
| C2      | 10007.94' | 0°01'19"  | 3.81'   | N 37°01'36" W |     |
| C3      | 104.84'   | 14°58'47" | 27.36'  | N 28°15'13" W |     |
| C4      | 210.00'   | 35°15'52" | 129.25' | N 38°36'24" W |     |
| C5      | 80.00'    | 17°14'48" | 24.08'  | N 47°59'45" W |     |

2026 MINIMUM STANDARD ALTA/NSPS TABLE A ITEMS:

- ITEM 1: MONUMENTS FOUND AND/OR SET, AS WELL AS DESCRIPTIONS OF THEIR CHARACTER ARE DEPICTED HEREON.
- ITEM 2: 530 & 540 BRAND ROAD SW, LOGANVILLE GA.
- ITEM 3: SUBJECT PROPERTY IS LOCATED WITHIN "FLOOD ZONE X" PER FEMA FLOOD MAP ZONE 130326, MAP NO. 13297C0085E EFFECTIVE 12/08/16.
- ITEM 4: THE GROSS LAND AREA: 3.542 ACRES.
- ITEM 5: VERTICAL RELIEF IS AS DEPICTED ON THE SURVEY.
- ITEM 6(a): SURVEYOR WAS NOT PROVIDED A ZONING REPORT AT THE TIME OF THE SURVEY.
- ITEM 6(b): SURVEYOR WAS NOT PROVIDED A ZONING REPORT AT THE TIME OF THE SURVEY.
- ITEM 7(a): BUILDINGS LOCATED IN THE AREA.
- ITEM 7(b1): DIMENSIONS MEASURED AT GROUND LEVEL ARE DEPICTED HEREON.
- ITEM 7 (b2): OTHER AREAS AS SPECIFIED FOR THE CLIENT IS AS DEPICTED ON THE SURVEY.
- ITEM 8: SUBSTANTIAL FEATURES OBSERVED IN THE PROCESS OF CONDUCTING THE SURVEY ARE DEPICTED ON THE SURVEY.
- ITEM 9: THERE ARE 0 HANDICAP AND 0 PARKING SPACES IN THE PROJECT LOCATION.
- ITEM 11(a): THE UTILITIES DEPICTED HEREON HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND/OR EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UTILITIES LOCATED HEREON COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UTILITIES LOCATED ARE IN THE EXACT LOCATION INDICATED. NOTE ALL UNDERGROUND UTILITY LINES SHOWN ON THE SURVEY ARE BY PLAN UNLESS OTHERWISE NOTED ("MARKED").
- ITEM 13: NAMES OF ADJOINING OWNERS OF PLATTED LANDS ACCORDING TO PUBLIC RECORD ARE DEPICTED ON THE SURVEY.
- ITEM 14: 80 ± FT TO OAK GROVE ROAD AND BRAND ROAD INTERSECTION.
- ITEM 16: THERE WAS NO OBSERVED EVIDENCE OF CURRENT EARTH MOVING WORK AT THE TIME OF THE SURVEY.
- ITEM 17: THERE WAS NO OBSERVED EVIDENCE OF PROPOSED CHANGES IN STREET RIGHT OF WAY LINES OR CONSTRUCTION OBSERVED AT THE TIME OF THE SURVEY.
- ITEM 18: PURSUANT TO SECTIONS 5 AND 6 INCLUDE AS PART OF THE SURVEY ANY PLOTTABLE OFFSITE EASEMENTS DISCLOSED IN DOCUMENTS ARE AS DEPICTED ON THE SURVEY.
- ITEM 19: A PROFESSIONAL LIABILITY INSURANCE POLICY, HAS BEEN OBTAINED BY THE SURVEYOR AND SHALL REMAIN IN EFFECT THROUGHOUT THE CONTRACT TERM. A CERTIFICATE OF INSURANCE WILL BE PROVIDED UPON REQUEST.

SCHEDULE B, PART II - EXCEPTIONS

1. ANY DEFECT, LIEN, ENCUMBRANCE, ADVERSE CLAIM, OR OTHER MATTER THAT APPEARS FOR THE FIRST TIME IN THE PUBLIC RECORDS OR IS CREATED, ATTACHED, OR IS DISCLOSED DURING THE COMMITMENT DATE AND THE DATE ON WHICH ALL OF THE SCHEDULE B, PART I-REQUIREMENTS ARE MET. [NOT SURVEY-RELATED.]
2. ALL TAXES FOR THE YEAR OF 2026 AND SUBSEQUENT YEARS, NOT YET DUE AND PAYABLE, AND ANY ADDITIONAL TAXES FOR THE CURRENT YEAR OR ANY PRIOR YEARS RESULTING FROM A REASSESSMENT, AMENDMENT OR RE-BILLING OF CITY OR COUNTY TAXES. [NOT SURVEY-RELATED.]
3. ANY ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION, OR ADVERSE CIRCUMSTANCE AFFECTING TITLE THAT WOULD BE DISCLOSED BY AN ACCURATE AND COMPLETE LAND SURVEY OF THE LAND. [NOT SURVEY-RELATED.]
4. EASEMENTS OR CLAIMS OF EASEMENTS, NOT SHOWN BY THE PUBLIC RECORDS. [NOT SURVEY-RELATED.]
5. RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT SHOWN BY THE PUBLIC RECORDS. [NOT SURVEY-RELATED.]
6. LIENS OR RIGHTS TO A LIEN, FOR SERVICES, LABOR OR MATERIAL HERETOFORE OR HEREAFTER FURNISHED, IMPOSED BY LAW AND NOT SHOWN BY THE PUBLIC RECORDS. [NOT SURVEY-RELATED.]
7. TAXES OR SPECIAL ASSESSMENTS WHICH ARE NOT SHOWN AS EXISTING LIENS BY THE PUBLIC RECORDS. [NOT SURVEY-RELATED.]
8. THIS POLICY DOES NOT INSURE THE EXACT AMOUNT OF ACREAGE CONTAINED WITHIN THE LAND. [NOT SURVEY-RELATED.]
9. ALL MATTERS SHOWN ON PLAT RECORDED IN PLAT BOOK 72, PAGE 228, GWINNETT COUNTY, GEORGIA RECORDS. [NO PLOTTABLE MATTERS.]
10. ALL MATTERS SHOWN ON PLAT RECORDED IN PLAT BOOK 2, PAGE 81A, AFORESAID RECORDS. [NO PLOTTABLE MATTERS.]
11. ALL MATTERS SHOWN ON PLAT RECORDED IN PLAT BOOK 125, PAGE 57, AFORESAID RECORDS. [AFFECTS PARCEL, FORMER PROPERTY LINES PLOTTED.]
12. ALL MATTERS SHOWN ON PLAT RECORDED IN PLAT BOOK 183, PAGE 184, AFORESAID RECORDS. [NO PLOTTABLE MATTERS.]
13. RIGHT OF WAY DEED FROM SAMUEL WATSON ET. AL., TO GWINNETT COUNTY, A POLITICAL SUBDIVISION, DATED MARCH 18, 1958, RECORDED IN DEED BOOK 215, PAGE 19, AFORESAID RECORDS. [NO PLOTTABLE MATTERS. LOCATION AND SIZE RIGHT OF WAY NOT LEGIBLE.]
14. RIGHT OF WAY DEED FROM J.E. JENKINS ET. AL., TO GWINNETT COUNTY, A POLITICAL SUBDIVISION, DATED MAY 15, 1984, FILED FOR RECORD MAY 15, 1984 AT 10:00 AM, RECORDED IN DEED BOOK 213, PAGE 645, AFORESAID RECORDS. [AFFECTS PARCEL, 80' RIGHT OF WAY FOR BRAND ROAD PLOTTED.]
15. EASEMENT FOR THE ANCHOR GUY POLES AND WIRE FROM THE DIVERSIFIED DEVELOPMENT CO., INC., TO GEORGIA POWER COMPANY, A GEORGIA CORPORATION, DATED OCTOBER 1, 2010, FILED FOR RECORD NOVEMBER 19, 20210 AT 2:00 P.M., RECORDED IN DEED BOOK 50369, PAGE 587, AFORESAID RECORDS. [AFFECTS PARCEL, PLOTTED.]
16. EASEMENT AND UTILITIES AGREEMENT BY AND BETWEEN DIVERSIFIED DEVELOPMENT COMPANY, INC., A GEORGIA CORPORATION, DATED JUNE 9, 2010, FILED FOR RECORDS JUNE 21, 2010 AT 12:38 P.M., RECORDED IN DEED BOOK 50129, PAGE 780, AFORESAID RECORDS. [UTILITY AND ACCESS EASEMENTS DO NOT AFFECT PARCEL, LAND CONVEYED FOR ROAD RIGHT OF WAY(OAK GROVE ROAD) PLOTTED.]
17. RIGHTS OF UPPER AND LOWER RIPARIAN OWNERS IN AND TO THE WATERS OF CREEKS AND BRANCHES CROSSING OR ADJOINING THE PROPERTY, AND THE NATURAL FLOW THEREOF, FREE FROM DIMINUTION OR POLLUTION. [NOT SURVEY-RELATED.]

GENERAL NOTES

1. FIELD WORK COMPLETED ON 04/24/2028.
2. ALL LINES TRAVERSED WITH AN PRECISION OF CLOSURE GREATER THAN 1:10,000.
3. HORIZONTAL DATUM GA WEST STATE PLANE COORDINATES, NSRS 2011.
4. AREA COMPUTED BY COORDINATE METHOD.
5. IF THIS MAP DOES NOT HAVE AN ORIGINAL SIGNATURE AND SEAL, IT IS NOT VALID.
6. PROPERTY SHOWN HEREON IS SUBJECT TO ALL RIGHTS-OF-WAYS, EASEMENTS AND RESTRICTIONS WHICH MAY EXIST.
7. ALL DISTANCES SHOWN ARE HORIZONTAL GRID DISTANCES UNLESS OTHERWISE NOTED ARE EXPRESSED IN US SURVEY FOOT AND DECIMALS THEREOF.
8. PROPERTY SHOWN HEREON IS SUBJECT TO THE RULES, REGULATIONS, ORDINANCES, AND/OR JURISDICTIONS OF LOCAL, STATE, AND/OR FEDERAL AGENCIES.

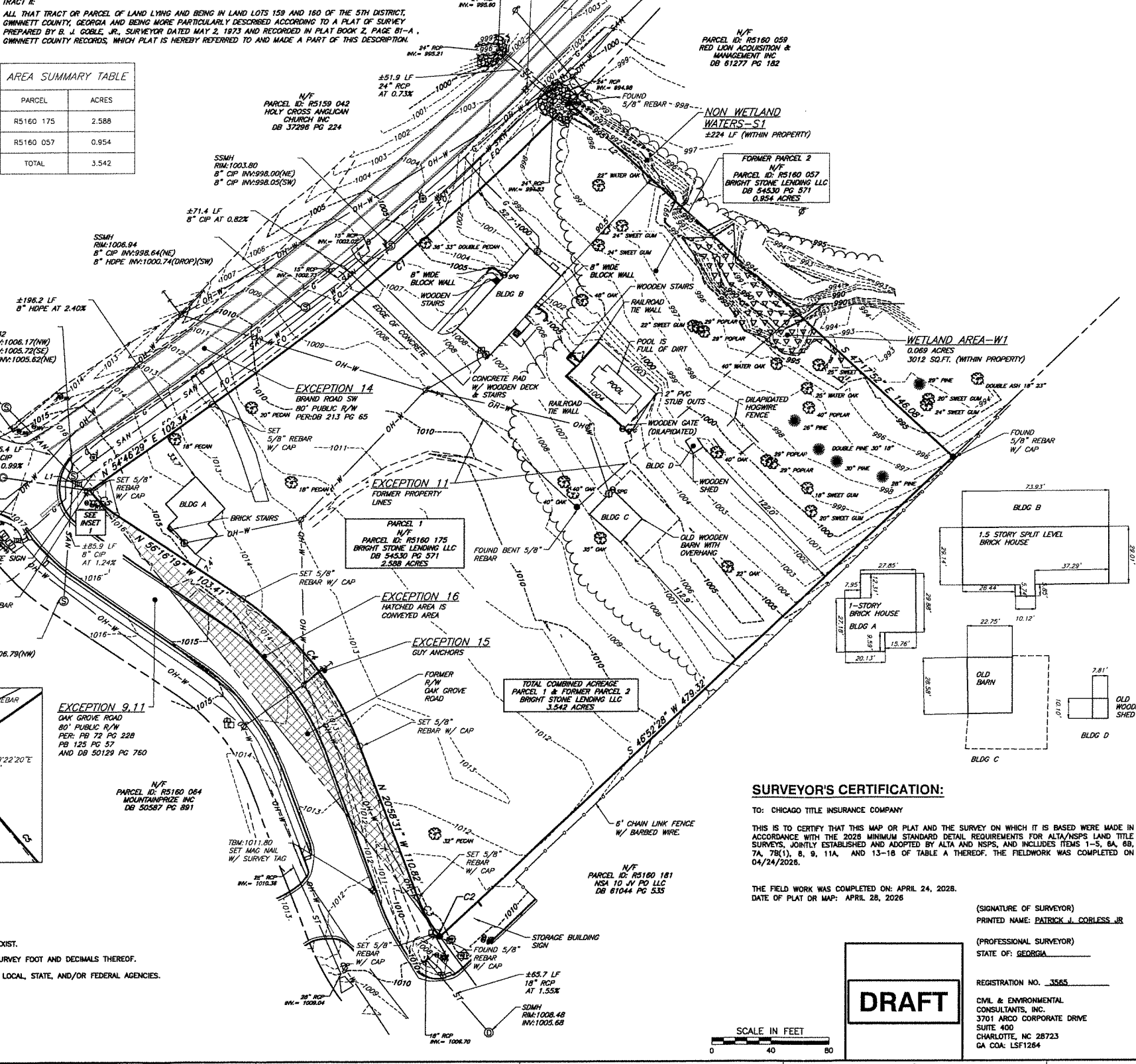
LEGAL DESCRIPTION (FROM TITLE COMMITMENT)

TRACT 1:  
ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 160 OF THE 5TH DISTRICT, GWINNETT COUNTY, GEORGIA, CONTAINING 2.808 ACRES, MORE OR LESS, LOCATED ON OAK GROVE ROAD AND DESCRIBED IN A PLAT OF SURVEY ENTITLED "SURVEYOR FOR OSCAR C. GRIFFITH", AS PREPARED BY VON ITERT & ASSOCIATES, INC., DATED 11/27/16 AND RECORDED IN PLAT BOOK 72, PAGE 228, GWINNETT COUNTY RECORDS, WHICH PLAT IS HEREBY REFERRED TO AND MADE A PART OF THIS DESCRIPTION, LESS AND EXCEPT FROM THE ABOVE DESCRIBED PROPERTY THE FOLLOWING PARCEL OF LAND:  
ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN DISTRICT 5 LAND LOT 160, LOGANVILLE, GEORGIA, CONTAINING 0.207 ACRES OF LAND, MORE OR LESS, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:  
BEGINNING AT THE INTERSECTION OF THE NORTHERLY MARGIN OF THE 80 FOOT RIGHT-OF-WAY OF OAK GROVE ROAD AND THE EASTERLY MARGIN OF THE 80 FOOT RIGHT-OF-WAY OF BRAND ROAD, BEING THE TRUE POINT OF BEGINNING; THENCE SOUTH 38 DEGREES 21 MINUTES 40 SECONDS EAST, 0.97 FEET TO A POINT; THENCE 24.08 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 80.00 FEET, A CHORD BEARING OF SOUTH 46 DEGREES 58 MINUTES 45 SECONDS EAST, AND A CHORD DISTANCE OF 23.99 FEET TO A POINT; THENCE SOUTH 55 DEGREES 13 MINUTES 19 SECONDS EAST, 103.41 FEET TO A POINT; THENCE 128.25 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 210.00 FEET, A CHORD BEARING OF SOUTH 37 DEGREES 35 MINUTES 24 SECONDS EAST, AND A CHORD DISTANCE OF 127.22 FEET TO A POINT; THENCE SOUTH 19 DEGREES 57 MINUTES 31 SECONDS EAST, 110.82 FEET TO A POINT; THENCE 27.38 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 104.84 FEET, A CHORD BEARING OF SOUTH 27 DEGREES 14 MINUTES 13 SECONDS EAST, AND A CHORD DISTANCE OF 127.22 FEET TO A POINT; THENCE 382.90 FEET ALONG AN ARC OF THE CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 9177.14 FEET, A CHORD BEARING OF NORTH 37 DEGREES 06 MINUTES 31 SECONDS WEST, AND A CHORD DISTANCE OF 382.87 FEET TO THE TRUE POINT OF BEGINNING.

TRACT II:  
ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 159 AND 160 OF THE 5TH DISTRICT, GWINNETT COUNTY, GEORGIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:  
PREPARED BY B. J. COBLE, JR., SURVEYOR DATED MAY 2, 1973 AND RECORDED IN PLAT BOOK 2, PAGE 81-A, GWINNETT COUNTY RECORDS, WHICH PLAT IS HEREBY REFERRED TO AND MADE A PART OF THIS DESCRIPTION.

AREA SUMMARY TABLE

| PARCEL    | ACRES |
|-----------|-------|
| R5160 175 | 2.588 |
| R5160 057 | 0.954 |
| TOTAL     | 3.542 |



SURVEYOR'S CERTIFICATION:

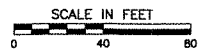
TO: CHICAGO TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2026 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1-5, 8A, 8B, 7A, 7B(1), 8, 9, 11A, AND 13-18 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON 04/24/2028.

THE FIELD WORK WAS COMPLETED ON: APRIL 24, 2028.  
DATE OF PLAT OR MAP: APRIL 28, 2028

(SIGNATURE OF SURVEYOR)  
PRINTED NAME: PATRICK J. COBLESS, JR.  
(PROFESSIONAL SURVEYOR)  
STATE OF: GEORGIA  
REGISTRATION NO.: 3565  
CIVIL & ENVIRONMENTAL CONSULTANTS, INC.  
3701 ARCO CORPORATE DRIVE  
SUITE 400  
CHARLOTTE, NC 28723  
GA COSA: LSF1264

DRAFT

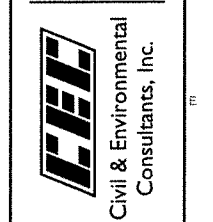


Section 4, Item C.

REVISION RECORD

| NO. | DATE | DESCRIPTION |
|-----|------|-------------|
|     |      |             |
|     |      |             |
|     |      |             |
|     |      |             |

777 Lowndes Hill Road  
Building 2, Suite 100  
Greenville, SC 29607  
Ph: 864.626.3140  
www.cecinc.com



LAND OF  
BRIGHT STONE LENDING LLC  
530 & 540 BRAND ROAD SW  
LOGANVILLE, GWINNETT COUNTY, GEORGIA

ALTA/NSPS LAND TITLE SURVEY

|             |              |             |        |
|-------------|--------------|-------------|--------|
| DATE        | APR 2028     | DRAWN BY    | JRM    |
| DWG SCALE   | 1"=40'       | CHECKED BY  | DRAFT  |
| PROJECT NO. | 382-305.SV01 | APPROVED BY | DRAFT  |
| DRAWING NO. | SV0          | SHEET       | 1 OF 1 |



June 17, 2026

**City of Loganville**

Department of Planning & Development  
P.O. Box 39 • 4303 Lawrenceville Road  
Loganville, GA 30052

**Re:** Letter of Intent for Major Variances  
530 & 540 Brand Road SW, Loganville, GA 30052

Dear Members of the Planning Commission:

GBT Realty Corporation respectfully submits this Letter of Intent in support of five Major Variance applications for the proposed Sprouts Farmers Market shopping center at 530 and 540 Brand Road SW (Parcels 5160 057 and 5160 175), a 3.61-acre CH-zoned site. Each variance is the minimum relief necessary to achieve a functional, commercially viable development given the physical limitations described above.

**1. Reduction of Parking Space Length from 19 Feet to 18 Feet**

We request a reduction in the required parking stall length from 19 feet to 18 feet throughout the parking field. The irregular geometry of the site, combined with the mandated setbacks from both road frontages and the stream buffer corridor running across the northern portion of the property, significantly compresses the usable development envelope. Maintaining 19-foot stall depths would require either an unacceptable reduction in the total number of parking stalls or additional encroachment into the stream buffer corridor. An 18-foot stall length meets the functional needs of modern vehicles and is consistent with parking standards accepted in both Gwinnett and Walton Counties. The one-foot reduction is the minimum relief necessary to achieve a workable parking configuration within the physical limits of the buildable area.

**2. Removal of the 10-Foot Landscape Buffer Along Oak Grove Road**

We request full relief from the 10-foot landscape buffer requirement along the Oak Grove Road frontage. Oak Grove Road carries an 80-foot public right-of-way that itself contains substantial existing greenspace providing visual separation between the roadway and the development equivalent to or greater than an on-site buffer. Requiring an additional 10-foot on-site buffer along Oak Grove Road would push the building and parking field further north, deeper into the stream buffer impact zone. Relieving this buffer requirement allows the development footprint to be positioned as far south as possible, maximizing separation from the stream corridor.



### **3. Minor Encroachments into the 10-Foot Landscape Buffer Along Brand Road**

We request approval of limited encroachments into the 10-foot landscape buffer along the Brand Road frontage. The Brand Road frontage is geometrically irregular relative to the rectangular building footprint due to the angular intersection with Oak Grove Road. This angular relationship creates isolated locations where achieving a consistent parking layout with uniform aisle widths, standard stall orientations, and adequate turning radii results in nominal incursions into the 10-foot buffer. In all other areas along the Brand Road frontage, the 10-foot buffer is maintained or exceeded. The Brand Road right-of-way contains existing greenspace that supplements on-site buffering and preserves the functional intent of the buffer standard. The encroachments are the minimum necessary for a geometrically coherent and safe circulation layout and do not eliminate the buffer in any continuous stretch along the frontage.

### **4. Encroachment into the City of Loganville 50-Foot Undisturbed Stream Buffer**

We request approval of minor, limited encroachments into the City's 50-foot undisturbed stream buffer along Big Flat Creek. Georgia EPD mandates a 25-foot undisturbed natural vegetative buffer from the wrested vegetation line. The City of Loganville imposes a more restrictive 50-foot undisturbed buffer. The proposed encroachments are confined to the outer portion of the City's buffer and are specifically limited to locations where: (a) disturbance does not extend into the Georgia EPD 25-foot buffer, which will be maintained in full; (b) the encroachment is confined to the outermost edge of the City buffer, away from the stream bank; and (c) the encroachment is the minimum necessary to achieve a functional development layout. The most critical near-stream vegetative protection will remain fully intact.

### **5. Removal of the 25-Foot Non-Imperious Setback Beyond the 50-Foot Buffer**

We request relief from the City's requirement for an additional 25-foot non-imperious setback beyond the 50-foot undisturbed stream buffer. The combined effect of the Georgia EPD 25-foot buffer, the City's 50-foot buffer, and this 25-foot non-imperious setback creates a 75-foot total protected corridor measured from the wrested vegetation line/top of bank. Applied to a 3.61-acre parcel with dual road frontage setbacks, this corridor consumes a disproportionate share of the total parcel area in a manner uniquely severe on this tract. Strict enforcement of all these requirements would effectively preclude any anchor retail development on the property.

### **Conclusion**

GBT Realty Corporation respectfully requests that the Planning Commission recommend approval of the variances described herein and in the accompanying applications. Each variance is the minimum relief necessary to achieve a functional, commercially viable development on a parcel whose physical and topographic conditions create genuine, site-specific hardships. The proposed development will bring a quality grocery retail anchor to the Loganville community while implementing modern stormwater controls that directly address the identified water quality concerns associated with Big Flat Creek.

We appreciate the Commission's consideration and welcome the opportunity to discuss these requests further.

Respectfully submitted,

  
\_\_\_\_\_  
**Kelly Hiatt P.E.**  
Development Manager, Retail  
GBT Realty Corporation  
9010 Overlook Blvd, Brentwood, TN 37027  
(248) 701-3307  
khiatt@gbtrealty.com

**Attachments:**

- 1. Applications for Major Variances (5 applications)
- 2. Check for Application Fees
- 3. Legal Description of Property
- 4. Stream Delineation Map
- 5. Plat of Property (ALTA/NSPS Land Title Survey, Draft, April 2026)
- 6. Concept Site Plan (Sprouts Loganville, dated June 3, 2026)
- 7. Alternative Concept Plan (Sprouts Loganville, dated June 3, 2026)
- 8. Affected Buffer Area Plan
- 9. Names and Addresses of Abutting Property Owners







[illegible]

**CONCEPT PLAN FOR:  
SPROUTS**  
530 & 540 BRAND ROAD  
LOGANVILLE  
GWINNETT COUNTY, GEORGIA

|                          |              |
|--------------------------|--------------|
| ALTERNATIVE CONCEPT PLAN | DRAWN BY :   |
|                          | CHECKED BY : |

SHEET NUMBER: CP-1 337

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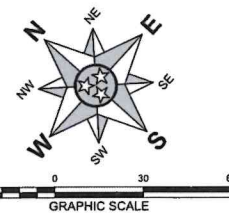
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STORMWATER DETENTION REQUIREMENTS WILL BE SATISFIED THROUGH THE USE OF AN UNDERGROUND DETENTION SYSTEM IN LIEU OF A SURFACE DETENTION POND. THE UNDERGROUND DETENTION FACILITY WILL BE DESIGNED IN ACCORDANCE WITH APPLICABLE CITY OF LOGANVILLE AND GEORGIA STORMWATER MANAGEMENT MANUAL REQUIREMENTS. FINAL SIZING, ROUTING CALCULATIONS, OUTLET CONTROL STRUCTURES, AND CONSTRUCTION DETAILS WILL BE PROVIDED WITH THE LAND DISTURBANCE PERMIT.

## LEGEND

|  |                               |
|--|-------------------------------|
|  | PROPERTY LINE                 |
|  | EXISTING BUILDING             |
|  | EXISTING FENCE                |
|  | EXISTING CURB                 |
|  | EXISTING CURB & GUTTER        |
|  | EXISTING MAJOR CONTOUR        |
|  | EXISTING MINOR CONTOUR        |
|  | EXISTING WATER LINE           |
|  | EXISTING SANITARY SEWER       |
|  | EXISTING NATURAL GAS LINE     |
|  | EXISTING STORM SEWER          |
|  | EXISTING OVERHEAD ELECTRIC    |
|  | EXISTING UNDERGROUND ELECTRIC |
|  | PROPERTY SETBACK LINE         |
|  | PROPOSED BUILDING LINE        |
|  | PROPOSED CURB                 |
|  | EXISTING PAVEMENT             |
|  | HEAVY DUTY ASPHALT PAVEMENT   |
|  | CONCRETE SIDEWALK             |

## SITE DATA TABLE

PROJECT NAME: SPROUTS  
PARCEL ID: 5160 057 & 5160 175  
PARCEL ADDRESS: 530 & 540 BRAND ROAD, LOGANVILLE, GA 30052  
SITE ACREAGE: 3.61 AC. ±

JURISDICTION: LOGANVILLE  
COUNTY: GWINNETT  
EXISTING USE: RESIDENCE  
EXISTING ZONING: CH (COMMERCIAL HIGHWAY)  
PROPOSED USE: SHOPPING CENTER

## ZONING STANDARDS

BUILDING HEIGHT NOT TO EXCEED 6 STORIES  
FRONT YARD SETBACK: 35 FT (OAK GROVE ROAD - MINOR COLLECTOR STREET)  
SIDE YARD SETBACK: 20 FT  
REAR YARD SETBACK: 30 FT  
LANDSCAPE BUFFER: 10 FT ALONG PUBLIC RIGHT-OF-WAY (VARIANCE)  
5 FT ALONG NON-PUBLIC RIGHT-OF-WAY

## STREAM BUFFER AND SETBACK REQUIREMENTS

STATE OF GEORGIA: 25 FT UNDISTURBED NATURAL VEGETATIVE BUFFER  
CITY OF LOGANVILLE: 50 FT UNDISTURBED NATURAL VEGETATIVE BUFFER AND AN ADDITIONAL 25 FT SETBACK BEYOND THE UNDISTURBED VEGETATIVE BUFFER IN WHICH ALL IMPERVIOUS COVER SHALL BE PROHIBITED (VARIANCE)

## OFF-STREET PARKING REQUIREMENTS

SHOPPING CENTER: 1 SPACE PER 200 SF  
TOTAL PARKING REQUIRED: 32,073 SF / 200 SF = 161 SPACES  
TOTAL PARKING PROVIDED = 153 SPACES (7 ADA SPACES) (VARIANCE)  
PARKING SPACE DIMENSIONS REQUIRED = 9' x 19'  
PARKING SPACE DIMENSIONS PROVIDED = 9' x 18' (VARIANCE)  
LOADING SPACES REQUIRED: RETAIL AND SHOPPING CENTER - 1/ FIRST 5,000 SF PLUS 1/ ADDITIONAL 30,000 SF OR FRACTION THEREOF (2 LOADING SPACES REQUIRED). SUPERMARKET AND FOOD STORE - 2/ FIRST 10,000 SF AND EACH ADDITIONAL 20,000 SF (3 LOADING SPACES REQUIRED). 5 TOTAL LOADING SPACES REQUIRED  
LOADING SPACES PROVIDED: 3 SPACES (VARIANCE)

FEMA FLOOD MAP: MAP NUMBER 13135C0132F EFFECTIVE 12/8/2016  
SITE IS LOCATED IN ZONE X, AREA OF MINIMAL FLOOD HAZARD

BASED ON INFORMATION TAKEN FROM SURVEY PROVIDED BY CEC, DATED APRIL 28, 2026



DRAFT

CONCEPT PLAN FOR:  
SPROUTS  
530 & 540 BRAND ROAD  
LOGANVILLE  
GWINNETT COUNTY, GEORGIA

**M2 GROUP**  
P.O. BOX 2543  
BRENTWOOD, TN 37024-2543  
615-656-0227 / M2GROUPALL.COM

CONCEPT PLAN

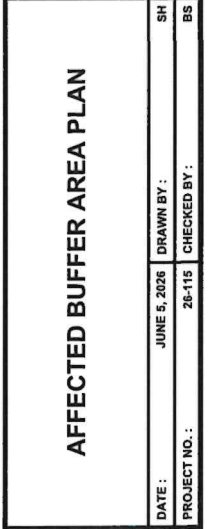
SHEET NUMBER:

CP- 338

DATE: JUNE 5, 2026  
DRAWN BY: SH  
PROJECT NO.: 26-115  
CHECKED BY: BS

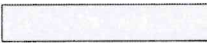


**AFFECTED BUFFER AREA PLAN FOR:  
SPROUTS  
530 & 540 BRAND ROAD  
LOGANVILLE  
GWINNETT COUNTY, GEORGIA**



Know what's below.  
Call before you dig.



- |                                                                                       |                                                                        |
|---------------------------------------------------------------------------------------|------------------------------------------------------------------------|
|    | PROPERTY LINE                                                          |
|    | EXISTING BUILDING                                                      |
|    | EXISTING FENCE                                                         |
|    | EXISTING CURB                                                          |
|    | EXISTING CURB & GUTTER                                                 |
|    | EXISTING MAJOR CONTOUR                                                 |
|    | EXISTING MINOR CONTOUR                                                 |
|    | EXISTING WATER LINE                                                    |
|    | EXISTING SANITARY SEWER                                                |
|    | EXISTING NATURAL GAS LINE                                              |
|    | EXISTING STORM SEWER                                                   |
|    | EXISTING OVERHEAD ELECTRIC                                             |
|    | EXISTING UNDERGROUND ELECTRIC                                          |
|    | PROPERTY SETBACK LINE                                                  |
|    | PROPOSED BUILDING LINE                                                 |
|    | PROPOSED CURB                                                          |
|   | EXISTING PAVEMENT                                                      |
|  | HEAVY DUTY ASPHALT PAVEMENT                                            |
|  | CONCRETE SIDEWALK                                                      |
|  | AFFECTED SETBACK AREA IN CITY OF LOGANVILLE 25' NON-IMPERVIOUS SETBACK |
|  | AFFECTED BUFFER AREA IN CITY OF LOGANVILLE 50' UNDISTURBED BUFFER      |

| <b><u>VARIANCE AREA TABLE</u></b>                                             |          |
|-------------------------------------------------------------------------------|----------|
| TOTAL AFFECTED SETBACK AREA IN CITY OF LOGANVILLE 25' NON-IMPERVIOUS SETBACK: | 4,098 SF |
| TOTAL AFFECTED BUFFER AREA IN CITY OF LOGANVILLE 50' UNDISTURBED BUFFER:      | 238 SF   |

# SITE DATA TABLE

|                  |                                            |
|------------------|--------------------------------------------|
| PROJECT NAME:    | SPROUTS                                    |
| PARCEL ID:       | 5160 057 & 5160 175                        |
| PARCEL ADDRESS:  | 530 & 540 BRAND ROAD, LOGANVILLE, GA 30052 |
| SITE ACREAGE:    | 3.61 AC. ±                                 |
| JURISDICTION:    | LOGANVILLE                                 |
| COUNTY:          | GWINNETT                                   |
| EXISTING USE:    | RESIDENCE                                  |
| EXISTING ZONING: | CH (COMMERCIAL HIGHWAY)                    |
| PROPOSED USE:    | SHOPPING CENTER                            |

**ZONING STANDARDS**

FRONT YARD SETBACK: 35 FT (OAK GROVE ROAD - MINOR COLLECTOR STREET)

SIDE YARD SETBACK: 20 FT

REAR YARD SETBACK: 30 FT

LANDSCAPE BUFFER: 10 FT ALONG PUBLIC RIGHT-OF-WAY  
5 FT ALONG NON-PUBLIC RIGHT-OF-WAY

**STREAM BUFFER AND SETBACK REQUIREMENTS**

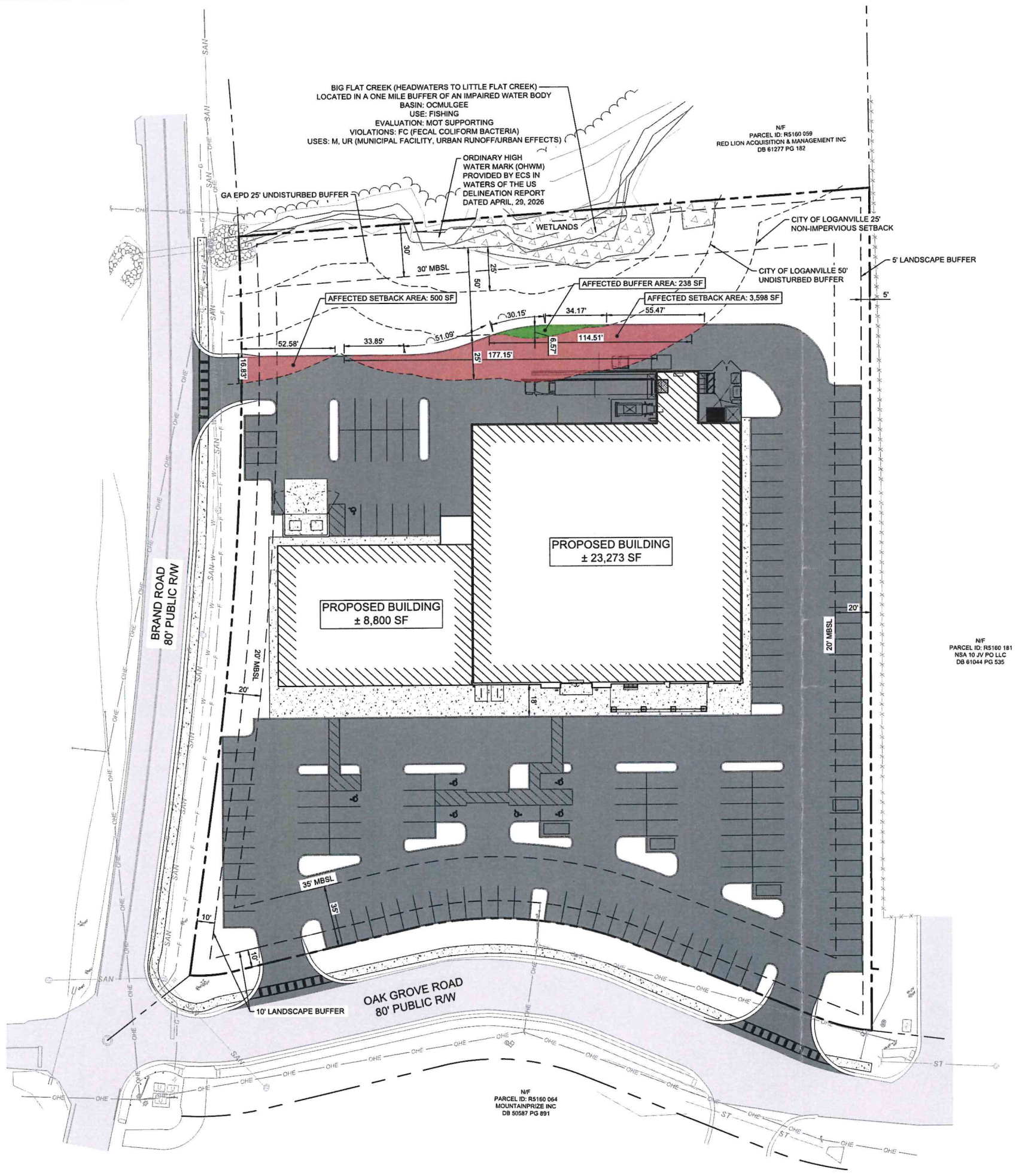
STATE OF GEORGIA: 25 FT UNDISTURBED NATURAL VEGETATIVE BUFFER

CITY OF LOGANVILLE: 50 FT UNDISTURBED NATURAL VEGETATIVE BUFFER AND AN ADDITIONAL 25 FT SETBACK BEYOND THE UNDISTURBED VEGETATIVE BUFFER IN WHICH ALL IMPERVIOUS COVER SHALL BE PROHIBITED (AFFECTED)

FEMA FLOOD MAP: MAP NUMBER 13135C0132F EFFECTIVE 12/9/2016

SITE IS LOCATED IN ZONE X, AREA OF MINIMAL FLOOD HAZARD

BASED ON INFORMATION TAKEN FROM SURVEY PROVIDED BY CEC, DATED APRIL 28, 2026







Re: Application for Major Variance - Abutting Property Owners  
530 & 540 Brand Road SW, Loganville, GA 30052

Abutting Property Owners

| Property Address  | Owner Name                            | Mailing Address             | Mailing City      | Mailing State | Mailing Zip Code |
|-------------------|---------------------------------------|-----------------------------|-------------------|---------------|------------------|
| 520 BRAND ROAD    | RED LION ACQUISITION & MANAGEMENT INC | 2382 PRO TEC WAY STE A      | LOGANVILLE        | GA            | 30052-3683       |
| 3900 OAK GROVE RD | NSA 110 V JV PO LLC                   | 8400 E PRENTICE AVE STE 900 | GREENWOOD VILLAGE | CO            | 80111-2921       |

Property Owners Across Public Right-of-Way

| Property Address         | Owner Name                     | Mailing Address         | Mailing City | Mailing State | Mailing Zip Code |
|--------------------------|--------------------------------|-------------------------|--------------|---------------|------------------|
| 59 ATHENS HWY            | MOUNTAINPRIZE INC              | C/O SILVER OAK ADVISORS | SMYRNA       | GA            | 30081-2437       |
| 3836 OAK GROVE RD        | HOLY CROSS ANGLICAN CHURCH INC | PO BOX 776              | LOGANVILLE   | GA            | 30052-0776       |
| 506 HOKE O'KELLY MILL RD | ATLANTA MOTOR SALES LLC        | 3413 DIVERSIFIED DR     | LOGANVILLE   | GA            | 30052-2408       |





June 4, 2026

**City of Loganville**

Department of Planning & Development  
P.O. Box 39 • 4303 Lawrenceville Road  
Loganville, GA 30052

**Re:** Application for Major Variances  
530 & 540 Brand Road SW, Loganville, GA 30052

Dear Members of the Planning Commission:

On behalf of GBT Realty Corporation, we respectfully submit this package of applications for Major Variances in connection with the proposed development of a retail shopping center anchored by Sprouts Farmers Market at 530 and 540 Brand Road SW, Loganville, Georgia (Parcel IDs: 5160 057 and 5160 175). The subject property totals approximately 3.61 acres and is zoned CH (Commercial Highway). The proposed development consists of an approximately 23,273 square-foot anchor grocery store and an approximately 8,800 square-foot in-line retail building.

The site presents a combination of geometric constraints, stream and wetland features, and competing regulatory setback requirements that, taken together, render strict compliance with certain development standards impractical without material sacrifice of the property's reasonable usability. Each variance requested below is grounded in site-specific physical and topographic conditions unique to this parcel.

**Variances Requested and Justification**

Reduction of Parking Space Length from 19 Feet to 18 Feet

The applicant requests that the standard 19-foot parking stall length be reduced to 18 feet. This reduction is necessitated by the irregular geometry of the site, which is bounded on the north by Big Flat Creek and associated stream buffers and wetlands, on the west by Brand Road (80-foot public right-of-way), and on the south by Oak Grove Road (80-foot public right-of-way). The parcel's acutely angled corner at the Brand Road/Oak Grove Road intersection, combined with the mandated setbacks from both roadways and the stream buffer corridor running across the northern portion of the site, significantly compresses the usable development envelope.

Maintaining 19-foot stall depths within the constrained development footprint would require either an unacceptable reduction in the number of stalls or encroachment further into the stream buffer corridor. An 18-foot stall length meets the functional needs of modern vehicles and is consistent with standards accepted in both Gwinnett and Walton Counties. The one-foot reduction is the minimum relief necessary to achieve a workable parking configuration within the physical limits of the buildable area.

#### Removal of the 10-Foot Landscape Buffer Along Oak Grove Road

The applicant requests relief from the 10-foot landscape buffer requirement along the Oak Grove Road frontage. Oak Grove Road carries an 80-foot public right-of-way that itself contains substantial existing greenspace providing visual separation between the roadway and development equivalent to or greater than an on-site buffer.

Critically, the northern boundary is constrained by Big Flat Creek, associated wetlands and buffers. These overlapping requirements substantially reduce the usable depth of the site from north to south. Requiring a 10-foot landscape buffer on the Oak Grove Road frontage would push the building and parking field further north, deeper into the stream buffer impact zone. Relieving the Oak Grove Road landscape buffer allows the development footprint to be positioned as far south as possible, maximizing separation from the stream corridor.

#### Encroachments into the 10-Foot Landscape Buffer Along Brand Road

The applicant requests approval of limited encroachments into the 10-foot landscape buffer along the Brand Road frontage. The Brand Road frontage is geometrically irregular relative to the rectangular building footprint because of the angular intersection with Oak Grove Road. This angular relationship creates isolated locations where achieving a consistent parking layout, with uniform aisle widths, standard stall orientations, and adequate turning radii, results in nominal incursions into the 10-foot buffer. In all other areas along the Brand Road frontage, the 10-foot buffer is maintained or exceeded.

The Brand Road right-of-way contains existing greenspace that supplements on-site buffering and preserves the functional intent of the buffer standard. The encroachments are the minimum necessary for a geometrically coherent and safe circulation layout and do not eliminate the buffer in any continuous stretch along the frontage.

#### Encroachment into the City of Loganville 50-Foot Undisturbed Stream Buffer

Big Flat Creek and associated wetlands traverse the northern portion of the subject property. The Georgia EPD mandates a 25-foot undisturbed natural vegetative buffer from the wreted vegetation. The City of Loganville imposes a 50-foot undisturbed buffer. The applicant proposes minor, limited encroachments into the City's 50-foot buffer in locations where: (a) disturbance does not extend into the Georgia EPD 25-foot buffer, which will be maintained in full; (b) encroachment is confined to the outermost edge of the City buffer, away from the stream bank; and (c) the encroachment is the minimum necessary to achieve a functional development layout.

The hardship unique to this site is the simultaneous imposition of overlapping state and local buffer requirements across a 3.61-acre parcel that also carries two public street frontage setbacks. The cumulative effect reduces the net buildable area to a degree not ordinarily encountered on similarly-zoned commercial parcels that do not have regulated streams transecting them. The proposed encroachments are specifically limited to areas where the EPD 25-foot buffer immediately adjacent to the stream will remain fully undisturbed, preserving the most critical near-stream vegetative protection.

### Removal of the City of Loganville 25-Foot Non-Impervious Setback Beyond the 50-Foot Buffer

The City requires an additional 25-foot setback beyond the 50-foot undisturbed buffer from which all impervious cover is prohibited. The combined effect of the Georgia EPD 25-foot buffer, the City's 50-foot buffer, and this 25-foot non-impervious setback creates a 75-foot total protected corridor measured from wrested vegetation/top of bank. Applied to a 3.61-acre parcel with dual road frontage setbacks, this corridor consumes a disproportionate share of the total parcel area in a manner uniquely severe on this tract.

Big Flat Creek is identified as impaired due to fecal coliform bacteria from municipal facility and urban runoff sources. The proposed development will include engineered stormwater management infrastructure designed to treat site runoff before discharge to the creek, directly addressing the documented impairment mechanism. Preserving a non-impervious setback in addition to all other buffers, on a parcel where the cumulative regulatory envelope already prevents viable commercial development, creates a hardship unique to this parcel's geometry and stream proximity. The stormwater controls to be implemented provide protection to the stream that is functionally superior to the withholding of a 25-foot non-impervious margin on this site.

### **Applicant's Responses to Evaluation Criteria**

#### 1. Extraordinary or Exceptional Conditions Due to Size, Shape, or Topography

The subject property is a 3.61-acre parcel bounded on two sides by public rights-of-way that meet at an acute angle at the southwestern corner, creating an irregular, wedge-influenced parcel shape rather than a standard rectangular development lot. The northern portion is bisected by Big Flat Creek and its riparian corridor, including jurisdictional wetlands and stacked multi-jurisdictional stream buffers. The topography descends toward the creek from the south, limiting the area of suitable, gradeable impervious surface. The convergence of an angular street intersection, dual road frontage setbacks, and a regulated stream corridor with overlapping buffer requirements compresses the usable development envelope in a manner not typical of other CH-zoned commercial parcels and creates extraordinary site-specific constraints not of the applicant's making.

#### 2. Other Unique Conditions Adversely Affecting Reasonable Use

The simultaneous application of Georgia EPD stream buffer rules, City of Loganville stream buffer and non-impervious setback requirements, dual public street frontage landscape buffers, and standard zoning setbacks leaves a development footprint that, if all standards are applied strictly, cannot accommodate a shopping center of a scale consistent with the CH zoning designation. The CH zone expressly permits shopping centers; yet the physical constraints of this parcel make the standard development parameters unworkable without variance relief. No comparable CH-zoned parcel without a regulated stream transecting it would face the same degree of constrained buildable area.

### 3. How Strict Application Creates an Unnecessary Hardship

Strict enforcement of all landscape buffers, stream buffers, the non-impervious setback, and parking standards as applied to this parcel would effectively preclude development of any anchor retail use on the property. The stacking of the City's 50-foot undisturbed buffer plus a 25-foot non-impervious setback, plus dual 10-foot street landscape buffers, plus the 35-foot front setback, in combination with the angular intersection geometry, reduces the impervious development area to a dimension that cannot support a viable retail building and parking field. This hardship is not self-created; it arises from the natural presence of Big Flat Creek and its topographic corridor on the parcel, a condition that existed prior to and independent of the development proposal.

### 4. Whether the Requested Relief Causes Substantial Detriment to the Public Good

The requested variances will not cause substantial detriment to the public good. The Georgia EPD 25-foot undisturbed buffer will be maintained in full along the entirety of the stream and wetland frontage. Engineered stormwater management will treat runoff before it reaches the creek, directly addressing the identified fecal coliform impairment from diffuse urban runoff. Landscape buffer variances along Brand Road and Oak Grove Road are mitigated by existing right-of-way greenspace that preserves the visual and functional intent of the buffer standard. The 2-space parking reduction and 1-foot stall length reduction are de minimis in impact on traffic function or public safety. None of the variances authorize a use not otherwise permitted in the CH zone.

### 5. Whether the Relief Grants an Otherwise Prohibited Use

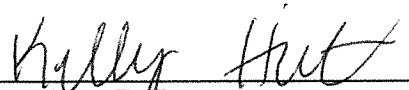
No. The variances requested are dimensional and buffer variances only. A retail shopping center with a grocery anchor is a permitted use in the CH (Commercial Highway) zoning district. None of the variances authorize a use, activity, or structure otherwise prohibited by the applicable ordinance. The relief sought pertains solely to the physical standards governing setbacks, buffers, and parking dimensions, not to the category of use proposed.

### **Conclusion**

GBT Realty Corporation respectfully requests that the Planning Commission recommend approval of the variances described herein. Each variance is the minimum relief necessary to achieve a functional, commercially viable development on a parcel whose physical and topographic conditions create genuine, site-specific hardships. The proposed development will bring a quality grocery retail anchor to the Loganville community while implementing modern stormwater controls that directly address the identified water quality concerns associated with Big Flat Creek.

We appreciate the Commission's consideration and are available to discuss these requests at your convenience.

Respectfully submitted,

  
\_\_\_\_\_

**Kelly Hiatt, P.E.**

Development Manager | Retail  
GBT Realty Corporation  
9010 Overlook Blvd, Brentwood, TN  
khiatt@gbtreatly.com

**Attachments:**

1. Applications for Major Variances
2. Check for Application Fees
3. Legal Description of Property
4. Stream Delineation Map
5. Plat of Property i.e. ALTA/NSPS Land Title Survey (Draft, April 2026)
6. Concept Site Plan (Sprouts Loganville, dated June 3, 2026)
7. Alternative Concept Plan (Sprouts Loganville, dated June 3, 2026)
8. Affected Buffer Area Plan
9. Names and Addresses of Abutting Property Owners



## STAFF APPLICATION ANALYSIS REPORT

**ZONING CASE #:** V26-005

**LANDOWNERS:** Samuel Cordos / Bright Stone Lending LLC

**APPLICANT:** Kelly Hiatt on behalf of GBT Realty Corporation

**PROPERTY ADDRESS:** 530 and 540 Brand Road

**MAP/PARCEL #:** R5160 057 and R5160 175

**PARCEL DESCRIPTION:** Residential (vacant)

**AREA:** 3.61 acres

**EXISTING ZONING:** CH

**PROPOSED ZONING:** No Change

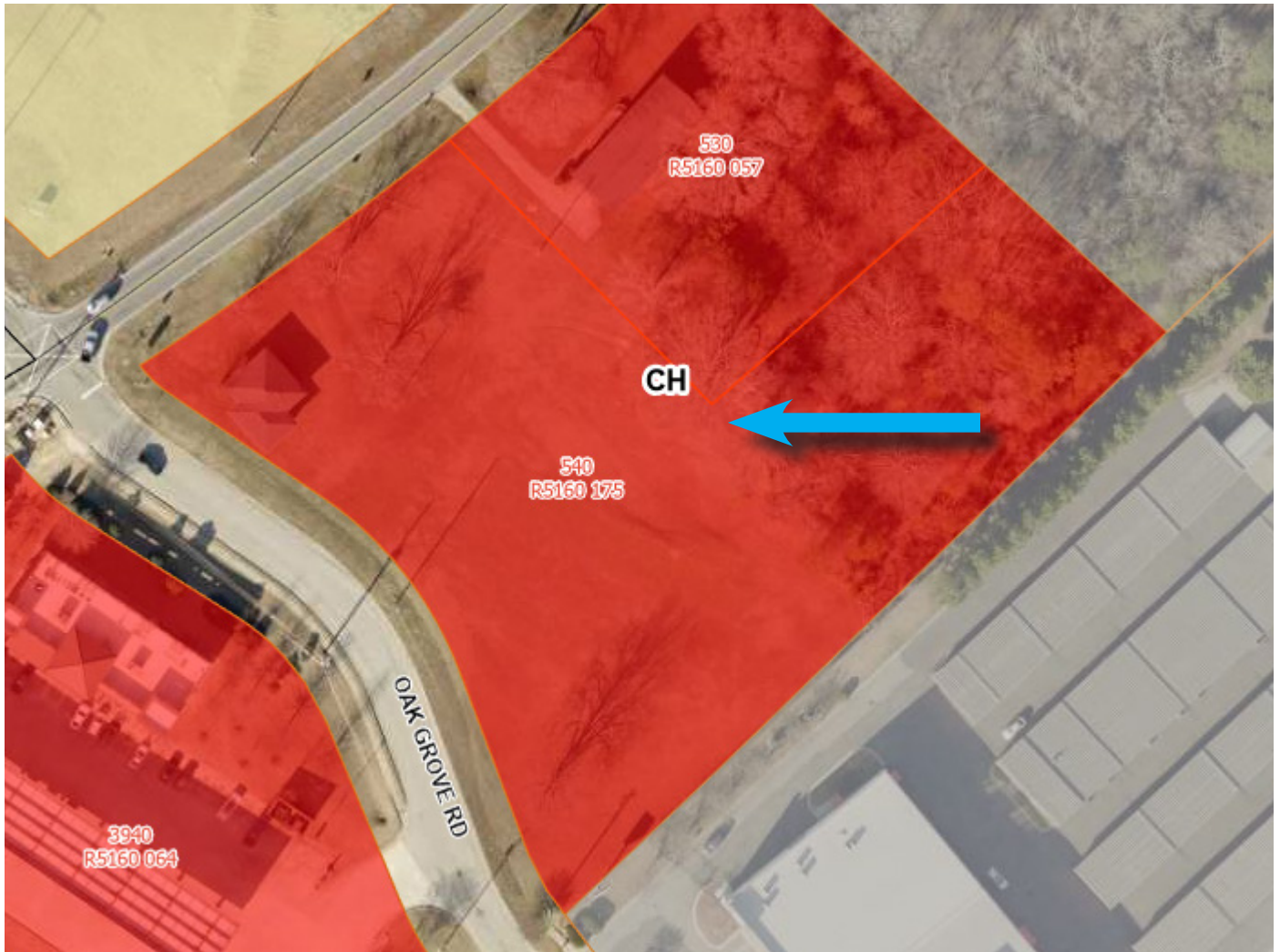
**FUTURE LAND USE MAP:** Commercial

**REASON FOR REQUEST:** Seeking relief from the City of Loganville Code of Ordinances 117-13 Buffer and Setback Requirements. Specifically, the applicant is seeking permission to encroach on the 50-foot undisturbed stream buffer.

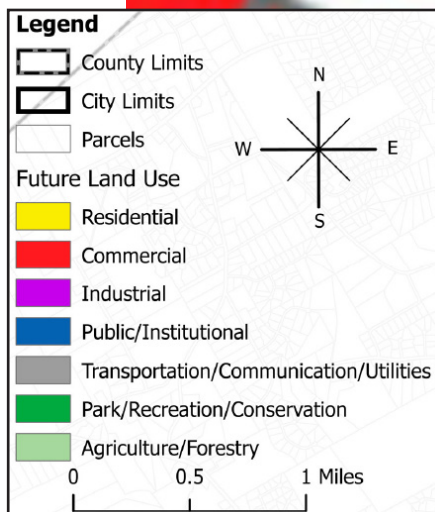
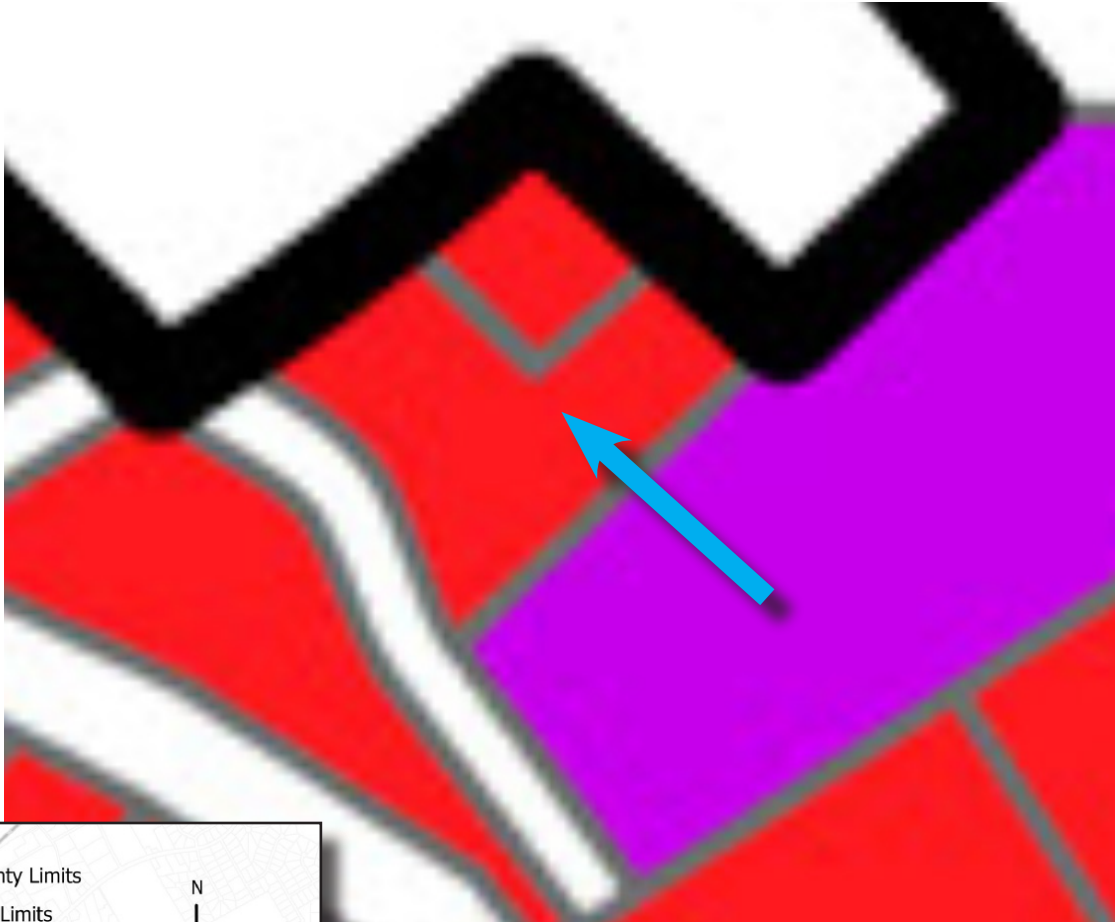
**PLANNING COMMISSION HEARING:** July 23, 2026

**CITY COUNCIL HEARING:** August 10, 2026

## ZONING MAP



## FUTURE LAND USE MAP



## Applicant's Request

The applicant is seeking a variance for minor limited encroachments into the City's 50-foot undisturbed stream buffer along Big Flat Creek.

## Existing Conditions

Each parcel has a residence on it, with 540 Brand Road having a 952-square-foot home that was built in 1940 and 530 Brand Road having a 2,064-square-foot home that was built in 1974, according to Gwinnett County records. The properties were annexed into the City in 2008 with the original intent of building a hotel and retail center.

Big Flat Creek runs along the northeast property line.

## Impact Analysis / Recommendation

**What extraordinary or exceptional conditions due to size, shape or topography are present on the property in question that support the request for relief?** The parcel is irregularly shaped as a result of the intersection of Brand Road and Oak Grove Road, with future plans to turn this into a roundabout. In addition, the Big Flat Creek state waterway traverses the property along its northeastern property line, which is required to have a 75 foot buffer (50 feet undisturbed, another 25 feet where impervious cover are prohibited).

**What other conditions are unique to the property and adversely affect its reasonable use or usability as currently zoned?** None.

**How does the application of the requirements of the applicable ordinance to the property in question create an unnecessary hardship?** Sec. 117-14 (4) Variance Procedures provides six factors that may be considered in determining whether the variance should be issued. One of the criteria includes the location and extent of the proposed buffer or setback intrusion. The proposed impact is 238 square feet. It could be viewed as a hardship in that this project cannot be build as proposed, but a reduction in parking or the footprint of the buildings would likely allow this project to meet City standards.

**Would the requested relief, if granted, cause substantial detriment to the public good or impair the purpose and intent of the applicable ordinance?** No.

**Recommended action:** Though the impact is minimal, it is hard to see how the conditions that are peculiar to the property adversely affect its reasonable use or usability as currently zoned. The applicants were aware of the presence of a state waterway on the proposed site and consequently could have proposed a smaller footprint to meet the parameters outlined by City code. The staff recommendation is to deny this variance.

## Planning Commission Recommended Conditions

## City Council Conditions





CITY OF LOGANVILLE  
Department of Planning & Development Section 4, Item D.  
P.O. Box 39 • 4303 Lawrenceville Road  
Loganville, GA 30052  
770.466.2633 • 770.466.3240 • Fax 770.554.5556

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

Application # V 260060

**APPLICATION FOR MAJOR VARIANCE**

Stormwater  
25' Buffer

| APPLICANT INFORMATION                                                                                                                                                                                                                                                                                                                                                                                                              | PROPERTY OWNER INFORMATION*                                                                                                                                                                                                                              |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>NAME:</b> Kelly Hiatt, on behalf of GBT Realty Corporation<br><b>ADDRESS:</b> 9010 Overlook Boulevard<br><b>CITY:</b> Brentwood<br><b>STATE:</b> TN <b>Zip:</b> 37027<br><b>PHONE:</b> (248) 701-3307                                                                                                                                                                                                                           | <b>NAME:</b> Samuel Cordos / Bright Stone Lending LLC<br><b>ADDRESS:</b> 1147 Tranquil Brook Dr<br><b>CITY:</b> Naples<br><b>STATE:</b> FL <b>Zip:</b> 34114<br><b>PHONE:</b> 239-358-1660<br>(*attach additional pages if necessary to list all owners) |
| <b>Applicant is:</b> <input type="checkbox"/> Property Owner <input type="checkbox"/> Contract Purchaser <input checked="" type="checkbox"/> Agent <input type="checkbox"/> Attorney                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                          |
| <b>CONTACT PERSON:</b> Kelly Hiatt <b>PHONE:</b> (248) 701-3307<br><b>EMAIL:</b> khiatt@gbtrealty.com <b>FAX:</b> _____                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                          |
| PROPERTY INFORMATION                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                          |
| <b>MAP &amp; PARCEL #</b> 5160 057 & 5160 175 <b>PRESENT ZONING:</b> CH <b>ACREAGE:</b> 3.61<br><b>ADDRESS:</b> 530 & 540 Brand Road SW <b>COUNTY:</b> Gwinnett<br><b>Ordinance and Section from Which Relief is Sought:</b> 25-Foot Non-impervious Setback Beyond 50-Foot Buffer<br><b>Description of Request:</b> Removal of the 25-foot non-impervious setback beyond the City of Loganville 50-foot undisturbed stream buffer. |                                                                                                                                                                                                                                                          |

You must attach: ☒ Application Fee ☒ Legal Description ☒ Plat of Property ☒ Letter of Intent  
☒ Site Plan ☒ Names/Addresses of Abutting Property Owners ☒ Justification Analysis

Pre-Application Conference Date: 5/13/2026

Accepted by Planning & Development: Manya Prasad

DATE: 6/15/26 FEE PAID: \$500.00

CHECK # 1180 RECEIPT # \_\_\_\_\_ TAKEN BY: \_\_\_\_\_ DATE OF LEGAL NOTICE: \_\_\_\_\_ NEWSPAPER: THE WALTON TRIBUNE

PLANNING COMMISSION RECOMMENDATION: ☐ Approve ☐ Approve w/conditions ☒ Deny ☐ No Recommendation

Commission Chairman: Michael Jaynes

DATE: 23 July 2024

CITY COUNCIL ACTION:

☐ Approved ☐ Approved w/conditions ☐ Denied ☐ Tabled to \_\_\_\_\_  
☐ Referred Back to Planning Commission ☐ Withdrawn

Mayor \_\_\_\_\_

City Clerk \_\_\_\_\_

Date \_\_\_\_\_



RECORD LEGAL DESCRIPTION

TRACT I:

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 160 OF THE 5TH DISTRICT, GWINNETT COUNTY, GEORGIA, CONTAINING

2.808 ACRES, MORE OR LESS, LOCATED ON OAK GROVE ROAD AND DESCRIBED IN A PLAT OF SURVEY ENTITLED "SURVEYOR FOR OSCAR C. GRIFFETH", AS PREPARED BY VON ITTER & ASSOCIATES, INC., DATED 11/27/96 AND RECORDED IN PLAT BOOK 72, PAGE 228 , GWINNETT COUNTY RECORDS, WHICH PLAT IS HEREBY REFERRED TO AND MADE A PART OF THIS DESCRIPTION. LESS AND EXCEPT FROM THE ABOVE DESCRIBED PROPERTY THE FOLLOWING PARCEL OF LAND:

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN DISTRICT 5 LAND LOT 160, LOGANVILLE, GEORGIA, CONTAINING 0.207 ACRES OF LAND, MORE OR LESS, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHERLY MARGIN OF THE 80 FOOT RIGHT-OF-WAY OF OAK GROVE ROAD AND THE EASTERLY MARGIN OF THE 80 FOOT RIGHT-OF-WAY OF BRAND ROAD, BEING THE TRUE POINT OF BEGINNING; THENCE SOUTH 38 DEGREES 21 MINUTES 20 SECONDS EAST, 0.97 FEET TO A POINT; THENCE 24.08 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 80.00 FEET, A CHORD BEARING OF SOUTH 46 DEGREES 58 MINUTES 45 SECONDS EAST, AND A CHORD DISTANCE OF 23.99 FEET TO A POINT; THENCE SOUTH 55 DEGREES 13 MINUTES 19 SECONDS EAST, 103.41 FEET TO A POINT; THENCE 129.25 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 210.00 FEET, A CHORD BEARING OF SOUTH 37 DEGREES 35 MINUTES 24 SECONDS EAST, AND A CHORD DISTANCE OF 127.22 FEET TO A POINT; THENCE SOUTH 19 DEGREES 57 MINUTES 31 SECONDS EAST, 110.82 FEET TO A POINT; THENCE 27.36 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 104.84 FEET, A CHORD BEARING OF SOUTH 27 DEGREES 14 MINUTES 13 SECONDS EAST, AND A CHORD DISTANCE OF 27.28 FEET TO A POINT; THENCE 382.90 FEET ALONG AN ARC OF THE CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 9177.14 FEET, A CHORD BEARING OF NORTH 37 DEGREES 06 MINUTES 31 SECONDS WEST, AND A CHORD DISTANCE OF 382.87 FEET TO THE TRUE POINT OF BEGINNING.

TRACT II:

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 159 AND 160 OF THE 5TH DISTRICT, GWINNETT COUNTY, GEORGIA AND BEING MORE PARTICULARLY DESCRIBED ACCORDING TO A PLAT OF SURVEY PREPARED BY B. J. GOBLE, JR., SURVEYOR DATED MAY 2, 1973 AND RECORDED IN PLAT BOOK Z, PAGE 81-A , GWINNETT COUNTY RECORDS, WHICH PLAT IS HEREBY REFERRED TO AND MADE A PART OF THIS DESCRIPTION.







June 17, 2026

**City of Loganville**  
Department of Planning & Development  
P.O. Box 39 • 4303 Lawrenceville Road  
Loganville, GA 30052

**Re:** Letter of Intent for Major Variances  
530 & 540 Brand Road SW, Loganville, GA 30052

Dear Members of the Planning Commission:

GBT Realty Corporation respectfully submits this Letter of Intent in support of five Major Variance applications for the proposed Sprouts Farmers Market shopping center at 530 and 540 Brand Road SW (Parcels 5160 057 and 5160 175), a 3.61-acre CH-zoned site. Each variance is the minimum relief necessary to achieve a functional, commercially viable development given the physical limitations described above.

**1. Reduction of Parking Space Length from 19 Feet to 18 Feet**

We request a reduction in the required parking stall length from 19 feet to 18 feet throughout the parking field. The irregular geometry of the site, combined with the mandated setbacks from both road frontages and the stream buffer corridor running across the northern portion of the property, significantly compresses the usable development envelope. Maintaining 19-foot stall depths would require either an unacceptable reduction in the total number of parking stalls or additional encroachment into the stream buffer corridor. An 18-foot stall length meets the functional needs of modern vehicles and is consistent with parking standards accepted in both Gwinnett and Walton Counties. The one-foot reduction is the minimum relief necessary to achieve a workable parking configuration within the physical limits of the buildable area.

**2. Removal of the 10-Foot Landscape Buffer Along Oak Grove Road**

We request full relief from the 10-foot landscape buffer requirement along the Oak Grove Road frontage. Oak Grove Road carries an 80-foot public right-of-way that itself contains substantial existing greenspace providing visual separation between the roadway and the development equivalent to or greater than an on-site buffer. Requiring an additional 10-foot on-site buffer along Oak Grove Road would push the building and parking field further north, deeper into the stream buffer impact zone. Relieving this buffer requirement allows the development footprint to be positioned as far south as possible, maximizing separation from the stream corridor.



### **3. Minor Encroachments into the 10-Foot Landscape Buffer Along Brand Road**

We request approval of limited encroachments into the 10-foot landscape buffer along the Brand Road frontage. The Brand Road frontage is geometrically irregular relative to the rectangular building footprint due to the angular intersection with Oak Grove Road. This angular relationship creates isolated locations where achieving a consistent parking layout with uniform aisle widths, standard stall orientations, and adequate turning radii results in nominal incursions into the 10-foot buffer. In all other areas along the Brand Road frontage, the 10-foot buffer is maintained or exceeded. The Brand Road right-of-way contains existing greenspace that supplements on-site buffering and preserves the functional intent of the buffer standard. The encroachments are the minimum necessary for a geometrically coherent and safe circulation layout and do not eliminate the buffer in any continuous stretch along the frontage.

### **4. Encroachment into the City of Loganville 50-Foot Undisturbed Stream Buffer**

We request approval of minor, limited encroachments into the City's 50-foot undisturbed stream buffer along Big Flat Creek. Georgia EPD mandates a 25-foot undisturbed natural vegetative buffer from the wretched vegetation line. The City of Loganville imposes a more restrictive 50-foot undisturbed buffer. The proposed encroachments are confined to the outer portion of the City's buffer and are specifically limited to locations where: (a) disturbance does not extend into the Georgia EPD 25-foot buffer, which will be maintained in full; (b) the encroachment is confined to the outermost edge of the City buffer, away from the stream bank; and (c) the encroachment is the minimum necessary to achieve a functional development layout. The most critical near-stream vegetative protection will remain fully intact.

### **5. Removal of the 25-Foot Non-Imperious Setback Beyond the 50-Foot Buffer**

We request relief from the City's requirement for an additional 25-foot non-imperious setback beyond the 50-foot undisturbed stream buffer. The combined effect of the Georgia EPD 25-foot buffer, the City's 50-foot buffer, and this 25-foot non-imperious setback creates a 75-foot total protected corridor measured from the wretched vegetation line/top of bank. Applied to a 3.61-acre parcel with dual road frontage setbacks, this corridor consumes a disproportionate share of the total parcel area in a manner uniquely severe on this tract. Strict enforcement of all these requirements would effectively preclude any anchor retail development on the property.

### **Conclusion**

GBT Realty Corporation respectfully requests that the Planning Commission recommend approval of the variances described herein and in the accompanying applications. Each variance is the minimum relief necessary to achieve a functional, commercially viable development on a parcel whose physical and topographic conditions create genuine, site-specific hardships. The proposed development will bring a quality grocery retail anchor to the Loganville community while implementing modern stormwater controls that directly address the identified water quality concerns associated with Big Flat Creek.

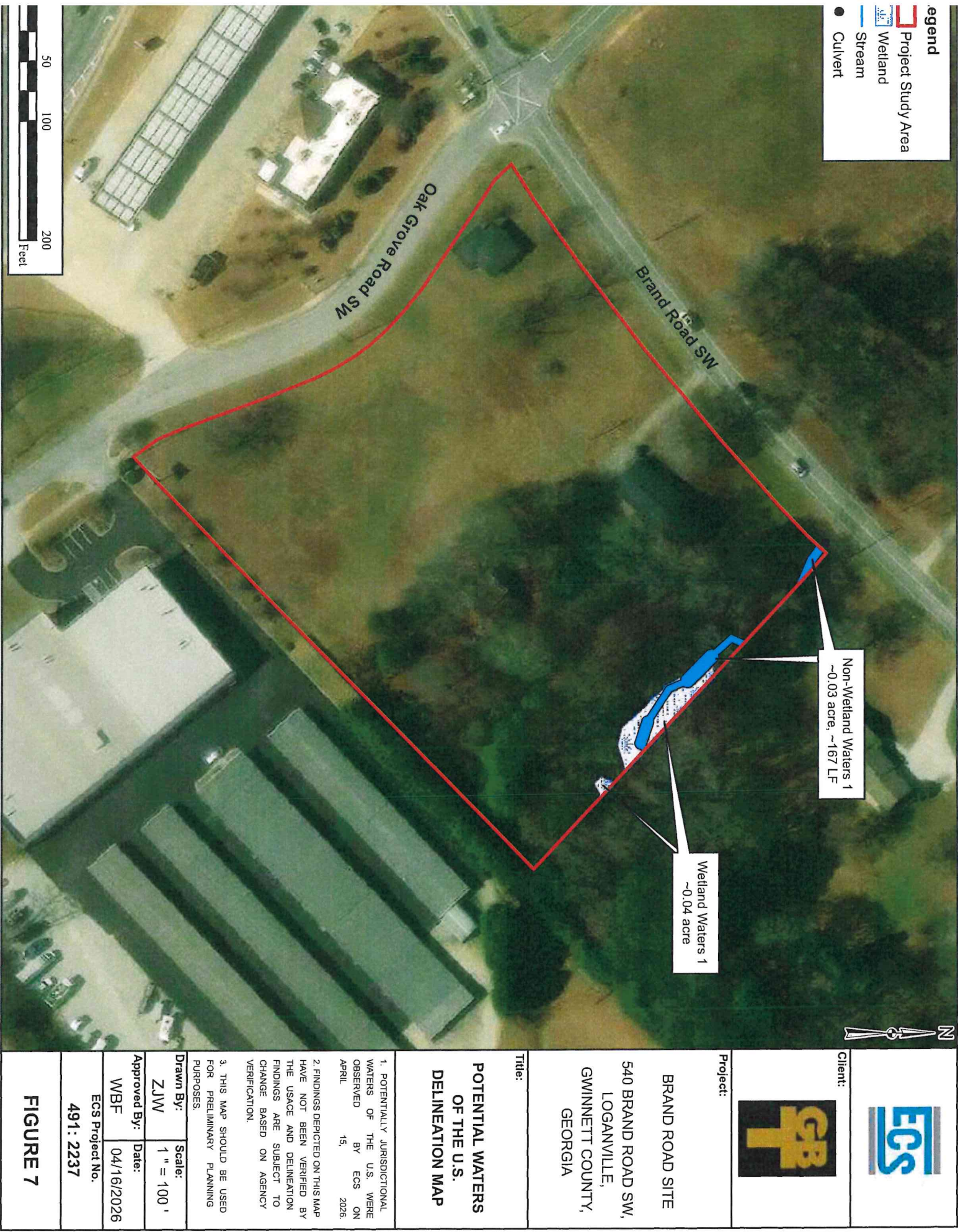
We appreciate the Commission's consideration and welcome the opportunity to discuss these requests further.

Respectfully submitted,

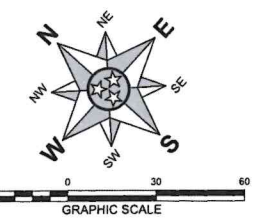
  
\_\_\_\_\_  
**Kelly Hiatt P.E.**  
Development Manager, Retail  
GBT Realty Corporation  
9010 Overlook Blvd, Brentwood, TN 37027  
(248) 701-3307  
khiatt@gbtrealty.com

**Attachments:**

1. Applications for Major Variances (5 applications)
2. Check for Application Fees
3. Legal Description of Property
4. Stream Delineation Map
5. Plat of Property (ALTA/NSPS Land Title Survey, Draft, April 2026)
6. Concept Site Plan (Sprouts Loganville, dated June 3, 2026)
7. Alternative Concept Plan (Sprouts Loganville, dated June 3, 2026)
8. Affected Buffer Area Plan
9. Names and Addresses of Abutting Property Owners







STORMWATER DETENTION REQUIREMENTS WILL BE SATISFIED THROUGH THE USE OF AN UNDERGROUND DETENTION SYSTEM IN LIEU OF A SURFACE DETENTION POND. THE UNDERGROUND DETENTION FACILITY WILL BE DESIGNED IN ACCORDANCE WITH APPLICABLE CITY OF LOGANVILLE AND GEORGIA STORMWATER MANAGEMENT MANUAL REQUIREMENTS. FINAL SIZING, ROUTING CALCULATIONS, OUTLET CONTROL STRUCTURES, AND CONSTRUCTION DETAILS WILL BE PROVIDED WITH THE LAND DISTURBANCE PERMIT.

LEGEND

|  |                               |
|--|-------------------------------|
|  | PROPERTY LINE                 |
|  | EXISTING BUILDING             |
|  | EXISTING FENCE                |
|  | EXISTING CURB                 |
|  | EXISTING CURB & GUTTER        |
|  | EXISTING MAJOR CONTOUR        |
|  | EXISTING MINOR CONTOUR        |
|  | EXISTING WATER LINE           |
|  | EXISTING SANITARY SEWER       |
|  | EXISTING NATURAL GAS LINE     |
|  | EXISTING STORM SEWER          |
|  | EXISTING OVERHEAD ELECTRIC    |
|  | EXISTING UNDERGROUND ELECTRIC |
|  | PROPERTY SETBACK LINE         |
|  | PROPOSED BUILDING LINE        |
|  | PROPOSED CURB                 |
|  | EXISTING PAVEMENT             |
|  | HEAVY DUTY ASPHALT PAVEMENT   |
|  | CONCRETE SIDEWALK             |

DRAFT

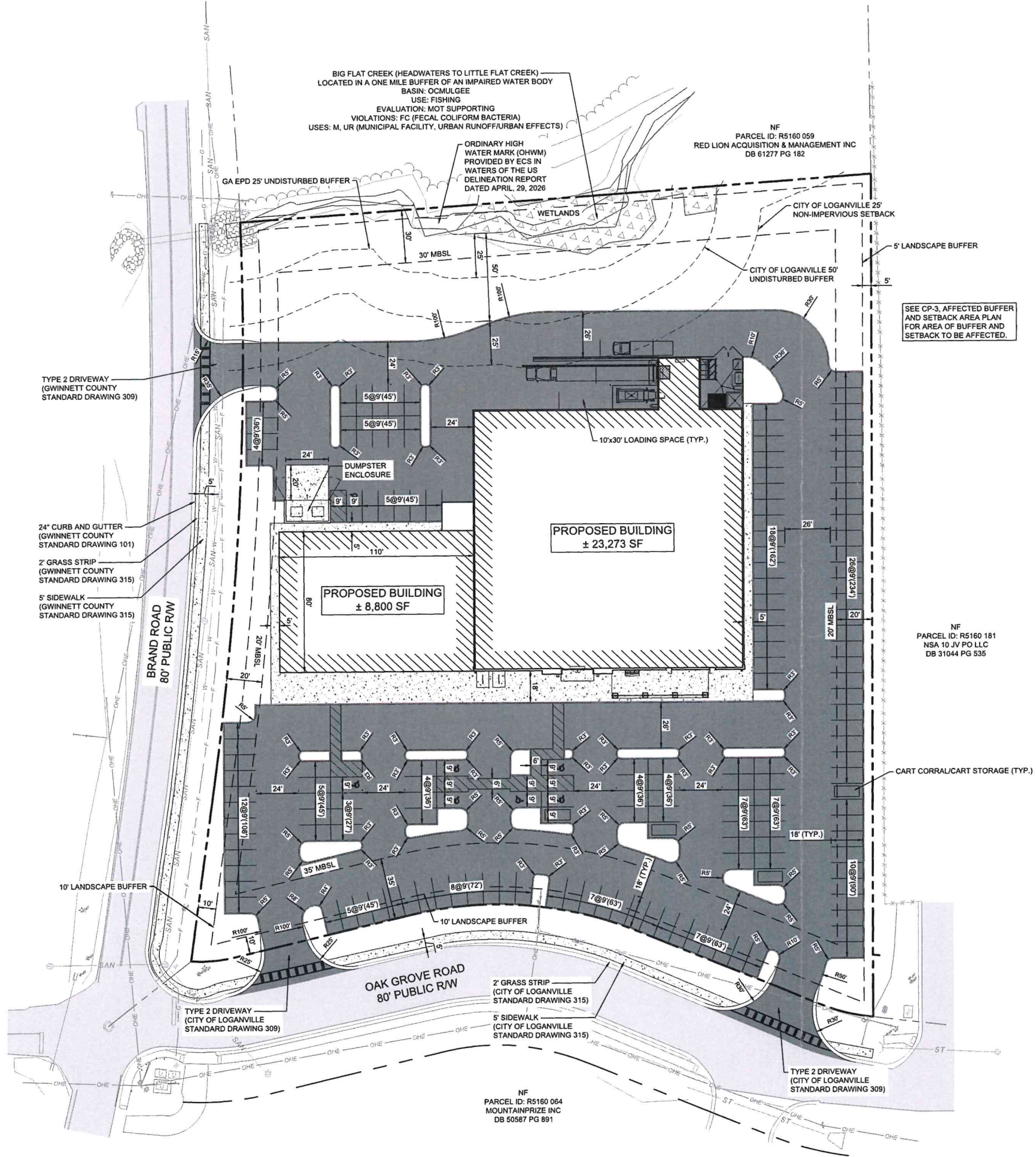
CONCEPT PLAN FOR:  
SPROUTS  
530 & 540 BRAND ROAD  
LOGANVILLE  
GWINNETT COUNTY, GEORGIA



CONCEPT PLAN

|              |              |             |    |
|--------------|--------------|-------------|----|
| DATE:        | JUNE 5, 2026 | DRAWN BY:   | SH |
| PROJECT NO.: | 26-115       | CHECKED BY: | BS |

SHEET NUMBER:  
CP-1

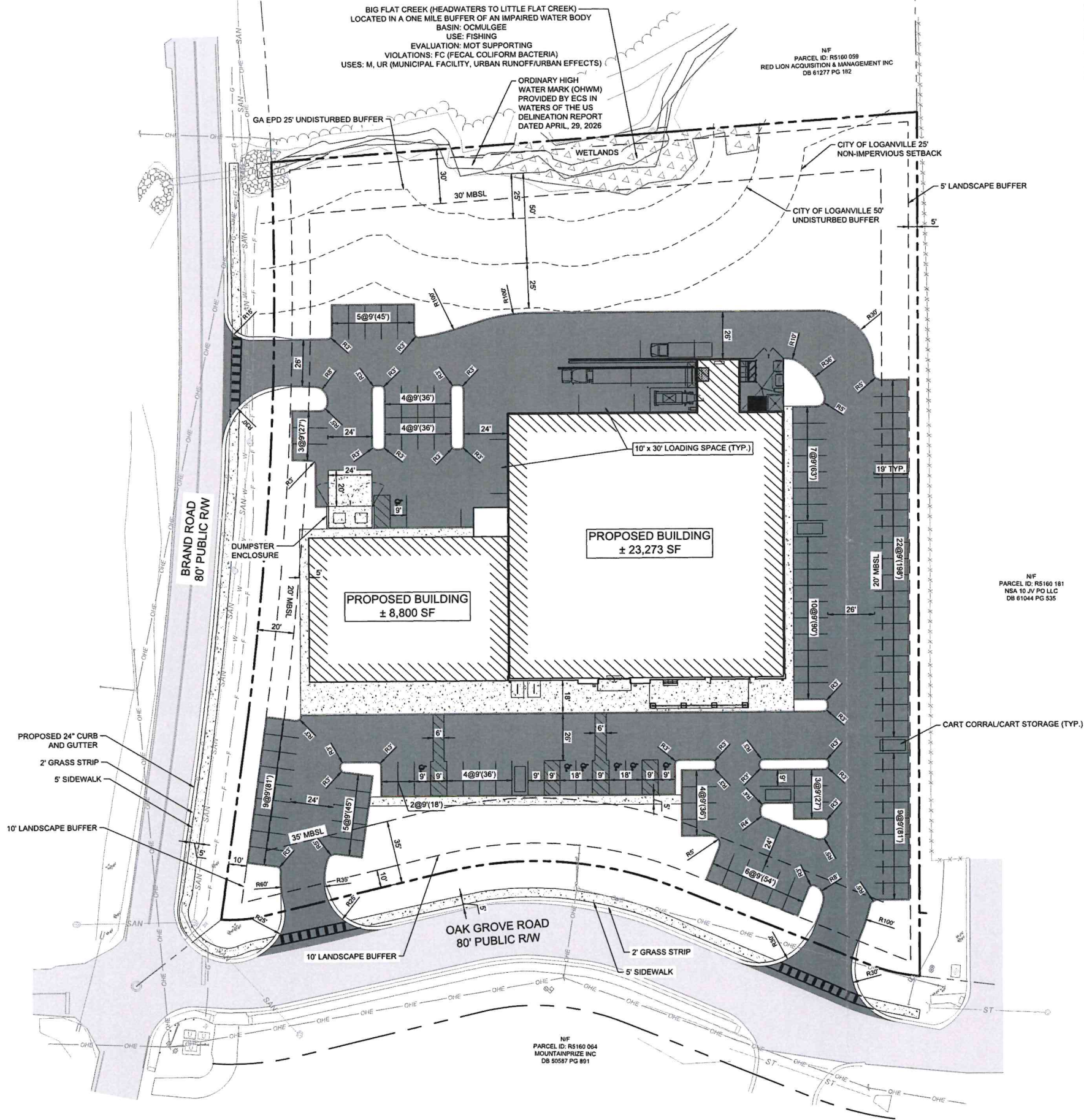


SITE DATA TABLE

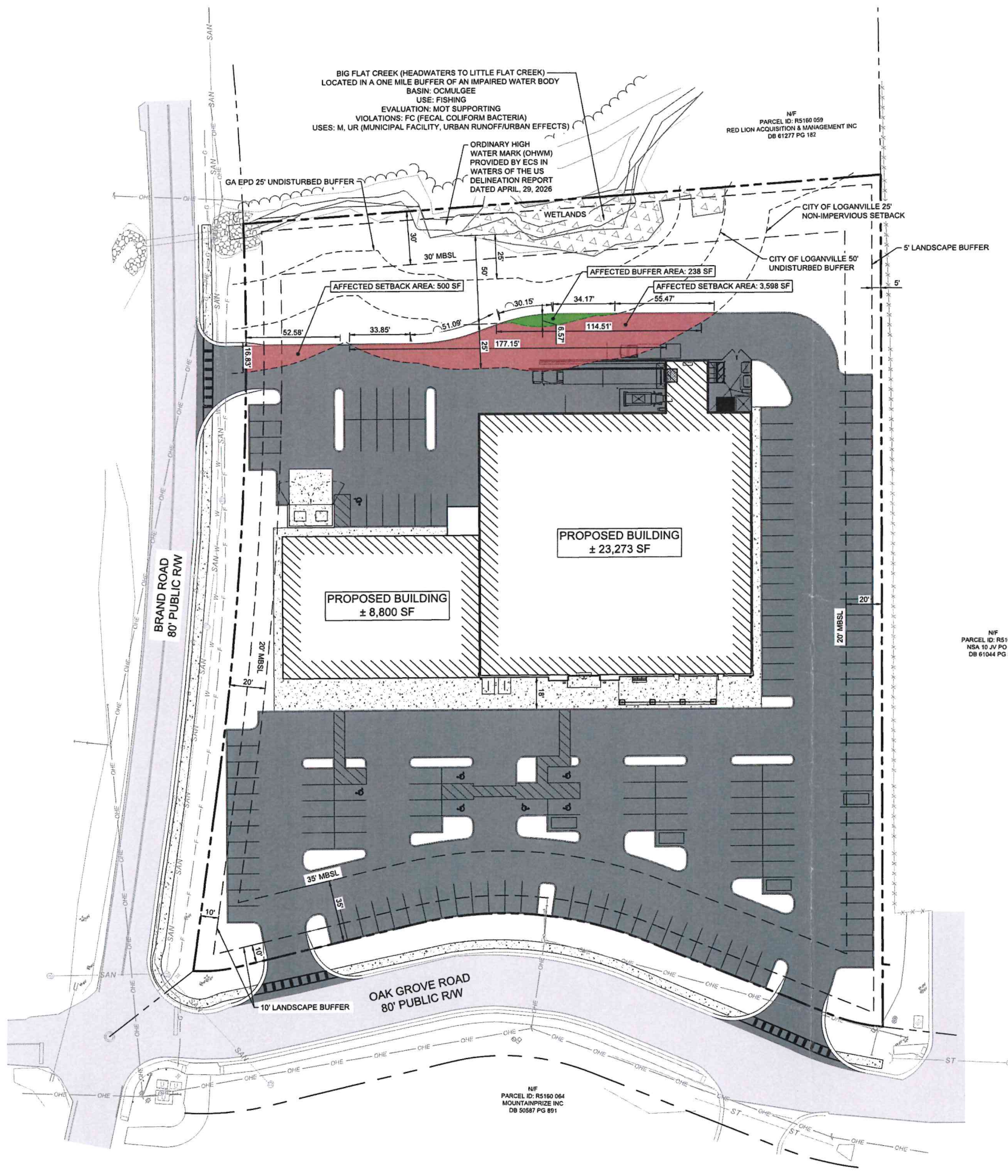
|                                                                                                                                                                                                                                                                                                  |                                            |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|
| PROJECT NAME:                                                                                                                                                                                                                                                                                    | SPROUTS                                    |
| PARCEL ID:                                                                                                                                                                                                                                                                                       | 5160 057 & 5160 175                        |
| PARCEL ADDRESS:                                                                                                                                                                                                                                                                                  | 530 & 540 BRAND ROAD, LOGANVILLE, GA 30052 |
| SITE ACREAGE:                                                                                                                                                                                                                                                                                    | 3.61 AC. ±                                 |
| JURISDICTION:                                                                                                                                                                                                                                                                                    | LOGANVILLE                                 |
| COUNTY:                                                                                                                                                                                                                                                                                          | GWINNETT                                   |
| EXISTING USE:                                                                                                                                                                                                                                                                                    | RESIDENCE                                  |
| EXISTING ZONING:                                                                                                                                                                                                                                                                                 | CH (COMMERCIAL HIGHWAY)                    |
| PROPOSED USE:                                                                                                                                                                                                                                                                                    | SHOPPING CENTER                            |
| <b>ZONING STANDARDS</b>                                                                                                                                                                                                                                                                          |                                            |
| BUILDING HEIGHT NOT TO EXCEED 6 STORIES                                                                                                                                                                                                                                                          |                                            |
| FRONT YARD SETBACK: 35 FT (OAK GROVE ROAD - MINOR COLLECTOR STREET)                                                                                                                                                                                                                              |                                            |
| SIDE YARD SETBACK: 20 FT                                                                                                                                                                                                                                                                         |                                            |
| REAR YARD SETBACK: 30 FT                                                                                                                                                                                                                                                                         |                                            |
| LANDSCAPE BUFFER: 10 FT ALONG PUBLIC RIGHT-OF-WAY (VARIANCE)                                                                                                                                                                                                                                     |                                            |
| 5 FT ALONG NON-PUBLIC RIGHT-OF-WAY                                                                                                                                                                                                                                                               |                                            |
| <b>STREAM BUFFER AND SETBACK REQUIREMENTS</b>                                                                                                                                                                                                                                                    |                                            |
| STATE OF GEORGIA: 25 FT UNDISTURBED NATURAL VEGETATIVE BUFFER                                                                                                                                                                                                                                    |                                            |
| CITY OF LOGANVILLE: 50 FT UNDISTURBED NATURAL VEGETATIVE BUFFER AND AN ADDITIONAL 25 FT SETBACK BEYOND THE UNDISTURBED VEGETATIVE BUFFER IN WHICH ALL IMPERVIOUS COVER SHALL BE PROHIBITED (VARIANCE)                                                                                            |                                            |
| <b>OFF-STREET PARKING REQUIREMENTS</b>                                                                                                                                                                                                                                                           |                                            |
| SHOPPING CENTER: 1 SPACE PER 200 SF                                                                                                                                                                                                                                                              |                                            |
| TOTAL PARKING REQUIRED: 32,073 SF / 200 SF = 161 SPACES                                                                                                                                                                                                                                          |                                            |
| TOTAL PARKING PROVIDED = 153 SPACES (7 ADA SPACES) (VARIANCE)                                                                                                                                                                                                                                    |                                            |
| PARKING SPACE DIMENSIONS REQUIRED = 9' x 19'                                                                                                                                                                                                                                                     |                                            |
| PARKING SPACE DIMENSIONS PROVIDED = 9' x 18' (VARIANCE)                                                                                                                                                                                                                                          |                                            |
| LOADING SPACES REQUIRED: RETAIL AND SHOPPING CENTER - 1/ FIRST 5,000 SF PLUS 1/ ADDITIONAL 30,000 SF OR FRACTION THEREOF (2 LOADING SPACES REQUIRED). SUPERMARKET AND FOOD STORE - 2/ FIRST 10,000 SF AND EACH ADDITIONAL 20,000 SF (3 LOADING SPACES REQUIRED). 5 TOTAL LOADING SPACES REQUIRED |                                            |
| LOADING SPACES PROVIDED: 3 SPACES (VARIANCE)                                                                                                                                                                                                                                                     |                                            |
| FEMA FLOOD MAP: MAP NUMBER 13135C0132F EFFECTIVE 12/8/2016                                                                                                                                                                                                                                       |                                            |
| SITE IS LOCATED IN ZONE X, AREA OF MINIMAL FLOOD HAZARD                                                                                                                                                                                                                                          |                                            |

BASED ON INFORMATION TAKEN FROM SURVEY PROVIDED BY CEC, DATED APRIL 28, 2026









LEGEND

- PROPERTY LINE
- EXISTING BUILDING
- EXISTING FENCE
- EXISTING CURB
- EXISTING CURB & GUTTER
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- EXISTING WATER LINE
- EXISTING SANITARY SEWER
- EXISTING NATURAL GAS LINE
- EXISTING STORM SEWER
- EXISTING OVERHEAD ELECTRIC
- EXISTING UNDERGROUND ELECTRIC
- PROPERTY SETBACK LINE
- PROPOSED BUILDING LINE
- PROPOSED CURB
- EXISTING PAVEMENT
- HEAVY DUTY ASPHALT PAVEMENT
- CONCRETE SIDEWALK
- AFFECTED SETBACK AREA IN CITY OF LOGANVILLE 25' NON-IMPERVIOUS SETBACK
- AFFECTED BUFFER AREA IN CITY OF LOGANVILLE 50' UNDISTURBED BUFFER

VARIANCE AREA TABLE

|                                                                               |          |
|-------------------------------------------------------------------------------|----------|
| TOTAL AFFECTED SETBACK AREA IN CITY OF LOGANVILLE 25' NON-IMPERVIOUS SETBACK: | 4,098 SF |
| TOTAL AFFECTED BUFFER AREA IN CITY OF LOGANVILLE 50' UNDISTURBED BUFFER:      | 238 SF   |

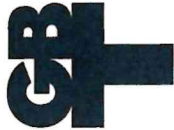
SITE DATA TABLE

|                                        |                                                                                                                                                                                   |
|----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| PROJECT NAME:                          | SPROUTS                                                                                                                                                                           |
| PARCEL ID:                             | 5160 057 & 5160 175                                                                                                                                                               |
| PARCEL ADDRESS:                        | 530 & 540 BRAND ROAD, LOGANVILLE, GA 30052                                                                                                                                        |
| SITE ACREAGE:                          | 3.61 AC. ±                                                                                                                                                                        |
| JURISDICTION:                          | LOGANVILLE                                                                                                                                                                        |
| COUNTY:                                | GWINNETT                                                                                                                                                                          |
| EXISTING USE:                          | RESIDENCE                                                                                                                                                                         |
| EXISTING ZONING:                       | CH (COMMERCIAL HIGHWAY)                                                                                                                                                           |
| PROPOSED USE:                          | SHOPPING CENTER                                                                                                                                                                   |
| ZONING STANDARDS                       |                                                                                                                                                                                   |
| FRONT YARD SETBACK:                    | 35 FT (OAK GROVE ROAD - MINOR COLLECTOR STREET)                                                                                                                                   |
| SIDE YARD SETBACK:                     | 20 FT                                                                                                                                                                             |
| REAR YARD SETBACK:                     | 30 FT                                                                                                                                                                             |
| LANDSCAPE BUFFER:                      | 10 FT ALONG PUBLIC RIGHT-OF-WAY<br>5 FT ALONG NON-PUBLIC RIGHT-OF-WAY                                                                                                             |
| STREAM BUFFER AND SETBACK REQUIREMENTS |                                                                                                                                                                                   |
| STATE OF GEORGIA:                      | 25 FT UNDISTURBED NATURAL VEGETATIVE BUFFER                                                                                                                                       |
| CITY OF LOGANVILLE:                    | 50 FT UNDISTURBED NATURAL VEGETATIVE BUFFER AND AN ADDITIONAL 25 FT SETBACK BEYOND THE UNDISTURBED VEGETATIVE BUFFER IN WHICH ALL IMPERVIOUS COVER SHALL BE PROHIBITED (AFFECTED) |
| FEMA FLOOD MAP:                        | MAP NUMBER 13135C0132F EFFECTIVE 12/8/2016                                                                                                                                        |
| SITE IS LOCATED IN:                    | ZONE X, AREA OF MINIMAL FLOOD HAZARD                                                                                                                                              |

BASED ON INFORMATION TAKEN FROM SURVEY PROVIDED BY CEC, DATED APRIL 28, 2026







Re: Application for Major Variance - Abutting Property Owners  
530 & 540 Brand Road SW, Loganville, GA 30052

Abutting Property Owners

| Property Address  | Owner Name                            | Mailing Address             | Mailing City      | Mailing State | Mailing Zip Code |
|-------------------|---------------------------------------|-----------------------------|-------------------|---------------|------------------|
| 520 BRAND ROAD    | RED LION ACQUISITION & MANAGEMENT INC | 2382 PRO TEC WAY STE A      | LOGANVILLE        | GA            | 30052-3683       |
| 3900 OAK GROVE RD | NSA 110 V JV PO LLC                   | 8400 E PRENTICE AVE STE 900 | GREENWOOD VILLAGE | CO            | 80111-2921       |

Property Owners Across Public Right-of-Way

| Property Address         | Owner Name                     | Mailing Address         | Mailing City | Mailing State | Mailing Zip Code |
|--------------------------|--------------------------------|-------------------------|--------------|---------------|------------------|
| 59 ATHENS HWY            | MOUNTAINPRIZE INC              | C/O SILVER OAK ADVISORS | SMYRNA       | GA            | 30081-2437       |
| 3836 OAK GROVE RD        | HOLY CROSS ANGLICAN CHURCH INC | PO BOX 776              | LOGANVILLE   | GA            | 30052-0776       |
| 506 HOKE O'KELLY MILL RD | ATLANTA MOTOR SALES LLC        | 3413 DIVERSIFIED DR     | LOGANVILLE   | GA            | 30052-2408       |



June 4, 2026

**City of Loganville**  
Department of Planning & Development  
P.O. Box 39 • 4303 Lawrenceville Road  
Loganville, GA 30052

**Re:** Application for Major Variances  
530 & 540 Brand Road SW, Loganville, GA 30052

Dear Members of the Planning Commission:

On behalf of GBT Realty Corporation, we respectfully submit this package of applications for Major Variances in connection with the proposed development of a retail shopping center anchored by Sprouts Farmers Market at 530 and 540 Brand Road SW, Loganville, Georgia (Parcel IDs: 5160 057 and 5160 175). The subject property totals approximately 3.61 acres and is zoned CH (Commercial Highway). The proposed development consists of an approximately 23,273 square-foot anchor grocery store and an approximately 8,800 square-foot in-line retail building.

The site presents a combination of geometric constraints, stream and wetland features, and competing regulatory setback requirements that, taken together, render strict compliance with certain development standards impractical without material sacrifice of the property's reasonable usability. Each variance requested below is grounded in site-specific physical and topographic conditions unique to this parcel.

**Variances Requested and Justification**

Reduction of Parking Space Length from 19 Feet to 18 Feet

The applicant requests that the standard 19-foot parking stall length be reduced to 18 feet. This reduction is necessitated by the irregular geometry of the site, which is bounded on the north by Big Flat Creek and associated stream buffers and wetlands, on the west by Brand Road (80-foot public right-of-way), and on the south by Oak Grove Road (80-foot public right-of-way). The parcel's acutely angled corner at the Brand Road/Oak Grove Road intersection, combined with the mandated setbacks from both roadways and the stream buffer corridor running across the northern portion of the site, significantly compresses the usable development envelope.

Maintaining 19-foot stall depths within the constrained development footprint would require either an unacceptable reduction in the number of stalls or encroachment further into the stream buffer corridor. An 18-foot stall length meets the functional needs of modern vehicles and is consistent with standards accepted in both Gwinnett and Walton Counties. The one-foot reduction is the minimum relief necessary to achieve a workable parking configuration within the physical limits of the buildable area.

#### Removal of the 10-Foot Landscape Buffer Along Oak Grove Road

The applicant requests relief from the 10-foot landscape buffer requirement along the Oak Grove Road frontage. Oak Grove Road carries an 80-foot public right-of-way that itself contains substantial existing greenspace providing visual separation between the roadway and development equivalent to or greater than an on-site buffer.

Critically, the northern boundary is constrained by Big Flat Creek, associated wetlands and buffers. These overlapping requirements substantially reduce the usable depth of the site from north to south. Requiring a 10-foot landscape buffer on the Oak Grove Road frontage would push the building and parking field further north, deeper into the stream buffer impact zone. Relieving the Oak Grove Road landscape buffer allows the development footprint to be positioned as far south as possible, maximizing separation from the stream corridor.

#### Encroachments into the 10-Foot Landscape Buffer Along Brand Road

The applicant requests approval of limited encroachments into the 10-foot landscape buffer along the Brand Road frontage. The Brand Road frontage is geometrically irregular relative to the rectangular building footprint because of the angular intersection with Oak Grove Road. This angular relationship creates isolated locations where achieving a consistent parking layout, with uniform aisle widths, standard stall orientations, and adequate turning radii, results in nominal incursions into the 10-foot buffer. In all other areas along the Brand Road frontage, the 10-foot buffer is maintained or exceeded.

The Brand Road right-of-way contains existing greenspace that supplements on-site buffering and preserves the functional intent of the buffer standard. The encroachments are the minimum necessary for a geometrically coherent and safe circulation layout and do not eliminate the buffer in any continuous stretch along the frontage.

#### Encroachment into the City of Loganville 50-Foot Undisturbed Stream Buffer

Big Flat Creek and associated wetlands traverse the northern portion of the subject property. The Georgia EPD mandates a 25-foot undisturbed natural vegetative buffer from the wreted vegetation. The City of Loganville imposes a 50-foot undisturbed buffer. The applicant proposes minor, limited encroachments into the City's 50-foot buffer in locations where: (a) disturbance does not extend into the Georgia EPD 25-foot buffer, which will be maintained in full; (b) encroachment is confined to the outermost edge of the City buffer, away from the stream bank; and (c) the encroachment is the minimum necessary to achieve a functional development layout.

The hardship unique to this site is the simultaneous imposition of overlapping state and local buffer requirements across a 3.61-acre parcel that also carries two public street frontage setbacks. The cumulative effect reduces the net buildable area to a degree not ordinarily encountered on similarly-zoned commercial parcels that do not have regulated streams transecting them. The proposed encroachments are specifically limited to areas where the EPD 25-foot buffer immediately adjacent to the stream will remain fully undisturbed, preserving the most critical near-stream vegetative protection.

### Removal of the City of Loganville 25-Foot Non-Impervious Setback Beyond the 50-Foot Buffer

The City requires an additional 25-foot setback beyond the 50-foot undisturbed buffer from which all impervious cover is prohibited. The combined effect of the Georgia EPD 25-foot buffer, the City's 50-foot buffer, and this 25-foot non-impervious setback creates a 75-foot total protected corridor measured from wrested vegetation/top of bank. Applied to a 3.61-acre parcel with dual road frontage setbacks, this corridor consumes a disproportionate share of the total parcel area in a manner uniquely severe on this tract.

Big Flat Creek is identified as impaired due to fecal coliform bacteria from municipal facility and urban runoff sources. The proposed development will include engineered stormwater management infrastructure designed to treat site runoff before discharge to the creek, directly addressing the documented impairment mechanism. Preserving a non-impervious setback in addition to all other buffers, on a parcel where the cumulative regulatory envelope already prevents viable commercial development, creates a hardship unique to this parcel's geometry and stream proximity. The stormwater controls to be implemented provide protection to the stream that is functionally superior to the withholding of a 25-foot non-impervious margin on this site.

### **Applicant's Responses to Evaluation Criteria**

#### 1. Extraordinary or Exceptional Conditions Due to Size, Shape, or Topography

The subject property is a 3.61-acre parcel bounded on two sides by public rights-of-way that meet at an acute angle at the southwestern corner, creating an irregular, wedge-influenced parcel shape rather than a standard rectangular development lot. The northern portion is bisected by Big Flat Creek and its riparian corridor, including jurisdictional wetlands and stacked multi-jurisdictional stream buffers. The topography descends toward the creek from the south, limiting the area of suitable, gradeable impervious surface. The convergence of an angular street intersection, dual road frontage setbacks, and a regulated stream corridor with overlapping buffer requirements compresses the usable development envelope in a manner not typical of other CH-zoned commercial parcels and creates extraordinary site-specific constraints not of the applicant's making.

#### 2. Other Unique Conditions Adversely Affecting Reasonable Use

The simultaneous application of Georgia EPD stream buffer rules, City of Loganville stream buffer and non-impervious setback requirements, dual public street frontage landscape buffers, and standard zoning setbacks leaves a development footprint that, if all standards are applied strictly, cannot accommodate a shopping center of a scale consistent with the CH zoning designation. The CH zone expressly permits shopping centers; yet the physical constraints of this parcel make the standard development parameters unworkable without variance relief. No comparable CH-zoned parcel without a regulated stream transecting it would face the same degree of constrained buildable area.



### 3. How Strict Application Creates an Unnecessary Hardship

Strict enforcement of all landscape buffers, stream buffers, the non-impervious setback, and parking standards as applied to this parcel would effectively preclude development of any anchor retail use on the property. The stacking of the City's 50-foot undisturbed buffer plus a 25-foot non-impervious setback, plus dual 10-foot street landscape buffers, plus the 35-foot front setback, in combination with the angular intersection geometry, reduces the impervious development area to a dimension that cannot support a viable retail building and parking field. This hardship is not self-created; it arises from the natural presence of Big Flat Creek and its topographic corridor on the parcel, a condition that existed prior to and independent of the development proposal.

### 4. Whether the Requested Relief Causes Substantial Detriment to the Public Good

The requested variances will not cause substantial detriment to the public good. The Georgia EPD 25-foot undisturbed buffer will be maintained in full along the entirety of the stream and wetland frontage. Engineered stormwater management will treat runoff before it reaches the creek, directly addressing the identified fecal coliform impairment from diffuse urban runoff. Landscape buffer variances along Brand Road and Oak Grove Road are mitigated by existing right-of-way greenspace that preserves the visual and functional intent of the buffer standard. The 2-space parking reduction and 1-foot stall length reduction are de minimis in impact on traffic function or public safety. None of the variances authorize a use not otherwise permitted in the CH zone.

### 5. Whether the Relief Grants an Otherwise Prohibited Use

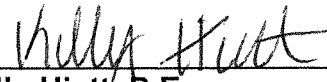
No. The variances requested are dimensional and buffer variances only. A retail shopping center with a grocery anchor is a permitted use in the CH (Commercial Highway) zoning district. None of the variances authorize a use, activity, or structure otherwise prohibited by the applicable ordinance. The relief sought pertains solely to the physical standards governing setbacks, buffers, and parking dimensions, not to the category of use proposed.

### **Conclusion**

GBT Realty Corporation respectfully requests that the Planning Commission recommend approval of the variances described herein. Each variance is the minimum relief necessary to achieve a functional, commercially viable development on a parcel whose physical and topographic conditions create genuine, site-specific hardships. The proposed development will bring a quality grocery retail anchor to the Loganville community while implementing modern stormwater controls that directly address the identified water quality concerns associated with Big Flat Creek.

We appreciate the Commission's consideration and are available to discuss these requests at your convenience.

Respectfully submitted,

  
\_\_\_\_\_  
**Kelly Hiatt, P.E.**  
Development Manager | Retail  
GBT Realty Corporation  
9010 Overlook Blvd, Brentwood, TN  
khiatt@gbtreatly.com

**Attachments:**

1. Applications for Major Variances
2. Check for Application Fees
3. Legal Description of Property
4. Stream Delineation Map
5. Plat of Property i.e. ALTA/NSPS Land Title Survey (Draft, April 2026)
6. Concept Site Plan (Sprouts Loganville, dated June 3, 2026)
7. Alternative Concept Plan (Sprouts Loganville, dated June 3, 2026)
8. Affected Buffer Area Plan
9. Names and Addresses of Abutting Property Owners

## STAFF APPLICATION ANALYSIS REPORT

**ZONING CASE #:** V26-006

**LANDOWNERS:** Samuel Cordos / Bright Stone Lending LLC

**APPLICANT:** Kelly Hiatt on behalf of GBT Realty Corporation

**PROPERTY ADDRESS:** 530 and 540 Brand Road

**MAP/PARCEL #:** R5160 057 and R5160 175

**PARCEL DESCRIPTION:** Residential (vacant)

**AREA:** 3.61 acres

**EXISTING ZONING:** CH

**PROPOSED ZONING:** No Change

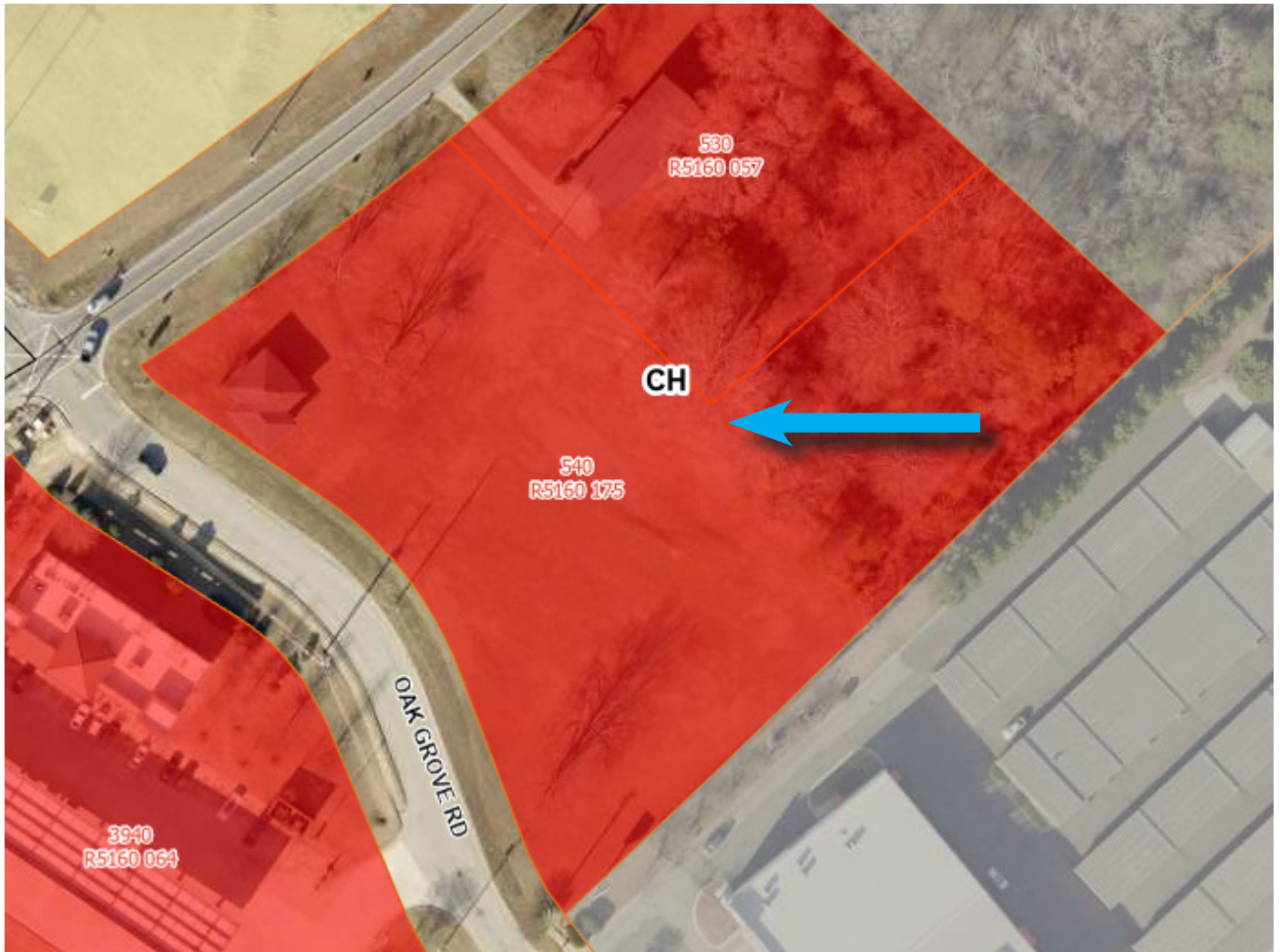
**FUTURE LAND USE MAP:** Commercial

**REASON FOR REQUEST:** Seeking relief from the City of Loganville Code of Ordinances 117-13(2) Buffer and Setback Requirements. Specifically, the applicant is seeking to remove the City's 25-foot buffer that does not allow for impervious surfaces.

**PLANNING COMMISSION HEARING:** July 23, 2026

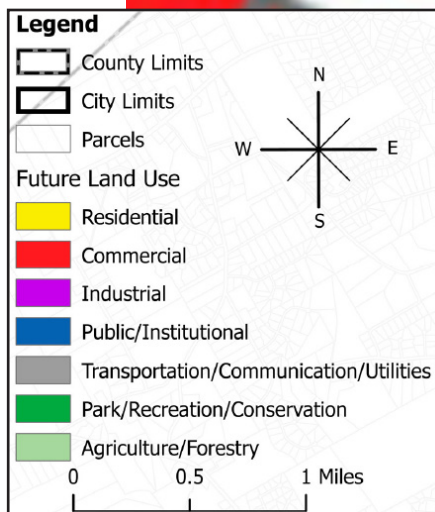
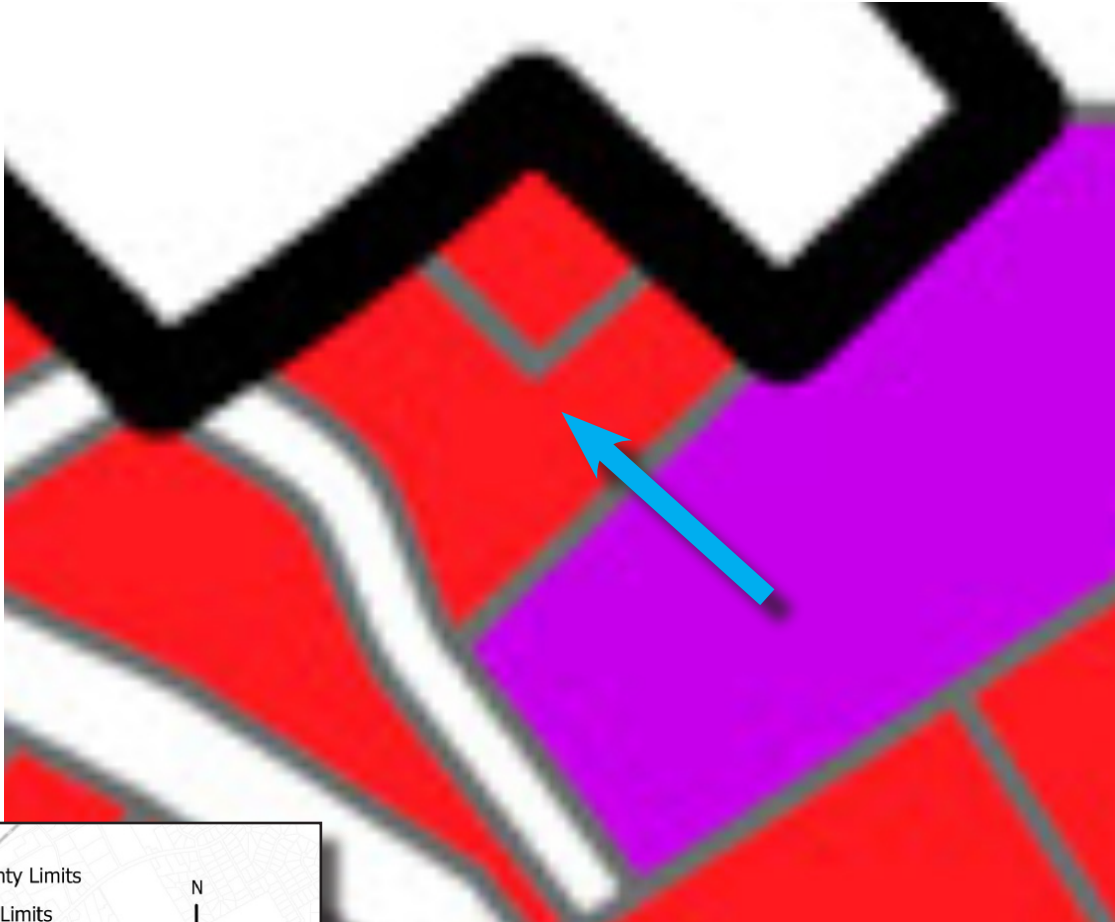
**CITY COUNCIL HEARING:** August 10, 2026

## ZONING MAP





## FUTURE LAND USE MAP





## Applicant's Request

The City of Loganville applies a 25-foot buffer, where all impervious cover is prohibited. This is in addition to an already existing 50-foot undisturbed buffer from the stream. The applicant wants to remove the 25-foot impervious surface buffer.

## Existing Conditions

Each parcel has a residence on it, with 540 Brand Road having a 952-square-foot home that was built in 1940 and 530 Brand Road having a 2,064-square-foot home that was built in 1974, according to Gwinnett County records. The properties were annexed into the City in 2008 with the original intent of building a hotel and retail center.

Big Flat Creek runs along the northeast property line.

## Impact Analysis / Recommendation

**What extraordinary or exceptional conditions due to size, shape or topography are present on the property in question that support the request for relief?** The parcel is irregularly shaped as a result of the intersection of Brand Road and Oak Grove Road, with future plans to turn this into a roundabout. In addition, the Big Flat Creek state waterway traverses the property along its northeastern property line, which is required to have a 75 foot buffer (50 feet undisturbed, another 25 feet where impervious cover are prohibited).

**What other conditions are unique to the property and adversely affect its reasonable use or usability as currently zoned?** None.

**How does the application of the requirements of the applicable ordinance to the property in question create an unnecessary hardship?** Sec. 117-14 (4) Variance Procedures provides six factors that may be considered in determining whether the variance should be issued. One of the criteria includes shape, size, topography, slope, soils, vegetation and other physical characteristics of the property. The presence of a stream and its subsequent buffer requirements, as well as the curvature of Oak Grove Road into the property, does present conditions unique to the property but does not necessarily equate a hardship.

**Would the requested relief, if granted, cause substantial detriment to the public good or impair the purpose and intent of the applicable ordinance?** The additional 25 feet of the stream buffer requirement has been a part of the code for more than a decade and there is no precedent for the removal of this buffer in its entirety. In addition, Sec. 117-5 Findings notes the many benefits of buffers next to streams of which removing the 25 foot impervious surface buffer would potentially impact.

**Recommended action:** This project could use a smaller footprint and meet the parameters outlined by City code. The staff recommendation is to deny this variance.

## Planning Commission Recommended Conditions

## City Council Conditions



CITY OF LOGANVILLE  
Department of Planning & Development Section 4, Item E.  
P.O. Box 39 • 4303 Lawrenceville Road  
Loganville, GA 30052  
770.466.2633 • 770.466.3240 • Fax 770.554.5556

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

Application # V 26-007

**RECEIVED**  
**DISPATCH**  
**MR**

**APPLICATION FOR MAJOR VARIANCE**

Public Works

Parking Size

| APPLICANT INFORMATION                                                                                                                                                                | PROPERTY OWNER INFORMATION*                                  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|
| <b>NAME:</b> <u>Kelly Hiatt, on behalf of GBT Realty Corporation</u>                                                                                                                 | <b>NAME:</b> <u>Samuel Cordos / Bright Stone Lending LLC</u> |
| <b>ADDRESS:</b> <u>9010 Overlook Boulevard</u>                                                                                                                                       | <b>ADDRESS:</b> <u>1147 Tranquil Brook Dr</u>                |
| <b>CITY:</b> <u>Brentwood</u>                                                                                                                                                        | <b>CITY:</b> <u>Naples</u>                                   |
| <b>STATE:</b> <u>TN</u> <b>Zip:</b> <u>37027</u>                                                                                                                                     | <b>STATE:</b> <u>FL</u> <b>Zip:</b> <u>34114</u>             |
| <b>PHONE:</b> <u>(248) 701-3307</u>                                                                                                                                                  | <b>PHONE:</b> <u>239-358-1660</u>                            |
| (*attach additional pages if necessary to list all owners)                                                                                                                           |                                                              |
| <b>Applicant is:</b> <input type="checkbox"/> Property Owner <input type="checkbox"/> Contract Purchaser <input checked="" type="checkbox"/> Agent <input type="checkbox"/> Attorney |                                                              |
| <b>CONTACT PERSON:</b> <u>Kelly Hiatt</u> <b>PHONE:</b> <u>(248) 701-3307</u>                                                                                                        |                                                              |
| <b>EMAIL:</b> <u>khiatt@gbtrealty.com</u> <b>FAX:</b> _____                                                                                                                          |                                                              |
| <b>PROPERTY INFORMATION</b>                                                                                                                                                          |                                                              |
| <b>MAP &amp; PARCEL #</b> <u>5160 057 &amp; 5160 175</u> <b>PRESENT ZONING:</b> <u>CH</u> <b>ACREAGE:</b> <u>3.61</u>                                                                |                                                              |
| <b>ADDRESS:</b> <u>530 &amp; 540 Brand Road SW</u> <b>COUNTY:</b> <u>Gwinnett</u>                                                                                                    |                                                              |
| <b>Ordinance and Section from Which Relief is Sought:</b> <u>City of Loganville Zoning Ordinance - Off-Street Parking Regulations</u>                                                |                                                              |
| <b>Description of Request:</b> <u>Reduction of required parking space length from 19 feet to 18 feet throughout the parking field.</u>                                               |                                                              |

**You must attach:** ☒ Application Fee ☒ Legal Description ☒ Plat of Property ☒ Letter of Intent  
☐ Site Plan ☐ Names/Addresses of Abutting Property Owners ☐ Justification Analysis

**Pre-Application Conference Date:** 5/13/2026

**Accepted by Planning & Development:** [Signature]

**DATE:** 5/5/26 **FEE PAID:** \$500.00

**CHECK #** 118 **RECEIPT #** \_\_\_\_\_ **TAKEN BY:** \_\_\_\_\_ **DATE OF LEGAL NOTICE:** \_\_\_\_\_ **NEWSPAPER:** THE WALTON TRIBUNE

**PLANNING COMMISSION RECOMMENDATION:** ☒ Approve ☐ Approve w/conditions ☐ Deny ☐ No Recommendation

**Commission Chairman:** [Signature]

**DATE:** 23 July 2026

**CITY COUNCIL ACTION:** ☐ Approved ☐ Approved w/conditions ☐ Denied ☐ Tabled to \_\_\_\_\_  
☐ Referred Back to Planning Commission ☐ Withdrawn

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Date

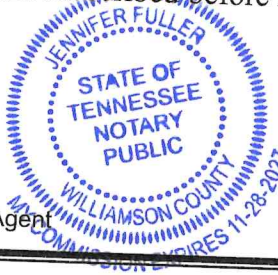
**Applicant's Certification**

The undersigned hereby certifies that they are authorized by the property owner(s) to make this application and that all information contained herein is complete and accurate, to the best of their knowledge.

Kelly Hiett  
Applicant's Signature  
5/27/2026  
Date

Kelly Hiett Development Manager  
Print Name and Title

Sworn to and subscribed before me this 27<sup>th</sup> day of May, 2026.

(Seal)  [Signature]  
Signature of Notary Public  
Kelly Hiett, Agent

**Property Owner's Certification**  
(complete a separate form for each owner)

The undersigned hereby certifies that they are: (check all that apply)

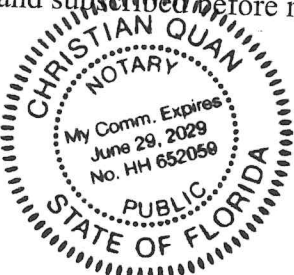
- a) ☐ the owner of record of property contained in this application, and/or
- b) ☐ the Chief Executive of a corporation or other business entity with ownership interest in the property and is duly authorized to make this application, and

that all information contained in this application is complete and accurate to the best of their knowledge.

[Signature]  
Owner's Signature  
5-29-26  
Date

Samuel Cordus Owner  
Print Name and Title

Sworn to and subscribed before me this 29<sup>th</sup> day of May, 2026.

(Seal)  [Signature]  
Signature of Notary Public



RECORD LEGAL DESCRIPTION

## TRACT I:

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 160 OF THE 5TH DISTRICT, GWINNETT COUNTY, GEORGIA, CONTAINING

2.808 ACRES, MORE OR LESS, LOCATED ON OAK GROVE ROAD AND DESCRIBED IN A PLAT OF SURVEY ENTITLED "SURVEYOR FOR OSCAR C. GRIFFETH", AS PREPARED BY VON ITTER & ASSOCIATES, INC., DATED 11/27/96 AND RECORDED IN PLAT BOOK 72, PAGE 228, GWINNETT COUNTY RECORDS, WHICH PLAT IS HEREBY REFERRED TO AND MADE A PART OF THIS DESCRIPTION. LESS AND EXCEPT FROM THE ABOVE DESCRIBED PROPERTY THE FOLLOWING PARCEL OF LAND:

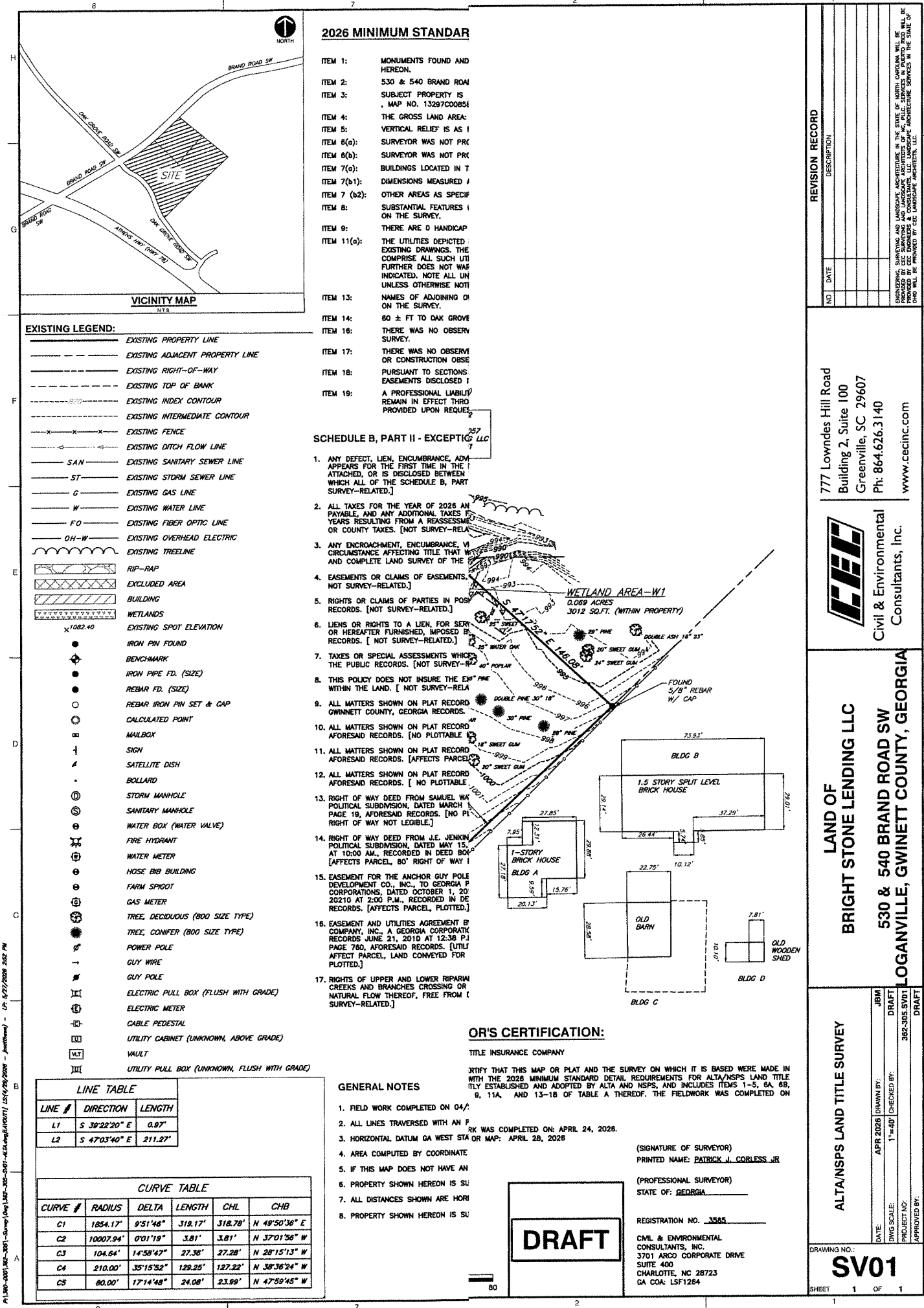
ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN DISTRICT 5 LAND LOT 160, LOGANVILLE, GEORGIA, CONTAINING 0.207 ACRES OF LAND, MORE OR LESS, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHERLY MARGIN OF THE 80 FOOT RIGHT-OF-WAY OF OAK GROVE ROAD AND THE EASTERLY MARGIN OF THE 80 FOOT RIGHT-OF-WAY OF BRAND ROAD, BEING THE TRUE POINT OF BEGINNING; THENCE SOUTH 38 DEGREES 21 MINUTES 20 SECONDS EAST, 0.97 FEET TO A POINT; THENCE 24.08 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 80.00 FEET, A CHORD BEARING OF SOUTH 46 DEGREES 58 MINUTES 45 SECONDS EAST, AND A CHORD DISTANCE OF 23.99 FEET TO A POINT; THENCE SOUTH 55 DEGREES 13 MINUTES 19 SECONDS EAST, 103.41 FEET TO A POINT; THENCE 129.25 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 210.00 FEET, A CHORD BEARING OF SOUTH 37 DEGREES 35 MINUTES 24 SECONDS EAST, AND A CHORD DISTANCE OF 127.22 FEET TO A POINT; THENCE SOUTH 19 DEGREES 57 MINUTES 31 SECONDS EAST, 110.82 FEET TO A POINT; THENCE 27.36 FEET ALONG THE ARC OF A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 104.84 FEET, A CHORD BEARING OF SOUTH 27 DEGREES 14 MINUTES 13 SECONDS EAST, AND A CHORD DISTANCE OF 27.28 FEET TO A POINT; THENCE 382.90 FEET ALONG AN ARC OF THE CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 9177.14 FEET, A CHORD BEARING OF NORTH 37 DEGREES 06 MINUTES 31 SECONDS WEST, AND A CHORD DISTANCE OF 382.87 FEET TO THE TRUE POINT OF BEGINNING.

## TRACT II:

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 159 AND 160 OF THE 5TH DISTRICT, GWINNETT COUNTY, GEORGIA AND BEING MORE PARTICULARLY DESCRIBED ACCORDING TO A PLAT OF SURVEY PREPARED BY B. J. GOBLE, JR., SURVEYOR DATED MAY 2, 1973 AND RECORDED IN PLAT BOOK Z, PAGE 81-A, GWINNETT COUNTY RECORDS, WHICH PLAT IS HEREBY REFERRED TO AND MADE A PART OF THIS DESCRIPTION.







June 17, 2026

**City of Loganville**

Department of Planning & Development  
P.O. Box 39 • 4303 Lawrenceville Road  
Loganville, GA 30052

**Re:** Letter of Intent for Major Variances  
530 & 540 Brand Road SW, Loganville, GA 30052

Dear Members of the Planning Commission:

GBT Realty Corporation respectfully submits this Letter of Intent in support of five Major Variance applications for the proposed Sprouts Farmers Market shopping center at 530 and 540 Brand Road SW (Parcels 5160 057 and 5160 175), a 3.61-acre CH-zoned site. Each variance is the minimum relief necessary to achieve a functional, commercially viable development given the physical limitations described above.

**1. Reduction of Parking Space Length from 19 Feet to 18 Feet**

We request a reduction in the required parking stall length from 19 feet to 18 feet throughout the parking field. The irregular geometry of the site, combined with the mandated setbacks from both road frontages and the stream buffer corridor running across the northern portion of the property, significantly compresses the usable development envelope. Maintaining 19-foot stall depths would require either an unacceptable reduction in the total number of parking stalls or additional encroachment into the stream buffer corridor. An 18-foot stall length meets the functional needs of modern vehicles and is consistent with parking standards accepted in both Gwinnett and Walton Counties. The one-foot reduction is the minimum relief necessary to achieve a workable parking configuration within the physical limits of the buildable area.

**2. Removal of the 10-Foot Landscape Buffer Along Oak Grove Road**

We request full relief from the 10-foot landscape buffer requirement along the Oak Grove Road frontage. Oak Grove Road carries an 80-foot public right-of-way that itself contains substantial existing greenspace providing visual separation between the roadway and the development equivalent to or greater than an on-site buffer. Requiring an additional 10-foot on-site buffer along Oak Grove Road would push the building and parking field further north, deeper into the stream buffer impact zone. Relieving this buffer requirement allows the development footprint to be positioned as far south as possible, maximizing separation from the stream corridor.



### **3. Minor Encroachments into the 10-Foot Landscape Buffer Along Brand Road**

We request approval of limited encroachments into the 10-foot landscape buffer along the Brand Road frontage. The Brand Road frontage is geometrically irregular relative to the rectangular building footprint due to the angular intersection with Oak Grove Road. This angular relationship creates isolated locations where achieving a consistent parking layout with uniform aisle widths, standard stall orientations, and adequate turning radii results in nominal incursions into the 10-foot buffer. In all other areas along the Brand Road frontage, the 10-foot buffer is maintained or exceeded. The Brand Road right-of-way contains existing greenspace that supplements on-site buffering and preserves the functional intent of the buffer standard. The encroachments are the minimum necessary for a geometrically coherent and safe circulation layout and do not eliminate the buffer in any continuous stretch along the frontage.

### **4. Encroachment into the City of Loganville 50-Foot Undisturbed Stream Buffer**

We request approval of minor, limited encroachments into the City's 50-foot undisturbed stream buffer along Big Flat Creek. Georgia EPD mandates a 25-foot undisturbed natural vegetative buffer from the wrested vegetation line. The City of Loganville imposes a more restrictive 50-foot undisturbed buffer. The proposed encroachments are confined to the outer portion of the City's buffer and are specifically limited to locations where: (a) disturbance does not extend into the Georgia EPD 25-foot buffer, which will be maintained in full; (b) the encroachment is confined to the outermost edge of the City buffer, away from the stream bank; and (c) the encroachment is the minimum necessary to achieve a functional development layout. The most critical near-stream vegetative protection will remain fully intact.

### **5. Removal of the 25-Foot Non-Imperious Setback Beyond the 50-Foot Buffer**

We request relief from the City's requirement for an additional 25-foot non-imperious setback beyond the 50-foot undisturbed stream buffer. The combined effect of the Georgia EPD 25-foot buffer, the City's 50-foot buffer, and this 25-foot non-imperious setback creates a 75-foot total protected corridor measured from the wrested vegetation line/top of bank. Applied to a 3.61-acre parcel with dual road frontage setbacks, this corridor consumes a disproportionate share of the total parcel area in a manner uniquely severe on this tract. Strict enforcement of all these requirements would effectively preclude any anchor retail development on the property.

### **Conclusion**

GBT Realty Corporation respectfully requests that the Planning Commission recommend approval of the variances described herein and in the accompanying applications. Each variance is the minimum relief necessary to achieve a functional, commercially viable development on a parcel whose physical and topographic conditions create genuine, site-specific hardships. The proposed development will bring a quality grocery retail anchor to the Loganville community while implementing modern stormwater controls that directly address the identified water quality concerns associated with Big Flat Creek.

We appreciate the Commission's consideration and welcome the opportunity to discuss these requests further.

Respectfully submitted,

  
\_\_\_\_\_  
**Kelly Hiatt P.E.**  
Development Manager, Retail  
GBT Realty Corporation  
9010 Overlook Blvd, Brentwood, TN 37027  
(248) 701-3307  
khiatt@gbtrealty.com

**Attachments:**

1. Applications for Major Variances (5 applications)
2. Check for Application Fees
3. Legal Description of Property
4. Stream Delineation Map
5. Plat of Property (ALTA/NSPS Land Title Survey, Draft, April 2026)
6. Concept Site Plan (Sprouts Loganville, dated June 3, 2026)
7. Alternative Concept Plan (Sprouts Loganville, dated June 3, 2026)
8. Affected Buffer Area Plan
9. Names and Addresses of Abutting Property Owners



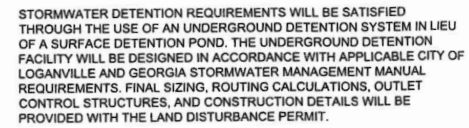
**M2 GROUP**  
P.O. BOX 2543  
BRENTWOOD, TN 37024-3543  
TEL: 615.352.1700 / [INFO@M2GROUP.COM](mailto:INFO@M2GROUP.COM)

## CONCEPT PLAN

|               |        |              |    |
|---------------|--------|--------------|----|
| PROJECT NO. : | 26-115 | CHECKED BY : | BS |
|---------------|--------|--------------|----|

**SHEET NUMBER:**

30



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PROPERTY LINE  
EXISTING BUILDING  
EXISTING FENCE  
EXISTING CURB  
EXISTING CURB & GUTTER  
EXISTING MAJOR CONTOUR  
EXISTING MINOR CONTOUR  
EXISTING WATER LINE  
EXISTING SANITARY SEWER  
EXISTING NATURAL GAS LINE  
EXISTING STORM SEWER  
EXISTING OVERHEAD ELECTRIC  
EXISTING UNDERGROUND ELECTRIC  
PROPERTY SETBACK LINE  
PROPOSED BUILDING LINE  
PROPOSED CURB  
EXISTING PAVEMENT  
HEAVY DUTY ASPHALT PAVEMENT  
CONCRETE SIDEWALK

|                 |                                            |
|-----------------|--------------------------------------------|
| PROJECT NAME:   | SPROUTS                                    |
| PARCEL ID:      | 5160 057 & 5160 175                        |
| PARCEL ADDRESS: | 530 & 540 BRAND ROAD, LOGANVILLE, GA 30052 |
| SITE ACREAGE:   | 3.61 AC. ±                                 |

|                  |                         |
|------------------|-------------------------|
| JURISDICTION:    | LOGANVILLE              |
| COUNTY:          | GWINNETT                |
| EXISTING USE:    | RESIDENCE               |
| EXISTING ZONING: | CH (COMMERCIAL HIGHWAY) |
| PROPOSED USE:    | SHOPPING CENTER         |

BUILDING HEIGHT NOT TO EXCEED 6 STORIES  
FRONT YARD SETBACK: 35 FT (OAK GROVE ROAD - MINOR COLLECTOR STREET)  
SIDE YARD SETBACK: 20 FT  
REAR YARD SETBACK: 30 FT  
LANDSCAPE BUFFER: 10 FT ALONG PUBLIC RIGHT-OF-WAY (VARIANCE)  
5 FT ALONG NON-PUBLIC RIGHT-OF-WAY

STATE OF GEORGIA: 25 FT UNDISTURBED NATURAL VEGETATIVE BUFFER  
CITY OF LOGANVILLE: 50 FT UNDISTURBED NATURAL VEGETATIVE BUFFER AND  
AN ADDITIONAL 25 FT SETBACK BEYOND THE UNDISTURBED VEGETATIVE  
BUFFER IN WHICH ALL IMPERVIOUS COVER SHALL BE PROHIBITED (VARIANCE)

SHOPPING CENTER: 1 SPACE PER 200 SF  
TOTAL PARKING REQUIRED: 32,073 SF / 200 SF = 161 SPACES  
TOTAL PARKING PROVIDED = 153 SPACES (7 ADA SPACES) (VARIANCE)  
PARKING SPACE DIMENSIONS REQUIRED = 9' x 19'  
PARKING SPACE DIMENSIONS PROVIDED = 9' x 18' (VARIANCE)  
LOADING SPACES REQUIRED: RETAIL AND SHOPPING CENTER - 1 / FIRST 5,000 SF  
PLUS 1 / ADDITIONAL 30,000 SF OR FRACTION THEREOF (2 LOADING SPACES  
REQUIRED). SUPERMARKET AND FOOD STORE - 2 / FIRST 10,000 SF AND EACH  
ADDITIONAL 20,000 SF (3 LOADING SPACES REQUIRED). 5 TOTAL LOADING  
SPACES REQUIRED  
LOADING SPACES PROVIDED: 3 SPACES (VARIANCE)

FEMA FLOOD MAP: MAP NUMBER 13135C0132F EFFECTIVE 12/8/2016  
SITE IS LOCATED IN ZONE X, AREA OF MINIMAL FLOOD HAZARD







Re: Application for Major Variance - Abutting Property Owners  
530 & 540 Brand Road SW, Loganville, GA 30052

Abutting Property Owners

| Property Address  | Owner Name                            | Mailing Address             | Mailing City      | Mailing State | Mailing Zip Code |
|-------------------|---------------------------------------|-----------------------------|-------------------|---------------|------------------|
| 520 BRAND ROAD    | RED LION ACQUISITION & MANAGEMENT INC | 2382 PRO TEC WAY STE A      | LOGANVILLE        | GA            | 30052-3683       |
| 3900 OAK GROVE RD | NSA 110 V JV PO LLC                   | 8400 E PRENTICE AVE STE 900 | GREENWOOD VILLAGE | CO            | 80111-2921       |

Property Owners Across Public Right-of-Way

| Property Address         | Owner Name                     | Mailing Address         | Mailing City | Mailing State | Mailing Zip Code |
|--------------------------|--------------------------------|-------------------------|--------------|---------------|------------------|
| 59 ATHENS HWY            | MOUNTAINPRIZE INC              | C/O SILVER OAK ADVISORS | SMYRNA       | GA            | 30081-2437       |
| 3836 OAK GROVE RD        | HOLY CROSS ANGLICAN CHURCH INC | PO BOX 776              | LOGANVILLE   | GA            | 30052-0776       |
| 506 HOKE O'KELLY MILL RD | ATLANTA MOTOR SALES LLC        | 3413 DIVERSIFIED DR     | LOGANVILLE   | GA            | 30052-2408       |



June 4, 2026

**City of Loganville**

Department of Planning & Development  
P.O. Box 39 • 4303 Lawrenceville Road  
Loganville, GA 30052

**Re:** Application for Major Variances  
530 & 540 Brand Road SW, Loganville, GA 30052

Dear Members of the Planning Commission:

On behalf of GBT Realty Corporation, we respectfully submit this package of applications for Major Variances in connection with the proposed development of a retail shopping center anchored by Sprouts Farmers Market at 530 and 540 Brand Road SW, Loganville, Georgia (Parcel IDs: 5160 057 and 5160 175). The subject property totals approximately 3.61 acres and is zoned CH (Commercial Highway). The proposed development consists of an approximately 23,273 square-foot anchor grocery store and an approximately 8,800 square-foot in-line retail building.

The site presents a combination of geometric constraints, stream and wetland features, and competing regulatory setback requirements that, taken together, render strict compliance with certain development standards impractical without material sacrifice of the property's reasonable usability. Each variance requested below is grounded in site-specific physical and topographic conditions unique to this parcel.

**Variances Requested and Justification**

Reduction of Parking Space Length from 19 Feet to 18 Feet

The applicant requests that the standard 19-foot parking stall length be reduced to 18 feet. This reduction is necessitated by the irregular geometry of the site, which is bounded on the north by Big Flat Creek and associated stream buffers and wetlands, on the west by Brand Road (80-foot public right-of-way), and on the south by Oak Grove Road (80-foot public right-of-way). The parcel's acutely angled corner at the Brand Road/Oak Grove Road intersection, combined with the mandated setbacks from both roadways and the stream buffer corridor running across the northern portion of the site, significantly compresses the usable development envelope.

Maintaining 19-foot stall depths within the constrained development footprint would require either an unacceptable reduction in the number of stalls or encroachment further into the stream buffer corridor. An 18-foot stall length meets the functional needs of modern vehicles and is consistent with standards accepted in both Gwinnett and Walton Counties. The one-foot reduction is the minimum relief necessary to achieve a workable parking configuration within the physical limits of the buildable area.

#### Removal of the 10-Foot Landscape Buffer Along Oak Grove Road

The applicant requests relief from the 10-foot landscape buffer requirement along the Oak Grove Road frontage. Oak Grove Road carries an 80-foot public right-of-way that itself contains substantial existing greenspace providing visual separation between the roadway and development equivalent to or greater than an on-site buffer.

Critically, the northern boundary is constrained by Big Flat Creek, associated wetlands and buffers. These overlapping requirements substantially reduce the usable depth of the site from north to south. Requiring a 10-foot landscape buffer on the Oak Grove Road frontage would push the building and parking field further north, deeper into the stream buffer impact zone. Relieving the Oak Grove Road landscape buffer allows the development footprint to be positioned as far south as possible, maximizing separation from the stream corridor.

#### Encroachments into the 10-Foot Landscape Buffer Along Brand Road

The applicant requests approval of limited encroachments into the 10-foot landscape buffer along the Brand Road frontage. The Brand Road frontage is geometrically irregular relative to the rectangular building footprint because of the angular intersection with Oak Grove Road. This angular relationship creates isolated locations where achieving a consistent parking layout, with uniform aisle widths, standard stall orientations, and adequate turning radii, results in nominal incursions into the 10-foot buffer. In all other areas along the Brand Road frontage, the 10-foot buffer is maintained or exceeded.

The Brand Road right-of-way contains existing greenspace that supplements on-site buffering and preserves the functional intent of the buffer standard. The encroachments are the minimum necessary for a geometrically coherent and safe circulation layout and do not eliminate the buffer in any continuous stretch along the frontage.

#### Encroachment into the City of Loganville 50-Foot Undisturbed Stream Buffer

Big Flat Creek and associated wetlands traverse the northern portion of the subject property. The Georgia EPD mandates a 25-foot undisturbed natural vegetative buffer from the wrested vegetation. The City of Loganville imposes a 50-foot undisturbed buffer. The applicant proposes minor, limited encroachments into the City's 50-foot buffer in locations where: (a) disturbance does not extend into the Georgia EPD 25-foot buffer, which will be maintained in full; (b) encroachment is confined to the outermost edge of the City buffer, away from the stream bank; and (c) the encroachment is the minimum necessary to achieve a functional development layout.

The hardship unique to this site is the simultaneous imposition of overlapping state and local buffer requirements across a 3.61-acre parcel that also carries two public street frontage setbacks. The cumulative effect reduces the net buildable area to a degree not ordinarily encountered on similarly-zoned commercial parcels that do not have regulated streams transecting them. The proposed encroachments are specifically limited to areas where the EPD 25-foot buffer immediately adjacent to the stream will remain fully undisturbed, preserving the most critical near-stream vegetative protection.

### Removal of the City of Loganville 25-Foot Non-Impervious Setback Beyond the 50-Foot Buffer

The City requires an additional 25-foot setback beyond the 50-foot undisturbed buffer from which all impervious cover is prohibited. The combined effect of the Georgia EPD 25-foot buffer, the City's 50-foot buffer, and this 25-foot non-impervious setback creates a 75-foot total protected corridor measured from wrested vegetation/top of bank. Applied to a 3.61-acre parcel with dual road frontage setbacks, this corridor consumes a disproportionate share of the total parcel area in a manner uniquely severe on this tract.

Big Flat Creek is identified as impaired due to fecal coliform bacteria from municipal facility and urban runoff sources. The proposed development will include engineered stormwater management infrastructure designed to treat site runoff before discharge to the creek, directly addressing the documented impairment mechanism. Preserving a non-impervious setback in addition to all other buffers, on a parcel where the cumulative regulatory envelope already prevents viable commercial development, creates a hardship unique to this parcel's geometry and stream proximity. The stormwater controls to be implemented provide protection to the stream that is functionally superior to the withholding of a 25-foot non-impervious margin on this site.

### **Applicant's Responses to Evaluation Criteria**

#### 1. Extraordinary or Exceptional Conditions Due to Size, Shape, or Topography

The subject property is a 3.61-acre parcel bounded on two sides by public rights-of-way that meet at an acute angle at the southwestern corner, creating an irregular, wedge-influenced parcel shape rather than a standard rectangular development lot. The northern portion is bisected by Big Flat Creek and its riparian corridor, including jurisdictional wetlands and stacked multi-jurisdictional stream buffers. The topography descends toward the creek from the south, limiting the area of suitable, gradeable impervious surface. The convergence of an angular street intersection, dual road frontage setbacks, and a regulated stream corridor with overlapping buffer requirements compresses the usable development envelope in a manner not typical of other CH-zoned commercial parcels and creates extraordinary site-specific constraints not of the applicant's making.

#### 2. Other Unique Conditions Adversely Affecting Reasonable Use

The simultaneous application of Georgia EPD stream buffer rules, City of Loganville stream buffer and non-impervious setback requirements, dual public street frontage landscape buffers, and standard zoning setbacks leaves a development footprint that, if all standards are applied strictly, cannot accommodate a shopping center of a scale consistent with the CH zoning designation. The CH zone expressly permits shopping centers; yet the physical constraints of this parcel make the standard development parameters unworkable without variance relief. No comparable CH-zoned parcel without a regulated stream transecting it would face the same degree of constrained buildable area.

### 3. How Strict Application Creates an Unnecessary Hardship

Strict enforcement of all landscape buffers, stream buffers, the non-impervious setback, and parking standards as applied to this parcel would effectively preclude development of any anchor retail use on the property. The stacking of the City's 50-foot undisturbed buffer plus a 25-foot non-impervious setback, plus dual 10-foot street landscape buffers, plus the 35-foot front setback, in combination with the angular intersection geometry, reduces the impervious development area to a dimension that cannot support a viable retail building and parking field. This hardship is not self-created; it arises from the natural presence of Big Flat Creek and its topographic corridor on the parcel, a condition that existed prior to and independent of the development proposal.

### 4. Whether the Requested Relief Causes Substantial Detriment to the Public Good

The requested variances will not cause substantial detriment to the public good. The Georgia EPD 25-foot undisturbed buffer will be maintained in full along the entirety of the stream and wetland frontage. Engineered stormwater management will treat runoff before it reaches the creek, directly addressing the identified fecal coliform impairment from diffuse urban runoff. Landscape buffer variances along Brand Road and Oak Grove Road are mitigated by existing right-of-way greenspace that preserves the visual and functional intent of the buffer standard. The 2-space parking reduction and 1-foot stall length reduction are de minimis in impact on traffic function or public safety. None of the variances authorize a use not otherwise permitted in the CH zone.

### 5. Whether the Relief Grants an Otherwise Prohibited Use

No. The variances requested are dimensional and buffer variances only. A retail shopping center with a grocery anchor is a permitted use in the CH (Commercial Highway) zoning district. None of the variances authorize a use, activity, or structure otherwise prohibited by the applicable ordinance. The relief sought pertains solely to the physical standards governing setbacks, buffers, and parking dimensions, not to the category of use proposed.

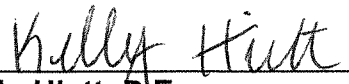
### **Conclusion**

GBT Realty Corporation respectfully requests that the Planning Commission recommend approval of the variances described herein. Each variance is the minimum relief necessary to achieve a functional, commercially viable development on a parcel whose physical and topographic conditions create genuine, site-specific hardships. The proposed development will bring a quality grocery retail anchor to the Loganville community while implementing modern stormwater controls that directly address the identified water quality concerns associated with Big Flat Creek.



We appreciate the Commission's consideration and are available to discuss these requests at your convenience.

Respectfully submitted,

  
\_\_\_\_\_  
**Kelly Hiatt, P.E.**  
Development Manager | Retail  
GBT Realty Corporation  
9010 Overlook Blvd, Brentwood, TN  
khiatt@gbtreatly.com

**Attachments:**

1. Applications for Major Variances
2. Check for Application Fees
3. Legal Description of Property
4. Stream Delineation Map
5. Plat of Property i.e. ALTA/NSPS Land Title Survey (Draft, April 2026)
6. Concept Site Plan (Sprouts Loganville, dated June 3, 2026)
7. Alternative Concept Plan (Sprouts Loganville, dated June 3, 2026)
8. Affected Buffer Area Plan
9. Names and Addresses of Abutting Property Owners

## STAFF APPLICATION ANALYSIS REPORT

**ZONING CASE #:** V26-007

**LANDOWNERS:** Samuel Cordos / Bright Stone Lending LLC

**APPLICANT:** Kelly Hiatt on behalf of GBT Realty Corporation

**PROPERTY ADDRESS:** 530 and 540 Brand Road

**MAP/PARCEL #:** R5160 057 and R5160 175

**PARCEL DESCRIPTION:** Residential (vacant)

**AREA:** 3.61 acres

**EXISTING ZONING:** CH

**PROPOSED ZONING:** No Change

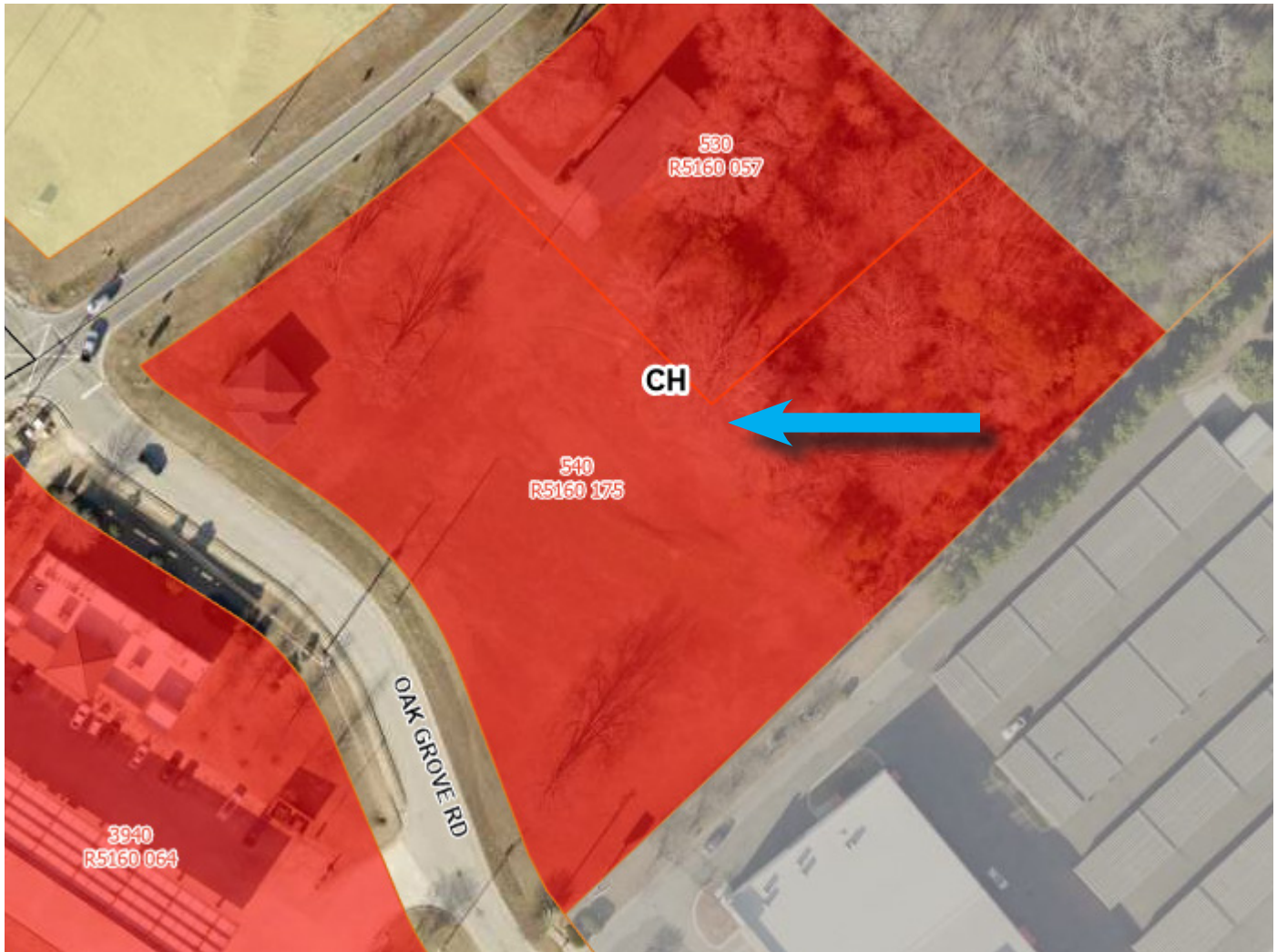
**FUTURE LAND USE MAP:** Commercial

**REASON FOR REQUEST:** Seeking relief from the City of Loganville Code of Ordinances 119-378(a)(1) Design Standards, specifically each automobile parking space shall not be less than 9 feet wide and 19 feet in length.

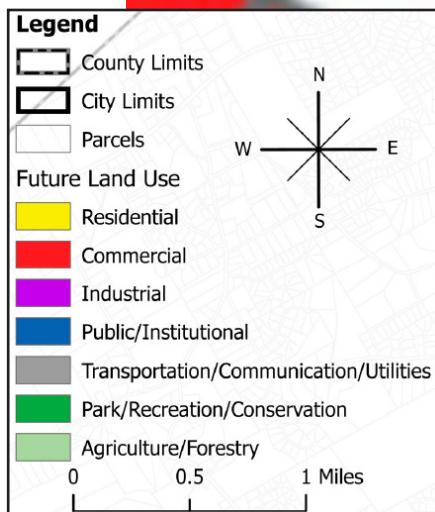
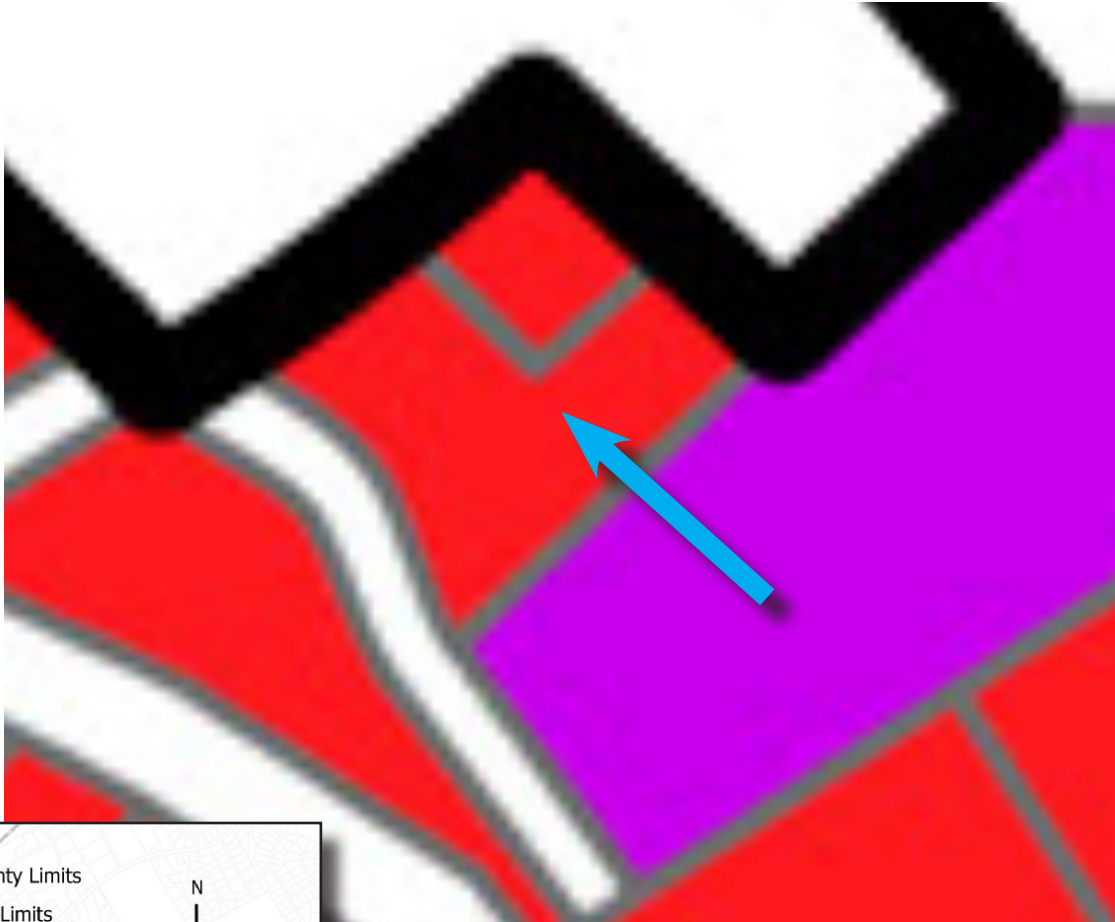
**PLANNING COMMISSION HEARING:** July 23, 2026

**CITY COUNCIL HEARING:** August 10, 2026

## ZONING MAP



## FUTURE LAND USE MAP



## Applicant's Request

The City of Loganville requires that parking spaces be 19 feet in length while the applicant is seeking to reduce that to 18 feet, reportedly in line with standards at Walton and Gwinnett counties.

## Existing Conditions

Each parcel has a residence on it, with 540 Brand Road having a 952-square-foot home that was built in 1940 and 530 Brand Road having a 2,064-square-foot home that was built in 1974, according to Gwinnett County records. The properties were annexed into the City in 2008 with the original intent of building a hotel and retail center.

Big Flat Creek runs along the northeast property line.

## Impact Analysis / Recommendation

**What extraordinary or exceptional conditions due to size, shape or topography are present on the property in question that support the request for relief?** The parcel is irregularly shaped as a result of the intersection of Brand Road and Oak Grove Road, with future plans to turn this into a roundabout. In addition, the Big Flat Creek state waterway traverses the property along its northeastern property line, which is required to have a 75 foot buffer which impacts the amount of buildable area.

**What other conditions are unique to the property and adversely affect its reasonable use or usability as currently zoned?** None.

**How does the application of the requirements of the applicable ordinance to the property in question create an unnecessary hardship?** The applicant argues that their project is not feasible with the requirements of the length of parking spaces in addition to the buffer and state waterway setbacks. While 18 feet would accommodate the average size of an American car, an argument can be made that it would not accommodate a good percentage of the standard pickup trucks on the roadways today.

**Would the requested relief, if granted, cause substantial detriment to the public good or impair the purpose and intent of the applicable ordinance?** While the reduction in parking space length would in theory reduce the size of the impervious surface, the American Association of State and Highway Transportation Officials recommend a standard parking space size of 9 feet wide by 19 feet long, which is in line with City's standards.

**Recommended action:** The reduction in the parking dimensions would not have a large impact on the City itself except that if this is granted, it would likely equate to the City changing its parking space standards moving forward to align with this new standard. The staff recommendation is to approve this variance.



## Planning Commission Recommended Conditions

## City Council Conditions



THIS PLAT IS SUBJECT TO COVENANTS SET FORTH IN THE SEPARATE DOCUMENT(S) ATTACHED HERETO DATED MAY 23, 2025, WHICH HEREBY BECOME PART OF THIS PLAT, AND WHICH WERE RECORDED IN DEED BOOK 5590, PAGES 614-661 WITH THE CLERK OF SUPERIOR COURT IN WALTON COUNTY, GEORGIA AND SIGNED BY THE OWNER.

THIS BLOCK RESERVED FOR  
THE CLERK OF THE SUPERIOR COURT

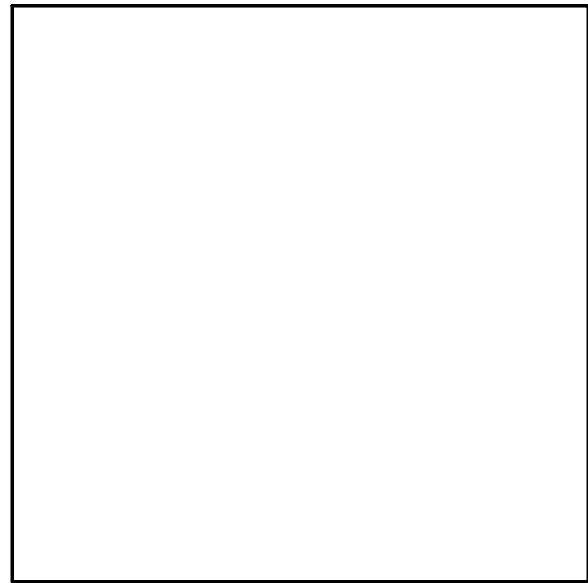
#### CITY NOTES:

- TOTAL NUMBER OF LOTS = 12
- EXISTING ZONING: R-22 CSO (OPEN SPACE SUBDIVISION OVERLAY)
- TOTAL AREA = 17,201 ACRES
- MINIMUM LOT AREA - 16,000 SQUARE FEET
- MINIMUM LOT WIDTH - 100 FEET
- MAXIMUM BUILDING HEIGHT - 35 FEET
- BUILDING SETBACKS:  
FRONT: 20 FEET  
SIDE: INTERIOR LINE: 10 FEET, STREET CORNER: 20 FEET  
REAR: INTERIOR LOT: 20 FEET, PERIMETER LOT OR RIGHT-OF-WAY: 40 FEET
- REQUIRED OPEN SPACE - 25%  
OVERALL PROVIDED OPEN SPACE - 27%
- OVERALL DENSITY - 1.44 UNITS PER ACRE
- ALL STORM SEWER AND SANITARY EASEMENTS ARE CENTERED ON THE PIPE.
- PERMANENT STRUCTURES AND TREES ARE NOT ALLOWED IN SANITARY EASEMENTS ACCORDING TO CURRENT CITY OF LOGANVILLE POLICY.
- STRUCTURES ARE NOT ALLOWED IN DRAINAGE EASEMENTS.
- THIS PLAT IS SUBJECT TO COVENANTS SET FORTH IN THE SEPARATE DOCUMENT(S) ATTACHED HERETO DATED MAY 23, 2025, WHICH HEREBY BECOME PART OF THIS PLAT, AND WHICH WERE RECORDED IN DEED BOOK 5590, PAGE 614-661 WITH THE CLERK OF SUPERIOR COURT IN WALTON COUNTY, GEORGIA AND SIGNED BY THE OWNER.**
- AREAS INDICATED AS OPEN SPACE ON THIS PLAT ARE OWNED AND MAINTAINED BY THE HOMEOWNER'S ASSOCIATION AND ARE SUBJECT TO THE COVENANTS SET FORTH IN SEPARATE HOMEOWNER'S ASSOCIATION DOCUMENT(S) RECORDED AS ABOVE.
- ALL STREETS SHOWN HEREON ARE PUBLIC.
- UTILITY PROVIDERS:  
WATER - CITY OF LOGANVILLE  
SEWER - CITY OF LOGANVILLE  
STORM - CITY OF LOGANVILLE  
GAS - LAWRENCEVILLE GAS  
ELECTRIC - WALTON EMC
- STREAM BUFFER EASEMENTS ARE TO REMAIN IN A NATURAL AND UNDISTURBED CONDITION.
- WATER METERS AND SEWER CLEANOUTS ARE NOT ALLOWED IN DRIVEWAYS.
- CLEANOUTS ARE TO BE MAINTAINED AT GRADE AND ARE THE PROPERTY OWNER'S RESPONSIBILITY TO ENSURE ACCESSIBILITY AT ALL TIMES.
- THE CITY OF LOGANVILLE ASSUMES NO RESPONSIBILITY FOR OVERFLOW OR EROSION OF NATURAL OR ARTIFICIAL DRAINS BEYOND THE EXTENT OF THE STREET RIGHT-OF-WAY, OR FOR THE EXTENSION OF CULVERTS BEYOND THE POINT SHOWN ON THE APPROVED AND RECORDED SUBDIVISION PLAT. THE CITY OF LOGANVILLE DOES NOT ASSUME THE RESPONSIBILITY FOR THE MAINTENANCE OR REPAIR OF PIPES IN DRAINAGE EASEMENTS BEYOND THE CITY PUBLIC STREET RIGHT-OF-WAY.
- A SIGNED AND RECORDED MAINTENANCE AGREEMENT MUST BE DOCUMENTED AND GIVEN TO THE CITY OF LOGANVILLE PLANNING AND DEVELOPMENT OFFICE BEFORE APPROVAL OF FINAL PLAT.
- DISTURBED ACREAGE PER PROJECT DEVELOPMENTS PLANS IS 71.21 +/- ACRES.
- DRAINAGE EASEMENTS TO INCLUDE SETBACKS PER CITY OF LOGANVILLE ORDINANCES AND DEVELOPMENT REGULATIONS.
- TRACT 1 TO HAVE NO ACCESS TO SANITARY SEWER.
- ALL SANITARY SEWER, STORM SEWER, AND WATER AS-BUILTS WERE FILED DURING THE PHASE 1 SUBMITTAL.
- THE DRAINAGE EASEMENTS TO INCLUDE SETBACKS PER CITY OF LOGANVILLE DEVELOPMENT REGULATIONS AND SPECIFICATIONS. (7.4.2 & 7.4.5)**
- TRACT 1 OPEN SPACE IS TO BE DEDICATED TO THE HOMEOWNER'S ASSOCIATION.

#### LEGEND OF SYMBOLS & ABBREVIATIONS

- |                                  |                                  |                                      |
|----------------------------------|----------------------------------|--------------------------------------|
| BC - BACK OF CURB                | GV - GAS VALVE                   | PS - PARKING SPACE COUNT             |
| BFP - BACK FLOW PREVENTER        | GW - GUY WIRE                    | PSO - POWER STUB OUT                 |
| BL - BUILDING LINE               | HC - HANDICAP                    | PT - POWER & TELEPHONE LINE          |
| BH - BUILDING HEIGHT             | HDPE - HIGH DENSITY POLYETHYLENE | PTLP - POWER, TELEPHONE & LIGHT POLE |
| BOL - BOLLARD                    | HW - HEADWALL                    | PDP - POWER & TELEPHONE POLE         |
| BWF - BARBED WIRE FENCE          | HWF - HOOD WIRE FENCE            | PVC - POLYVINYL CHLORIDE PIPE        |
| C - CABLE TELEVISION LINE        | IV - IRRIGATION VALVE            | R - RECORD                           |
| CAG - CURB AND GUTTER            | INV - INVERT                     | RB - REINFORCING BAR                 |
| CBK - CABLE TV BOX               | IRF - IRON PIN FOUND             | RCP - REINFORCED CONCRETE PIPE       |
| CCN - CONCRETE NAIL              | IRS - IRON PIN SET (1/2" RB W/   | RM - RECORD DEED MEASURE             |
| CI - CURB INLET                  | IS - IRON PIN SET                | RS - SANITARY SEWER                  |
| CL - CENTERLINE                  | JB - JUNCTION BOX                | SD - STORM DRAIN                     |
| CLF - CHAIN LINK FENCE           | LAT - SEWER LATERAL              | SF - SQUARE FEET                     |
| CMP - CONCRETE MONUMENT FOUND    | LI - LAND LOT                    | SP - SERVICE POLE                    |
| CO - CLEAN OUT                   | LLL - LAND LOT FOUND             | SSE - SANITARY SEWER EASEMENT        |
| CONC - CONCRETE                  | LP - LIGHT POLE                  | TP - TELEPHONE POLE                  |
| CP - CALCULATED POINT            | M - MEASURED                     | TPCB - TRUE POINT OF BEGINNING       |
| CIP - CRIMP TOP PIPE FOUND       | MAG - MAGNETIC NAIL              | TPM - TAX PARCEL NUMBER              |
| DB - DEED BOOK                   | MC - MOTORCYCLE PARKING          | TSB - TRAFFIC SIGNAL BOX             |
| DE - DRAINAGE EASEMENT           | MH - MANHOLE                     | TSP - TRAFFIC SIGNAL POLE            |
| DI - DROP INLET                  | MON - MONUMENT                   | TYL - SINGLE YELLOW LINE             |
| DP - DUMPSTER PAD                | MM - MONITORING WELL             | TEL - TELEPHONE LINE                 |
| DWC - DOUBLE WING CATCH BASIN    | NF - NOW OR FORMERLY             | TBM - TEMPORARY BENCH MARK           |
| DY - DOUBLE YELLOW LINE          | NPS - NAIL SET                   | TEX - TELEPHONE REDESKAL BOX         |
| EA - EDGE OF ASPHALT             | NTS - NOT TO SCALE               | TC - TOP OF CURB                     |
| EP - EDGE OF PAVING              | OCS - OUTLET CONTROL STRUCTURE   | TMH - TELEPHONE MANHOLE              |
| FDC - FIRE DEPARTMENT CONNECTION | OTS - OUTSIDE DIMENSION          | TP - TELEPHONE POLE                  |
| FES - FLARED END SECTION         | OT - OPEN TOP PIPE               | TPCB - TRUE POINT OF BEGINNING       |
| FI - FIRE HYDRANT                | PB - PLAT BOOK                   | TPM - TAX PARCEL NUMBER              |
| FL - FLOW LINE                   | PBX - POWER BOX                  | TSB - TRAFFIC SIGNAL BOX             |
| FIRM - FLOOD INSURANCE RATE MAP  | PQ - PAGE                        | TSP - TRAFFIC SIGNAL POLE            |
| GI - GAS LINE                    | PIV - POST INDICATOR VALVE       | TYL - SINGLE YELLOW LINE             |
| GM - GAS METER                   | PKS - PK VAL SET                 | TEL - TELEPHONE LINE                 |
| GND - GEORGIA MILITIA DISTRICT   | PL - PROPERTY LINE               | TMH - TELEPHONE MANHOLE              |
| GTMH - GREASE TRAP MANHOLE       | PM - POWER METER                 | TP - TELEPHONE POLE                  |
| GP - GUY POLE                    | POS - POINT OF BEGINNING         | TPCB - TRUE POINT OF BEGINNING       |
| GTPP - GUY POLE & TELEPHONE POLE | POC - POINT OF COMMENCEMENT      | TPM - TAX PARCEL NUMBER              |
| GV - GAS VALVE                   | POE - POINT OF ENTRY             | TSB - TRAFFIC SIGNAL BOX             |
| GW - GUY WIRE                    | PP - POWER LINE                  | TSP - TRAFFIC SIGNAL POLE            |
|                                  | PR - POWER POLE                  | TYL - SINGLE YELLOW LINE             |
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THIS BLOCK RESERVED FOR  
THE CLERK OF THE SUPERIOR COURT



Planning & Development  
4303 Lawrenceville Road  
P.O. Box 39  
Loganville, GA 30052

Phone 770.466.2633

E-mail: tprater@loganville-ga.gov

November 20, 2020

Lori Lamb Kingery  
Green Light Permit Solutions  
[lorilamb111@yahoo.com](mailto:lorilamb111@yahoo.com)  
770-500-7458

RE: Zoning Certification Letter  
Parcel # LG160005 – 2467 Claude Brewer Road, Loganville, Ga 30052

Dear Ms. Kingery,

The above referenced property's current zoning classification is R-22 CSO (Open Space Subdivision Overlay)  
If you have questions please feel free to contact our office at 770-466-2633.

Kind regards,

Tim Prater  
Planning & Development Director

TP/ap

MINUTES  
CITY OF LOGANVILLE  
Regular Council Meeting  
Thursday, May 10, 2018 6:30pm  
Council Chambers

The City of Loganville Mayor and Council met for their regularly scheduled Council Meeting on Thursday, May 10, 2018 at 6:30pm in the Council Chambers. Mayor Rey Martinez and Council Members Skip Baliles, Jay Boland, Linda Dodd, Danny Ford, Anne Huntsinger and Lisa Newberry were all present.

Mayor Rey Martinez called the meeting to order at 6:33pm.

Loganville First United Methodist Church Pastor Bob Hoffmann gave the invocation and the pledge to the flag was led.

Council Member Linda Dodd made a motion to adopt the agenda as presented. Council Member Lisa Newberry seconded the motion. Motion carried 6-0.

Council Member Skip Baliles made a motion to approve the consent agenda as follows:

- Last Month's Minutes
- Last Month's Financial Report
- Permit Fee Schedule – Residential Plan Review Fee – 10% of permit cost with \$50 minimum & Occupational Tax Transfer Fee to include \$75 Fire Inspection Fee
- Purchase of Laptop Computers for DEA - \$16,645.32 (confiscated funds)
- Purchase – Veritech SB 600 Salt Brine System - \$37,090.00 – (2013 WC SPLOST/General Fund)
- Walton Co Parks & Rec – Use of field at City Hall for Soccer (table for 90 days)
- City Hall Roof Replacement – Roofing Plus, Inc \$177,850.00 (budgeted)

Council Member Danny Ford seconded the motion. Motion carried 6-0.

Blue River Development, LLC, Case #R18-003 request to rezone 23.554 acres located on Lawrenceville Road from R22 with conditions to R22 Overlay was presented by Planning Director Tim Prater. There was no one present to speak in favor or opposition to this case. Council Member Danny Ford made a motion to approve the case with the condition that a clubhouse is to be provided and other amenities such as a pool, shuffle board and tennis courts based on the target market to be provided as well. Council Member Linda Dodd seconded the motion. Motion carried 6-0.

(Mayor Rey Martinez recused himself from the following cases and turned the meeting over to Vice Mayor Skip Baliles.)

DR Horton, Inc. Case #A18-004 has requested to annex 101.846 acres located at 2467 Claude Brewer Road for the development of a single-family residential subdivision was presented by Planning Director Tim Prater. There was no one to speak in favor or opposition of this case. Council Member Danny Ford made a motion to approve Case #A18-004 with the following conditions: a pool with clubhouse to the provided as well as a 6-foot wooden fence along the large portion of the property specifically along the property line of the neighbors on both sides where the property abuts Southfork Subdivision at a minimum distance of 100 feet or a total of the abutted property. Council Member Linda Dodd seconded the motion. Motion carried 5-0.

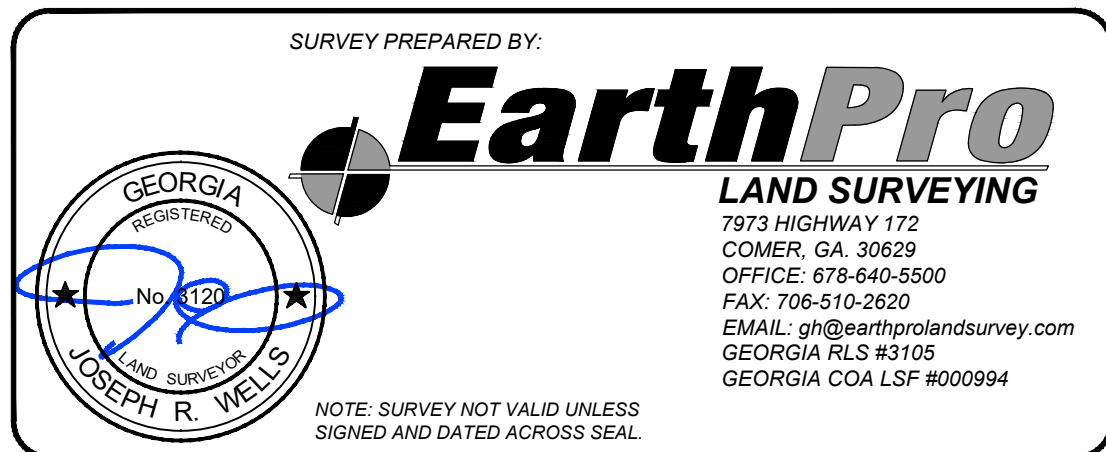
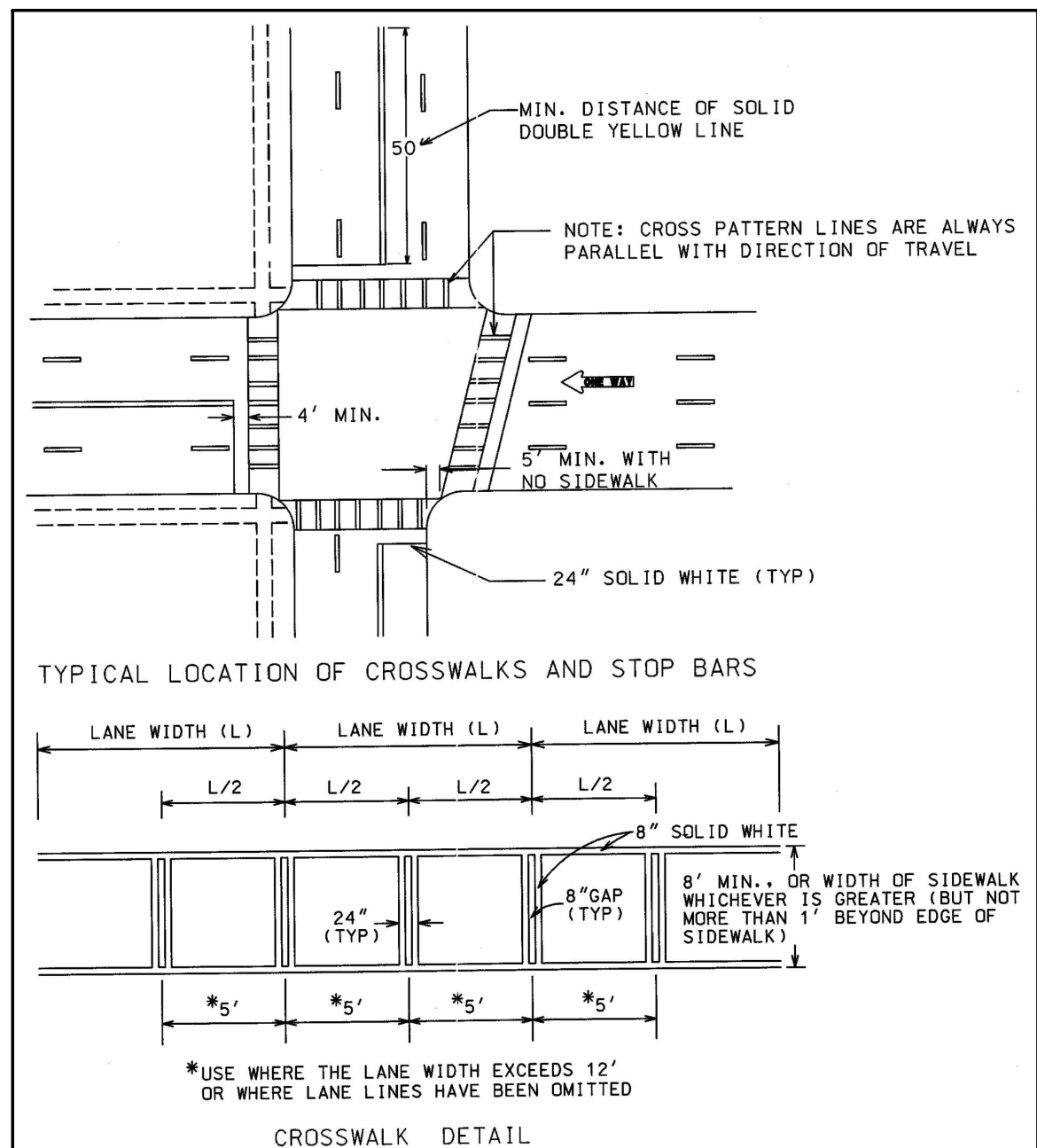
DR Horton, Inc. Case #R18-005 has requested to rezone 101.846 acres located at 2467 Claude Brewer Road from A1 to R22 OSC for the development of a single-family residential subdivision was presented by Planning Director Tim Prater. Council Member Linda Dodd made a motion to approve the rezoning request. Council Member Danny Ford seconded the motion. Motion carried 5-0.

DR Horton, Inc. Case #V18-006 has requested a variance for 101.846 acres located at 2467 Claude Brewer Road to reduction to the 90% of the required open space that is to remain natural and undisturbed for the development of a single-family residential subdivision was presented by Planning Director Tim Prater. He further explained that they are not asking to reduce the amount of green space but be allowed to disturb more than 10% in order to spread it out within the development. Council Member Anne Huntsinger made a motion to approve the variance to allow them to disturb a maximum of 20% of the open green space. Council Member Danny Ford seconded the motion. Motion carried 5-0.

Council Member Linda Dodd made a motion to adopt the FYE 6/30/2019 Budget as presented. Council Member Danny Ford seconded the motion. Motion carried 5-1 with Council Member Skip Baliles voting in opposition.

With no further business, Council Member Anne Huntsinger made a motion to adjourn. Council Member Linda Dodd seconded the motion. Motion carried 6-0.

Meeting adjourned at 6:53pm.

  
Rey Martinez  
Mayor  
Danny Roberts  
City Manager

| DATE: JULY 22, 2026 |               |      |  |
|---------------------|---------------|------|--|
| REVISION NO.        | DESCRIPTION   | DATE |  |
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| SURVEYED: CS        | DRAWN: JRW    |      |  |
| CHECKED: GSH        | APPROVED: JRW |      |  |
| PROJECT # 21271.FP2 |               |      |  |

| FINAL SUBDIVISION PLAT FOR              |  |
|-----------------------------------------|--|
| ROCKY CREEK                             |  |
| PHASE 2                                 |  |
| LOCATED WITHIN                          |  |
| LAND LOT 182, 2ND SECTION, 4TH DISTRICT |  |
| CITY OF LOGANVILLE                      |  |
| WALTON COUNTY, GEORGIA                  |  |
| TAX PARCEL: LG160005                    |  |
| SHEET 2 OF 5                            |  |







LEGEND OF SYMBOLS & ABBREVIATIONS

- BC - BACK CURB  
BFP - BACK FLOW PREVENTER  
BL - BUILDING LINE  
BH - BUILDING HEIGHT  
BOL - BOLLARD  
BWF - BARBED WIRE FENCE  
C - CABLE TELEVISION LINE  
C&G - CURB AND GUTTER  
CBX - CABLE TV BOX  
CCW - CONCRETE WALL  
CI - CURB INLET  
CL - CENTERLINE  
CLF - CHAIN LINK FENCE  
CMF - CONCRETE MONUMENT FOUND  
CMP - CORRUGATED METAL PIPE  
CO - CLEAN OUT  
CONC - CONCRETE  
CP - CALCULATED POINT  
CTP - CRIMP TOP PIPE FOUND  
DB - DEED BOOK  
DE - DRAINAGE EASEMENT  
DI - DROP INLET  
DP - DUMPSTER PAD  
DWCB - DOUBLE WING CATCH BASIN  
DYL - DOUBLE YELLOW LINE  
EA - EDGE OF ASPHALT  
EP - EDGE OF PAVING  
FDC - FIRE DEPARTMENT CONNECTION  
FES - FLARED END SECTION  
FH - FIRE HYDRANT  
FL - FLOW LINE  
FIRM - FLOOD INSURANCE RATE MAP  
G - GAS LINE  
GI - GUY INLET  
GM - GAS METER  
GMD - GEORGIA MULTA DISTRICT  
GTHM - GREASE TRAP MANHOLE  
GP - GUY POLE  
GPTP - GUY POLE & TELEPHONE POLE  
GV - GAS VALVE  
GW - GUY WIRE

GV - GAS VALVE  
GW - GUY WIRE  
HC - HANDICAP  
HDPE - HIGH DENSITY POLYETHYLEN  
HW - HEADWALL  
HWF - HOOD WIRE FENCE  
IV - IRRIGATION VALVE  
INV - INVERT  
IPF - IRON PIN FOUND  
IPS - IRON PIN SET (1/2"RB W/ YELLOW PLASTIC CAP)  
JB - JUNCTION BOX  
LAF - SEWER LATERAL  
LL - LAND LOT  
LLF - LAND LOT LINE  
LP - LIGHT POLE  
M - MEASURED  
MAG - MAGNETIC NAIL  
MC - MOTORCYCLE PARKING  
MH - MANHOLE  
MOW - MONUMENT  
MW - MONITORING WELL  
NF - NOW OR FORMERLY  
NS - NAIL SET  
NTS - NOT TO SCALE  
OCS - OUTLET CONTROL STRUCTURE  
O.S.D. - OUTSIDE DIMENSION  
OT - OPEN TOP PIPE  
PB - PLAT BOOK  
PBX - POWER BOX  
PL - FLOW LINE  
FIRM - FLOOD INSURANCE RATE MAP  
G - GAS LINE  
GI - GUY INLET  
GM - GAS METER  
GMD - GEORGIA MULTA DISTRICT  
GTHM - GREASE TRAP MANHOLE  
GP - GUY POLE  
GPTP - GUY POLE & TELEPHONE POLE  
GV - GAS VALVE  
GW - GUY WIRE

PSC - PARKING SPACE COUNT  
PSO - POWER STUD OUT  
PT - POWER & TELEPHONE LINE  
PTLP - POWER, TELEPHONE & LIGHT POLE  
PTP - POWER & TELEPHONE POLE  
PVC - POLYVINYL CHLORIDE PIPE  
R - RECORD  
RB - REINFORCING BAR  
RCP - REINFORCED CONCRETE PIPE  
RM - RECORD DIED MEASURE  
RW - RIGHT OF WAY  
SD - STORM DRAIN  
S.F. - SQUARE FEET  
SP - SERVICE POLE  
SRP - SOLID ROD FOUND  
SSE - SANITARY SEWER EASEMENT  
SS - SANITARY SEWER  
SWCB - SINGLE WING CATCH BASIN  
SYL - SINGLE YELLOW LINE  
T - TELEPHONE LINE  
TBM - TEMPORARY BENCH MARK  
TBX - TELEPHONE PEDESTAL BOX  
TC - TOP OF CURB  
TMH - TELEPHONE MANHOLE  
TP - TELEPHONE POLE  
TPCB - TRUE POINT OF BEGINNING  
TPN - TAX PARCEL NUMBER  
TSB - TRAFFIC SIGNAL BOX  
TSP - TRAFFIC SIGNAL POLE  
UP - UNDERGROUND POWER  
UT - UNDERGROUND TELEPHONE  
VP - VENT PIPE  
W - WATER LINE  
WE - WATER EASEMENT  
WV - WATER VALVE  
WL - WHITE LINE  
WM - WATER METER  
WVT - WATER VAULT
- TOPOGRAPHIC CONTOUR 700  
TOPOGRAPHIC CONTOUR 702



NIF  
ALICE S. STILL AS TRUSTEE OF THE ITEM FIVE  
TRUST UNDER THE LAST WILL AND TESTAMENT  
OF WILLIAM D. STILL aka WILLIAM DAVID STILL  
DB 3530, PG 361  
TP# C0250013

OPEN SPACE  
TRACT 1  
9.304 AC.  
405,293 S.F.  
(NO ACCESS TO SANITARY SEWER)

A=276.02'  
R=60.00'  
N18°23'50"E  
C=89.47'

0.631 AC.  
27,487 S.F.

1.109 AC.  
48,299 S.F.

0.385 AC.

| LINE | BEARING     | DISTANCE |
|------|-------------|----------|
| L1   | S60°11'48"W | 80.00'   |

| CURVE | RADIUS | ARC LENGTH | CHORD BEARING | CHORD LENGTH |
|-------|--------|------------|---------------|--------------|
| C1    | 20.00' | 31.42'     | S15°11'21"W   | 28.28'       |
| C2    | 25.00' | 8.34'      | N39°21'46"W   | 8.30'        |
| C3    | 25.00' | 28.13'     | N81°09'19"W   | 26.67'       |



SURVEY PREPARED BY:

**EarthPro**  
LAND SURVEYING  
7913 HIGHWAY 172  
COMER, GA. 30629  
OFFICE: 678-640-5500  
FAX: 706-510-2620  
EMAIL: gsh@earthprolandsurvey.com  
GEORGIA RLS #3105  
GEORGIA COA LSF #000994

JOSEPH R. VELS  
REGISTERED LAND SURVEYOR  
NO. 4201

NOTE: SURVEY NOT VALID UNLESS  
SIGNED AND DATED ACROSS SEAL

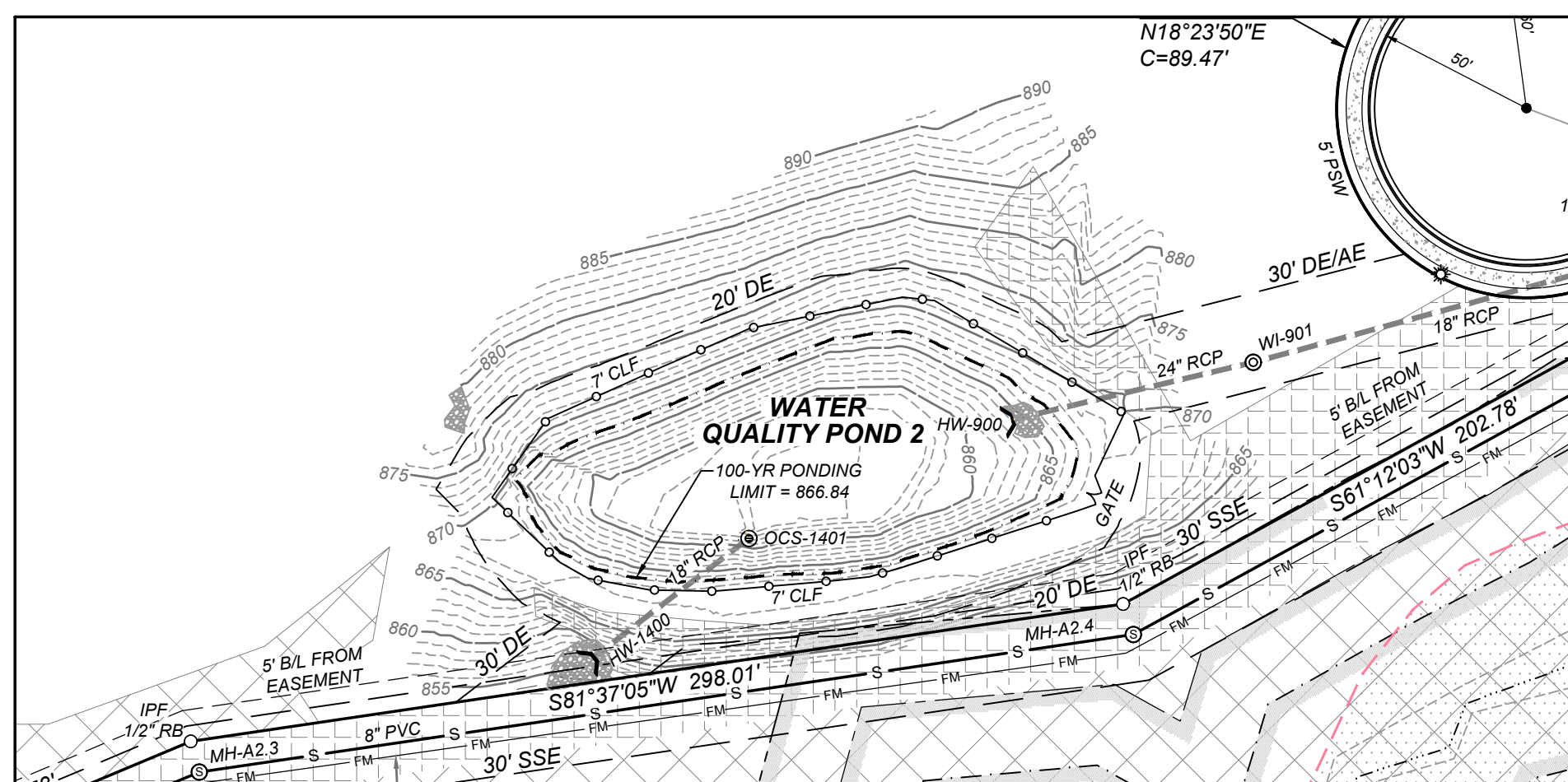
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|                     |               |             |      |
| SURVEYED: CS        | DRAWN: JRW    |             |      |
| CHECKED: GSH        | APPROVED: JRW |             |      |
| PROJECT # 21271.FP2 |               |             |      |

FINAL SUBDIVISION PLAT FOR  
**ROCKY CREEK**  
PHASE 2  
LOCATED WITHIN  
LAND LOT 182, 2ND SECTION, 4TH DISTRICT  
CITY OF LOGANVILLE  
WALTON COUNTY, GEORGIA  
TAX PARCEL: LG160005

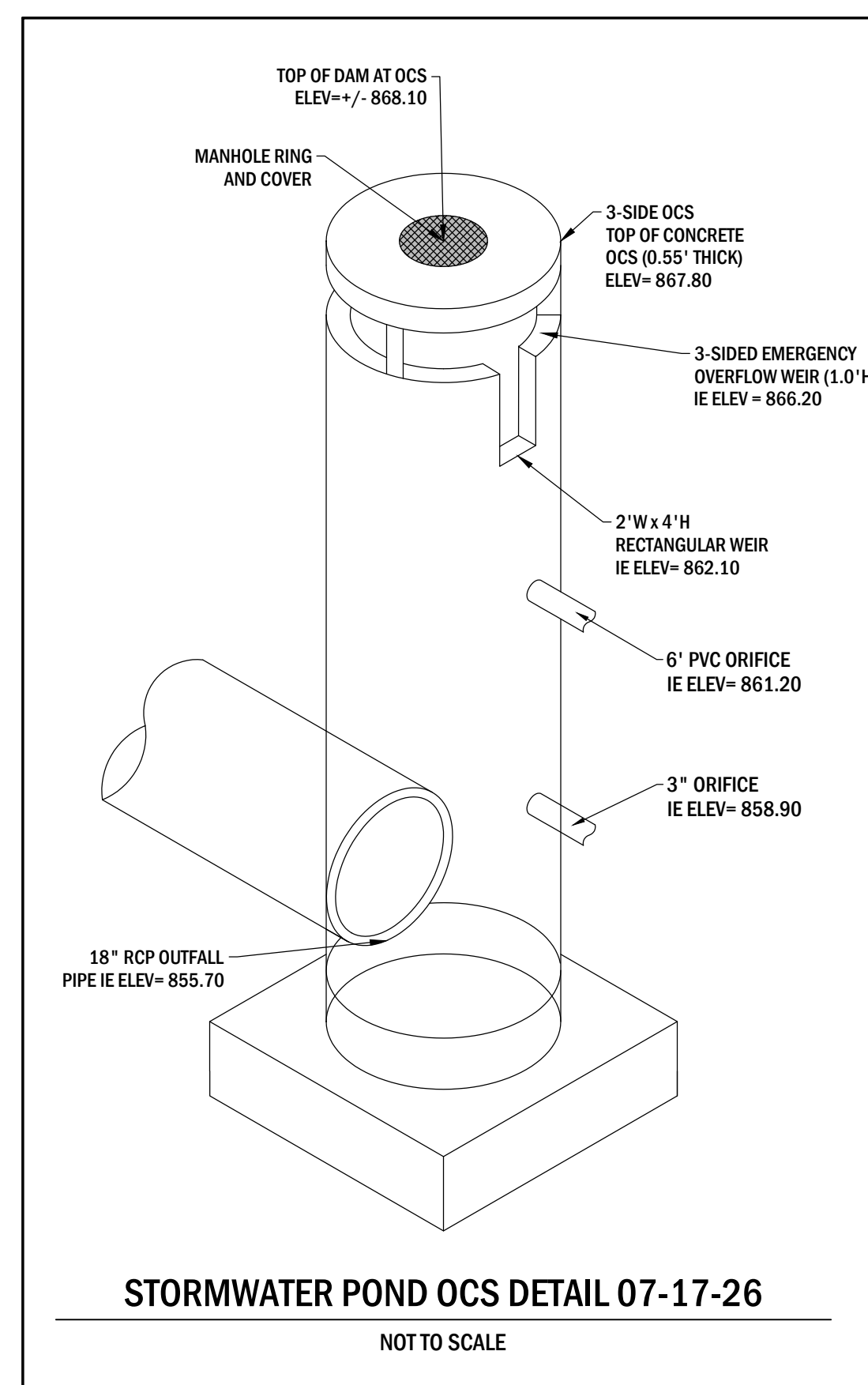
SHEET 4 OF 5



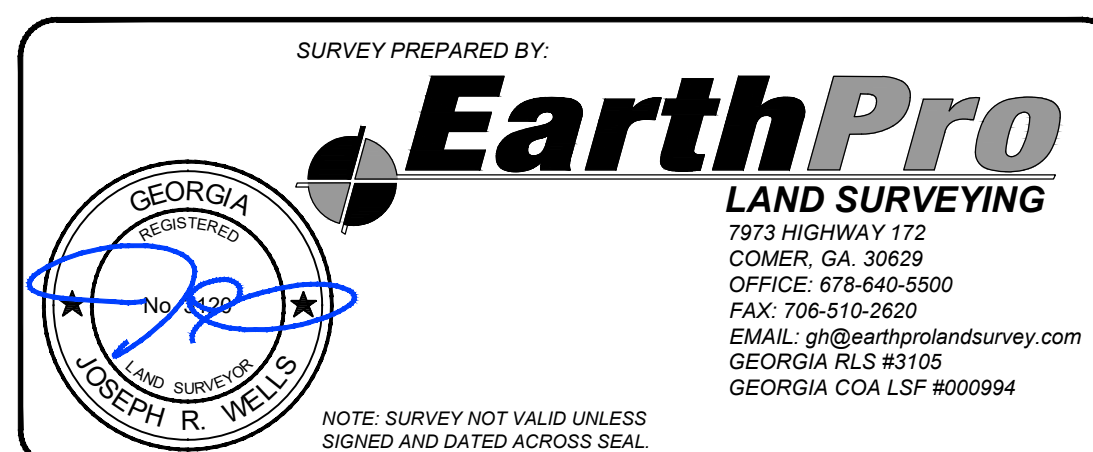
## WATER QUALITY POND #2



THE AS-BUILT INFORMATION OF WATER QUALITY POND 2 SHOWN HEREON WHICH INCLUDES TOPOGRAPHY AND OCS DETAIL INFORMATION WAS TAKEN FROM AN AS-BUILT BY PAPE-DAWSON CONSULTING ENGINEERS, LLC ON JULY 17, 2026.



|                                  |                                                   |                                      |
|----------------------------------|---------------------------------------------------|--------------------------------------|
| BP - BACK OF CURB                | GV - GAS VALVE                                    | PSC - PARKING SPACE COUNT            |
| BPP - BACK FLOW PREVENTER        | GW - GUY WIRE                                     | PSO - PSUE STUB OUT                  |
| BU - BUILDING                    | HC - HANDICAP                                     | PT - POWER & TELEPHONE LINE          |
| BH - BUILDING HEIGHT             | HOPE - HIGH DENSITY POLYETHYLENE                  | PTLP - POWER, TELEPHONE & LIGHT POLE |
| BL - BOLLARD                     | HW - HEADWALL                                     | PTP - POWER & TELEPHONE POLE         |
| BO - BARBED WIRE FENCE           | HW - HOPE WIRE FENCE                              | PVC - POLYETHYLENE GLASS PIPE        |
| C - CABLE TELEVISION             | IV - IRRIGATION VALVE                             | R - RECORD                           |
| CC - CURB AND GUTTER             | IN - INVERT                                       | RF - REINFORCING BAR                 |
| CEK - CABLE TV BOX               | IP - IRON PIN FOUND                               | RCP - REINFORCED CONCRETE PIPE       |
| CCN - CONCRETE NAIL              | IPS - IRON PIN SET (1/2"RB W/ YELLOW PLASTIC CAP) | RM - RECORD DEED MEASURE             |
| CL - CENTERLINE                  | JP - JUNCTION BOX                                 | RO - RIGHT OF WAY                    |
| CLF - CHAIN LINK FENCE           | LAT - LEADER LATERAL                              | SD - STORM DRAIN                     |
| CP - CONC. PIERCE MONUMENT FOUND | LD - LAND LOT                                     | SF - SQUARE FEET                     |
| CP - CORRUGATED METAL PIPE       | LL - LAND LOT LOT                                 | SF - SLOO ROD FOUND                  |
| CO - CLEAN OUT                   | LP - LIGHT POLE                                   | SSE - SANITARY SEWER EASEMENT        |
| CO - CONC. CONCRETE              | L - MEASURED                                      | SS - SAND                            |
| CP - CALCULATED POINT            | MG - MAGNETIC NAIL                                | SWB - SINGLE WING CATCH BASIN        |
| CP - CRUISE CONTROL PIPE FOUND   | MC - MOTORCYCLE PARKING                           | SY - SINGLE WING VALVE               |
| DB - DEEP BOX                    | MN - MANHOLE                                      | T - TELEPHONE LINE                   |
| DE - DRAINAGE EASEMENT           | MON - MONUMENT                                    | TM - TEMPORARY BENCH MARK            |
| DE - DRAINAGE EASEMENT           | MON - MONITORING WELL                             | TP - TELEPHONE POLE                  |
| DP - DUMPER PAID                 | NF - NOW OR FORMERLY                              | TP - TOP OF CURB                     |
| DWCB - DOUBLE DITCH CATCH BASIN  | NS - NAIL SET                                     | TMH - TELEPHONE MANHOLE              |
| ED - DOUBLE END ROW LINE         | NTS - NOT TO SCALE                                | TP - TELEPHONE POLE                  |
| ED - EDGE OF ASPHALT             | OCS - OUTLET CONTROL STRUCTURE                    | TPB - TRUE POINT OF BEGINNING        |
| ED - EDGE OF PARKING LOT         | O.S.D. - OUTSIDE DIMENSION                        | TPO - TAP HOLE NUMBER                |
| FE - FIRE DEPARTMENT CONNECTION  | OP - OPEN PIT                                     | TR - TRAFFIC SIGNAL                  |
| FE - FLARED END SECTION          | PB - PLAT BLOCK                                   | TSF - TRAFFIC SIGNAL POLE            |
| FL - FLOW LINE                   | PC - POWER BOX                                    | U - UNDERGROUND POLE                 |
| FL - FLOW LINE                   | PG - PAGE                                         | U - UNDERGROUND TELEPHONE            |
| FRM - FLOOD INSURANCE RATE MAP   | PI - POST INDICATOR VALVE                         | UP - VENT PIPE                       |
| GA - GAS LINE                    | PKS - PKI VAL SET                                 | W - WATER LINE                       |
| GI - GRATE INLET                 | PL - PROPERTY LINE                                | WE - WATER EASEMENT                  |
| GM - GAS METER                   | PM - POWER METER                                  | WW - WATER VAULT                     |
| GM - GEORGIA MILITIA DISTRICT    | PGB - POINT OF BEGINNING                          | W - WHITE LINE                       |
| GMH - GREASE TRAP MANHOLE        | PGM - POINT OF COMMENCEMENT                       | WW - WATER METER                     |
| GP - GUY POLE                    | POB - POINT OF ENTRY                              | WWT - WATER VAULT                    |
| GP - GUY POLE & TELEPHONE POLE   | PP - POWER LINE                                   |                                      |
| GV - GAS VALVE                   | PP - POWER POLE                                   |                                      |



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| DATE: JULY 22, 2026 |  |               |      |
| REVISION NO.        |  | DESCRIPTION   | DATE |
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| SURVEYED: CS        |  | DRAWN: JRW    |      |
| CHECKED: GSH        |  | APPROVED: JRW |      |
| PROJECT # 21271.FP2 |  |               |      |

**FINAL SUBDIVISION PLAT FOR**  
**ROCKY CREEK**  
**PHASE 2**  
LOCATED WITHIN  
LAND LOT 182, 2ND SECTION, 4TH DISTRICT  
CITY OF LOGANVILLE  
WALTON COUNTY, GEORGIA  
TAX PARCEL: LG160005



4303 Lawrenceville Highway • Loganville, GA 30052 • 770-466-1165 • [www.loganville-ga.gov](http://www.loganville-ga.gov)

**CITY OF LOGANVILLE  
REQUEST FOR PROPOSALS (RFP)  
PROFESSIONAL LEGAL SERVICES – CITY ATTORNEY**

The City of Loganville is soliciting written proposals from qualified Georgia-licensed attorneys or law firms to provide professional legal services and serve as City Attorney. Proposals must demonstrate the proposer's qualifications, municipal experience, depth of legal knowledge, and ability to provide high-quality, timely, and cost-effective legal services to the City.

All proposals must address the requirements outlined in this RFP and be written in a clear, concise manner that demonstrates the proposer's ability to meet the legal needs of the City of Loganville.

Ansley Pope  
Human Resources Director

**Submission Address:**

City of Loganville  
4303 Lawrenceville Road  
Loganville, GA 30052

Proposals must be received no later than 5:00 p.m. on September 25, 2026.  
Late submissions will not be considered.

Proposal packages must be sealed and include eight copies of the proposal.  
Proposal packages must clearly indicate on the exterior that they contain a proposal for legal services.

All inquiries regarding this RFP should be directed to Ansley Pope, Human Resources Director, by email at [apope@loganville-ga.gov](mailto:apope@loganville-ga.gov).

Please note that all responses will be subject to the Open Records Act

The City of Loganville reserves the right to reject any or all proposals, waive informalities or technical defects, request additional information, and select the proposal deemed most advantageous to the City.

## **Overview**

The City of Loganville is located in both Walton and Gwinnett Counties in northeast Georgia. With a population of approximately 15,000 residents, Loganville is part of both the Northeast Georgia Regional Commission and the Atlanta Regional Commission for transportation planning purposes. The City operates under a Council-Manager form of government, with a Mayor and six Council Members elected to staggered four-year terms.

The City Manager oversees day-to-day operations and leads a full-service municipal organization that includes the following departments: Events, Human Resources, Information Technology, Fleet, Police, Fire, Public Works, Water & Sewer, Stormwater Utilities, Planning & Development, Finance, and Parks.

## **Scope of Services**

The City Attorney is appointed by the City Council and serves at the pleasure of the City Council. The City Attorney functions as the City's general legal counsel and provides legal guidance on all City-related matters to the City Council, City Manager, Department Heads, Development Authority, and all City boards and commissions. General duties include, but are not limited to, the following:

1. Attending all regular and special-called City Council meetings.
2. Attending meetings of boards, commissions, or committees as directed.
3. Providing timely responses to legal inquiries from City officials and staff.
4. Drafting and reviewing ordinances, resolutions, and amendments.
5. Drafting and reviewing contracts and agreements.
6. Reviewing City policies for legal compliance.
7. Handling all City real estate transactions, including closings.
8. Ensuring compliance with federal and state law, the City Charter, ordinances, and policies.
9. Defending the City and its officials and employees against legal claims.
10. Coordinating work performed by outside legal counsel.
11. Providing additional legal services as requested by the City Council.
12. Maintaining availability and responsiveness that reflects a high priority for City business.
13. Attorney may serve as the substitute prosecuting attorney until such time as a prosecuting attorney or substitute prosecuting attorney is available or appointed.

## **Qualifications**

The City is seeking a City Attorney with the municipal government experience necessary to provide well-researched, defensible, and practical legal guidance. A thorough understanding of Georgia municipal law is essential, and the successful candidate must demonstrate broad experience in areas such as land use and zoning, public works construction contracting, real estate acquisition, employment law and employee-related matters, utility operations, and municipal financing.

The City Attorney must be a member of the State Bar of Georgia in good standing. In addition to technical expertise, the City Attorney must be an excellent communicator and writer who understands the role well, values professional relationships, and presents a polished and dependable demeanor. The individual must also be able to quickly earn the confidence of the City Council, City Manager, and Department Heads by demonstrating accessibility, prompt and reliable communication, and a collaborative approach to problem-solving.

### **Compensation**

The City is agreeable to either a fixed monthly retainer or hourly billing for legal services. Each proposal must include either a retainer amount that covers routine and clearly definable services, along with a detailed list of the services included within that retainer, and/or an hourly rate for services that is clearly defined. Proposals must also identify the hourly rates for any services not covered by the retainer, as well as the hourly rates for all attorneys and legal staff who may provide services to the City.

### **Proposal**

Proposals must include the following information:

1. Proposals must include the primary contact information for the submission, including name, address, phone number, and email.
2. Each proposer should provide a brief description of the firm, including its date of establishment, size, and practice areas, along with the address and contact information for the local office and all legal professionals who may provide services to the City.
3. Proposals must also outline the qualifications of the assigned personnel, including education, Georgia Bar admittance date, total years of practice, and relevant experience in municipal or county government, litigation, and real estate transactions.
4. A detailed compensation proposal, as described above.
5. A list of no fewer than three client references, including names, phone numbers, and email addresses, that the City may contact to discuss the relevant experience of the individuals proposed to provide legal services.
6. Finally, each proposal should contain a cover letter expressing the proposer's interest in serving as City Attorney and any additional information that may assist in the selection process.